

Project Solicitation and Prioritization - Preview

State Ten year plan MPO Long Range Transportation Plan



ANTICIPATED TIMELINE

	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Solicit For Projects												
Project Dev & Classification												
Set Project Selection Process		TAC	POL									
Criteria Weighting Process		TAC	POL									
Discussions w/ NHDOT												
Draft Priorities				TAC	POL							
NHDOT for Eng. Review												
Finalize list of Priorities										TAC	POL	
Finalize List to NHDOT												

- Candidate Projects *likely due* to NHDOT **December 4, 2020** for engineering/estimate review.
- Finalized prioritized list to NHDOT *likely due* by **May 1, 2021**
- DOT Required by statute to produce a draft plan by **July 1, 2021**

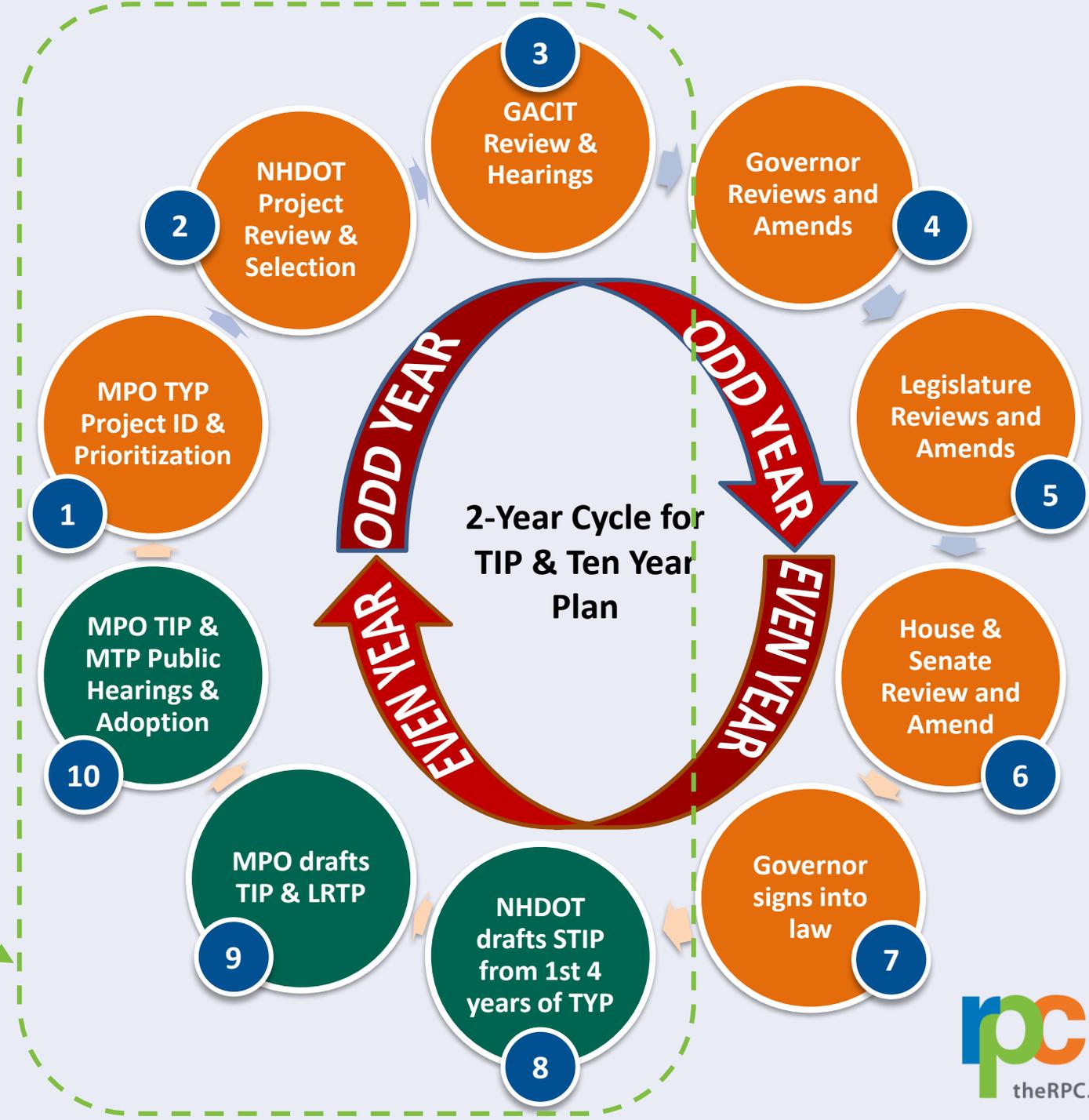
MPO Long Range Transportation Plan

State Ten Year Plan

MPO TIP

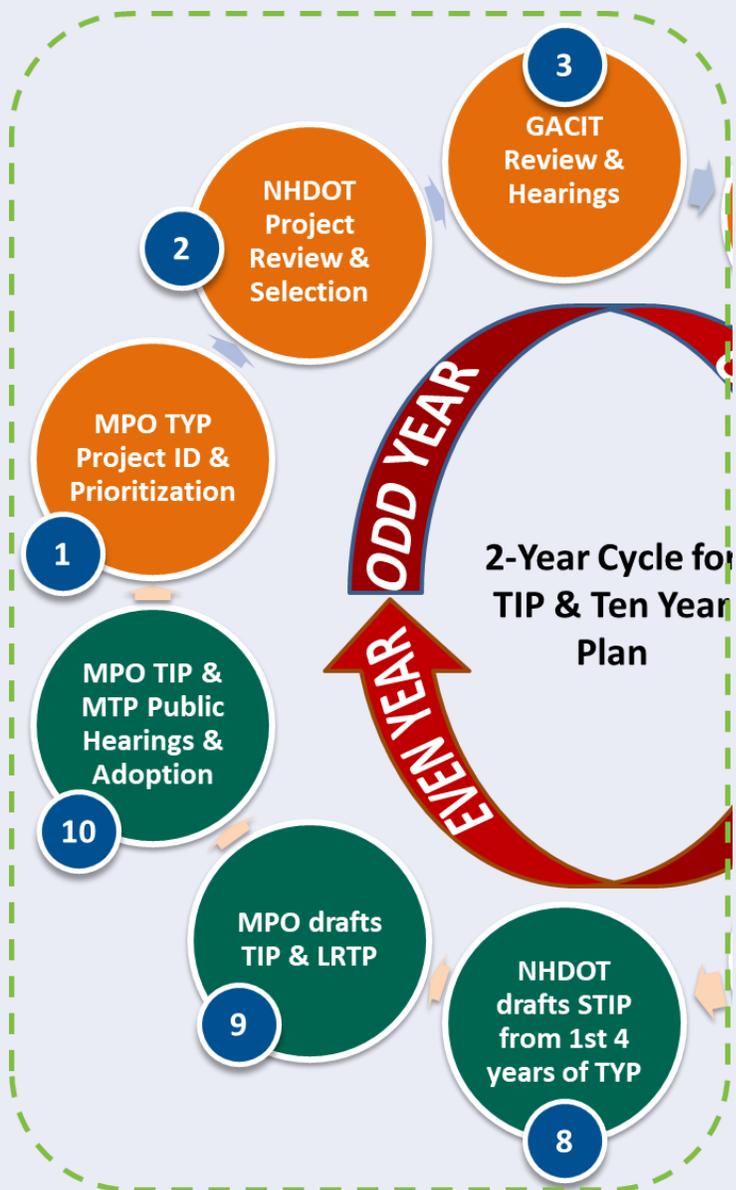
4 Years	10 Years	20+ Years	Planning Horizon
2 Years	2 Years	4-5 Years	Update Cycle
Federal Funding Dedicated	State Commitment to Funding Project	MPO Identifies Funding Available	Funding Commitment
Fiscally Constrained By Federal Rule	Fiscally Constrained by State Law	Fiscally Constrained by Federal Rule	Fiscal Constraint
Project Implementation	Project Development	Project Concept	Project Stage
Federally Funded & Regionally Significant	Federal and State Funded	Federally Funded & Regionally Significant	Project Types included
Projects Designed and Implemented	Projects queued by year but advance to TIP when ready	Provides Candidates for State Ten Year Plan Project Prioritization	Project Advancement
Regional TIPs are combined to create State TIP (STIP)	Regions have "Target" funding allocations to set priority projects	Establishes MPO Goals, objectives, and priorities	Other
2021 2022 2023 2044	2025 2026 2027 2028 2029 2030	2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045	

TEN YEAR PLAN & TIP DEVELOPMENT CYCLE



MPO Primary Involvement

MPO ROLE IN THE STATE TEN YEAR PLAN



1. Identify regional transportation project priorities
2. MPO provides feedback to NHDOT on initial draft of Ten Year Plan
3. Provide Input to GACIT (District 3) on the contents of the draft Ten Year Plan. Present MPO Planning Process and Priorities at public hearings.
8. Review draft STIP and provide feedback to NHDOT regarding projects included (or not)
9. Draft Regional TIP and update Long Range Plan project listing based on approved TYP contents
10. Approve new 4-year TIP and updated LRTP

EXPECTED TEN YEAR PLAN GUIDANCE FROM NH DOT

- Adding projects to the last two years of the Ten Year Plan
- Target funding for the region is \$6,674,000
- Costs must include inflation and indirects
- All RPCs and DOT will use a common set of project selection criteria
- Projects must undergo engineering/cost review prior to being added to Ten Year Plan
- MPOs prioritized projects will be added to the draft Ten Year Plan as presented
 - Projects must still go through GACIT process

PROJECT DEVELOPMENT & CLASSIFICATION

- Evaluate Existing Projects
 - Keep in LRTP?
 - Move to “Illustrative”?
- Ensure data is as complete as possible
 - Detail project descriptions/scopes
- Check/update cost estimates & scopes
 - Looking for obviously under-estimated projects
 - Will use standardized costs as a basis where available
- Classify Projects
 - Is it a fit for the 10 Year Plan as a stand-alone project?
 - If not, what Statewide Program could the project fit into?

PROJECT SELECTION PROCESS

1. Project is feasible

- Project addresses a **clearly defined transportation need**.
- Proposal is a **reasonable approach** in scope and cost given existing resources.
- Project is **likely to receive required Resource Agency permits** and approvals.

2. Project is supported

- Project has **demonstrated local support** and matching funds if necessary.
- Project **conforms to regulations and plans** for affected areas.
- Required fields on project application form are complete.

3. Project is **eligible for federal funding** programs

4. Apply Project Selection Criteria

CHANGES FOR 2021

- Update Project Selection Criteria (Currently Draft)
 - Added criteria addressing Economic Development and Equity, Environmental Justice, & Accessibility
- Will need to update criteria weights & methodology
 - The criteria should not be applied to all projects in exactly the same way
 - Group projects by scale
- Opportunity to adjust methodology for assessing "Support"

NH TEN YEAR PLAN: Regional Project Review

NEW HAMPSHIRE'S "TEN YEAR PLAN"
 The New Hampshire 10-Year Transportation Improvement Plan ("Ten Year Plan") is a fiscally-constrained program of state- and federal-funded transportation projects. The Ten Year Plan is updated biennially, pursuant to the requirements of New Hampshire RSA 240. The Ten Year Plan includes projects related to roadway improvements, bicycle and pedestrian travel, public transportation, aviation, and natural hazard resiliency.



REGIONAL PROJECT REVIEW PROCESS
 As part of the biennial update of the Ten Year Plan, each of the nine New Hampshire Regional Planning Commissions (RPCs) leads a process to identify and prioritize transportation projects in their respective regions for inclusion in the Plan.

Projects eligible for consideration through the regional review process:

- ⇒ **Highway improvements** (e.g., operational improvements, access management, intelligent transportation systems, widening, technology operation improvements);
- ⇒ **Asset management projects** (e.g., bridge rehabilitation, bridge replacement, pavement/base/subbase repair/replacement);
- ⇒ **Bicycle and pedestrian improvements** (e.g., sidewalks, bike trails, multi-use paths; traffic calming improvements);
- ⇒ **Infrastructure-related travel demand management projects** (e.g., park and ride lots, transit or HOV lanes, priority signalization, bus shelters, intermodal transportation centers);
- ⇒ **Planning studies** assessing the need for future projects.

FEDERAL HIGHWAY SYSTEM PERFORMANCE MEASURES
 Under the Fixing America's Surface Transportation Act (FAST Act), states and Metropolitan Planning Organizations (MPOs) are required to use performance measures to work toward specific targets in support of national goals for transportation management in all federally-funded projects and programs. The Ten-Year Plan Criteria detailed herein reflect these federal performance measures. Relevant federal performance measures are noted with each criterion.

PROJECT REVIEW CRITERIA	CRITERION	SUB-CRITERIA
<p>The criteria included in this packet are intended to help RPCs prioritize projects in their respective regions. A list of criteria is provided in the table to the right.</p> <p>Each RPC may assign weights to different criteria to reflect regional priorities. Weights should be assigned to criteria prior to scoring projects.</p> <p>For each project, a score should be assigned for each criterion in order to develop an overall project score. Detailed scoring procedures are provided on page 2 of this packet.</p> <p>Each RPC should clearly define the specific scoring process that will be used prior to scoring projects.</p>	Safety	Safety Performance; Safety Measures
	Mobility	Mobility Need & Performance; Mobility Intervention
	Network Significance	Traffic Volume; Facility Importance
	State of Repair	State of Repair; Maintenance
	Natural Hazard Resiliency	Hazard Risk; Hazard Mitigation
	Equity, Environmental Justice, & Accessibility	Equity & Environmental Justice; Accessibility
	Economic Development	Local & Regional; Freight Mobility
Support	n/a	

For each criterion, the following reference table is provided in order to standardize & guide project reviews:

REGIONAL EVALUATION CONSIDERATIONS	POTENTIAL RESOURCES & DATA SOURCES
This column includes the factors that should be considered in order to evaluate and rank proposed Ten Year Plan projects. Depending on data availability, some considerations may not be evaluated for all projects.	This column includes data and established resources for best practices that can be used to justify project rankings. Not all sources of data will be available for each project. It is left to the discretion of each RPC as to which sources to consult.

Note: project review criteria and associated scores are intended to inform the regional project prioritization process. RPCs may consider other factors, such as project costs and timelines, when deciding final regional priorities.

2021 DRAFT PROJECT SELECTION CRITERIA

Category	Definition
Safety	The degree to which the project impacts traveler safety in relation to safety performance and the project's expected safety benefits.
Mobility	The degree to which a project improves the potential to get from one place to another and is generally evaluated based on the numbers of trips, travel speeds/times, and to travel distance and time.
Network Significance	The extent to which the project is to network connectivity based on traffic volume and the importance to the local and regional transportation system.
State of Repair	The extent to which the project improves infrastructure condition in the project area and the degree to which the project impacts NHDOT and/or municipal maintenance.
Alternative Modes	The extent to which the project impacts accommodations for alternative modes of travel including pedestrian, bicycle, and public transportation.
Resiliency	The degree to which the proposed project will address the exposure of a transportation facility to natural hazards and how mitigation measures would reduce risk.
Equity, Environmental Justice, and Accessibility	The degree to which 1) a project benefits traditionally-underserved populations and 2) ensures accessibility by all potential users.
Economic Development	The degree to which a project supports economic development needs and opportunities at the 1) local and 2) regional level; and 3) the degree to which the project impacts the movement of goods
Support	The degree to which a project is supported by the RPC, locality, and feasibility of construction

WEIGHTING PROJECT SELECTION CRITERIA

Weight criteria differently based on project scale to compare projects with similar areas of impact

- Local – Connections within communities
- Regional – Connections between communities
- Interregional – Connections between this region and others
- Suggest Top Priorities from each list be considered for regional priorities until target budget is utilized + two projects
- Ensures at least one from each category

LOCAL SCALE

- Focus on safety, access, and multimodal **connections within communities**
 - Smaller scale bike/ped & transit projects, highway projects on local roads and “Main Street” state highways.
 - Bike/Ped Safety
 - Multimodal access to services for all users
 - Complete streets/context sensitive design

NUMBER	ROUTE	PROJECT NAME	Funding
23793	Martin Rd	Martin Rd Bridge Replacement	\$560,803
41436	Pond Rd	Replace Pond Street Bridge	\$1,081,631
40641	NH 121A	Main Street traffic calming	\$900,000
23117	Westville Road	Westville Road Bridge	\$1,119,329
40644	Market Street	Market St. RR Crossing upgrade	\$920,474
40642	Maplewood Ave	Maplewood Ave Complete Streets	\$754,800

REGIONAL SCALE

- Focus on multimodal **connections between communities** and regional activity centers
 - Projects on State Highways
 - Regional Transit
 - regional scale bike/ped
 - Improve regional mobility

NUMBER	ROUTE	PROJECT NAME	Funding
41717	NH 121	NH 121 Depot Road Intersection Capacity Expansion	\$2,400,000
40797	Ocean Blvd	Ocean Blvd Reconstruction	\$8,056,344
26485	East Coast Greenway	Hampton Branch ROW Purchase	\$4,522,000
16127	NH 1B	NH 1B Bridge Rehabilitation New Castle-Rye	\$12,132,505
29617	NH 108	Newton Rowe's Corner Improvements	\$1,633,427
12334	NH 28	Salem Depot intersection reconstruction	\$3,340,000

INTER-REGIONAL SCALE

Focus on mobility and intermodal improvements to ensure that the region is **well connected to the rest of New Hampshire and New England**

- Projects on (or connected to) the National Highway System
- Infrastructure preservation
- Delay reduction on critical roadways
- Improve travel time reliability
- Improve Freight mobility and travel time

NUMBER	ROUTE	PROJECT NAME	Funding
41717	NH 121	NH 121 Depot Road Intersection Capacity Expansion	\$2,400,000
40797	Ocean Blvd	Ocean Blvd Reconstruction	\$8,056,344
26485	East Coast Greenway	Hampton Branch ROW Purchase	\$4,522,000
16127	NH 1B	NH 1B Bridge Rehabilitation New Castle-Rye	\$12,132,505
29617	NH 108	Newton Rowe's Corner Improvements	\$1,633,427
12334	NH 28	Salem Depot intersection reconstruction	\$3,340,000

FOCUS FOR SELECTION CRITERIA IS VARIED

Category	Criterion	Local	Regional	Inter-Regional
Mobility	Congestion	↓	↔	↑
	Facility Purpose	↓	↔	↑
Equity, Environmental Justice, & Accessibility	Impact on underserved population	↑	↑	↔
	Impact on Access & Accessibility	↑	↑	↔
Network Significance	Traffic Volume	↓	↔	↑
	Facility Importance	↓	↔	↑
Safety	Safety Measures	↔	↔	↔
	Safety Performance	↔	↔	↔
Economic Development	Benefit to Economic Development	↑	↔	↔
	Impact on Freight Mobility	↔	↑	↑
State of Repair	Infrastructure Condition	↓	↔	↑
	Maintenance Needs	↑	↔	↑
Support	Regional Support	↔	↑	↑
Natural Hazard Resiliency	Natural Hazard Risk	↑	↔	↔
	Natural Hazard Mitigation	↑	↑	↔

CRITERIA WEIGHTING PROCESS

- Occur at July TAC and confirmed at August Policy
- Utilize a survey tool to facilitate the process before the July meeting
 - TAC members would prioritize criteria before meeting
 - Initial criteria weights tallied by staff based on survey response
 - Discussion and tweaking by TAC
 - Round weights to whole percentages

SUMMARY AND ACTION

- Questions/Comments on Timeframe?
- Questions/Comments on Project Selection process?
- Questions/Comments on the Selection Criteria weighting?

- Need TAC endorsement of the process to finalize for MPO
Policy Committee Approval