

MINUTES
Rockingham Planning Commission
January 13, 2021

Remote Meeting via ZOOM Conference Call
Per RSA 91-A:2, III(b) the RPC Chair declared the COVID-19 Outbreak
An Emergency and has waived the requirement
That a quorum be physically present at the meeting

Commissioners Present: A. Davis, Vice Chairman (Hampstead); B. Kravitz (Hampton); S. Gerrato (Greenland); B. Moreau, P. Britz (Portsmouth); G. Coppelman, P. Coffin (Kingston); L. Cushman (Stratham); M. McAndrew (New Castle); P. Wilson (N. Hampton); J. Kiszka, T. Moore (Plaistow); A. Brubaker (H. Falls); B. Donahue (Salem); D. Hebert (Newington); L. Plumer, G. English (Exeter); J. Doggett, M. Allen (Newton)

Guests: C. Cross

Staff: T. Roache (Executive Director); D. Walker (Assistant Director); A. Warhaft (Office Coordinator)

- 1. Vice Chair Davis called the meeting to order at 7:02 p.m.; Remote Meeting via Zoom Conference Call per RSA 91-A:2, III(b)**
- 2. Minutes of September 9, 2020**

J. Doggett moved to approve the Minutes of September 9, 2020 as presented; L. Plumer seconded. Roll Call vote taken. **SO VOTED**

- 3. RPC Updates**

- a. T. Roache gave a brief introduction of our new planner, Madeleine Dilonno, who joined our team in January 2021. Madeleine will be working on transportation and land use initiatives.
- b. T. Roache provided an update of the progress of the RPC's application for 501c3 status. He explained that working with the executive committee, the RPC has established a 501c3 organization to diversify our revenue stream and lessen the financial burden on our communities. Several other regional planning commissions currently utilize the advantages of being recognized as a 501c3 organization. The cost to set up the 501c3 is minimal and it will provide advantages such as reduced cost of computer software and the option to apply for funds that were otherwise unavailable to the RPC. Question and answer period followed.

- c. T. Roache updated the commissioners on the status of the Seacoast Transportation Corridor Vulnerability Assessment Project (STCVA). Roache explained that the purpose of the project is to look at the impact of sea level rise and climate change will have on the transportation corridor. There will be detailed impacts assessments to see what areas are vulnerable now and into the future so that we can then ensure that vulnerable areas are considered in the Long Range Transportation Plan (LRTP) and incorporated in the Transportation Improvement Plan (TIP). Walker said that we are looking to prioritize those routes which will affect safety, hospital and fire access, community access and areas with socially vulnerable communities. Question and answer period followed.
- d. T. Roache summarized some of the accomplishments of the RPC in 2020 that were shared in the December 2020 Newsletter. Despite the challenges faced due to the COVID-19 health crisis, the RPC adapted and worked effectively under the changing circumstances, including helping our members of our communities navigate such programs as the small business relief fund. Glenn Coppelman provided positive feedback on the newsletter and said that the graphics and information used in the summary were simple and easy to understand.

4. Three Things Every Commissioner Should Know

T. Roache discussed the working draft of the updated commissioner's handbook and what it means to be an RPC Commissioner. He emphasized that the RPC is here to be a resource to our communities and that it is the commissioner's duty to act as a liaison for two-way communication with the community they represent and the RPC. Roache also reviewed how the dues are assessed and how those funds are used to further the goals of the RPC, noting that dues account for approximately 10% of the yearly budget. Roache discussed opportunities for further participation for commissioners that wish to be more active, such as other RPC Committees, advisory boards and proof-reading documents. Once the new handbook is finalized it will be available on our website and shared with commissioners. Comment and discussion period followed.

5. A Look Ahead at 2021

- a. T. Roache shared the list of scheduled meeting dates and tentative topics in 2021. Roache and Walker discussed that at the next several meetings there will be transportation milestones that the MPO Committee will need review and approve for the transportation plan.
 - b. T. Roache reviewed the January 2021 RPC newsletter which included summaries of upcoming projects that the RPC will be working on in 2021, including the Coastal Innovation Land Use Guide & Sustainability Program Framework, the Model Ordinance for Using Buffers to Protect Drinking Water, the Hampstead Master Plan, and the North Hampton Parcel Mapping. Roache said that he hoped the work we do on the Hampstead Master Plan which includes a new approach to presenting the master plan via an ArcGIS StoryMap will inspire other towns looking to update their plans to something more accessible to the general public. Question and discussion period followed.
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- c. T. Roache asked the commissioners to go back to their communities and ask what the RPC can do for your town in 2021. He emphasized that it is important that our communities know that the RPC is a resource available to them. Question and discussion period followed.
- 6. **Public Comment - none**
 - 7. **Meeting adjourned at 8:37 p.m.**

Respectfully submitted,
Amy Warhaft, Recording Secretary

MINUTES
Rockingham Planning Commission
Metropolitan Planning Organization
October 14, 2020

Virtual Meeting via Zoom and Public Input

Per RSA 91-A:2, III(b) the RPC Chair has declared the COVID-19 Outbreak an emergency and has waived the requirement that a quorum be physically present at the meeting.

Commissioners/MPO Reps Present: R. McDermott, Chairman (H. Falls); B. Kravitz, A. Carnaby (Hampton); P. Wilson (North Hampton); T. Moore (Plaistow); G. Davison (NH DOT); P. Coffin, G. Coppelman (Kingston); E. Moreau, P. Britz, J. Tabor (Portsmouth); J. Doggett, M. Allen (Newton); T. White (NHDes); L. Cushman (Stratham); D. Hebert (Newington); S. Gerrato (Greenland); A. Davis (Hampstead); M. McAndrew (New Castle); P. Winslow (Rye); G. English (Exeter); J. VanBokkelen (South Hampton); J. Kiszka (Plaistow); R. Nichols (COAST)

Guests: Laurel Adams (Quinlan Award Recipient)

Staff: T. Roache (Executive Director), D. Walker (Assistant Director/Transportation Manager), S. Bogle (Sr. Transportation Planner), A. Warhaft (Office Coordinator)

- 1. Call to Order: Chairman McDermott called the meeting to order at 7:05 p.m.; introductions and roll call was made for the Zoom meeting attendees.**
- 2. Quinlan Award Presentation**

Laurel Adams, Executive Director, Regional Economic Development Center, was selected as the recipient of the 2020 Quinlan Award. Ms. Adams joined the meeting to accept the award. B. Kravitz introduced Ms. Adams and spoke about the qualifications and contributions that she has made to the region. T. Roache gave thanks and presented Ms. Adams with the award. G. Coppelman and P. Wilson also gave thanks and spoke about Ms. Adams' achievements.

- 3. Minutes of May 13, 2020**

*J. Doggett moved to approve the Minutes of August 12, 2020; D. Hebert seconded. Roll Call Vote Taken. **SO VOTED.** 4 abstentions.*

- 4. Ten Year Plan Project Selection Process – D. Walker**

D. Walker opened the presentation with a review of background information on the progression and process of project solicitation, selection and implementation for the State Ten Year Plan. The Metropolitan Planning Organization (MPO) is involved with the first 3 and last 3 stages of the cycle of the Ten Year Plan. Currently we are in the project selection stage.

There were 127 projects that were put forward for consideration in the Ten Year Plan: 30 are already in the plan, 24 are not feasible, 31 projects were completed in the last five years; which leaves 73 projects to be considered for the Ten Year Plan. These projects were broken down into categories of “Local”, “Regional”, and “Inter-Regional”, and then the weighting criteria approved by the MPO was applied in order to come up with a short list of projects to choose from. The Transportation Advisory Committee (TAC) discussed the considerations and costs and selected five projects to be put forward to the MPO Committee for approval. The TAC recommended the following projects for submittal to NHDOT for engineering and cost analysis: East Coast Greenway project, Epping Route 125 project, Portsmouth-Bartlett Bridge Repair, plus two other projects for review: Raymond and North Hampton projects. Discussion of the projects and considerations followed.

*J. Doggett moved to approve the selected projects for submittal to NHDOT: East Coast Greenway project, Epping Route 125 project, Portsmouth-Bartlett Bridge Repair, plus two other projects for review: Raymond and North Hampton projects; seconded by P. Wilson. Roll Call was taken. Vote to approve was 25 to 2. **SO VOTED.***

5. Public Hearing: Public Participation Plan – S. Bogle

S. Bogle stated that we are currently in the 45-day public comment period on an update to our public participation plan, which began on Sept 1, 2020 and will continue until October 16. This meeting constitutes the public hearing on the plan. All MPOs are required to provide information to the public so that they can have input at key times, as well as complete information on the projects. S. Bogle reviewed the plan structure. The four goals are to: provide information, solicit input, inform decision makers, and guide MPO decisions. There are various types of strategies that are used for public participation. The changes that are in this update: incorporate virtual meeting provisions, committee membership, website URL references, glossary, social media details, performance measures and COVID Emergency Order. The TAC reviewed and recommended that the MPO Committee accept the draft Public Participation Plan as presented. Since the public comment period continues for 2 days after the public hearing, RPC staff asked for the MPO members to allow the final approval of the plan to be carried out by the Policy Committee.

*G. Coppleman moved to accept the recommendation that final approval of the Public Participation Plan be carried out by the Policy Committee. G. English seconded. No abstentions. **SO VOTED.***

6. Project Updates – D. Walker, S. Bogle

The RPC Team will circulate a memo with a detailed summary of the project updates. S. Bogle informed the MPO Committee that a meeting of the NH Seacoast Greenway Committee will be held on October 21, 2020 at 6:30 pm if any members were interested in attending.

T. Roache discussed that the next RPC Commissioners Meeting will be a Legislative Forum which will be presented in a Webinar format. During the Legislative Forum topics of discussion will be resilience and the COVID-19 experience, economic recovery efforts, the contribution of local farms to enhancing the food chain, and infrastructure. This meeting will be held on November 18.

7. Other Business/Public Comment

No other business or comments.

Meeting was adjourned by the Chair at 8:39 p.m.

Respectfully submitted,
Amy Warhaft

Rockingham Planning Commission

2021 Transportation Safety (HSIP) Performance Targets

Rockingham Planning Commission
2-10-2021

2021 Transportation Safety Performance Targets (HSIP)

Background

The Federal Highway Administration (FHWA) implemented the final rule on the Highway Safety Improvement Program (HSIP) effective April 14, 2016. This regulation ([23 CFR 490](#)) requires that five safety related performance targets must be set and published annually by State DOTs by August 31st and MPOs within 180 days after the state targets are established. This target setting is intended to coordinate the efforts of the State Department of Transportation (NHDOT), State Office of Highway Safety (OHS), and Metropolitan Planning Organizations (MPO), as well as the specific planning efforts of the NHDOT State Strategic Highway Safety Plan (SHSP), OHS Highway Safety Plan (HSP), and the Highway Safety Improvement Program (HSIP), into measures that help to assess the safety performance of the transportation system. The federally required targets assess and report safety improvements in five ways:

1. **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. **Number of Non-Motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

In addition, the MPOs in New Hampshire are tracking additional safety metrics that are not required by the Federal rule. To date, this includes a single measure:

1. **Motorcycle Fatalities:** The number of fatal crashes involving motorcycles.

Target Development

States establish Highway Safety Improvement Program (HSIP) targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan (HSP). The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for the purposes of evaluating and reporting measures. However, those sub-state targets are not included in the significant progress determination that will be made by FHWA.

In New Hampshire, the process used to develop the required safety measures included in the annual HSP formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs. This involved

coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well as the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2007-2019 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five year rolling averages were developed from these values and utilized to compute projected values for 2021.

State Targets

Figure 1 below shows the New Hampshire HSIP targets for 2021. The figures in the “Supporting Data and Analysis” section of this document show state and regional data supporting the targets for the five required measures as well as charts showing historic values, 5-year averages, and projected 2021 values for each measure.

Figure 1: State of NH 2021 HSIP Targets

Measure	2019 Values		Trend Based Target	2021 Targets		
	Yearly	Five-Year Average		Current Trend	Desired Trend	2021 Target
Number of Fatalities	101	120	126	↗	↘	120
Fatality Rate per 100 Million VMT	0.729	0.884	0.908	↗	↘	0.884
Number of Serious Injuries	485	456.4	419.6	↘	↘	456.4
Serious Injury Rate per 100 Million VMT	3.50	3.363	2.997	↘	↘	3.353
Non-Motorized Fatalities and Serious Injuries	37	48.6	45.9	↘	↘	45.9

MPO Targets

For 2021, the MPO is agreeing to support the State of New Hampshire HSIP Targets in all five mandated areas. In doing so, the MPO is agreeing to:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan).
- Integrate into the metropolitan transportation planning process the safety goals, objectives, and performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP.
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets.

Motorcycle Fatalities

The four New Hampshire MPOs have mutually agreed to track motorcycle fatalities as a performance measure. As the State and MPO are not required to establish targets by FHWA, the state is not establishing targets in this area and so the MPO must establish its own. Based on trends seen in the Fatality Analysis Reporting System (FARS) data (summarized in **Figure 2**), the RPC expects the downward trend of motorcycle fatalities to continue and sets the **2021 target for the 5-year average Motorcycle fatalities at 1.0**. Additional supporting data is included in the “Supporting Data and Analysis” section of this document.

Figure 2: Rockingham Planning Commission Additional 2021 Safety Performance Targets

Measure	2019 Values		Trend Based Target	2021 Targets		
	Yearly	5-Year Average		Current Trend	Desired Trend	2021 Target
Number of Motorcycle Fatalities	1	2.6	2.56	↓	↓	1.0

Supporting Data and Analysis

Data for the establishment of these measures is provided from three sources:

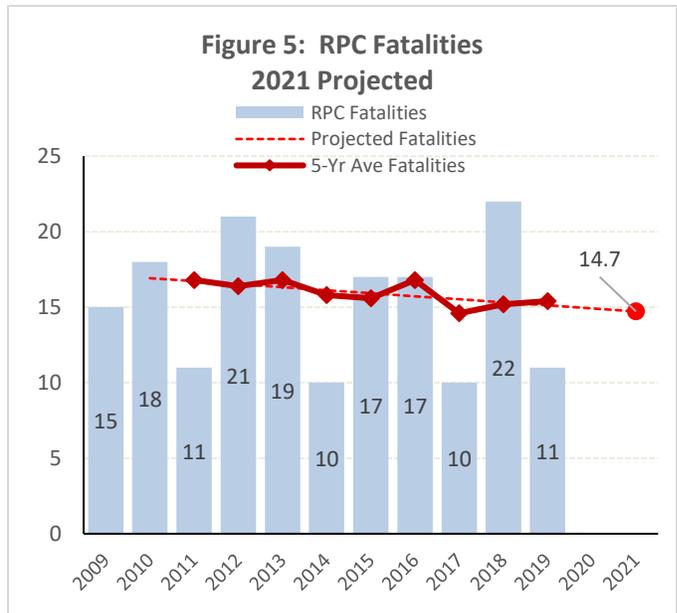
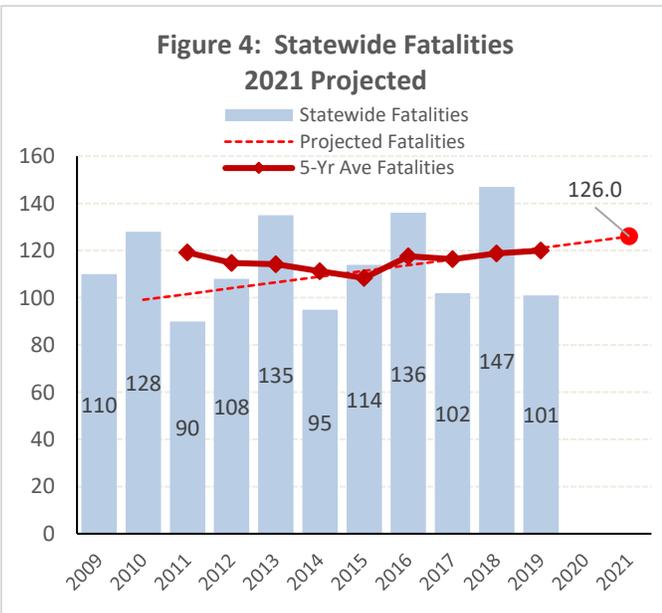
- Fatality Analysis Reporting System (FARS):** FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state and to identify those that have occurred within the MPO region. Five-year rolling averages are computed to provide a better understanding of the overall data over time without discarding years with significant increases or decreases, as well as to provide a mechanism for regressing fatalities to the mean and accounting for their essential random nature in location and time.
- State Motor Vehicle Crash Database:** Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injury crashes in the state (currently those classified as “Suspected Serious Injury” on the DSMV159, 2018). This includes injuries that involve severe lacerations, broken or distorted limbs, skull fracture, crushed chest, internal injuries, unconscious when taken from the accident scene, or unable to leave the accident scene without assistance. This data is necessary to identify the total number of serious injuries from traffic crashes in New Hampshire and the MPO region specifically.
- Highway Performance Monitoring System (HPMS):** State VMT data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities. The VMT data is combined with FARS data to calculate rate of fatalities (deaths per 100 million VMT) and with the State Motor Vehicle Crash data to calculate the rate of serious injuries (serious injuries per 100 million VMT).

Number of Fatalities

In 2019 New Hampshire experienced a 31% decrease in the number of motor vehicle crash related fatalities, returning to the lowest number of deaths since 2014. The number of fatalities in the state has varied substantially from year to year averaging a change of ±27 deaths (**Figures 3 & 4**). After showing a decreasing trend through 2015, the five-year rolling average has been increasing, illustrating a return to a generally higher numbers of fatalities. Developing a linear trend line based on the five-year averages shows an expected increase in the five-year rolling average number of fatalities from the current 118.8 to 120.0. Fatalities in the RPC region halved from 22 to 11 between 2018 and 2019, consistent with the decrease in traffic deaths seen statewide (**Figures 3 & 5**). After increasing to 15.2 last year, the five-year average fatalities saw a slight increase to 15.4. The overall trend is still expected to result in declining fatalities over time with a five-year average for the 2017-2021 period expected to be at 14.7 deaths.

Figure 3: Fatalities

Year	Annual Crash Fatalities		5-Year Rolling Average Crash Fatalities		
	New Hampshire	MPO Region	5-Year Period	New Hampshire	MPO Region
2009	110	15			
2010	128	18			
2011	90	11			
2012	108	21			
2013	135	19	2009-2013	114.2	16.8
2014	95	10	2010-2014	111.2	15.8
2015	114	17	2011-2015	108.4	15.6
2016	136	17	2012-2016	117.6	16.8
2017	102	10	2013-2017	116.4	14.6
2018	147	22	2014-2018	118.8	15.2
2019	101	11	2015-2019	120.0	15.4

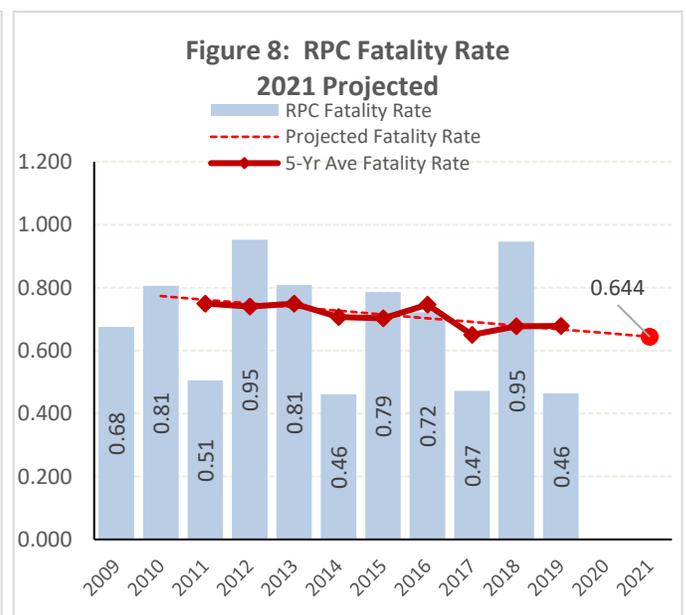


Rate of Fatalities

At the state level, the five-year average rate declined slightly between 2011 and 2015 and then increased in 2016 before declining slightly and staying steady through 2017-2019 (**Figures 6 & 7**). The current trend shows a slight increase over time and the projected fatality rate for the 2017-2021 timeframe is higher than the current 2015-2019 average. The MPO five-year average fatality rates are consistently lower than the Statewide rate but have remained steady for the last two five-year periods (**Figures 6 & 8**). Similar to the number of fatalities in the region, the rate of fatalities per 100 million VMT decreased substantially from 2018 to 2019. The five-year average rate increased by .001 for the 2015-2019 period however the projected rate for the 2017-2021 timeframe of 0.644 deaths per 100 million VMT is expected to be slightly lower than the current rate.

Figure 6: Fatality Rates

Year	100 Million Vehicle Miles of Travel (VMT)		Fatality Rate per 100 Million VMT		5-Year Average Fatality Rates per 100 Million VMT		
	New Hampshire	MPO Region	New Hampshire	MPO Region	5-Year Period	New Hampshire	MPO Region
2009	129.75	22.18	0.848	0.676			
2010	130.65	22.34	0.980	0.806			
2011	127.20	21.75	0.715	0.506			
2012	128.94	22.05	0.838	0.952			
2013	129.03	23.48	1.046	0.809	2009-2013	0.884	0.750
2014	129.70	21.65	0.732	0.462	2010-2014	0.861	0.707
2015	130.94	21.61	0.871	0.787	2011-2015	0.839	0.703
2016	134.76	23.53	1.009	0.723	2012-2016	0.899	0.747
2017	136.81	21.18	0.753	0.472	2013-2017	0.881	0.650
2018	137.76	23.24	1.074	0.947	2014-2018	0.885	0.678
2019	138.57	23.69	0.729	0.464	2015-2019	0.884	0.679

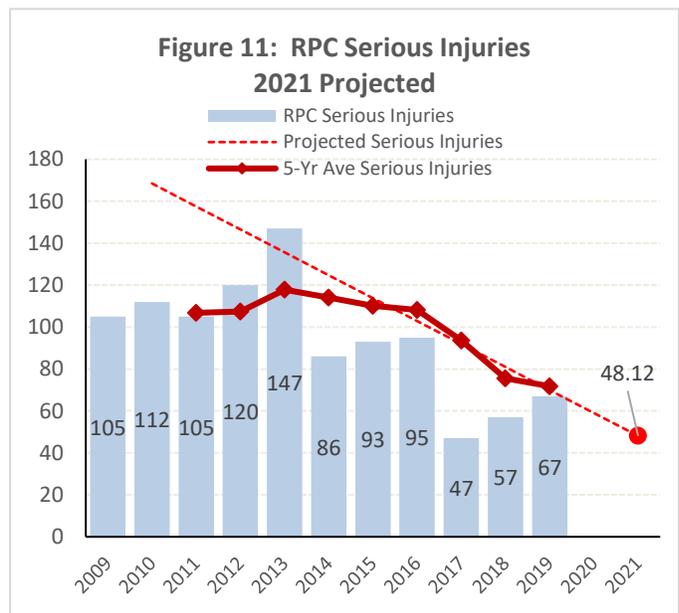
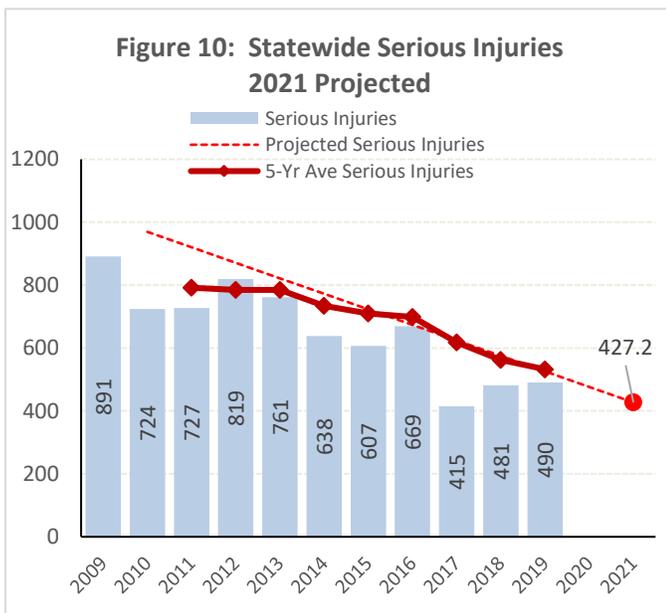


Serious Injuries

The state injury data shows some variation from year to year but indicates overall declines in serious injuries from motor vehicle crashes at both the State (**Figures 9 & 10**) and MPO level (**Figures 9 & 11**). 2019 shows a slight up-tick in injuries but numbers are still far below those of 2015 and earlier. Some of this decrease is due to a change in the definition of a “Serious Injury” to better identify them in comparison to less serious injuries, more consistent application of the label by police, and safer motor vehicles. The five-year averages show this trend as well and have a sharp declining trend over time and the projected five-year average is expected to continue to decline from 532.4 in the 2015-2019 period to 427.2 for the 2017-2021 period. For the RPC region, the number of serious injuries from motor vehicle crashes increased 17.5% from 2018 to 2019. Overall however, the trend of declining numbers of serious injury crashes and injuries remains intact with the five-year average dropping from 92 for the 2013-2017 period to 71.8 for the 2015-2019 period. This trend is expected to continue with the projected 2017-2021 average further declining to 48.1 serious injuries.

Figure 9: Serious Injuries

Year	New Hampshire	MPO Region	5-Year Period	5-Year Rolling Average Serious Injuries	
	Serious Injuries	Serious Injuries		New Hampshire	MPO Region
2009	891	105			
2010	724	112			
2011	727	105			
2012	819	120			
2013	761	147	2009-2013	784.4	117.8
2014	638	86	2010-2014	733.8	114.0
2015	607	93	2011-2015	710.4	110.2
2016	669	95	2012-2016	698.8	108.2
2017	415	47	2013-2017	618.0	93.6
2018	481	57	2014-2018	562.0	75.6
2019	490	67	2015-2019	532.4	71.8



Rate of Serious Injuries

Following the trend in the numbers of serious injuries, the rate of serious injuries has shown a declining trend over the last ten years and for each of the observed five-year average periods at both the state (**Figures 12 & 13**) and regional level (**Figures 12 & 14**). The annual rate for 2019 continued to see growth in the serious injury rate for both the MPO and New Hampshire from the decade lows seen in 2017. Despite the short term increase of the last two years, the five-year average rate of serious injuries continues to decline dropping from about 4.2 per 100 million VMT in the 2014-2018 period to 3.9 per 100 million VMT for the 2015-2019 timeframe statewide and from 3.4 to 3.2 per 100 million VMT for the region. The five-year average rate is expected to continue the overall downward trajectory and a projected rate of 3.02 serious injuries per 100 million VMT is expected for New Hampshire and 2.1 per 100 million VMT for the region during the 2017-2021 period.

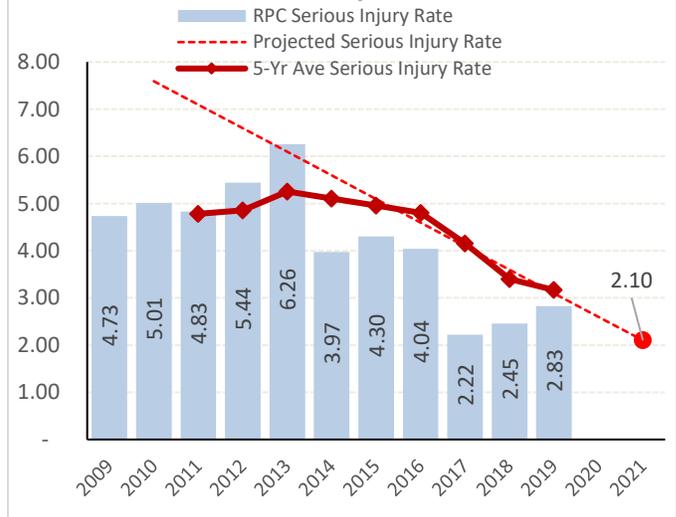
Figure 12: Serious Injury Rate

Year	100 Million Vehicle Miles of Travel (VMT)		Serious Injury Rate per 100 Million VMT		5-Year Period	5-Year Average Serious Injury Rates per 100 Million VMT	
	New Hampshire	MPO Region	New Hampshire	MPO Region		New Hampshire	MPO Region
2009	129.75	22.18	6.867	4.732			
2010	130.65	22.34	5.542	5.013			
2011	127.20	21.75	5.715	4.827			
2012	128.94	22.05	6.352	5.442			
2013	129.03	23.48	5.898	6.260	2009-2013	6.075	5.255
2014	129.70	21.65	4.919	3.970	2010-2014	5.685	5.103
2015	130.94	21.61	4.636	4.305	2011-2015	5.504	4.961
2016	134.76	23.53	4.964	4.038	2012-2016	5.354	4.803
2017	136.81	21.18	3.033	2.219	2013-2017	4.690	4.158
2018	137.76	23.24	3.492	2.453	2014-2018	4.209	3.397
2019	138.57	23.69	3.536	2.828	2015-2019	3.932	3.168

Figure 13: Statewide Serious Injury Rate 2021 Projected



Figure 14: RPC Serious Injury Rate 2021 Projected



Non-motorized Fatalities and Serious Injuries

This performance measure utilizes data from both NHTSA’s FARS database and the State Crash Records Database. Each dataset is queried for non-motorized vehicle crashes and the results are tabulated below. This data can be analyzed at the state, regional, municipal, or corridor level. Rates are not established for non-motorized crashes as the overall volume of bicycle and pedestrian travel is unknown. Statewide, non-motorized fatalities and serious injuries continued to decrease from the peaks seen in 2015 and 2016 (**Figures 15 & 16**). Regionally, non-motorized fatalities and serious injuries decreased from 2018 to 2019 from 7 to 6 and there were no fatalities recorded (**Figures 15 & 17**). The five-year average for 2015-2019 was the same as 2014-2018 for the region (7.8) but declined at the state level from 59 to 56 fatalities and serious injuries. The projected five-year average for the 2017-2021 period is expected to decline slightly to 53.68 non-motorized fatalities and serious injuries per year for the state and 6.2 for the region.

Figure 15: Non-Motorized Fatalities & Serious Injuries

Year	New Hampshire Non-Motorized Crashes			MPO Region Non-Motorized Crashes			5-Year Rolling Average Non-Motorized Fatalities & Serious Injuries		
	Fatalities	Serious Injuries	Total	Fatalities	Serious Injuries	Total	5-Year Period	New Hampshire	MPO Region
2009	10	37	47	1	7	8			
2010	9	36	45	0	4	4			
2011	10	49	59	1	6	6			
2012	10	56	66	3	11	14			
2013	20	43	63	5	7	12	2009-2013	56.0	8.8
2014	16	39	55	0	6	6	2010-2014	57.6	8.4
2015	14	54	68	2	9	11	2011-2015	62.2	9.8
2016	21	47	68	1	10	11	2012-2016	64.0	10.8
2017	15	41	56	0	4	4	2013-2017	62.0	8.8
2018	14	34	48	5	2	7	2014-2018	59.0	7.8
2019	10	30	40	0	6	6	2015-2019	56.0	7.8

Figure 16: Statewide Non-Motorized Fatalities & Serious Injuries - 2021 Projected

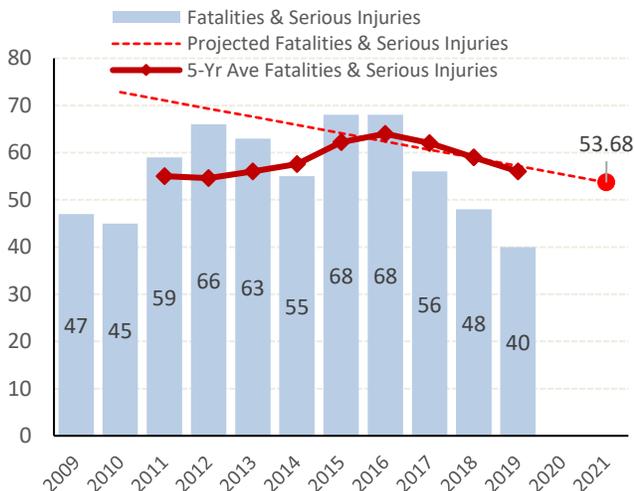
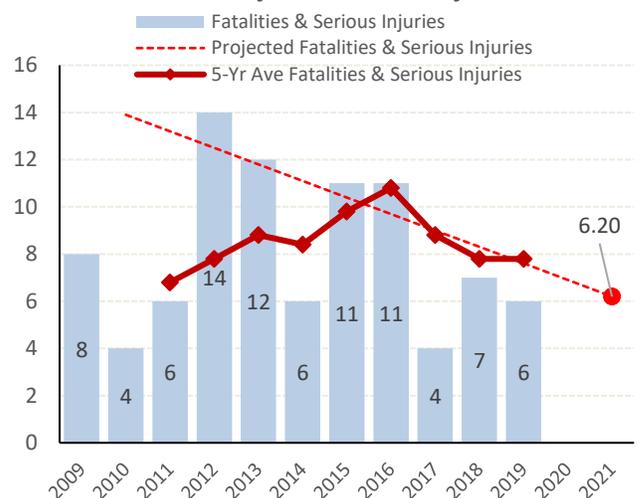


Figure 17: RPC Non-Motorized Fatalities & Serious Injuries - 2021 Projected

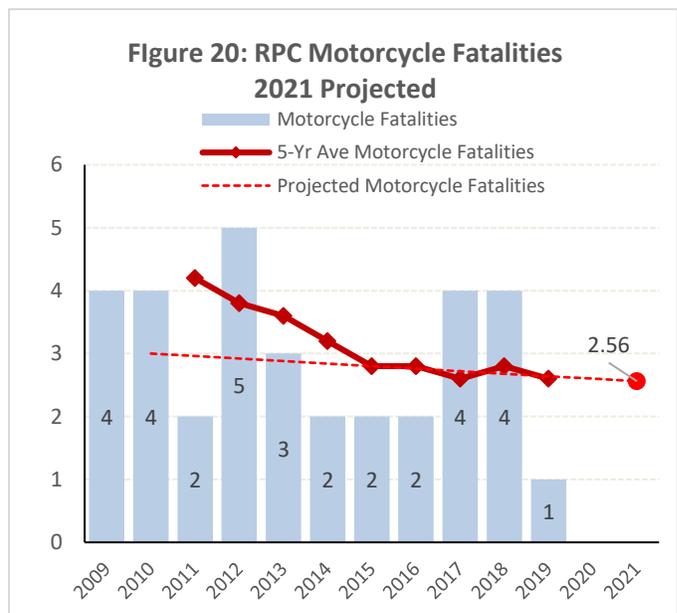
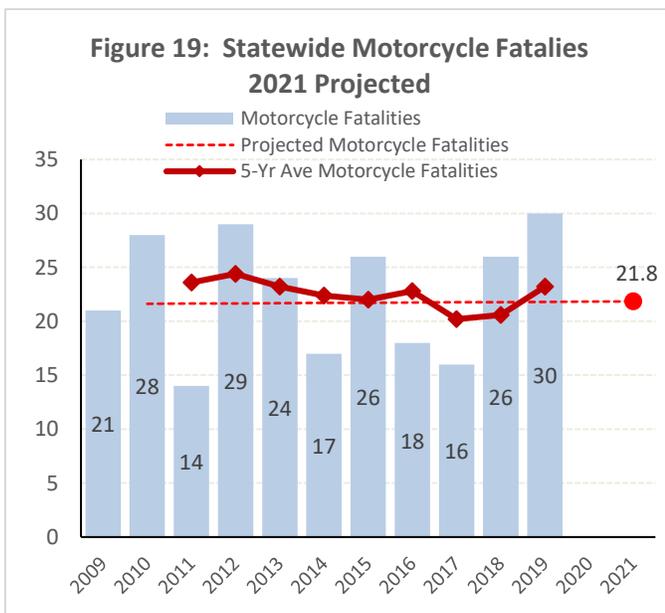


Motorcycle Fatalities

The FARS provides the data necessary for identifying the total number of motorcycle crash fatalities in New Hampshire (*Figures 18 & 19*) and for the MPO region (*Figures 18 & 20*). No fatalities rates are set as information on motorcycle VMT is not available. The State does not set performance targets for motorcycle fatalities and that data is included for context only. Overall, motorcycle fatalities increased statewide the last two years with 2019 seeing the second highest number in the last ten years. There was a single motorcycle fatality in the MPO region in 2019 down from 4 in 2018. The five-year average number of fatalities increased for the state to 23.2 and declined slightly for the region to 2.6. The projected value for the 2017-2021 five-year period anticipates a decline in fatalities with an expected 21.8 average for the state and 2.56 for the MPO region.

Figure 18: Motorcycle Fatalities

Year	Annual Motorcycle Crash Fatalities		5-Year Rolling Average Crash Fatalities		
	New Hampshire	MPO Region	5-Year Period	New Hampshire	MPO Region
2009	21	4			
2010	28	4			
2011	14	2			
2012	29	5			
2013	24	3	2009-2013	23.20	3.60
2014	17	2	2010-2014	22.40	3.20
2015	26	2	2011-2015	22.00	2.80
2016	18	2	2012-2016	22.80	2.80
2017	16	4	2013-2017	20.20	2.60
2018	26	4	2014-2018	20.60	2.80
2019	30	1	2015-2019	23.20	2.60



Memorandum

DATE: February 4, 2021
TO: MPO Policy Committee
FROM: David Walker
RE: UPWP for FY22 and FY23

The Unified Planning Work Program (UPWP) guides the work that the MPO undertakes over a two year period. It translates established planning priorities, processes, and tasks into expected activities and work products, and provides general timeframes for task completion. The UPWP is supported by FHWA Urban Planning (PL) and FTA Transit Planning funds, which are combined under FHWA jurisdiction in a unified contract. These funds are supplemented by Federal State Planning and Research (SPR) funds apportioned to NHDOT and are matched with a 20% local contribution. One half of that 20% match is provided via RPC community dues. The other half is provided by NHDOT via “Turnpike Toll Credits” which allows the MPO meet the match requirement but provides no real revenue. Available funding for FY2022-2023 is expected to be the same as for the current UPWP (FY2020-2021). Funding has remained flat since 2012, resulting in an erosion in the UPWP scope of work due to inflation. The current UPWP is available on the MPO website: <http://www.theRPC.org/upwp>.

MPO planning efforts are largely defined by the provisions of the Fixing America’s Surface Transportation (FAST) Act and the Metropolitan Planning Rules (23 CFR 450). In addition, the UPWP must consider the 10 Planning Factors, 7 National Performance Goals, and the 12 Planning Emphasis Areas (PEAs) developed by Federal Highway Administration (FHWA) New Hampshire Office and Federal Transit Administration (FTA) Region 1 (See listing at end of memo). Finally, the region establishes its own planning priorities based on understanding of local needs. The proposed MPO Planning Priorities for this cycle of the UPWP are:

1. Addressing climate change and stormwater impacts and integrating climate adaptation and resiliency into the transportation planning process for the long-term viability of the region. The MPO has worked with planning partners to better understand the potential impacts of climate change, sea-level rise, storm surge, and extreme precipitation on the region, and is working to develop mitigation, adaptation, and resiliency strategies for the Long Range Transportation Plan. The impact of stormwater on infrastructure management and investment, local flooding, water quality, and aquatic habitat also remains a concern.
2. Moving towards a more sustainable transportation system that is less car-centric. The MPO intends to shift to a mobility and accessibility approach built upon livability principles that integrate all transportation modes with human scale environments, benefits, and services. Through that, the MPO will identify goals, policies, and projects to reduce congestion, pollution, and energy consumption, promote expanded bicycle, pedestrian, and transit infrastructure, and support emerging technologies to better meets the needs of residents who are unable to drive or lack access to a private automobile.

3. A full update to the Long Range Transportation Plan will need to be completed for Spring 2023 and the MPO will work throughout this UPWP to address that revision. The intention is to address the two points above, as well as the following:
 - A. Consider environmental, community, and economic goals and incorporate information and analysis to inform the environmental review process for projects and streamlines project implementation (Planning and Environmental Linkages).
 - B. Expand data and analysis driven project identification. Incorporate data from the Congestion Management Process, performance measures and targets, Level of Traffic Stress, and other technical studies into project identification and prioritization.
 - C. Identify project priorities earlier in the Ten Year Plan cycle to allow for improved scopes and cost estimates.

The table below shows the UPWP organized around six categories with multiple tasks included in each. Time and resources are set for each of the categories but can be adjusted as needed. The bulk of the resources (70-75%) are budgeted for planning work (Categories 200, 400, and 500), with 10-15% supporting administration and about 10% for direct outreach.

Work Category	Primary Tasks
100: Administration & Training (10-15% of work effort)	MPO Administration, financial management. Trainings, conferences, and workshops.
200: Policy and Planning (~30% of work effort)	MPO TIP and Plan, Congestion Management Process, Bicycle & Pedestrian Planning, Interagency coordination, State Ten Year Plan, Planning and Environmental Linkages
300: Public Involvement & Coordination (10% of work effort)	MPO TAC and Policy Committee work, Public Outreach and engagement
400: Planning Support (20-25% of work effort)	GIS Support, Traffic counts and data collection, Census and demographics, travel demand model
500: Technical Assistance & Support (15-20% of work effort)	Local and regional technical assistance, participation in State planning efforts and project advisory committees, Transit Planning
600: FTA5305e Funded Transit Planning (<5% of work effort)	Used only if awarded a 5305e transit planning grant. Provide technical assistance in support of a specific project.

While much of the work in the UPWP is mandated, the MPO does have some discretion regarding the timing and level of effort of the work conducted as long as those federal and state requirements are met. This allows us some flexibility to undertake unexpected tasks and be responsive to community, regional, and state needs as they arise. TAC members discussed the UPWP at the January 28, 2021 meeting but did not identify any additional tasks to include in the draft document. If there are tasks that the Policy Committee thinks should be included, we can work to get those into the final document.

A draft UPWP will be submitted to NHDOT on **February 5, 2021**. Comments are expected back from NHDOT, FHWA, and FTA by **March 12**, and the MPO will have until **April 9** to incorporate those comments finalize the document. Once submitted to NHDOT, the UPWP will go through the State contracting process which will conclude with approval from the Executive Council sometime in June to have the contract in place for the start of fiscal year 2022 on July 1, 2021.

FAST Act Planning Factors

1. Support Economic Vitality
2. Increase the Safety of the transportation system
3. Increase the Security of the transportation system
4. Increase access & mobility for people and freight
5. Protect & enhance the environment
6. Enhance the integration & connectivity of the transportation system
7. Promote efficient system management & operation
8. Emphasize preservation of existing system
9. Improve resiliency & reliability of the transportation system.
10. Enhance travel and tourism

National Performance Goals (FAST Act)

- Safety (HSIP)
- Infrastructure Condition (Bridge and Pavement)
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

FY2022 Planning Emphasis Areas

- Ensuring that the MPO considers the Planning Factors and complies with all metropolitan planning and programming requirements and timeframes.
 - MPOs should continue to cooperatively develop and monitor performance measures and targets.
 - Continue to work collaboratively to ensure that set-aside, suballocation, and project selection requirements are implemented as required.
 - Budget resources for the review, adjustment, and incorporation of potential changes to Urbanized Areas as a result of the 2020 Census.
 - Implement the Congestion Management Process as required.
 - Budget resources for maintaining metropolitan statewide and freight plans.
 - Demonstrate fiscal constraint by year and funding category in the Transportation Improvement Program (TIP) and continue to coordinate with NHDOT on cooperative revenue forecasting.
 - Continue to collaborate with other NH MPOs and NHDOT on development and maintenance of the Regional Travel Demand Model.
 - Budget resources to support effective project monitoring of projects, the development of the annual List of Obligated Projects, and complete and timely reporting.
 - Include consideration of Climate Adaptation and Resilience evaluations in the development of transportation plans and programs, including the TIP.
 - Consider emerging technologies such as Connected and Automated Vehicles (CAVs), Transportation Network Companies (TNCs), micro-mobility, and the shift toward telecommuting and online shopping will impact transportation.
-