

May 15, 2022

Name
Board
Town
Address
Town, State, zip

DRAFT

RE: Regional Transportation Projects and Priorities – Call for projects

Dear Public Officials and Interested Transportation Agencies:

The Rockingham Planning Commission is the designated Metropolitan Planning Organization (MPO) for the region and, in that regard, is responsible for identifying and addressing transportation service and infrastructure needs at the regional level. This includes the development and maintenance of the Long Range Transportation Plan (LRTP) which establishes regional transportation goals and project priorities to meet these goals over the next 20 years. The highest priority projects from the LRTP are submitted to NH DOT as part of the Ten Year Plan (TYP) process and proposals selected for inclusion in that document undergo early planning and preparation work. Once a project in the Ten Year Plan is within four years of implementation, it is included in the Transportation Improvement Program (TIP) where funding is dedicated specifically for design, engineering, and construction. The attached information sheet provides additional details on this process and how decisions regarding project priorities are made.

As part of an update to the LRTP, and in preparation for the next State Ten Year Plan cycle (fall 2022), RPC is evaluating the list of transportation projects in the currently approved LRTP & Ten Year Plan. This requires community and transportation agency involvement to ensure that local transportation related issues and needs are identified. Please review the attached project list to ensure that priorities from your community are included and indicate any transportation service or infrastructure problems that are not being addressed.

RPC has established a project portal via Survey123 which shows all the existing LRTP projects and the data available for each as well as allowing the user to create new projects. There is a link on the front page of the RPC website (<http://www.therpc.org/>) to project forms and guidance under “News and Notices.” Note that projects can be submitted without a budget however this may impact the ability of the RPC to evaluate them for inclusion on the Ten Year Plan. **[ATTACH FURTHER INSTRUCTIONS INCLUDING URL]**

By August 1, 2022, please confirm the following:

1. That any projects from your community currently on the LRTP project list remain local priorities. Please provide updated information regarding the projects, if available. This information can be entered via the Survey123 portal.

2. If there are multiple projects listed for your community, please establish the relative priority of each. There is a field for each project in Survey123 that shows “Local Priority.”
3. If an important transportation issue has been identified but no specific project developed, please include a discussion of the issue.
4. Finally, if there are new project proposals to submit for consideration, please add each via Survey123.

Project Solicitation/Selection Timeline

Project solicitation starts	5/15/2022
RPC Criteria weighting process	6/23 – 7/14/2022
Projects proposals due to RPC	8/1/2022
RPC TAC meeting to prioritize projects	8/25/2020
RPC Policy Committee finalizes candidate projects for NHDOT review	10/12/2022
RPC candidate projects & supporting documentation due to NHDOT	11/4/2022
NHDOT Project Engineering and Cost Review concludes	2/2021
RPC TAC approves draft project priorities for the Ten Year Plan.	2/23/2023
RPC Policy finalizes Ten Year Plan project priorities.	3/8/2023
RPC priorities submitted to NHDOT for the draft Ten Year Plan	3/31/2023

Projects will be evaluated and prioritized at the regional level and the top priorities that fit within the region’s target budget as provided by NHDOT will be included in the draft State Ten Year Plan. All RPCs/MPOs in the state will be utilizing the same project selection criteria as shown in **Table 1**. The MPO is in the process of assigning weights to each criterion, and when completed, this information will be posted on the website.

RPC staff will be available for meetings in June and July to discuss the process and potential projects with interested communities. Given the important role of the legislature in the Ten Year Plan process, it is also recommended that you make your local legislators aware of the transportation needs and priorities of your community.

Please contact Dave Walker (778-0885 or dwalker@therpc.org) if you have any questions about the information in this letter or need assistance with additional project information and submittals.

Thank You.

Tim Roache
Executive Director

- cc: City/Town Manager
 Planning Board
 Conservation Commission
 Road Agent/Public Works Director
 Planning Department
 RPC Policy Committee members
 RPC Technical Advisory Committee members

Transportation Planning and Project Selection Process

A blend of state and federal processes provide the transportation planning structure for New Hampshire. Metropolitan Planning Organizations (MPOs) must adopt project specific **Long Range Transportation Plans (LRTPs)** and short-range **Transportation Improvement Programs (TIPs)** as required by Federal regulations. The MPO also has a legislatively mandated role in establishing priority projects for the **State Ten Year Plan**, which weaves between the TIP and LRTP processes. These three documents provide the path for projects to move from idea (LRTP), through project development and planning (State Ten Year Plan), to implementation (TIP).

Long Range Transportation Plan (LRTP) [20+ year Horizon]

The Long Range Transportation Plan (LRTP) establishes goals, objectives and anticipated future conditions for surface transportation in the MPO region over twenty or more years. Transportation improvement needs are identified and prioritized for implementation. The highest priority projects are recommended to be included in the State Ten Year Plan (as per NH RSA 240:3). The LRTP is fully updated every four to five years and is available on the RPC website at therpc.org/LRTP.

State Ten Year Plan [10 Year Horizon]

The State Ten Year Plan is the list of funded transportation projects developed by NHDOT and Regional Planning Commissions (RPCs) as recommended by the Governor's Advisory Council on Intermodal Transportation (GACIT). The 9 RPCs provide NHDOT with priorities projects from their LRTPs, and NHDOT supplies identified operational, maintenance, and improvement needs to form the program of projects. The Ten Year Plan is updated on a two-year cycle and must be approved by the Legislature and the Governor prior to being enacted into law. Projects listed in the first four years of the Ten Year Plan that utilize federal funding become the basis of the TIP and State TIP (STIP).

Transportation Improvement Program (TIP) [4 Year Horizon]

The Transportation Improvement Program (TIP) is a four-year, short-range program of regional transportation projects scheduled for implementation in the region using federal funds. It is prepared by the MPO in cooperation with local governments, regional transit agencies, and the New Hampshire Department of Transportation (NHDOT). The TIP is the enactment of the LRTP vision, goals, and objectives, and the implementation of projects contained in the first four years of the State Ten Year Plan. The MPO TIP is available on the RPC website at therpc.org/TIP.

RPC Project Selection Process

The project selection process to establish priorities for the State Ten Year Plan is guided by a set of statewide project selection criteria and guidance from NHDOT. Each Planning Commission customizes the process within that guidance to suit regional needs and priorities. The RPC process begins with a request for project proposals from communities and regional planning partners in the summer of even numbered years and concludes with submitting priority projects to NHDOT in the Spring of odd numbered years. The graphics on the reverse of this handout provide an overview of that process. Full details are available on the RPC website at therpc.org/LRTP.

1 MPO Long Range Transportation Plan (LRTP)

2 State Ten Year Plan

3 MPO Transportation Improvement Program (TIP)

4 Year Short-Range Project List

- Near-term implementation
- Federally funded or Regionally Significant projects
- Fiscally constrained
- Regional TIPs combine to form State TIP (STIP)
- Updated every two years at conclusion of Ten Year Plan process

10 Year Statewide Queue of Projects

- State Commitment to build listed projects
- Fiscally constrained
- Regions provided funding targets
- New projects added to outer years & move to TIP when they reach year 4
- Updated every two years
- Federal and State funded projects

20+ Year Identified Project Needs

- Regional Policies and Goals
- Federally funded and Regionally Significant projects
- Short and long-term recommendations
- Fiscally constrained
- Projects prioritized for State Ten Year Plan
- Major updates every 4-5 years

RPC Project Solicitation and Selection Process

In the Summer of even numbered years the MPO solicits surface transportation projects from communities and agencies as possible additions to the Long Range Transportation Plan (LRTP). These new needs are combined with those already in the LRTP to form the project list that is the starting point for determining regional priorities for the State Ten Year Plan.

1 Project Solicitation

2 Project Evaluation

The Statewide Project Evaluation Criteria are given weights and the RPC utilizes these weights in early Fall of even numbered years to score each remaining project against the criteria and establish relative priority. The current criteria assess project needs and impacts regarding:

- Economic Development & Goods Movement
- Equity, Accessibility, and Environmental Justice
- Mobility & Congestion
- Natural Hazards Resiliency
- Transportation Network Significance
- Safety for all users
- Infrastructure State of Repair
- Local and Regional Support

3 Project Selection Criteria

4 Project Short List

5 Ten Year Candidate Projects

6 Scope and Cost Review

7 Ten Year Plan Priorities

Late Fall of even numbered years, the TAC recommends, and the RPC Commissioners select, a sub-set of the short-listed projects as the RPC Candidate Projects for the Ten Year Plan. This list is financially constrained to the regional budget target (\$6.7 million) plus two additional projects, and information is assembled for each project to support the NHDOT review.

In spring of odd numbered years, the RPC utilizes the feedback from NHDOT to constrain regional priorities to the budget target. NHDOT includes RPC final project recommendations in the draft Ten Year Plan to start the State approval process.

In the late Summer of even numbered years all projects are assessed for eligibility for federal funding, general feasibility and are classified into one of three categories based on the scale of benefits (**local**, **regional**, **inter-regional**). Projects that are eligible for federal funding, generally feasible, have a defined scope and cost estimate move to step 3 while those that do not meet those basic thresholds are set aside for future consideration.

Local Safety, accessibility, and multi-modal connections within communities.

Regional Multi-modal connections between communities & regional activity centers.

Inter-Regional Mobility & intermodal improvements to ensure that the region is well connected to the rest of New Hampshire and the northeast.

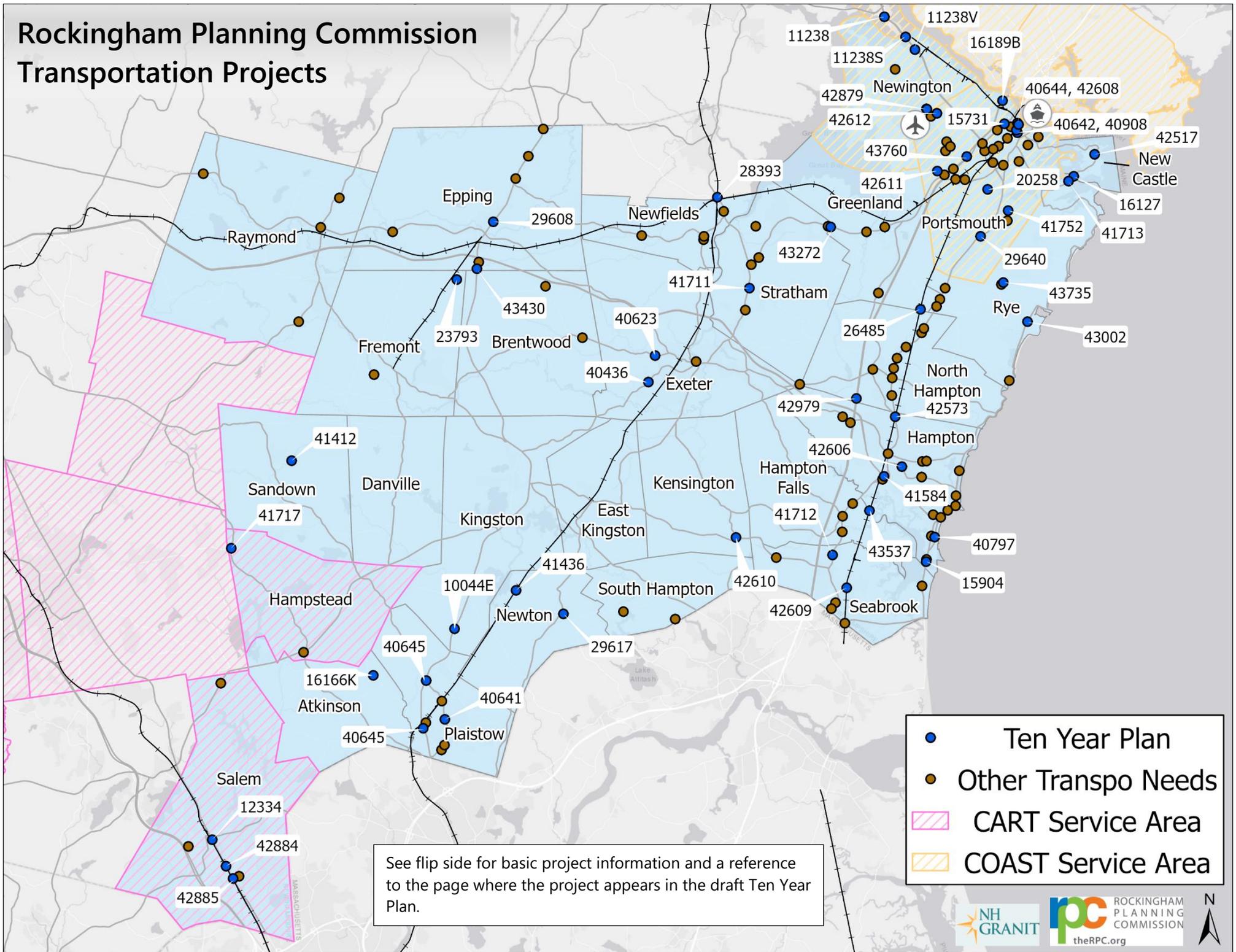
Based on the scoring assessed in Step 3, the five top projects from each of the three categories are compiled by staff into a "short-list" that is presented to the Transportation Advisory Committee (TAC) for review and consideration mid-Fall of even numbered years.

During the Winter of odd numbered years NHDOT reviews the RPC Candidate Projects and provides recommendations for revised cost estimates. The NHDOT review also addresses any design, scope, or other issues noted.



Go to therpc.org/transportation for more details.

Rockingham Planning Commission Transportation Projects



See flip side for basic project information and a reference to the page where the project appears in the draft Ten Year Plan.

- Ten Year Plan
- Other Transpo Needs
- CART Service Area
- COAST Service Area

RPC Region Projects listed in the Draft 2023-2032 Ten Year Plan – TYP Page = Page number in Draft Ten Year Plan. Scopes have been edited for brevity.

See full Ten Year Plan for more detail on scope, cost, and schedule

TYP Page	Project#	Name	Scope	CON Begins	Total Programmed
54	42264	Eastern Tpk Resurfacing	Eastern Turnpike resurfacing of I-95 and Spaulding Turnpike	2023	\$5,859,600
56	29608	Epping	NH 125 capacity & traffic mgmt Brickyard Plaza to NH87	2025	\$11,213,569
56	43430	Epping	Address Red-Listed bridge carrying NH 125 over Piscassic River	2031	\$2,704,803
57	40436	Exeter	Widen shoulders to 5' on Kingston Rd (NH 111) for approximately 1.1 miles.	2023	\$970,021
57	40623	Exeter	Bridge replacement carrying NH111A over Little River	2026	\$3,038,175
60	23793	Fremont	Bridge replacement - Martin Rd over Piscassic River - Br.	2023	\$697,395
65	41717	Hampstead	Improve the intersection of NH 121/Derry Rd/Depot Rd	2028	\$2,499,938
65	40797	Hampton	Improvements to Ocean Blvd	2024	\$6,740,578
66	41584	Hampton	NH 101/ US 1 Interchange Reconfiguration	2028	\$7,408,518
66	42573	Hampton	Red-List bridge carrying US 1 over PAR (ABD) in the town of Hampton	2028	\$6,755,020
67	42606	Hampton	Complete Street Improvements on Winnacunnet Rd	2029	\$1,181,661
67	43537	Hampton-Hampton Falls	Construct Rail Trail on 2.3 miles of Hampton Branch Rail Corridor	2032	\$5,429,165
78	42610	Kensington	Intersection re-alignment and upgrades (NH 107/NH 150)	2030	\$2,469,461
121	16127	New Castle-Rye	Bridge Replacement NH 1B over Little Harbor (Red List)	2023	\$9,545,837
122	42517	New Castle	Bicycle shoulders & sidewalk NH 1B from Beach Hill Rd. to Neals Pit Ln	2025	\$357,417
122	41713	New Castle-Rye	Bicycle and Pedestrian Safety accommodations on NH 1A and 1B	2028	\$2,926,922
123	28393	Newfields-Newmarket	Bridge replacement for bridges carrying NH 108 over BMRR lines	2026	\$6,432,974
123	11238	Newington-Dover	NH 16 widen Turnpike from Gosling Road to Dover Toll	2023	\$1,442,078
124	11238S	Newington-Dover	Provide cost-effective Bike/Ped connection over Gen. Sullivan Bridge	2024	\$32,643,977
124	11238V	Newington	Environmental Remediation at the former Newington Country Store Site	2023	\$10,568
124	42879	Newington	Right turn lane on the Northbound direction of New Hampshire Ave intersection	2025	\$449,759
126	29617	Newton	Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)	2023	\$1,356,960
127	41436	Newton	Address the Red List bridge carrying Pond St over PAR in Newton	2028	\$1,534,948
127	42979	North Hampton	I-95 Exit 2 Bridge Rehab to include deck replacement & bridge painting	2023	\$2,113,568
134	10044E	Plaistow-Kingston	NH 125 reconstruction from South of Town Line northerly approx 1.8 miles	2023	\$11,725,520

TYP Page	Project#	Name	Scope	CON Begins	Total Programmed
134	40641	Plaistow	Main Street Traffic Calming and safety improvements	2025	\$1,013,585
135	40645	Plaistow	Signal Coordination & control on NH 125 from Mass S/L to Old County Rd	2026	\$984,485
136	15731	Portsmouth, NH-Kittery, ME	Bridge Replacement, US 1 Bypass over Piscataqua River	2023	\$17,186,248
137	16189B	Portsmouth, NH-York, ME	ITS Improvements to I-95 from Portsmouth, NH to York, ME	2023	\$4,589,064
137	20258	Portsmouth	Sidewalk, bicycle shoulders and drainage along Peverly Hill Road	2023	\$1,175,754
137	29640	Portsmouth	US 1 (1.7 MI) from Constitution Ave to Wilson Rd & from Ocean Rd to White Cedar Blvd	2025	\$10,948,561
138	40642	Portsmouth	Maplewood Ave Complete Streets from Congress St to Vaughn St.	2025	\$649,031
139	40644	Portsmouth	RR Crossing Upgrade on Market St	2026	\$839,752
139	40908	Portsmouth	Reconstruct RR crossing on Maplewood Ave.	2025	\$730,941
140	41752	Portsmouth	Multi-use path along Elwyn Rd extending from Rt1 to Harding Rd.	2026	\$955,528
140	42608	Portsmouth	Intersection Improvements at Market St/Russel St intersection	2029	\$1,394,639
141	42611	Portsmouth	Intersection Improvements Grafton Dr/ Ports. Transportation Center	2030	\$645,240
141	42612	Portsmouth	Signalize intersection of International Dr /Manchester Sq/Corporate Dr	2030	\$387,555
142	43760	Portsmouth	Sound wall along I-95 in Portsmouth	2026	\$11,293,431
146	43002	Rye	Replacement of culvert just north of Locke Rd (NH 1A)	2023	\$818,699
147	43735	Rye	Sidewalk, shoulder, bike lanes and crosswalks on Washington Rd	2027	\$1,148,238
147	14800A	Salem to Manchester	Mainline, Exit 1 & NH38 (Salem), Bridges - DEBT SERV 13933D	2023	\$19,902,104
150	42884	Salem	Improve signal operation at 28 intersections	2028	\$1,609,995
150	42885	Salem	Construct Rail Trail along NH 28 for approximately 1 mile.	2029	\$1,213,254
151	41412	Sandown	Bridge replacement - Phillips Road over Exeter River	2029	\$922,658
151	15904	Seabrook-Hampton	Reconstruction of NH 1A Bridge over Hampton River	2023	\$63,255,790
152	41712	Seabrook	US 1 capacity improvements New Zealand Rd to Hampton Falls TL	2028	\$4,097,774
152	42609	Seabrook	Multi-use path on Former B&M Railroad Tracks (ECG Phase II)	2030	\$1,386,773
163	41711	Stratham	NH 108/Bunker Hill signalization, Turn lanes and realignment.	2027	\$1,234,713
163	43272	Stratham-Greenland	Implement safety improvements along NH 33 Corridor	2023	\$1,413,500

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:

- ⇒ **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;
- ⇒ **Roadway improvements** (e.g., operational improvements, access management, intelligent transportation systems, widening, technology operation improvements).

FEDERAL HIGHWAY SYSTEM PERFORMANCE MEASURES

Under the *Fixing America's Surface Transportation Act* (FAST Act), state DOTs 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 in this packet reflect these federal performance measures. Relevant federal performance measures are noted with each criterion.

PROJECT REVIEW CRITERIA

The criteria included in this packet are intended to help RPC's prioritize projects in their respective regions. A list of criteria is provided in the table to the right.

Each RPC may assign weights to different criteria to reflect regional priorities. Weights should be assigned to criteria prior to scoring projects.

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.**

Each RPC should clearly define the specific scoring process that will be used prior to scoring projects.

CRITERION	SUB-CRITERIA
Economic Development	Local & Regional; Freight Movement
Equity, Environmental Justice, & Accessibility	Equity & Environmental Justice; Accessibility
Mobility	Mobility Need & Performance; Mobility Intervention
Natural Hazard Resiliency	Hazard Risk; Hazard Mitigation
Network Significance	Traffic Volume; Facility Importance
Safety	Safety Performance; Safety Measures
State of Repair	State of Repair; Maintenance
Support	n/a

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

REGIONAL EVALUATION CONSIDERATIONS

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.*

POTENTIAL RESOURCES & DATA SOURCES

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.

NH TEN YEAR PLAN: *Regional Project Review*

PROJECT SCORING PROCEDURES

A score shall be assigned for each criterion. Criteria scores should then be multiplied by criteria weights. The weighted criteria scores should then be summed to develop the final project score.

RPCs should make reasonable attempts to assign a defensible score to each project for each criterion. *Criteria shall not be skipped when scoring a project.* If a defensible score cannot be developed for a particular criterion due to data/information limitations, RPCs should 1) use their best judgement to assign a score; and 2) record any relevant data/information limitations.

If a criterion is irrelevant to the project, a score of 1 out of 10 should be assigned for that criterion.

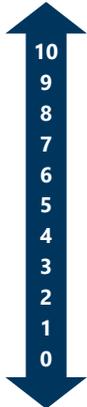
EVALUATING PROJECT NEED & PROJECT IMPACT

There are two types of project evaluation criteria: 1) criteria that assess the need for a project; and 2) criteria that assess the impact of a project. For example, looking at the history of crashes at an intersection can help evaluate the need for a safety improvement project, while looking at Crash Modification Factors for the proposed improvements can help evaluate the impact that the project will have on safety.

The table below presents the project scoring scales for evaluating project need and project impact. Additionally, each criterion in this packet is labeled to indicate if it is evaluating need or impact.

PROJECT SCORING SCALES

SCORE	PROJECT <u>NEED</u> CRITERION		PROJECT <u>IMPACT</u> CRITERION		CRITERION RELEVANCY
10	There is a very high need for the project under this criterion.	OR	The proposed project would deliver a significant improvement under this criterion.	-	---
5	There is a moderate need for the project under this criterion.	OR	The proposed project would deliver a moderate improvement under this criterion.	-	---
1	There is minimal/no need for the project under this criterion.	OR	The proposed project would deliver minimal/no improvement under this criterion.	OR	The proposed project is not relevant to this criterion.
0	---	-	The proposed project would result in a negative impact under this criterion.	-	---



Definition: 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 (**freight**).

REGIONAL EVALUATION CONSIDERATIONS

POTENTIAL RESOURCES & DATA SOURCES

Local & Regional Economic Development **IMPACT**

- Does the project directly relate to a documented community revitalization or economic development effort?
- Does the project improve mobility and/or accessibility to and from a regional employment hub?
- Does the project improve mobility and/or accessibility to and from a regional tourism destination?
- Does the project support the implementation of a regional economic development plan?

Resources:

- Local, regional and statewide economic development plans and documents
- Transit system maps
- Bicycle network/route maps
- Sidewalk network maps
- Online isochrone tools
- Regional *Comprehensive Economic Development Strategies*
- Economic-related chapters and goals of *Regional Plans*

Freight Movement **IMPACT**

- Does the project implement a high priority freight improvement project as identified in the NH State Freight Plan or an adopted Regional Transportation Plan?
- Does the project improve a freight bottleneck location as identified in the NH State Freight Plan or an adopted Regional Transportation Plan?
- Would the project improve freight transportation on a Critical Urban Freight Corridor (CUFC) or Critical Rural Freight Corridor (CRFC) candidate location as identified in the NH State Freight Plan (or as previously recommended by a MPO/RPC for future inclusion in the NH State Freight Plan)?
- Would the project improve Truck Travel Time Reliability on the Interstate system or other National Highway Freight Network Route?

Resources:

- State Freight Plan
- Regional Long-Range Transportation Plans
- Critical Urban Freight Corridor (CUFC) Candidate Location List
- Critical Rural Freight Corridor (CRFC) Candidate Location List
- Truck Travel Time Reliability (TTTR) Index Data from the National Performance Management Research Data Set (NPMRDS)

Federal Performance Measures Addressed

Federal Highway Administration System Performance Measures: 1) truck time travel reliability on the Interstate System.

Equity, Environmental Justice, & Accessibility

Definition: the degree to which 1) a project benefits traditionally-underserved populations (**equity & environmental justice**); and 2) ensures **accessibility** by all potential users.

REGIONAL EVALUATION CONSIDERATIONS

Equity & Environmental Justice

IMPACT

- Would the project provide transportation infrastructure benefits to an identified concentration area for minority population, low-income population, limited English proficiency population, disabled population, or other traditionally-underserved population group as identified in a local, regional, or statewide Title VI or Environmental Justice Program?
- Would the project expand transportation choices or enhance alternative modes of transportation in an identified concentration area for minority population, low-income population, limited English proficiency population, disabled population, or other traditionally-underserved population group?
- Does the project implement transportation-related recommendations resulting from a local, regional, or statewide Community Health Improvement Plan (CHIP) or other comprehensive public health analysis?
- What is the impact of the project on air quality? Are air quality impacts disproportionately affecting traditionally underserved populations?

Accessibility

IMPACT

- Does the project incorporate Universal Design considerations to ensure that all users, including those with mobility impairments, visual impairments, hearing impairments or other disabilities can fully access and utilize the facility?
- Does the project incorporate accessibility upgrades or remove barriers to access?
- Does the project improve coordination between transportation service providers or between modes of transportation to improve access to essential services, particularly for elderly and disabled populations?"

POTENTIAL RESOURCES & DATA SOURCES

Resources:

- Regional and Statewide Title VI and Environmental Justice Programs
- Community Health Improvement Programs
- Region-specific Demographic Analyses
- US 13 CFR Part 301.3 Economic Distress Criteria (<https://www.govinfo.gov/content/pkg/CFR-2018-title13-vol1/xml/CFR-2018-title13-vol1-part301.xml#seqnum301.3>)
- Northern Border Regional Commission annual distress criteria reports
- CMAQ air quality analysis tools
- MPO regional emissions analyses
- RPC review of project scope

Resources:

- Conceptual Designs for Proposed Projects
- Local, Regional, or Statewide ADA Transition Plans
- Public Transit-Human Service Transportation Coordination Plans

Federal Performance Measures Addressed

Federal Highway Administration System Performance Measures: 1) on-road mobile source emissions reduction.

Definition: 1) an historical analysis of the mobility **need** and **performance** of a location for all modes, and 2) a forward-looking analysis of how **interventions** proposed as part of a project would improve the mobility performance for all modes.

REGIONAL EVALUATION CONSIDERATIONS

Mobility Need & Performance

NEED

Facility Purpose

- What is the federal functional classification of the project area (i.e., is high mobility an underlying function of the facility)?
- Is the facility a local, regional, or statewide connection?

Planning

- Are the mobility needs in the project area defined in a local, regional, or state plan?

Motor Vehicles

- For projects addressing mobility need for vehicle travel, what is the project area's performance relative to congestion or delay, and if available, what is person throughput for a defined time period?

Rail and Transit

- For projects addressing mobility need for rail and transit, what is transit's performance relative to congestion or delay, and if available, what is ridership for a defined time period (throughput)?

Bicycle and Pedestrian

- For projects addressing mobility need for bicycle and pedestrian travel, what is project area's performance relative to delay, and if available, what is traffic for defined time period (throughput)?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Functional Classification

- Federal Functional Classification (NHDOT GIS Roads Layer)
- FHWA Highway Functional Classification Guidance: https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classification/section00.cfm

Planning

- Master Plans, Corridor Studies, Long Range Transportation Plans, MPO Congestion Management Process, etc.

Motor Vehicles

- Level of Travel Time Reliability (LOTRR) based on FHWA's National Performance Management Research Data Set (NPMRDS).
- Level of Service (LOS) related measures such as volume to capacity ratio, average travel speeds, average vehicle spacing, average delay at signal, field observation of traffic flow characteristics based on Highway Capacity Manual guidance.
- Throughput analyses based on local average vehicle occupancy data, regional model vehicle occupancy data or National Highway Travel Survey vehicle occupancy data multiplied by traffic data for defined time period.
- Regional and Statewide ITS architectures

Rail and Transit

- For projects addressing rail & transit mobility: Rail or transit operator report regarding on-time performance, ridership data, passenger surveys.

Bicycle and Pedestrian

- For projects addressing bicycle & pedestrian mobility: pedestrian/bicyclist intercept surveys, pedestrian signal timing data, pedestrian/bicyclist activity through project area for defined time period; bicyclist level of traffic stress.

Federal Performance Measures Addressed

Federal Highway Administration (FHWA) System Performance Measures: 1) reliable person-miles traveled on the Interstate System; 2) reliable person-miles traveled on the non-Interstate National Highway System.

Definition: 1) an historical analysis of the mobility **need** and **performance** of a location for all modes, and 2) a forward-looking analysis of how **interventions** proposed as part of a project would improve the mobility performance for all modes.

REGIONAL EVALUATION CONSIDERATIONS

Mobility Intervention

Motor Vehicles

IMPACT

- For projects addressing motor vehicle mobility, to what extent will the project provide congestion relief or mobility benefits?

Rail and Transit

- For projects addressing transit mobility, to what extent will the project impact a transit service's on time performance and/or improve transit user throughput (ie. the number of transit users moving through the project area in a given time period)?

Bicycle and Pedestrian

- For projects addressing bicycle or pedestrian mobility, to what extent will the project reduce bicyclist/pedestrian delay and/or improve bicyclist/pedestrian throughput (ie. the number of bicyclists/pedestrians moving through the project area in a given time period)?

Federal Performance Measures Addressed

Federal Highway Administration (FHWA) System Performance Measures: 1) reliable person-miles traveled on the Interstate System; 2) reliable person-miles traveled on the non-Interstate National Highway System.

POTENTIAL RESOURCES & DATA SOURCES

Resources:

RPC/MPO, NHDOT or independent evaluation of mobility interventions expressed in scope of work and project purpose. Including but not limited to the interventions listed below.

Motor Vehicles. Including but not limited to:

- Intersection improvements:* signal optimization, roundabouts, addition of turning lanes, etc.
- Road improvements:* HOV lanes, addition of breakdown lanes or shoulder widening, add lanes in merge areas, widen ramps, add exit lanes, ITS speed harmonization, ramp metering, etc.
- Mode shift measures:* transit, park and ride lots, bike lanes, etc.
- Capacity improvements:* adding lanes, access management measures [curb cut consolidation, left turn lanes, two way left turn lanes, medians, etc.]

Rail & Transit. Including but not limited to:

- Transit signal priority; dedicated transit lanes; improvement to sidewalk or bicycle connectivity to transit stops; transit stop improvements.

Bicycle and Pedestrian. Including but not limited to:

- Bicycling interventions:*
 - ◆ New/improved bike lane
 - ◆ Widening of outside lane/shoulder
 - ◆ New off-street or parallel facility
 - ◆ Access management improvements (medians, elimination/consolidation of curb cuts)
 - ◆ Sight distance improvements
 - ◆ Intersection improvements for bicyclist
 - ◆ Improvements to speed differential between on street bicyclists and vehicles
 - ◆ Signage and road markings
- Pedestrian interventions:*
 - ◆ New/improved sidewalk
 - ◆ New/improved off-street or parallel facility
 - ◆ Intersection improvements for pedestrians (new or improved crosswalks, medians/pedestrian refuges, new or improved pedestrian signals)
 - ◆ Access management (medians, limitation of curb cuts)
 - ◆ Removal of pedestrian conflicts (utility poles, etc.)
 - ◆ New or improved buffer between road and pedestrian facility (green buffer, on-street parking, trees, etc.)

Definition: 1) an analysis of the **natural hazard risks** (i.e. flood history) to a transportation facility, and; 2) a forward-looking analysis of how the **natural hazard mitigation** measures proposed as part of a project would reduce hazard risks.

REGIONAL EVALUATION CONSIDERATIONS

Natural Hazard Risk

NEED

Hazard Risk

- Are natural hazards in the project area documented in a plan, study, or database?
- Have natural hazards previously impacted transportation infrastructure and/or mobility in the project area? How frequently?
- Are natural hazard risks anticipated to increase in severity/impact (for example, due to anticipated impacts of climate change)?

Natural Hazard Mitigation

IMPACT

Hazard Mitigation - All Projects

To what extent does the project mitigate or adapt to known natural hazards in the project area? Does the project propose in-kind replacement of hazard-prone infrastructure?

- Mitigate (highest score): project eliminates or substantially reduces risk from known natural hazard (e.g., relocates infrastructure away from flood hazard area).
- Adapt (moderate score): project addresses known natural hazard but does not entirely mitigate risk (e.g., reinforces infrastructure in place).
- In-kind (lower score): project simply replaces hazard-prone with same/similar infrastructure (e.g., replace stream culvert with culvert of same dimensions).

Hazard Mitigation - Additional Stream Culvert & Bridge Project Considerations

- Is the project responsive to stream characteristics, such as flood propensity, slope, bankfull width, and orientation to roadway?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Hazard Risk

- Local plans: Hazard Mitigation Plans, Master Plans, Capital Improvement Plans, Emergency Operations Plans, etc.
- Regional plans: Regional Transportation Plan, Corridor Studies, River Corridor Management Plans, Watershed-Based Plans, Regional Plan, Comprehensive Economic Development Strategy, etc.
- Local and Regional Vulnerability Assessments
- Results of studies or assessments, such as geotechnical studies, fluvial geomorphology studies, SADES-based assessments, etc
- Hydraulic capacity modeling results/reports
- FEMA Flood Hazard Maps
- Regional studies on anticipated impacts of climate change on natural hazard risk

Resources:

Hazard Mitigation - All Projects

- RPC review of project scope
- Section 6.4 of FHWA's *HEC 17: Highways in the River Environment - Floodplains, Extreme Events, Risk, and Resilience, 2nd Edition* <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/hif16018.pdf>
- Section 3.4 FHWA's *HEC 25: Highways in the Coastal Environment: Assessing Extreme Events: Volume 2 - 1st Edition* <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/nhi14006/nhi14006.pdf>

Hazard Mitigation - Stream Culvert & Bridge Projects

- NH SADES stream crossing assessment data
- Hydraulic capacity modeling results/reports
- North Country Council *Stream Crossings for Flood Resiliency & Ecological Health*: http://www.nccouncil.org/wp-content/uploads/2019/08/NCC-Stream-Crossing-Guide_FINAL.pdf

Definition: the extent to which the project area is regionally-significant based on 1) **traffic volume**; and 2) the **importance of the facility** to the local and the regional transportation system.

REGIONAL EVALUATION CONSIDERATIONS

Traffic Volume

NEED

Vehicular volume

- What is the present-day traffic volume in or near the project area?
- How does the traffic volume in the project area compare to other traffic volumes in the region?
- Have traffic volumes increased, decreased, or stayed about the same over time?

Bicycle & pedestrian volume

- What is the measured or estimated present-day bicycle and pedestrian volume on or near the impacted facility?
- What is the relative demand for pedestrian and bicycle trips based on development density, presence/lack of current ped-bike facilities, etc.?

Facility Importance

NEED

Origins and Destinations

- Does the facility move people or goods between major locations/destinations?
- Is the project area proximate to key transportation facilities, such as airports or transit/intermodal facilities?

Network Centrality

- To what degree is the project area "central" to the local and regional transportation network?
- Would traffic increase on other areas of the transportation network if the project is not implemented (e.g., would more drivers use alternate routes)?

Alternate Routes

- What would be the increase in travel time if travelers were detoured around the project area?
- Is the proposed project located on a defined or obvious evacuation route?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Vehicular volume

- NHDOT Transportation Data Management System <https://nhdot.ms2soft.com/tcds/tsearch.asp?loc=nhdot>
- Regional Planning Commission traffic count databases

Bicycle & pedestrian volume

- Regional Planning Commission bicycle & pedestrian count databases
- Pedestrian & Bicycle Information Center; Counting & Estimating Volumes <http://www.pedbikeinfo.org/topics/countingestimating.cfm>
- Congestion Mitigation & Air Quality (CMAQ) analysis tools
- Strava data

Resources:

Origins and Destinations

- Local, regional and statewide transportation planning documents
- Priority pedestrian and bicycle transportation corridors identified in the *Statewide Pedestrian and Bicycle Transportation Plan*
- Transit system maps
- Bicycle network/route maps
- Sidewalk network maps
- Online isochrone tools

Network Centrality

- Regional Planning Commission transportation model (if available)
- RPC review of road networks
- GIS database with "Network Analyst" license/module

Alternate Routes

- Google Maps Travel Time calculator
- RPC travel time analysis (if available)
- Documentation of evacuation route designation or other connectivity-related metric in statewide, local or municipal plans

Definition: 1) a historical analysis of the **safety performance** (i.e. crash history) of a location over the past five (5) year period for all modes, and; 2) a forward-looking analysis of how the **countermeasures** proposed as part of a project would improve safety performance for all modes.

REGIONAL EVALUATION CONSIDERATIONS

Safety Performance

NEED

Crash data considerations (past 5 years):

- What is the number of passenger vehicle crashes at the location?
- What is the severity of passenger vehicle crashes at the location?
- What is the crash rate at the location?
- What is the number of non-motorized (pedestrian and bicycle) crashes at the location?
- What is the severity of non-motorized (pedestrian and bicycle) crashes at the location?
- What is the number of transit vehicle crashes at the location?
- What is the severity of transit vehicle crashes at the location?

Additional safety performance considerations:

- Was the location identified through local, regional, or statewide network screening?
- Was the location the subject of a previous Road Safety Audit due to crash history?
- Was the project referred to the TYP from the HSIP program due to scope/cost?
- Were improvements implemented over the past five-year period that have changed (or could change) the safety performance of the location?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Crash data

- State (NHDOS) Crash Database
- Fatality Analysis Reporting System (FARS) Database
- Crash Reports from Local Police Departments
- Crash Data from Local Transit Agencies

Additional safety considerations

- Network Screening Summaries from the NHDOT Bureau of Highway Design
- Completed and Pending Road Safety Audit (RSA) Reports
- HSIP Program Summaries from the NHDOT Bureau of Highway Design

Federal Performance Measures Addressed

Federal Highway Administration (FHWA) Safety Performance Measures: 1) number of fatalities; 2) rate of fatalities; 3) number of serious injuries; 4) rate of serious injuries; 5) number of non-motorized fatalities and serious injuries.

Federal Transit Administration (FTA) Performance Measures: 1) number of reportable public transportation fatalities and public transportation fatality rate per total vehicle revenue miles by mode; 2) number of reportable public transportation injuries and public transportation injury rate per total vehicle revenue miles by mode; 3) number of reportable public transportation events and public transportation event rate per total vehicle revenue miles by mode; 4) mean distance between major public transportation mechanical failures by mode.

Definition: 1) a historical analysis of the **safety performance** (i.e. crash history) of a location over the past five (5) year period for all modes, and; 2) a forward-looking analysis of how the **countermeasures** proposed as part of a project would improve safety performance for all modes.

REGIONAL EVALUATION CONSIDERATIONS

Safety Measures

IMPACT

Highway and Bridge Safety Measures:

- How significant/effective are the Crash Modification Factors (CMFs) for key project design elements?
- Has a Benefit-Cost analysis been developed as part of a Road Safety Audit or other special study? If so, how compelling is the Benefit-Cost ratio?
- Are Proven Safety Countermeasures (as sanctioned by the FHWA Office of Safety) included in the project's design?

Rail & Transit Safety Measures:

- Does the project involve safety improvements to an existing at-grade Railway-Highway crossing?
- Does the project eliminate an existing at-grade Railway-Highway crossing?
- Does the project implement improvements identified in a local or statewide Public Transit Agency Safety Plan (PTASP)?

Pedestrian Safety Measures:

- Are Safe Transportation for Every Pedestrian (STEP) countermeasures (as sanctioned by the FHWA Office of Safety) included in the project's design?
- How significant/effective are the pedestrian-related Crash Modification Factors (CMFs) for key project design elements?

Bicycle Safety Measures

- Would the project improve Bicycle Level of Traffic Stress (LTS) from a Level 3 or 4 to at least Level 2?
- How significant/effective are the bicycle-related Crash Modification Factors (CMFs) for key project design elements?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Highway and Bridge Safety Measures:

- Crash Modification Factor Clearinghouse (www.cmfclearinghouse.org/)
- AASHTO Highway Safety Manual (www.highwaysafetymanual.org/)
- Completed or pending Road Safety Audits
- FHWA Proven Safety Countermeasures (www.safety.fhwa.dot.gov/provencountermeasures/)

Rail & Transit Safety Measures:

- NHDOT Bureau of Highway Design Railway-Highway Crossing Improvement Priorities
- Local or Statewide Public Transit Agency Safety Plans (PTASPs)

Pedestrian Safety Measures:

- FHWA Safe Transportation for Every Pedestrian (STEP) Countermeasures (https://safety.fhwa.dot.gov/ped_bike/step/resources/)
- Crash Modification Factor Clearinghouse (www.cmfclearinghouse.org/)

Bicycle Safety Measures

- Bicycle LTS Model Data (as developed by MPOs or as developed for rural areas in the NH Statewide Pedestrian and Bicycle Transportation Plan).
- Crash Modification Factor Clearinghouse (www.cmfclearinghouse.org/)

Federal Performance Measures Addressed

Federal Highway Administration Safety Measures: 1) number of fatalities; 2) rate of fatalities; 3) number of serious injuries; 4) rate of serious injuries; 5) number of non-motorized fatalities & serious injuries.

Federal Transit Administration Safety Measures: 1) number of reportable public transportation fatalities and public transportation fatality rate per total vehicle revenue miles by mode; 2) number of reportable public transportation injuries and public transportation injury rate per total vehicle revenue miles by mode; 3) number of reportable public transportation events and public transportation event rate per total vehicle revenue miles by mode; 4) mean distance between major public transportation mechanical failures by mode.

Definition: 1) the degree to which the project improves infrastructure condition in the project area (**state of repair**); and 2) the degree to which the project impacts NHDOT and/or municipal **maintenance**.

REGIONAL EVALUATION CONSIDERATIONS

POTENTIAL RESOURCES & DATA SOURCES

State of Repair

NEED

- What is the condition of the infrastructure that is being addressed? For roadways, this includes pavement, sub-base, and base materials.
- Does the project address the underlying causes of current infrastructure conditions?

Resources:

- NHDOT Pavement Condition Index (if current)
- SADES assessment data
- Geotechnical studies/reports
- Information requests from NHDOT offices: District Engineers, Bridge Maintenance Bureau, etc
- *NHDOT Transportation Asset Management Plan*

Maintenance Considerations

IMPACT

- Does the project address an infrastructure issue that currently requires increased maintenance activity/costs due to poor or dangerous infrastructure conditions?
- Does the project propose significant new/expanded transportation assets that will add significant new/additional maintenance liabilities for NHDOT (e.g., new roadway/bridge construction)?
- Are there buried utilities (water, sewer, drainage) in the project area? If so, are any needed upgrades/maintenance incorporated into the overall project scope? *Note: buried utility improvements are typically not Ten Year Plan-eligible (funded locally).*

Resources:

- NHDOT Pavement Condition Index (if current)
- SADES assessment data
- Geotechnical studies/reports
- Information requests from NHDOT offices: District Engineers, Bridge Maintenance Bureau, etc.
- Narrative from applicant
- Utility capacity/condition studies
- Capital Improvements Plans

Federal Performance Measures Addressed

Federal Highway Administration State of Repair Measures: 1) percentage of pavement on the Interstate System in good condition; 2) percentage of pavement on the Interstate System in poor condition; 3) percentage of pavement on the non-Interstate National Highway System (NHS) in good condition; 4) percentage of pavement on the non-Interstate National Highway System (NHS) in poor condition; 5) percentage of bridges on the National Highway System (NHS) in good condition; 6) percentage of bridges on the National Highway System (NHS) in poor condition.

Federal Transit Administration Transit Asset Management Measures: 1) percentage of rolling stock revenue vehicles meeting or exceeding their useful life benchmark; 2) percentage of non-revenue service vehicles meeting or exceeding their useful life benchmark; 3) percentage of facilities rated below 3.0 on the Transit Economic Requirements Model (TERM) scale; 4) percentage of track segments with performance restrictions.

Definition: the degree of **support** for the project at the local, regional, and statewide level.

REGIONAL EVALUATION CONSIDERATIONS

Support

NEED

Local Support

- Does the project support goal(s) of locally-adopted plan? Higher scores given to projects that are specifically defined in plans, and/or address specific plan goals/needs/issues.

Regional Support

- Does the project support goal(s) of a regional plan? Higher scores given to projects that are specifically defined in plans, or address specific plan goals/needs/issues.

Statewide Support

- Does the project support goal(s) of a statewide plan? Higher scores given to projects that are specifically defined in plans, or address specific plan goals/needs/issues.

Emergent Needs

- Does the project address an emergent need(s) (*identified after the previous TYP project solicitation*) that could have significant regional impacts if not addressed?

Public Involvement

- Has there been recent public discussion or input opportunities regarding this project?
- Do recent public input/discussions show support for the project?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Local Support

- Master Plan
- Capital Improvements Plan
- Hazard Mitigation Plan
- Other local plan (Bike-Ped Plan, Sub-Area Plan, etc)
- NHDOT Road Safety Audit reports

Regional Support

- Long Range Transportation Plan/Regional Transportation Plan
- Corridor Study
- Coordinated Public Transit and Human Services Transportation Plan
- Regional Plan
- Scenic Byway Corridor Management Plan
- Transit Operations Plan
- River Corridor Management Plan
- MPO Congestion Management Process Plans

Statewide Support

- *Statewide Long-Range Transportation Plan*
- *Statewide Strategic Transit Assessment*
- *Statewide Pedestrian and Bicycle Transportation Plan*
- *Strategic Highway Safety Plan*
- *Statewide Freight Plan*
- *Statewide Rail Trail Plan*
- *NHDOT Transportation Asset Management Plan*

Emergent Needs

Emergent issue/need is documented by one or more of the following:

- Letter from NHDOT District Engineer
- Letters from municipal boards or committees
- Letters from subject-area experts
- Results of studies and assessments

Public Involvement

- Minutes and meeting summaries from local board meetings and/or community outreach events
- Other documentation of public involvement