

RPC Transportation Advisory Committee  
July 28, 2022  
9:00-11:00 AM

**RPC Offices**

**156 Water Street, Exeter, NH**

Location: <https://goo.gl/maps/X9AvHrcfy2SivYDx7>

***Virtual Participation via Zoom***

<https://us02web.zoom.us/j/87132816551?pwd=ZHN5dGx3Z09RalhWYXFndU5yZGF3Zz09>

***The full zoom invitation is on page 2***

Agenda

1. Introductions
2. Minutes of 6/23/22 Meeting (**Attachment #1**) — **[Motion Required]** (5 minutes)
3. NHDES Clean Diesel Grant Program – Ricky DiCillo (NHDES) (20 Minutes)
4. Selection of Projects for Estimate Development (**Attachment #2**) – **[Motion Required]**  
- Dave Walker (45 minutes)
5. Other Project Updates – Dave/Scott (10 Minutes)
6. Open discussion/Comments

**TAC MEETING SCHEDULE For 2022 (Next meeting highlighted)**

January 27	April 28	July 28	October 27
<del>February 24</del>	May 26	<b>August 25</b>	December 8***
<del>March 24</del>	June 23	September 22	

\*\*\*Off Schedule

Rockingham Planning is inviting you to a scheduled Zoom meeting.

Topic: RPC Transportation Advisory Committee Meeting

Time: Dec 2, 2021 09:00 AM Eastern Time (US and Canada)

Jun 23, 2022 09:00 AM

Jul 28, 2022 09:00 AM

Aug 25, 2022 09:00 AM

Sep 22, 2022 09:00 AM

Oct 27, 2022 09:00 AM

Dec 8, 2022 09:00 AM

Please download and import the following iCalendar (.ics) files to your calendar system.

Monthly: [https://us02web.zoom.us/meeting/tZMsdOugrz0vH9VvWNQsRaYgK-Qy5wPMF\\_h/ics?icsToken=98tyKuGvrzgoEtWTtRyGRpwEBYjCa\\_zmCFYgvpriijLMhNAUALPEckPA6sqB-j9](https://us02web.zoom.us/meeting/tZMsdOugrz0vH9VvWNQsRaYgK-Qy5wPMF_h/ics?icsToken=98tyKuGvrzgoEtWTtRyGRpwEBYjCa_zmCFYgvpriijLMhNAUALPEckPA6sqB-j9)

Join Zoom Meeting

<https://us02web.zoom.us/j/87132816551?pwd=ZHN5dGx3Z09RalhWYXFndU5yZGF3Zz09>

Meeting ID: 871 3281 6551

Passcode: 201102

One tap mobile

+13126266799,,87132816551#,,,,\*201102# US (Chicago)

+19292056099,,87132816551#,,,,\*201102# US (New York)

Dial by your location

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington DC)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

Meeting ID: 871 3281 6551

Passcode: 201102

Find your local number: <https://us02web.zoom.us/u/kpm67IGdD>

---

**MINUTES**  
**Rockingham Planning Commission**  
**MPO Technical Advisory Committee**  
**June 23, 2022**

**RPC Offices**  
**156 Water Street, Exeter**  
**In Person and Virtual participation via Zoom**  
**Recording Available Here: <https://youtu.be/49MfdMBBU7s>**

**Members Present:** R. McDermott, Chairman (Hampton Falls); P. Coffin (Kingston); D. Seiglie (Rye); J. Hale (Hampton); E. Eby (Portsmouth); C. Cross (Newington); S. Connors (Stratham); L. St. John (NHDOT); L. Levine (FHWA); P. Mahoney (FHWA); T. White (NHDES);

**Guests:** None

**Staff:** D. Walker (Transp Mgr/Assistant Director); S. Bogle (Sr. Transp Plnr)

- 1. Introductions:** Chairman McDermott welcomed those in attendance and Roll Call Attendance was taken.
- 2. Minutes of 5/26/22 TAC Meeting**

*Coffin moved to approve the Minutes of May 26, 2022 meeting as presented; Hale Seconded. Roll Call Vote was taken. **SO VOTED.***

- 3. Transportation Project Selection Criteria and Weighting – D. Walker**

Walker gave an overview of the Ten Year Plan project selection criteria weighting process. *Sharples moved to endorse the TIP Amendment #4 and recommend for approval by the MPO Policy Committee; Coffin seconded. Roll Call Vote was taken. St. John Abstained. **SO VOTED.***

- 4. Transportation Project Selection Criteria and Weighting – D. Walker**

Walker provided an overview of the project selection process and the Statewide Project Selection Criteria. He covered how relative weights of each criteria are set and the results of the survey of TAC members and how that influenced the outcome and a draft set of weights for each category and criteria was presented. Walker finished by providing an overview of the next steps in the process and what to expect at the July meeting. Projects will be scored based on these criteria weights and a short-list of projects will be developed for TAC review at the July

meeting. Projects will be selected from the short-list for development of scope and cost estimates by the engineering team. Coffin noted that certain types of projects will never score well because they are not traditional highway projects and he would like to find ways to improve the competitiveness of those types of projects. *Coffin moved to approve the RPC Ten Year Plan Project Selection Criteria weights as presented; Seiglie seconded. Roll Call Vote was taken. SO VOTED.*

**5. Safe Streets and Roads For All (SS4A) Program – D. Walker**

Walker provided an overview of the Safe Streets and Roads For All (SS4A) program that is a new program in the recent Bipartisan Infrastructure Law. The program provides competitive grant funding for the development of Safety Action Plans and, once a Safety Action Plan is in place, for implementing safety improvements. Walker covered the components of Safety Action Plans and that RPC is considering applying for a grant either in partnership with communities or with the other 3 NH MPOs and is trying to determine how matching funds could be obtained. Information is being sent to communities to inquire about interest in the program. Discussion followed.

**6. Project Updates: Walker & Bogle**

The project updates memorandum was distributed to meeting attendees. A brief discussion of Age Friendly Communities survey, the Derry-Salem Region Coordinated Public Transit Human Services Plan update, and the ACT Coordinated Public Transit Human Services Plan update occurred. The memorandum with project updates was emailed to all TAC members post meeting along with a link to the recording.

**7. Other Items:**

Walker initiated a brief discussion of upcoming efforts from RPC to revitalize TAC participation and that staff will be looking for TAC member input regarding ways to improve participation. This will be an ongoing effort and topic. Discussion followed.

*Meeting adjourned at 10:30 a.m.*

Respectfully submitted,  
David Walker, Recording Secretary

---

## Memorandum

DATE: July 22, 2022  
TO: MPO Transportation Advisory Committee  
FROM: David Walker, Assistant Director  
RE: Project Selection for the Ten Year Plan

---

The next phase in the project prioritization process is for the MPO to identify candidate projects for the State Ten Year Plan from the projects in the Long Range Transportation Plan and those recently submitted by communities. RPC received submittals for 29 new projects (25 are sites identified in the Seacoast Transportation Corridors Vulnerability Assessment) and updates to 3. Including the new projects, the MPO Long Range Transportation Plan contains 155 total projects. Of these, 50 are already included in the State Ten Year Plan or Transportation Improvement Program leaving 119 to evaluate. Twenty of these projects are currently not eligible for federal funding or are otherwise infeasible, are not needed in the next ten years, or are being funded via other methods. This leaves 99 to score against the project selection criteria and rank. Those projects have been distributed into three groups based on scale (Local, Regional, Inter-Regional) as shown in the table below. Each of those projects has been scored against the established statewide criteria using the weights set by the TAC on June 23, 2022.

Total Projects	169		
Already in the Ten Year Plan	50		
Not eligible/feasible/Needed	20		
Scored for Ten Year Plan	99		
			Inter-
	Local	Regional	Regional
Categorized	40	34	25

The top five projects from each category (by score) are included in the attached **Preliminary Candidate Project List** worksheet. In addition to the location, and scope, the worksheet includes an “Advantages” column that includes reasons why each project could be a priority for scope and cost review, and a “Disadvantages” column that indicates reasons why the projects may not need to be a priority. The advantages column references some recent regional analysis conducted by RPC:

- **Congestion Management Process (CMP):** Regional analysis that identifies congested corridors and segments based on travel time data.

- **Level of Traffic Stress (LTS):** A study that looked at roadways critical to a connected bicycle network of “low stress” facilities from the cyclists perspective and identified gaps where riders would need to use high stress routes.
- **Regional Pedestrian Infrastructure Network Assessment:** A study of locations in the region that with populations likely to be dependent upon pedestrian infrastructure such as senior and disabled populations, as well as children.
- **Regional Crash Data Analysis:** 2017-2019 data was analyzed to identify locations with fatal and serious injury crashes.
- **Seacoast Transportation Corridors Vulnerability Assessment (STCVA):** This was a study of roadways vulnerably to the impacts of sea-level rise. This study identified 25 locations in the coastal communities, as well as how much relative sea-level rise it would take to impact each, an expected timeframe for these impacts (based on certain assumptions), and adaptation/mitigation options.

Other important information from the table:

- Projects are listed by score/rank in each category (Local, Regional, Inter-Regional).
- Cost information is not included at this point. Information on cost is available for many of the projects but is based on estimates that are at least a couple of years old and some, such as the Portsmouth Traffic Circle project, date back further (2004).
- The scopes that are included here are considered a starting point for the purpose of defining a rough cost for the Long Range Transportation Plan and the State Ten Year Plan. They may be revised somewhat as part of the scope and cost review. In addition, if included in the Ten Year Plan, each project will go through an alternatives analysis and design process that will evaluate alternatives, select a preferred option, and then refine the scope and costs accordingly.

The TAC will use this worksheet to select projects to be the proposals submitted to RPC’s consulting engineers to work up cost estimates. Those scope and cost estimates will be utilized this fall as the basis for selecting priorities for the Ten Year Plan. The expectation is resources are available to develop scope and cost estimates for as many as 6-8 projects although this is still in discussion with the consulting engineers. From a staff perspective, selecting a balanced set of projects from each category is a good starting point and the discussion can include different combinations of projects and should result in a priority list for developing cost estimates.

**Recommended Action: TAC approve a short list of projects as priorities for the development of scope and cost estimates.**

---

**Preliminary Candidate Projects List - Need to Select 6-8 projects for Scope and Cost Development**

RPC Project							Category		Overall
	Number	City/Town	Roads	Scope	Advantages	Disadvantages	Score	Rank	Rank
LOCAL PROJECTS	6379005	Portsmouth	Maplewood Ave	Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.	This project addresses a red list bridge (culvert) in an area that is susceptible to impacts from sea level rise. The roadway has been identified as congested in the CMP and is a critical link in the LTS analysis	Municipal Bridge or culvert replacement programs may be faster approaches to getting the project implemented.	45.45	1	11
	6323003, 6397005, 6397006	New Castle, Rye	NH 1B	Mitigate sea-level rise induced flooding on NH 1B near BG's Boathouse and Marina and near Sanders Poynt in Rye and adjacent to Neals Pit Lane in New Catle. Includes raising roadway and addressing culvert capacity and function.	These three locations together, if inundated, restrict access to residences in Rye as well as New Castle Island. The Neals Pit Lane location will split New Castle Island into two sections if inundated and that site is currently being studied by the town of New Castle and RCCD for culvert improvements.	Neals Pit Lane analysis may provide more detailed insight as to feasible approaches. Sea-level rise impacts at these 3 locations are not expected for several more decades under current assumptions.	42.20	2,3,4	12
	6383001	Raymond	NH 102/ Blueberry Hill Road	Safety improvements at the NH 102 intersection with Blueberry Hill Road	Location is the site of a fatal crash and several serious injury crashes in the last ten years due to limited sight distance along NH 102.	Location is HSIP eligible and that program may be a faster pathway to implementing improvements	40.19	5	13
	6375004	Plaistow	NH 121A	Intersection improvements at North Avenue And NH 121A In Plaistow	Project would improve traffic flow and safety on Main Street in Plaistow. Use of a roundabout might move trucks back to NH 125 and the are is identified as a mid-range sidewalk priority.	Need for a traffic signal is not clear. May not be enough space for a roundabout given right-of-way limitations. NHDOT attempted a project here in the 1990s that was pulled after considerable public sentiment against the proposed changes.	39.80	6	14
	6431007	Stratham	NH 33	The project would construct sidewalks linking a series of individual segments that were installed as part of private development. Signals would be upgraded to support pedestrians and bicycle accommodations would be installed.	Project area is high stress (LTS = 4) for bicyclists and pedestrians due to fast moving vehicles, limited shoulder and sidewalk and multiple lanes of traffic. Project would connect areas of commercial development and include crossings of NH 33	Would need to get more detail on the proposed scope to accurately develop a cost estimate	38.39	7	15

## REGIONAL PROJECTS

RPC Project Number	City/Town	Roads	Scope	Advantages	Disadvantages	Category		Overall
						Score	Rank	Rank
6197023	Hampton	NH 27 (High Street)	Address the impacts of sea-level rise and storm surge induced flooding on High Street	High Street is impacted at very low levels of sea-level rise and if inundated, severs an important connection to Hampton Beach and coastal NH.	The solution to sea-level rise induced flooding on this roadway may be something larger than a roadway improvement project.	54.30	1	3
6197014	Hampton	Ocean Blvd	(Ocean Blvd Phase II) Capacity and traffic flow improvements on Ocean Boulevard from the Highland Avenue Intersection to the Church Street Intersection	Project would implement Phase 2 of the Hampton Beach Transportation Master Plan and would enhance bike and pedestrian facilities and safety as well as improve traffic flow. Project is on a road identified as congested in the CMP, and a mid-range priority in the sidewalk analysis.	This section of Ocean Blvd is included in the design phase of Hampton 40797 but it is unclear at this point what components will be constructed. It may make sense to wait for the outcome of Hampton 40797 before considering recommending additional phases be added as regional priorities	52.62	2	4
6431001	Stratham	NH 108/ NH 33	Reconfigure the Rte. 108 / Rte. 33 Stratham Circle through the Town Center District for improved traffic flow and safety, pedestrian and bicycle access and safety.	Project would reduce speeds and improve safety through Stratham town center and remove the outdated traffic circle design. Would also improve bicycle and pedestrian access. The area is identified as a mid-range priority in the sidewalk analysis. Location of relatively frequent crashes due to speeds and current configuration/design	Not necessary from a capacity standpoint. Crashes in the area tend to be non-injury.	49.39	3	6
6397011	Rye	NH 1A/ Locke Rd/ Harbor Rd.	Address sea-level rise and storm surge induced flooding along NH 1A and connecting roads around Rye Harbor	This area of NH 1A currently sees some flooding and sea-level rise will extend the flooding and have greater impacts on the infrastructure. NHDOT is currently working with the Town of Rye on replacing a culvert in this segment which will help but will not solve the larger issue along NH 1A in this area.	Regular impacts from sea-level rise not anticipated for 20-25 years so there is some time before this must be addressed	46.83	4	9
6197015	Hampton	Ashworth Avenue	Complete Streets improvements on Ashworth Avenue (Phase III of Ocean Blvd project)	Ashworth Avenue carries southbound traffic on NH 1A through Hampton Beach. This segment is not incorporated into the current Ocean Blvd (40797) project. The roadway carries substantial traffic and includes large numbers of pedestrians and cyclists.	While this section is not included in Hampton 40797, the design of that project may impact what is needed on Ashworth Avenue.	46.11	5	10

INTER-REGIONAL PROJECTS

RPC Project Number	CityTown	Roads	Scope	Advantages	Disadvantages	Category		Overall Rank
						Score	Rank	
6379021	Portsmouth	US Route 1 Bypass	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	This project would replace the traffic circle with a modern design (signals or roundabout) with the intent of reducing the number of crashes and improving the flow of traffic. The location is identified as congested in the CMP and is a low priority for sidewalks.	This likely needs a dedicated study to update the 2004 US 1 Bypass study and consider modern approaches.	56.89	1	1
6197025	Hampton	NH 101/ Brown Ave	Address impacts of sea-level rise and storm surge induced flooding on NH 101, Highland Avenue, Church Street, and Brown Avenue.	This section of roadway is the primary access to Hampton Beach and is impacted at very low levels of sea-level rise. Flooding impacts access to the beach as well as significant numbers of houses adjacent to the roadway.	The solution to sea-level rise induced flooding in this area is something bigger than a transportation project. Roadway improvements will be one piece however something like levees will be needed to keep floodwaters out of the many houses in this area.	54.35	2	2
6379041	Portsmouth	US Route 1	Address the impacts of sea-level rise and storm surge induced flooding on US 1 where it crosses Sagamore Creek in Portsmouth	This section of US 1 is impacted somewhere between 2 and 4 feet of sea-level rise and will require re-routing 20,000-25,000 vehicles per day onto roads not designed to handle that volume of traffic. Adjacent businesses currently experience some "King Tide" related flooding.	Daily impacts from sea-level rise are not anticipated for another 20-25 years which provides some time before it needs to be included in the Ten Year Plan. Existing bridge is in good condition.	51.59	3	5
6409022	Seabrook	NH 286	Address impacts of sea-level rise and storm surge induced flooding on NH 286 in Seabrook.	NH 286 provides the only access to Seabrook and Hampton Beaches south of the Hampton-Seabrook Estuary. The roadway carries approximately 15,000 vehicles per day and will be impacted at around 4' of sea-level rise.	Daily impacts from sea-level rise are not anticipated for another 25-30 years which provides some time before it needs to be included in the Ten Year Plan	48.83	4	7
6001028	Hampton-Hampton Falls	US Route 1	Address impacts of sea-level rise and storm surge induced flooding on US 1 through the Hampton-Seabrook Estuary	This section of US 1 is impacted somewhere between 2 and 4 feet of sea-level rise and will require re-routing 20,000-25,000 vehicles per day. Area currently experiences "King Tide" and occasional storm-related flooding	Daily impacts from sea-level rise are not anticipated for another 20-25 years which provides some time before it needs to be included in the Ten Year Plan	48.14	5	8

## July 28, 2022 Project Updates

**Seacoast Transportation Corridors Vulnerability Analysis (STCVA):** RPC has completed work on the STCVA and the final document has been uploaded to the website ([www.therpc.org/stcva](http://www.therpc.org/stcva)). This project worked with the New Hampshire Coastal Program, NHDOT, and other stakeholders to conduct an analysis of the impacts of sea-level rise related flooding on the transportation infrastructure in the seacoast. The vulnerability analysis will form the basis of a long-term adaptation framework incorporating coastal hazards and prioritizing resilience in state and local transportation planning. A webinar on March 31 provided an overview of the project as well as discussing findings and recommendations and can be viewed on YouTube (<https://youtu.be/UI3SToZ4xsY>). Staff has also been presenting project findings to the Coastal Adaptation Workgroup (CAW) (3/17), the Seabrook-Hampton Estuary Alliance (SHEA) (4/19), NHDOT Project Review Committee (4/20), Hampton Falls Planning Board (4/26), and Hampton Planning Board (5/18). (*Dave Walker [dwalker@therpc.org](mailto:dwalker@therpc.org)*).

**Coordinated Public Transit/Human Services Transportation Plans.** Working with SNHPC, RPC staff are nearing completion of a full draft of the Coordinated Public Transit/Human Services Transportation Plan for the Greater Manchester-Derry-Salem (Region 9) RCC. A full draft is currently being reviewed by FTA Region I and will be reviewed at the next meeting of the Region 9 RCC before coming to the RPC and SNHPC MPO Policy Committees for adoption. This plan is a prerequisite for the region to receive Federal Transit Administration (FTA) Section 5310 funding for transportation services for older adults and individuals with disabilities. The Plan includes an inventory of transportation services currently available in the region; an assessment of unmet need drawing data from the Census, American Community Survey, NHDHHS and a range of surveys and interviews; an analysis of trends impacting transportation supply and demand in the region; and a prioritized set of recommendations for improving access to, and coordination of, transportation services in the region. The Region 9 Plan is being undertaken as part of the UPWP, while a separate plan for the Greater Seacoast/ACT region (Region 10 RCC) is being undertaken with SRPC and COAST with a separate FTA planning grant. The Region 9 plan will be completed this summer, while the Region 10/ACT plan will be completed this winter.

**Age Friendly Communities Initiative:** Community surveys are nearing completion in five of the six assessment communities and thus far have garnered over 1450 responses. Staff have been working on supplemental outreach to boost participation, particularly among under-represented groups. Survey results have been shared with the public at community forums held thus far in Exeter, Stratham, Fremont and Portsmouth. Staff are currently nearing completion of draft Assessment Reports for Exeter, Fremont, Stratham, Hampstead and Portsmouth. Hampton's assessment process didn't start until May, and their local forum and Assessment report should be completed in early fall. Year Two assessments will kick off for four more communities in October, along with pilot Implementation Projects for two selected communities that participated in Year One and identify follow-up planning or implementation efforts that can benefit from RPC technical assistance. (*Scott Bogle – [sbogle@therpc.org](mailto:sbogle@therpc.org)*)

**Hampton Falls (29610):** This study that considered options to address congestion on US 1 through the town center in Hampton Falls was recently completed. An advisory committee was formed and

met several times to discuss various aspects of the project. Two public information sessions were held, and a final public meeting is planned to cover the recommendations. Based on feedback from the community, widening of US 1 through the Hampton Falls village is not desired and other methods to try and address the congestion will be prioritized. The final report is available on the RPC website: [www.therpc.org/corridorstudies](http://www.therpc.org/corridorstudies) (Dave Walker [dwalker@therpc.org](mailto:dwalker@therpc.org)).

**Seabrook-Hampton Bridge Replacement (15904):** The Environmental Assessment (EA) for the project was submitted to FHWA for review and permitting and on March 30, 2022 the Federal Highway Administration issued a Finding of No Significant Impact (FONSI) for the project. NHDOT is proceeding with final design of a replacement that is fixed (non-movable), is 48 feet off the water, aligned to the west of the current structure, and would widen the navigational channel to 150 feet. The bridge itself will be 50 feet wide with two travel lanes, 8-foot shoulders, and 6-foot sidewalks with bump outs at some piers. Private property impacts are minimal although there are some environmental impacts to be mitigated. The life-cycle cost of the new structure is estimated at \$71-\$75 million and the project would take approximately 3 years to construct. The additional funding identified in the Infrastructure Investment and Jobs Act will allow this project to proceed more rapidly and without requiring any bonding. The project is anticipated to advertise for construction in September 2023 with construction beginning in 2024. (Dave Walker [dwalker@therpc.org](mailto:dwalker@therpc.org)).

**Hampton 40797:** The Ocean Boulevard reconstruction project continues to make progress towards construction. A Project Advisory Committee (PAC) meeting was held on May 26, 2022 where the participants discussed basic improvement options and alternatives for the corridor. The project team will be using that input as a basis for development of more robust alternatives. Project information can be found on NHDOT's website, including the design alternatives discussed at the May 26<sup>th</sup> meeting: <https://www.nh.gov/dot/projects/hampton40797/index.htm> (Dave Walker [dwalker@therpc.org](mailto:dwalker@therpc.org)).

**Statewide Assessment of Senior Transportation Needs:** Staff are working with the State Commission on Aging, the Alliance for Healthy Aging, TransportNH and SNHPC on a scope of work and budget for a statewide assessment of transportation needs for older adults in New Hampshire over the next 20 years. This has been recommended by the State Commission on Aging to the Governors Office for Emergency Relief and Recovery (GOFERR) for funding with dollars received by the state under the American Rescue Plan. The project has grown out of the thumbnail Transit Needs Assessment RPC developed with COAST in late 2019. While that initial assessment relied on national assumptions from AARP and CTAA on the percentage of non-driving seniors and estimated trip frequency, the goal of this project will be to develop New Hampshire specific needs and strategies. GOFERR appears to be supportive and the proposal is the next step. Staff have been conferring with UNH Survey Center and the NH Fiscal Policy Institute about interest in participation.

**NH Seacoast Greenway:** – Staff from RPC and the National Park Service Rivers, Trails and Conservation Assistance Program (NPS/RTCA) are developing a pair of Community Design Workshops/Charrettes to be held in Portsmouth and North Hampton in September and October. These will be structured much like PlanNH design charrettes, with a team of pro bono landscape architects developing design concepts for trailheads and connections to key destinations in each trail host community. Work is also moving forward on the NHSG Signage Plan and organizational development for the recently incorporated non-profit NH Seacoast Greenway Alliance. (Scott Bogle – [sbogle@therpc.org](mailto:sbogle@therpc.org))

---