

RPC Transportation Advisory Committee
September 22, 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 7/28/22 Meeting (**Attachment #1**) — **[Motion Required]** (5 minutes)
3. Region 8/9 Coordinated Human Services Transit Plan (**Attachment #2**) — **[Motion Required]** – Scott Bogle (30 Minutes)
4. Update on Selection of Projects for Estimate Development – Dave Walker (20 minutes)
5. Project Updates – Dave/Scott (10 minutes)
 - Upcoming CMAQ Funding Round (5 minutes)
 - Safe Streets and Roads for All grant (5 minutes)
 - Road Safety Audit program (5 minutes)
6. Open discussion/Comments

TAC MEETING SCHEDULE For 2022 (Next meeting highlighted)

| | | | |
|------------------------|---------------------|----------------------|-------------------|
| January 27 | April 28 | July 28 | October 27 |
| February 24 | May 26 | August 25 | December 8*** |
| March 24 | 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

Join Zoom Meeting

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

Meeting ID: 871 3281 6551

Passcode: 201102

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MINUTES
Rockingham Planning Commission
MPO Technical Advisory Committee
July 28, 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); J. Hale (Hampton); E. Eby (Portsmouth); C. Cross (Newington); M. Connors (Stratham); R. Nichols (COAST); R. DiCillo (NHDES);

Guests: S. Connors (Stratham)

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

- 1. Introductions [0:43 – 2:15]:** Chairman McDermott welcomed those in attendance and Roll Call Attendance was taken.
- 2. Minutes of 6/23/22 TAC Meeting [2:15 – 3:45]**

*Coffin moved to approve the Minutes of June 23, 2022 meeting as presented; Hale Seconded. Roll Call Vote was taken. DiCillo abstained. **SO VOTED.***

- 3. NHDES Clean Diesel Grant Program – R. DiCillo (NHDES) [3:45 – 27:58]**

DiCillo provided an overview State Clean Diesel Grant Program for fiscal year 2022 and the timeframes for the current round of funding. He covered the anticipated available funding pool, how the process works, types of projects that are eligible, program restrictions, and when proposals are due (9/9/2022). How projects are scored was covered as well as the expected timeline and availability of funding for future rounds. Nichols questioned the short timeframe in which projects must be completed given the turnaround for new diesel vehicles and especially buses. DiCillo responded that it is expected that extensions could be available for projects like that with EPA approval. Cross asked whether fire equipment would be eligible and DiCillo indicated that possibly, but it will depend on the amount of use that the equipment has. Other discussion occurred.

- 4. Transportation Project Selection Criteria and Weighting – D. Walker [27:58 – 2:09:30]**

Walker provided a short overview of the project selection process, guidance from NHDOT and the timeframes involved. An summary of the new and existing projects in the Long Range Transportation Plan was covered and the process by which staff scored projects to reduce the 169 projects to 15 top priorities for TAC consideration was detailed. The TAC was requested to consider the 15 projects and further reduce the list to 6-8 priorities for scope and cost development. Projects not selected continue to be in the Long Range Transportation Plan and do not need to be resubmitted next cycle. A summary of the each of the 15 projects was presented and questions regarding some of the projects were answered. Discussion of project priorities followed. The end result was 6 projects selected for consideration with two additional to be completed if funding is available: Portsmouth Maplewood Avenue Culvert; Raymond 102/Blueberry Hill intersection; Stratham Gateway Bike/Ped improvements; Hampton High Street resiliency improvements; Portsmouth Traffic Circle redesign; and US 1 resiliency improvements in Hampton/Hampton Falls. If enough funding is available for development of cost estimates, Stratham Circle reconfiguration Ashworth Avenue Complete Streets in Hampton will be assessed as well. *Coffin moved to approve the RPC Ten Year Plan Project Selection Criteria weights as presented; Eby seconded. Roll Call Vote was taken. **SO VOTED.***

5. Project Updates: Walker [2:09:30-2:10:30]

Project updates were not discussed at the meeting given the meeting had run long. A memo was circulated with project updates.

6. Other Items/Comments:

None were discussed.

Meeting adjourned at 11:10 a.m.

Respectfully submitted,
David Walker, Recording Secretary

MEMORANDUM

TO: MPO Technical Advisory Committee
FROM: Scott Bogle, RPC Senior Transportation Planner
DATE: September 16, 2022
RE: Greater Manchester-Derry-Salem Regional Transit Coordination Plan

The IIJA and its predecessors back to SAFETEA-LU require all MPOs and rural planning regions around the country to develop *Coordinated Public Transit Human Service Transportation Plans* as a prerequisite for agencies in planning regions to access funding under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities program. The purpose of this planning requirement is to improve access to transportation for older adults, individuals with disabilities, and those with low incomes, while also improving the efficiency with which those services are provided.

Core requirements of these *Coordinated Plans* include:

- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- An inventory of available transportation services identifying areas of redundant service and gaps in service;
- Recommendations to address the identified gaps in service, expand coordination to eliminate or reduce duplication in services, and improve the efficient use of resources

The RPC has adopted two separate, multi-regional plans to address this requirement. One has to date covered the Greater Derry-Salem RCC/CART region and is developed and maintained jointly with Southern NH Planning Commission (SNHPC). The current plan was adopted in 2016, and RPC and SRPC have been working on this current update over the last two years. The other plan covers the Southeast NH RCC/ACT region and is developed and maintained jointly with Strafford Regional Planning Commission (SRPC). This plan was last updated in 2017 and an update is currently underway.

In 2020 the Regional Coordinating Council (RCC) for the Greater Derry-Salem region merged with the Greater Manchester region when the Derry-Salem CART transit system merged with the Manchester Transit Authority. The new Greater Manchester-Derry-Salem Regional Coordinating Council for Community Transportation (RCC) covers the RPC communities of Atkinson, Danville, Hampstead, Plaistow, Salem, and Sandown; plus all 14 communities in the SNHPC planning area. The other 21 RPC communities, plus all communities in the SRPC region, are covered by the Southeast NH RCC (ACT) region.

These plans need to be updated periodically, and since late 2020 staff have been working with SNHPC through the Greater Manchester-Derry-Salem RCC to update the Manchester-Derry-Salem Plan. A full draft of the *Coordinated Public Transit Human Service Transportation Plan* was approved by the RCC on August 16, 2022. This draft is posted on the RPC MPO website and RCC website and is being distributed to the MPO Policy Committee, TAC and other interested parties. SNHPC will take the plan up for adoption at their MPO meeting on September 27th. Following TAC review the RPC MPO will vote on adoption at their meeting on October 12th.

Public and stakeholder participation in the Plan update process has been substantial, and included guidance and oversight from the RCC, surveys of transportation providers and municipal human services/welfare offices. Membership in the RCC includes municipalities; public, private non-for-profit and private for-profit transportation agencies; health and human service agencies purchasing transportation services; the State Departments of Transportation (NHDOT) and Health and Human Services (NHDHHS), the two planning commissions, and members of the public.

The full Coordination Plan document is available to read online or download from the RPC website at www.therpc.org/TransitCoordinationPlans. The TAC meeting packet for September 22nd includes three key sections of the Plan:

- Table of Contents – Showing full contents and a glossary of acronyms
- Chapter 1 – Introduction – Summarizing regulatory requirements, plan justification and planning process, and key trends impacting transportation services since 2016.
- Chapter 6 – Findings & Recommendations - Setting priorities for transit investments and coordination initiatives in the Greater Manchester-Derry-Salem region over the next 3-5 years.

Requested Action - Staff ask the TAC to review the *Coordinated Public Transit/Human Services Transportation Plan* for the Greater Manchester-Derry-Salem RCC region, request clarifications as needed, and vote to recommend adoption by the MPO Policy Committee.

**Coordinated Public Transit & Human Service Transportation Plan
Greater Manchester-Derry-Salem Region
2022 Update **WORKING DRAFT 9/8/22****

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LIST OF ABBREVIATIONS

| | |
|-----------------|---|
| ADA..... | Americans with Disabilities Act of 1990 |
| BEAS | Bureau of Elderly and Adult Services (NH DHHS) |
| BIL..... | Bipartisan Infrastructure Law (2021) (same as IJA) |
| BIPOC..... | Black, Indigenous, and People of Color |
| CART | Greater Derry-Salem Cooperative Alliance for Regional Transportation |
| CDC | Centers for Disease Control and Prevention |
| CDL..... | Commercial Driver’s License |
| CMAQ | Congestion Mitigation/Air Quality Program |
| CTAA | Community Transportation Association of America |
| CTPP | Census Transportation Planning Package |
| DEI..... | Diversity, Equity and Inclusion |
| EH..... | Endowment for Health |
| ESNH..... | Easterseals of New Hampshire |
| FAST..... | Fixing America’s Surface Transportation Act (2015) |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| IJA..... | Infrastructure Investment and Jobs Act (2021) (same as BIL) |
| LRTA..... | Lowell Regional Transit Authority |
| MBTA..... | Massachusetts Bay Transit Authority |
| MPO..... | Metropolitan Planning Organization |
| MTA | Manchester Transit Authority |
| MVRTA | Merrimack Valley Regional Transit Authority |
| NEMT..... | Medicaid Non-Emergency Medical Transportation |
| NHDHHS | New Hampshire Department of Health and Human Services |
| NHDOT | New Hampshire Department of Transportation |
| NTS..... | Nashua Transit System |
| RCC | Regional Coordinating Council for Community Transportation |
| RNMOW..... | Rockingham Nutrition Meals on Wheels Program |
| RPC | Rockingham Planning Commission |
| RTAP..... | Rural Technical Assistance Program |
| SAFETEA-LU..... | Safe, Accountable Flexible Efficient Transportation Equity Act (2005) |
| SCC | State Coordinating Council for Community Transportation |
| SNHPC | Southern New Hampshire Planning Commission (Manchester area) |
| SSTA..... | Statewide Strategic Transit Assessment |
| STBG | Surface Transportation Block Grant Program (FHWA) |
| TANF..... | Temporary Assistance for Needy Families |
| TDM | Transportation Demand Management |
| TMA | Transportation Management Association |
| UZA or UA | Urbanized Area |
| VA | United States Veterans Administration |
| VDP..... | Volunteer Driver Program |

Chapter 1. Introduction

PROJECT PURPOSE AND BACKGROUND

Whether you are an agency representative, town official or other community stakeholder in the Greater Manchester-Derry-Salem region, this document is intended to provide you with the most current information on how to meet the transportation needs of residents for communities within this region. This document builds on the *Coordinated Public Transit/Human Services Transportation Plans* for the Greater Derry-Salem region and for the Greater Manchester region, both completed in 2016. It should be noted that in 2020, the Regional Coordinating Councils for Community Transportation (RCCs) for the Greater Derry-Salem region (Region 9) and the Greater Manchester region (Region 8) merged to form a new, more efficient, and collaborative RCC region encompassing 20 cities and towns. This new, larger Region 8 RCC, has coordinated their efforts on developing this update.

The Federal requirement to develop *Coordinated Public Transit Human Services Transportation Plans* as a prerequisite for accessing funds from certain Federal Transit Administration (FTA) programs was established in 2005 with passage of the Safe, Affordable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU). The fundamental purpose of this planning requirement is to improve access to transportation for older adults, individuals with disabilities, and those with low incomes, while also improving the efficiency with which those services are provided.

Core requirements of these *Coordinated Public Transit/Human Service Transportation Plans* include:

- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- An inventory of available transportation services identifying areas of redundant service and gaps in service;
- Strategies to address the identified gaps in service;
- Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and,
- Prioritization of implementation strategies.

The SAFETEA-LU requirement for development of *Coordinated Public Transit/Human Services Transportation Plans* has been continued in three successive pieces of federal transportation authorization legislation: Moving Ahead for Progress in the 21st Century (MAP-21), passed in 2012; the Fixing America’s Surface Transportation (FAST) Act passed in late 2015; and the Infrastructure Investment and Jobs Act (IIJA) of 2021.

These regional coordination plans are updated on a similar cycle as the Metropolitan Long Range Transportation Plans maintained by the Southern New Hampshire Planning Commission (SNHPC) and the Rockingham Planning Commission (RPC) – the two Metropolitan Planning Organizations (MPOs) serving the study communities. For the Greater Manchester-Derry-Salem region these regional plans are updated on a five-year cycle.

PLANNING PROCESS

The process for this update to the *Coordinated Public Transit/Human Services Transportation Plan* began in mid-2021. Over twenty agencies have participated in the process along the way, including public, private non-profit and private for-profit providers of transportation; municipalities, state agencies, and individual volunteers. A full list of participating agencies is included in Appendix B. Work has been led by SNHPC and RPC.

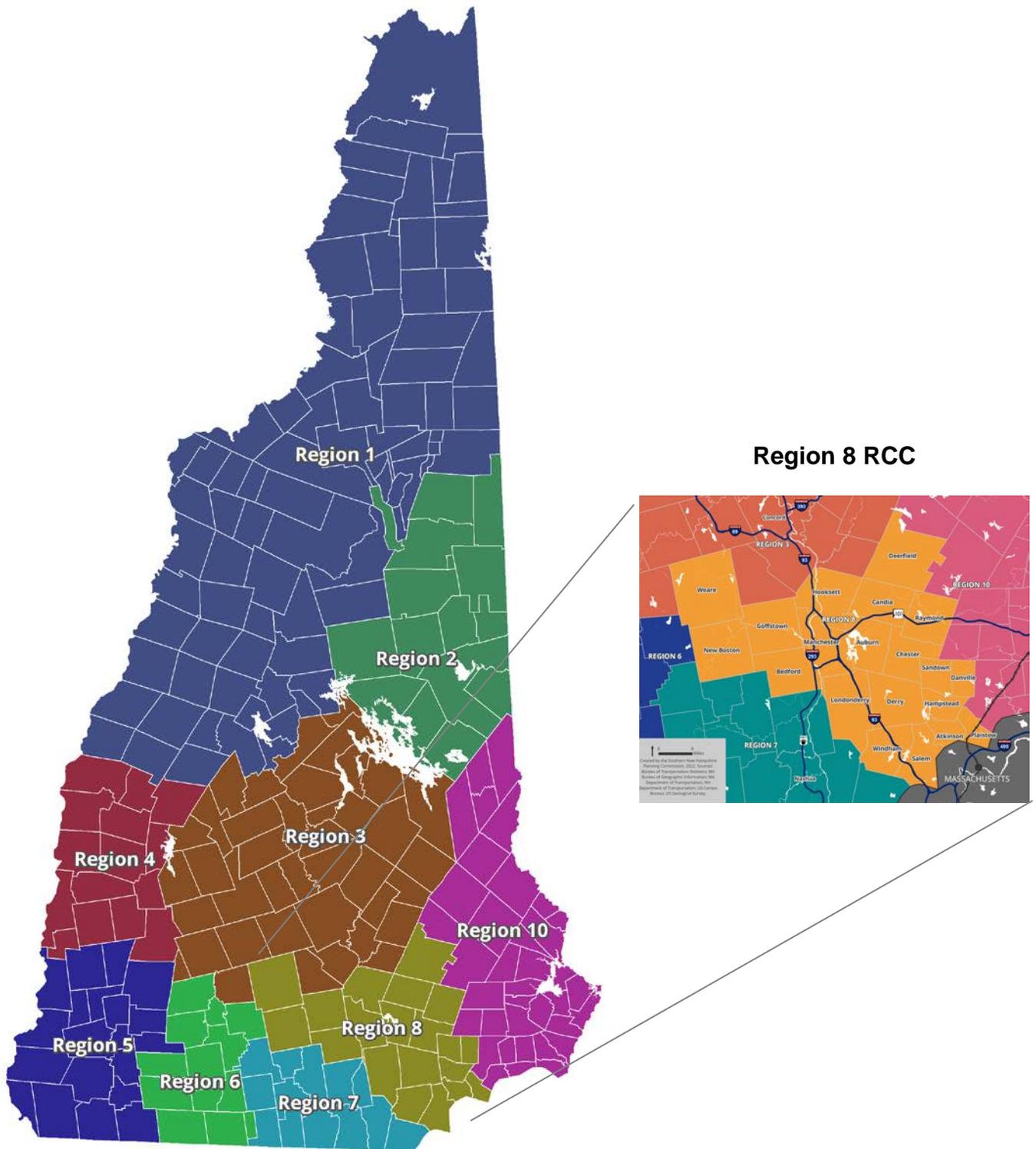
Key elements of the Coordination Plan update process have included:

- An updated assessment of transportation needs for individuals with disabilities, older adults, low-income individuals, and other population segments disproportionately likely to be transit dependent. This assessment draws on interviews with local welfare officers as well as demographic data from the Census Bureau, NH Office of Energy and Planning, and the NH Department of Health and Human Services (Chapter 2).
- An updated inventory of available services, based on a survey of local and regional providers, that identifies gaps in service (Chapter 3).
- An assessment of recent local, state, and federal planning efforts and policy initiatives related to community transportation, including funding as well as coordination rules (Chapters 4 and 5).
- Several planning sessions with the RCC to identify and prioritize strategies to address the identified gaps in service described in Chapter 6.

The work of updating and consolidating the 2016 Coordination Plans for the two formerly separate regions has been overseen by the newly consolidated Regional Coordination Council for Community Transportation (RCC) for the Greater Manchester-Derry-Salem region. Under the vision set forth in the State's 2016 Coordination Plan, entitled *Statewide Coordination of Community Transportation Services*, the consolidated Greater Manchester-Derry-Salem RCC is one of nine such coordinating councils operating around New Hampshire. From a State agency perspective, a key goal of establishing these RCCs is to create a structure around which to reshape the provision of transportation services administered by the NH Department of Health and Human Services (NHDHHS) and the NH Department of Transportation (NHDOT).

Figure 1.1 shows the region of twenty cities and towns covered by the Greater Manchester-Derry-Salem Regional Coordinating Council for Community Transportation (RCC), identified by the SCC as Region 8, which is the study area for this Plan. This region also corresponds largely to the combined service area for the Manchester Transit Authority (MTA) and the former Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART). Figure 1 below shows the consolidated Region 8 RCC study area as well as the other eight RCCs around the state.

Figure 1.1 Greater Manchester-Derry-Salem Regional Coordinating Council Area



CHANGES IN THE TRANSPORTATION LANDSCAPE SINCE 2016

Beyond the mergers of CART with MTA and the joining of the two formerly separate Regional Coordinating Councils, a great deal has changed in the transportation policy landscape in New Hampshire since the development of the 2016 Coordination Plans. A few of these factors are bulleted below and discussed in greater detail later in the document:

- COVID-19. The COVID-19 pandemic has had dramatic effects on community transportation around the state and around the country, leading to sharp declines in ridership in early 2020 followed by slow, steady recovery as riders are reassured of the safety of transit and resume pre-pandemic travel patterns. (See Chapters 2, 3, 4)
- Shortage of professional drivers. A nationwide shortage of commercially licensed drivers has put stress on transit agencies nationally and in New Hampshire and forced service cutbacks. This is also causing transit agencies in New Hampshire to revisit service models and shift routes with lower volumes to smaller vehicles that don't require the operator to hold a Commercial Driver's License (CDL). (See Chapter 3)
- Shortage of volunteer drivers. Volunteer transportation organizations similarly face challenges recruiting enough volunteer drivers. This has been exacerbated by COVID and the fact that many volunteer drivers are themselves older adults with concerns about exposure. (See Chapter 3)
- The new Federal bipartisan infrastructure bill. The Infrastructure Investment and Jobs Act (IIJA) has led to an approximately 30% increase in federal funding available to the region. This creates new opportunities for service but will also require significant increases in state and local matching funds needed to leverage the Federal dollars. (See Chapter 4)
- Rising operating costs. Long term increases in the cost of providing services has eroded the buying power of federal transportation appropriations. Even with large funding increases in the IIJA federal funding has not kept pace with inflation over 30 years. The past year in particular has seen steep increases in transit agencies' costs for labor, fuel, parts, insurance and other expenses. (See Chapters 3, 5)
- Mobility Management funding. With the adoption of the New Hampshire 2021-2030 Ten Year Transportation Plan, the NH Department of Transportation began flexing approximately \$2.2 million/year in Federal Congestion Mitigation/Air Quality (CMAQ) program funding for transit use. Following consultation with the SCC this funding has been split between aid for urban and rural transit providers and establishment of new Mobility Manager positions for the state as a whole and each regional RCC. This is supplemented in rural regions of the state with a pilot grant from the Centers for Disease Control. The search to fill Mobility Manager role for the Region 8 RCC is underway as this plan is written, and a major part of the work scope for the new position will be implementing the recommendations of this plan. (See Chapters 3, 5)

- Demographic Shifts. Despite short-term demand reductions related to the COVID-19 pandemic, the region still anticipates long-term growth in transportation need for a burgeoning older adult population. Between 2015 and 2035 the population aged 65+ in New Hampshire is projected to grow approximately 82%, while the overall population is projected to grow approximately only about 6.9%. (NHOEP) The population of the region and state is also rapidly diversifying, with growing immigrant communities in Manchester, Salem, and elsewhere. Manchester has a 74% white/non-Hispanic population, down from 82% in 2010 and 98% in 1980 according to the Census Bureau. AARP estimates that 1 in 5 Americans aged 65+ do not drive, which would equate statewide to approximately 75,000 non-driving older adults by 2030. The regional planning commissions suspect that the true percentage of non-driving older adults in New Hampshire is somewhat lower than this national figure and are pursuing funding to develop a more precise estimate for the state. (See Chapter 2)
- Statewide planning for an aging population. Multiple statewide and regional organizations are grappling with preparing for an aging population, including the NH State Commission on Aging formed in 2019, the NH Alliance for Healthy Aging, and AARP New Hampshire. The State Plan on Aging, completed in 2016, included a survey of over 2600 older adults statewide, and transportation was one of the top concerns identified by survey respondents. The NH Alliance for Health Aging's Transportation Workgroup is focused on raising awareness of transportation needs and expanding the capacity and geographic coverage of Volunteer Driver Programs (VDPs) as part of the solution to address those needs. (See Chapter 4)
- Regional Age Friendly Communities Initiative. SNHPC in 2018 worked with communities around the region, AARP NH and other partners on a regional Age Friendly Communities assessment to identify current and future needs for an aging population. Transportation was among the top issues identified. RPC started similar work in 2021. Following on the pilot program SNHPC has conducted Transportation Option Surveys with New Boston, Londonderry, Chester; inventoried volunteer driver programs statewide; and worked with communities to better disseminate information on transportation services to residents. (See Chapter 4)
- Technological changes. A range of technology trends are already influencing transportation demand and service provision; and this will accelerate in the coming decade. Technology adoption accelerated by COVID-19 includes telehealth services replacing some in-person medical appointments, grocery deliver services and online retail replacing many shopping trips and increasing acceptance of telework reducing commute trips. Automated driver assist technologies, such as sensors and cameras, to detect nearby obstacles or driver errors, currently on the market have the potential to help older drivers remain on the road safely for longer. Fully autonomous vehicles have promise over the long term to help meet transportation needs for non-drivers, but due to multiple limitations are unlikely to be a viable solution for the region's community transportation needs for the near future. (See Chapter 3)
- Regionalization of the MTA system. MTA's absorption of CART is one of a series of steps toward regionalization the agency has taken in recent years. This also includes

shuttle services for older adults and individuals with disabilities in Goffstown, Hooksett, and New Boston, supported with funding through the RCC. (See Chapter 3)

- Micromobility. In 2018 the City of Manchester launched a city-wide bikeshare program. While this is outside the traditional definition of community transportation, this program provided an additional transportation opportunity for people in Manchester seeking options beyond driving. The project was cut short by the COVID-19 pandemic but should be considered for eventual reestablishment. The target audience is not so much older adults or individuals with disabilities, but younger residents who ride transit and are looking for a first mile/last mile solution or are taking trips that can be accomplished entirely on bicycle. (See Chapter 4)

Chapter 6. Recommendations for Service Coordination

INTRODUCTION

The following recommendations were developed based on current conditions experienced by the providers. They also provide a forward-looking approach and are strategies designed to capitalize on opportunities, such as the recent Congressional funding, and recognize the challenges that providers face such as the ongoing driver and overall labor shortages. These recommendations are focused primarily on near-term system development (next five years) but remain relevant and may be building blocks for longer.

RECENT FINDINGS

These are the most important and impactful findings since the previous plan:

- **Funding:** In recent years, funding from the federal government has been more reliable in the formula categories for transit. Congress has consistently provided 5-year funding bill authorizations, most recently with the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL). However, the State of New Hampshire still ranks 49th in the nation for transit funding.
- **Driver Recruitment Challenges:** Even before the COVID-19 pandemic, transit agencies nationwide were challenged to recruit enough commercially licensed drivers to fill shifts. Multiple transit agencies in New Hampshire have instituted incremental service cutbacks in response to this. Pay rate in the public or non-profit sector is likely part of this. Driving jobs in the package delivery field are plentiful, relatively well-paid, and don't require the same sort of interaction with the public, which can be stressful regarding mask wearing and social distancing policies. The pandemic has also impacted recruitment of volunteer drivers, many of whom are themselves older adults with potential medical vulnerabilities.
- **Shift in Goals:** Long-range goals expressed by providers have changed somewhat since the 2016 plan update. This seems largely driven by the impact of COVID and the broader driver labor shortage. In 2016, long-range goals stated by providers tended to focus on the following:
 - Generally expanding service availability
 - Shifting riders from demand-response to scheduled service
 - Improving coordination of service, including shared scheduling
 - Otherwise improving efficiency/cost-effectiveness
 - Ensuring affordability of transportation options
 - Replacing aging vehicles

Long-range goals expressed by respondents in 2021-2022 focused on:

- Recruiting adequate drivers to maintain service
- Rebuilding ridership
- Continuing to meet client need

RECOMMENDATIONS

In consideration of the current needs of customers, findings from various surveys, and discussions about funding availability and the effectiveness of potential strategies in achieving their goals, the providers in the Region 8 Regional Coordination Council have developed the following recommendations. These strategies are all important and have not been prioritized.

1. Guide and support a Region 8 Mobility Manager.

Guide and support a regional mobility manager who will facilitate the implementation of coordinated community transportation in the region, thereby developing improved and expanded regional community transportation services, and work with the State Mobility Manager, RCC, SCC, and other stakeholders to improve the accessibility of community transportation in the region.

2. Maintain and Encourage Regional Collaboration of Transportation Providers

Led by the Mobility Manager, the Regional Planning Commission staff will continue to reach out to community transportation providers to facilitate collaboration with the goal of improving regional transportation services. In coordination with providers, the Mobility Manager should have realistic objectives, goals, and benchmarks that are specific, measurable, and results oriented as outlined in the SCC Mobility Manager blueprint.

3. Develop a Diversity, Equity, and Inclusion (DEI) policy, including overall goals, objectives, and desired outcomes framework and implementation timeline aligned with federal guidance and requirements.

Expand the work of the RCC to ensure federal compliance on DEI and to anticipate any new or expanded federal requirements for FTA or other federal funding.

4. Develop a multifaceted strategy to incorporate DEI strategies and measures into the operational culture of the region's transit operations.

Ensure all participant agencies are aware of DEI requirements to maintain compliance with federal DEI guidance. The RCC should take further actions and expand needs assessment of communities in need such as immigrants and other underserved populations (BIPOC, low-income, etc.) in specific areas. This could include areas such as governance or authority, leadership, agency team diversity, training and staff development, planning diversity initiatives, and communicating diversity initiatives. The RCC could expand outreach to meet community leaders where they are. This effort should involve actions to develop relationships, include activities such as conducting interviews, and generally to open lines of communication to gain current and better input on the mobility needs of diverse populations to provide a more equitable and inclusive culture for transit operators.

5. Ensure transportation services for the daily needs of seniors and those with disabilities to provide mobility to medical, social, and other health and activity destinations.

Work with transportation service partners, community stakeholders, and organizations to prioritize resources for demand-response to access services that seniors and populations with disabilities most need. Develop prioritization by trip types and service linking within trips based on demand for services. Incorporate specific strategies for different trip types. Collaborate on outreach efforts to ensure awareness of access to services and work with stakeholders to create transit-friendly programs that help users transition away from being independent drivers to transit users.

6. Collaborate with Community, Recreation, and Senior Centers to develop and provide mobility offerings for the populations they serve.

Utilizing the Mobility Manager, develop partnerships with communities to develop age-appropriate transportation services and access to local and regional destinations. Throughout the Region 8 service area there are many community-based centers that would benefit from improved access and service by community transportation services. .

For example, municipalities often rely on libraries or recreational centers to act as the heart of the community; they serve seniors by providing programing and social opportunities. Libraries typically do not have transportation services available for the seniors in their communities. Exploring the potential for collaboration to provide transportation services to libraries and existing senior centers could ensure seniors stay connected within their communities.

7. Support Statewide Needs Assessment.

Support the efforts of a statewide needs assessment to provide information on the needs of seniors, disabled, and other vulnerable populations. This assessment would provide direction on gaps and opportunities for transportation services for communities and the many populations they serve.

8. Develop and refine sustained outreach strategies across media channels to provide awareness of regional transportation options.

Provide regionwide and town-specific information across the various media channels that consistently and accurately reflects the current availability of transportation services. These efforts should be sustained to promote and educate potential users of transportation options and changes to services as they occur. Work directly with each municipality as media consumption varies in each town. Media should include local newsletters and other printed materials, online and mobile-based channels such as smartphones or tablets, including social media, local public access TV channels, and others that are typically used for outreach.

9. Develop public-private community transportation options such as volunteer driver programs to replace taxi voucher programs for travel during weekends and evenings.

Work to expand ride options through public-private partnership programs to reinvigorate programs in decline. Encourage innovative programs especially in rural communities with

limited or no transportation services. For example, explore partnerships with Transportation Network Companies (TNCs) and the opportunities they present with federal and private funding as innovations and policies allow. Explore flexible and innovative offerings with TNCs in other markets, and their potential to fill gaps in return trips and emergency situations.

10. Pursue Coordination Opportunities to Leverage FTA Match.

Develop coordination agreements with provider agencies in the region that leverage other non-federal funding of existing providers to access additional FTA dollars to expand operations as part of a coordinated system. For example, partnering with large employers such as a university who benefit from expanded transit service (frequency or additional route) and can provide non-federal match for the expanded service.

11. Assess transportation and commuting labor supply needs by employers where there is a concentration of workers and explore potential services to expand employment access.

Engage large employers and determine the level of interest in offering or expanding commuter transportation benefits as a tool for attracting and retaining employees. This has been piloted in Manchester's Millyard employment center, and can include employee shuttles to park and rides, circulator busses such as the Green Dash, and micro-mobility solutions such as shared electric scooters and other transportation demand management solutions.

12. Establish fixed-route transit service and/or additional route deviation shuttle services in the region.

There has been renewed interest in fixed-route service to create connections to Manchester and Nashua via the MTA and Nashua CityBus. Continued development of route deviation shuttle services, such as the Salem and Hampstead Shuttles, will also help expand access with greater efficiency than open demand-response service.

13. Continue to prioritize FTA section 5310 funds for vehicle replacement.

Provide support for continued and expanded funding of vehicle replacement to ensure demand-responsive and other community transportation services are maintained throughout the region. FTA Section 5310 funding accessed by agencies in the region to periodically replace vehicles should continue to be available to these agencies to avoid further loss of service. This said, priority for vehicle replacement should be given to agencies participating in the RCC, and whose vehicles will participate in regional service coordination efforts.

14. Facilitate the grant application process for providers in the region and ensure they are consistent with the goals and objectives of the Plan including low/no carbon vehicles and overall energy efficient vehicles.

Provide timely and comprehensive technical assistance about the availability and requirements for submitting competitive applications for vehicle replacements. Emphasis should be on vehicles that are the least costly to operate, especially in fueling and maintenance, and have low or zero emissions.

15. Utilize and develop efficiencies in demand-responsive and other community transportation services provided on call.

Task the Mobility Manager with ascertaining vehicle utilization of various transit fleets. Some vehicles in the region remain underutilized. Even with this contraction of service, there are still agency vehicles in the region that are not on the road full-time. Many agencies employ part-time drivers, as they lack operating funding for full-time drivers or may not need full-time service. Although insurance issues may need to be handled, an opportunity may exist to better utilize these idle vehicle hours if operating funding can be secured for additional driver time.

16. Continue to participate in groups that further statewide transit coordination and advocacy to implement the goals and objectives of the RCC's statewide blueprint for transit.

Explore opportunities with advocacy organizations to develop or expand collaborative strategies between transit agencies and human service agencies across the region.

In addition to the State Coordinating Council for Community Transportation (SCC), two other groups exist as important sources of information and voices for transit advocacy in the State. These include the NH Transit Association (NHTA) and Transport New Hampshire. Transport NH advocates for greater investment in all aspects of the transportation, with a particular emphasis on transit access and better accommodation and safety for people walking and bicycling. Multiple RCC member agencies participate in these organizations, all of which provide useful tools for the work of the RCC.

17. Work with municipalities to maintain and enhance local funding for community transportation.

Expansion of service (service hours and frequency of service) to better meet local needs described in Chapter 2 and Chapter 3 will require additional local investment as well as private sector funding development and combining resources through coordination. While the IIJA has significantly increased Federal Transit Administration funding to the region, being able to access these funds will require new non-federal match. One potential source of such match outside of the local property tax is the supplemental vehicle registration fee enabled under RSA 261:153, which allows municipalities to charge a supplemental vehicle registration fee of up to \$5.00 with proceeds to be used for range of locally prioritized transportation needs. Analysis of revenue potential is waiting on release of passenger vehicle registration totals by town from NH DMV.

18. Advocate to expand dedicated state transit funding.

Work to educate and develop champions for additional, expanded, and dedicated streams of state funding for transit and other complementary transportation services. Although some additional funding has been provided in recent years, the need far exceeds what is provided and is growing as the population ages.

New Hampshire's per capita investment of state funding in public transit (\$0.59/capita) trails far behind the national median (\$5.94/capita) and New England peer states (VT at

\$12.69/capita and ME at \$10.81/capita). Expanded State and/or local funding is necessary to access the full amounts of federal transit dollars available in New Hampshire, and ultimately Region 8.

19. Continue to develop relationships with state, regional and local agencies concerned about transportation to improve on transportation services.

Work with agencies to improve on transportation awareness and ensure sources of information are accurate and consistent. For example, work with Service Link to ensure the 211 data base, “Navigate”, is accurate when assisting caregivers and residents needing transportation services.

September 22, 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). 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 presenting findings to the Coastal Adaptation Workgroup (CAW), the Seabrook-Hampton Estuary Alliance (SHEA), NHDOT Project Review Committee, Hampton Falls Planning Board, and Hampton Planning Board this spring. Staff will also be presenting a short overview of the project at the 2022 NH Climate Summit on September 29, 2022. (Dave Walker dwalker@therpc.org).

NH Seacoast Greenway: The first of two Community Connections Design Workshops for the NH Seacoast Greenway will be held Friday 9/23 at Portsmouth Public Library. With the help of our National Park Service Team and landscape architect Bob White of GPI we have assembled a team of pro bono landscape architects, architects, engineers, and graphic designers who will develop design concepts for trailheads and connections to key destinations in each trail host community. This first workshop will focus on Portsmouth, Rye and Greenland. A similar workshop will be held at North Hampton Town Hall on Friday October 21 with a study area including North Hampton, Hampton, Hampton Falls and Seabrook.

- Friday 9/23 – Portsmouth Public Library (covering Portsmouth, Rye, Greenland)
- Friday 10/21 – North Hampton Town Hall (covering Hampton, North Hampton, Hampton Falls, Seabrook)

For both events the public will be invited 11:30am-1:00pm for input, and for presentation of the design concepts from 5:00-6:30pm. 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)

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 has entered the final design stage and is

anticipated to advertise for construction in September 2023 with construction beginning in 2024. A Project Advisory Committee meeting discussing current status is scheduled for September 28, 2022 in Hampton. (Dave Walker dwalker@therpc.org).

Age Friendly Communities Initiative: We are nearing completion of the Year 1 Age Friendly Community Assessments. Assessment reports have been completed or Exeter, Fremont, Portsmouth and Stratham. The Hampstead report is nearly complete, and Hampton is conducting its two Community Forums on Wed 9/14 and Wed 9/21 with completion of the assessment anticipated for early October. Staff are currently recruiting 3-4 additional communities to participate in Community Assessments during Year 2 beginning later this fall. Staff are also accepting application letters from Year 1 assessment communities interested in RPC technical assistance to implement projects addressing needs identified through their local assessment process. These letters are due by October 14th with technical assistance projects to begin in December. (Scott Bogle – 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 (Dave Walker 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 26th meeting: <https://www.nh.gov/dot/projects/hampton40797/index.htm> (Dave Walker dwalker@therpc.org).

Road Safety Audit (RSA) Proposal Opportunity: NHDOT is accepting applications for 2023 Road Safety Audits (RSAs) until December 1, 2022. Road safety audits are funded as part of the Highway Safety Improvement Program (HSIP). Locations selected for RSAs must have a history of fatal or severe injury crashes; and the crash(es) must have been related to an infrastructure problem at the location rather than a single isolated incident or behavioral issue such as distracted or impaired driving. Exeter has contacted RPC about assistance in preparing an RSA application for the NH101/NH27 interchange, and staff analysis has identified multiple other locations in the region that would be potentially eligible for NHDOT assistance on an RSA. (Scott Bogle – sbogle@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.

Project Solicitation and Prioritization

State Ten year plan & MPO Long Range Transportation Plan

Ten Year Plan Guidance From NH DOT

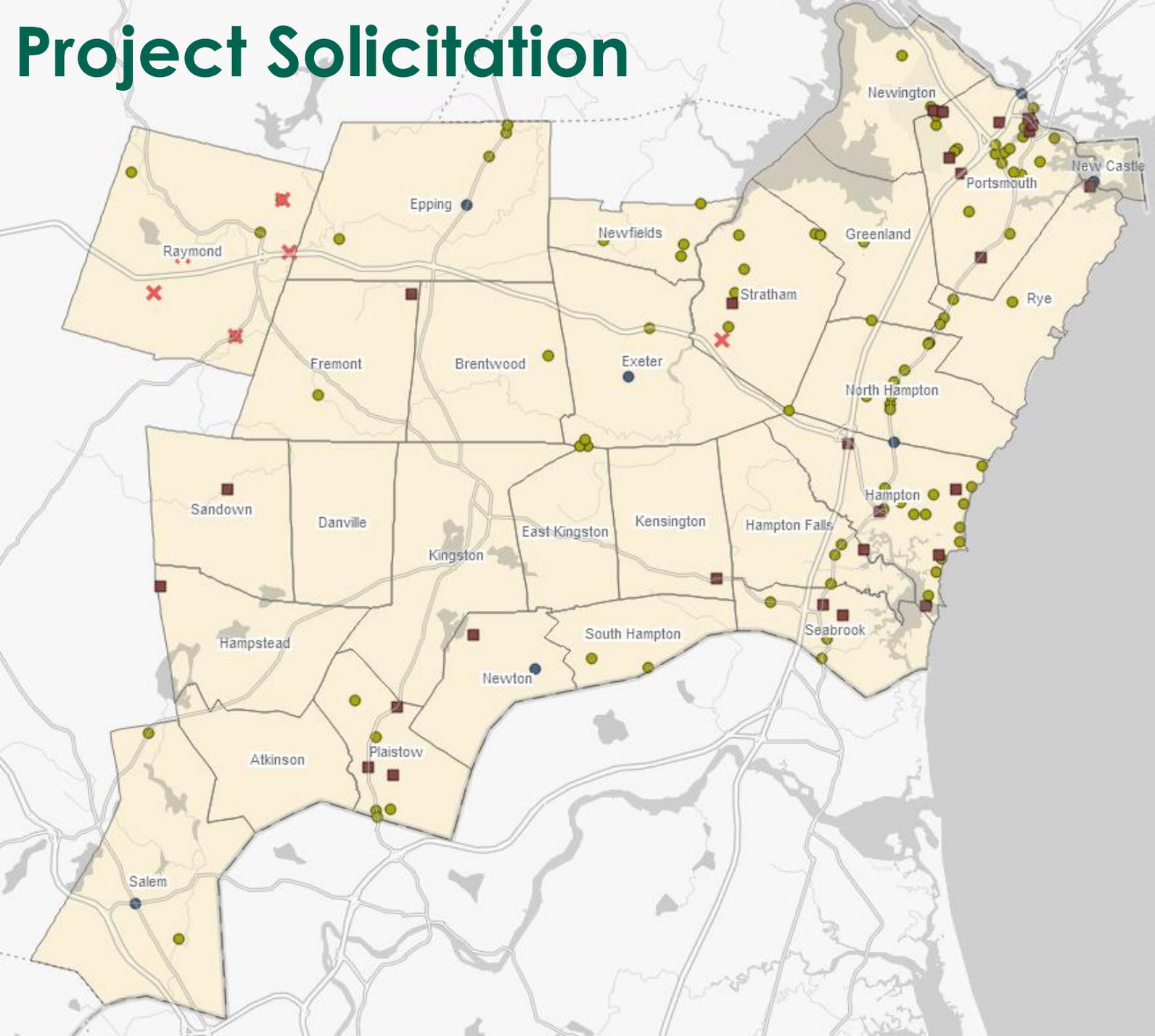
- Adding CON phase to the last two years of the Ten Year Plan
- Target funding for the region is **\$8,055,824**
- **Costs must include inflation at 2.8% per year and 10% indirect costs**
- All RPCs and DOT will use a **common set of project selection criteria**
- Projects must undergo **engineering/cost review** prior to being reviewed by NHDOT. **Can submit projects up to budget target +2 for review.**
- Once final priorities are set, selected MPO projects will be **added to the draft Ten Year Plan as presented**
 - Projects must still go through GACIT process

Process Timeline

- Candidate Projects *due* to NHDOT **November 11, 2022** for engineering/estimate review.
- Finalized prioritized list to NHDOT *due* by **March 31, 2023**
- DOT Required by statute to produce a draft plan by **July 1, 2023**

| | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar |
|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Solicit Projects | | | | | | | | | | | | |
| Project Dev & Classification | | | | | | | | | | | | |
| Set Project Selection Process | | TAC | | | | | | | | | | |
| Criteria Weighting Process | | | TAC | | | | | | | | | |
| Short List for Engineering Review | | | | TAC | | | | | | | | |
| Scope & Cost Estimate Development | | | | | ENG | ENG | ENG | | | | | |
| Candidate Project List | | | | | | | TAC | POL | | | | |
| NHDOT for Eng. Review | | | | | | | | | | | | |
| Finalize list of Priorities | | | | | | | | | | | TAC | POL |

Project Solicitation



31 New Projects

- 6 projects from communities
 - 5 in Raymond
 - 1 in Stratham
- 25 locations from STCVA Study
- 1 Project Edited
 - Dow Lane in Rye

Process



99 – POTENTIALLY ELIGIBLE & READY FOR TEN YEAR PLAN.

40

34

25 – PROJECTS CLASSIFIED AS LOCAL, REGIONAL, OR INTER-REGIONAL & SCORED

15 – SHORT LIST OF 5 TOP PRIORITIES FROM EACH CLASS OF PROJECT

- 50 ALREADY IN TEN YEAR PLAN
- 20 NOT FEASIBLE AT THIS TIME

PROJECTS SUBMITTED TO CONSULTING ENGINEER FOR SCOPE & COST ESTIMATES

8

?

FISCALLY CONSTRAINED PROJECT LIST SUBMITTED FOR NHDOT REVIEW (+2 PROJECTS)

33 PROJECTS (AT LEAST) COMPLETED IN LAST FIVE YEARS

CONSTRAINED PROJECTS LIST ADDED TO DRAFT TEN YEAR PLAN

?

Projects for Scope and Cost Estimate

| RPC Project Number | City/ Town | Roads | Score | Pavement/ Bridge Condition | Congested Area in CMP? | Higher Crash Location? | Vulnerable to SLR? | Critical link in LTS Study? | Priority in Sidewalk Analysis | Category Rank | Overall Rank |
|--------------------|-----------------------|----------------------------------|-------|----------------------------|------------------------|------------------------|--------------------|-----------------------------|-------------------------------|---------------|--------------|
| 6379021 | Portsmouth | US Route 1 Bypass Traffic Circle | 59.89 | Fair | Yes | Yes | No | No | Low | 1 | 1 |
| 6197023 | Hampton | High Street (NH 27) | 54.30 | Poor | Yes | No | Yes | Yes | Mod | 1 | 3 |
| 6431001 | Stratham | NH 108/NH 33 | 49.39 | Fair | No | Yes | No | No | Low | 3 | 6 |
| 6001028 | Hampton-Hampton Falls | US Route 1 | 48.14 | Good | No | No | Yes | No | Low | 5 | 8 |
| 6197015 | Hampton | Ashworth Ave | 46.11 | Poor | No | Yes | Yes | No | Mod | 5 | 10 |
| 6379005 | Portsmouth | Maplewood Ave | 45.45 | Red List Bridge | Yes | No | Yes | Yes | Low | 1 | 11 |
| 6383001 | Raymond | NH 102/ Blueberry Hill Road | 40.19 | Good | No | Yes | No | No | Low | 5 | 13 |
| 6431007 | Stratham | NH 33 | 38.39 | Good | No | No | No | Yes | Low | 7 | 15 |

Regional Priorities

- **Maplewood Ave:** Addressing a red list bridge susceptible to impacts from sea-level rise. Municipal Bridge Program may be faster to implement. City has a recent cost estimate from HTA that is being updated to current costs.
- **Raymond:** The Blueberry Hill site is the location of several serious crashes due to limited sight distance. Could be HSIP eligible and that may be a faster way to implementation than the Ten Year Plan.
- **Stratham:** NH 33 is a high volume and extremely wide roadway and this project will address the limited bike/ped accommodations, including crossings and connections. May be CMAQ eligible.
- **High Street:** Addressing an area anticipated to be impacted by sea-level rise and storm surge flooding by raising the roadway 3 feet. Resiliency issues may not be fully solvable with a roadway project.
- **Stratham Circle:** The Stratham Circle is an outdated design that creates a significant number of crashes each year due to the speed at which drivers navigate and the angles at which traffic merges. A roundabout option is being scoped to simplify the interchange and slow traffic through Stratham's town center.
- **Ashworth Ave:** The roadway carries a high volume of pedestrians and cyclists and is not included in the scope of the Ocean Boulevard Project (Hampton 40797). Design work on 40797 may impact what is needed/desired on Ashworth Ave but this project is focused on improving bicycle and pedestrian accommodations.
- **Portsmouth Circle:** This location has congestion, operational challenges, and safety problems. Proposing a more compact dual lane roundabout similar to what was proposed in the early-2000s.
- **US 1 Through Hampton-Seabrook Estuary:** Heavily traveled route that currently experiences occasional King tide and storm-related flooding. Regular impacts due to sea-level rise are not expected for 20-25 years but will require the rerouting of 20-25,000 vehicles per day.

Project Selection

- Scope and cost estimates will be completed by HTA in time for October TAC meeting
- TAC will need to make recommendations to prioritize and fiscally constrain our list to send to NHDOT for their review.
 - Constrain to \$8,055,824 + 2 projects
- MPO will finalize list of projects to send to NHDOT at November 9, 2022 meeting.
- NHDOT will complete reviews in February and RPC will finalize Ten Year Plan recommendations by March 31, 2023

Questions or Comments?

Congestion Mitigation & Air Quality Program (CMAQ)

Funding Round this fall – details still forthcoming

What is CMAQ

- Fund projects to help meet the requirements of the Clean Air Act (CAA) and its amendments. CMAQ supports projects that reduce mobile source emissions such as:
 - Diesel engine retrofits and other advanced truck technologies
 - Idle reduction
 - Congestion reduction and traffic flow improvements
 - Freight and intermodal
 - Transportation control measures
 - Transit improvements
 - Bicycle and pedestrian facilities and programs
 - Travel demand management
 - Public education and outreach activities
 - Transportation management associations
 - Carpooling and vanpooling
 - Carsharing
 - Extreme low temperature cold start program
 - Training
 - Inspection and maintenance programs
 - Alternative fuels and vehicles
 - Innovative projects

What we know so far...

- Funding will cover 4-year period.
- DOT is going to alternate CMAQ and TAP each Ten Year Plan cycle
- FY23-24 Funding Pool: **\$25-30 Million Federal Funding**
- Guidance is anticipated to be similar to 2019 round
 - Project sized between **\$200,000 and 1,200,000** in federal funds (limits may change)
 - 20% non-federal match required
 - Letter of Intent will likely be required
- **RPCs will be assisting with air quality analyses**
- **If your community is considering submitting, please reach out to RPC for consultation.**

Safe Streets and Roads For All (SS4A)

NH MPOs submitted grant proposal

What is SS4A

- Part of the Bipartisan Infrastructure Law (BIL) passed in 2021
- Provides \$5 Billion in funding over five years for preventing roadway deaths and serious injuries. Eligible Activities are:
 - Development of Safety Action Plans
 - Conducting planning, design, and development activities in support of an Action Plan
 - Implementing projects and strategies identified in a Safety Action Plan
- Two types of grants; Action Plan Grants and Implementation Grants
- First round of proposals was due September 15, 2022
- Awards announced in early 2023 with contracts to follow

NH MPOs Safety Action Plan Grant

- RPC partnered with Nashua, Southern New Hampshire, and Strafford Planning Commissions to submit a joint application
- Requested **\$220,000 in federal funds** to jointly develop Safety Action Plans for each MPO
- **\$55,000** in non-federal match supplied by the four MPOs
- Intent is to hire a consultant to:
 - Design/plan the Safety Action Plan development process
 - Conduct a large portion of the work creating Safety Action Plans
- RPC staff time will be used to support the project as necessary
- Goal is to complete the Action Plan so communities would be eligible for implementation grants in Round 3

Highway Safety Improvement Program (HSIP)

Road Safety Audit Applications due in December

What is HSIP

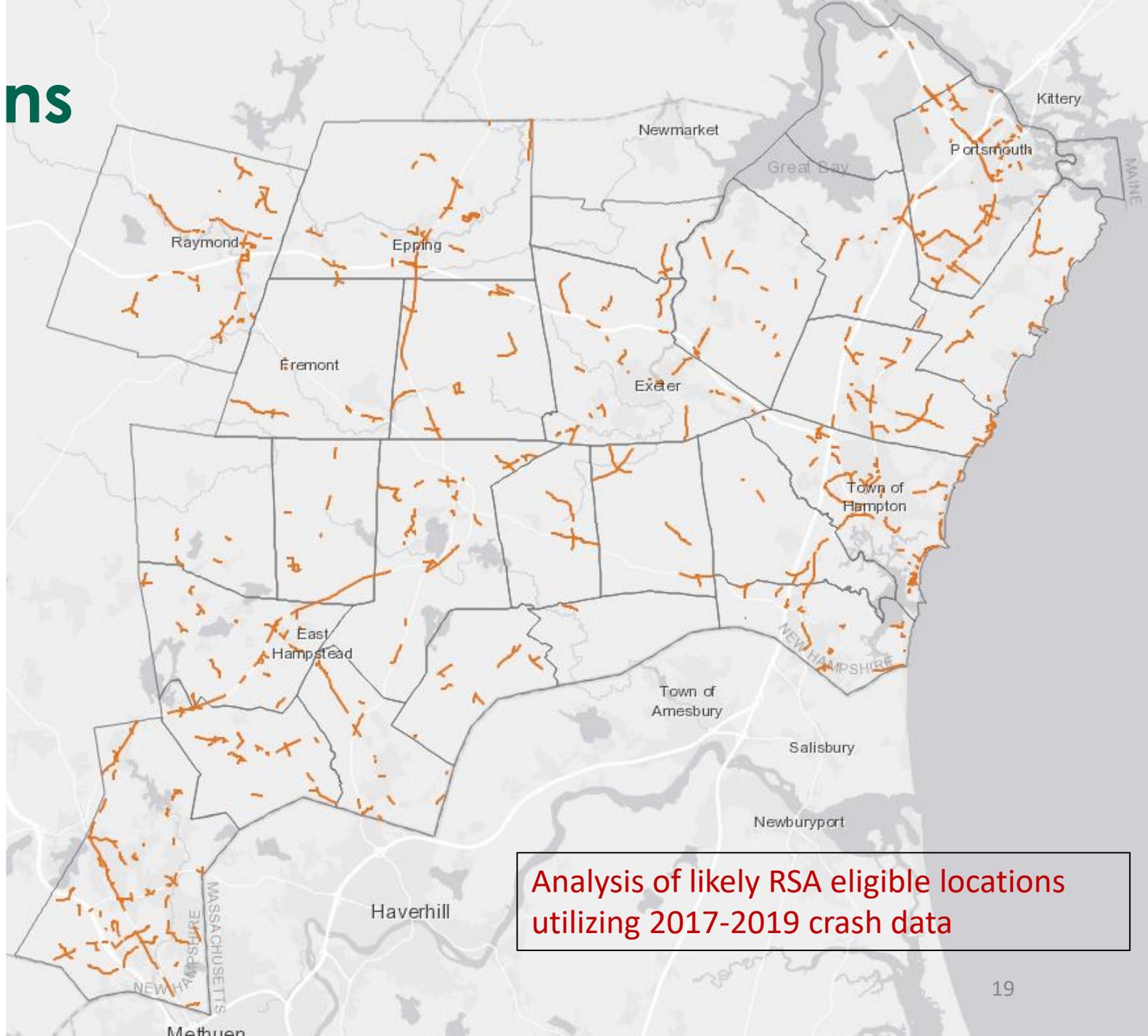
- Core Federal Aid program designed to reduce traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.
 - Signals on NH 125 at North Road and Middle Road in Brentwood
 - Signals on NH 111 at West Rd/Island Pond Road in Hampstead
 - Median barriers/protection on NH 101 between Epping and Hampton
 - Connecting Lang Road to signal at Ocean Road on US 1 in Portsmouth (Nearing construction)
 - NH 111/Ermer Road in Salem (in design)
 - NH 33 Stratham-Greenland
- NHDOT utilizes HSIP funds to conduct Road Safety Audits (RSAs)

What is a Road Safety Audit (RSA)?

- Formal safety performance examination of a road/intersection.
- Multi-disciplinary team of engineers, planners, and local emergency response
- Conducts a site visit and discusses the site with local officials
- Estimates and reports on potential road safety issues
- Identifies opportunities for improvements in safety for all road users
- NHDOT utilizes RSAs to identify cost-effective safety improvements that can be implemented
- Locations with a fatal or serious injury crash within last 10 Years are potentially eligible for an RSA.

Possible RSA Locations

- NH 101 at Exit 9 (NH 27/Epping Road) interchange in Exeter
- NH 102 at Blueberry Hill Road in Raymond
- NH 125 at South Road in Brentwood



Road Safety Audit Application

- Applications are due December 1, 2022
- One page form supplemented with crash data
- No project can have been completed at the site within last five years to address safety concerns
- Must be signed off by RPC
- RPC can assist with some of the data required

Coordinating Community Transportation in the Greater Manchester-Derry-Salem Region

*Coordinated Public Transit/ Human Service
Transportation Plans for the
Greater Manchester-Derry-Salem RCC (Region 9)*



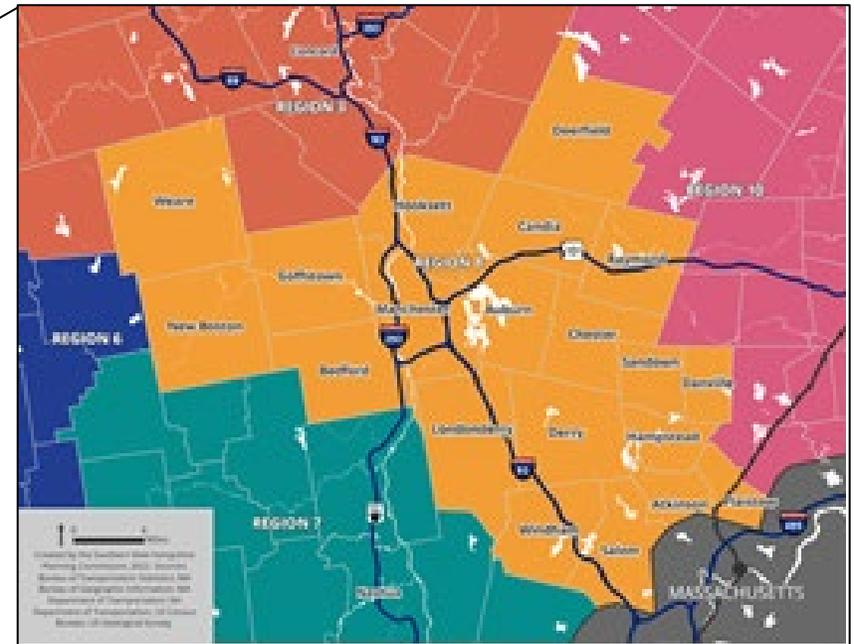
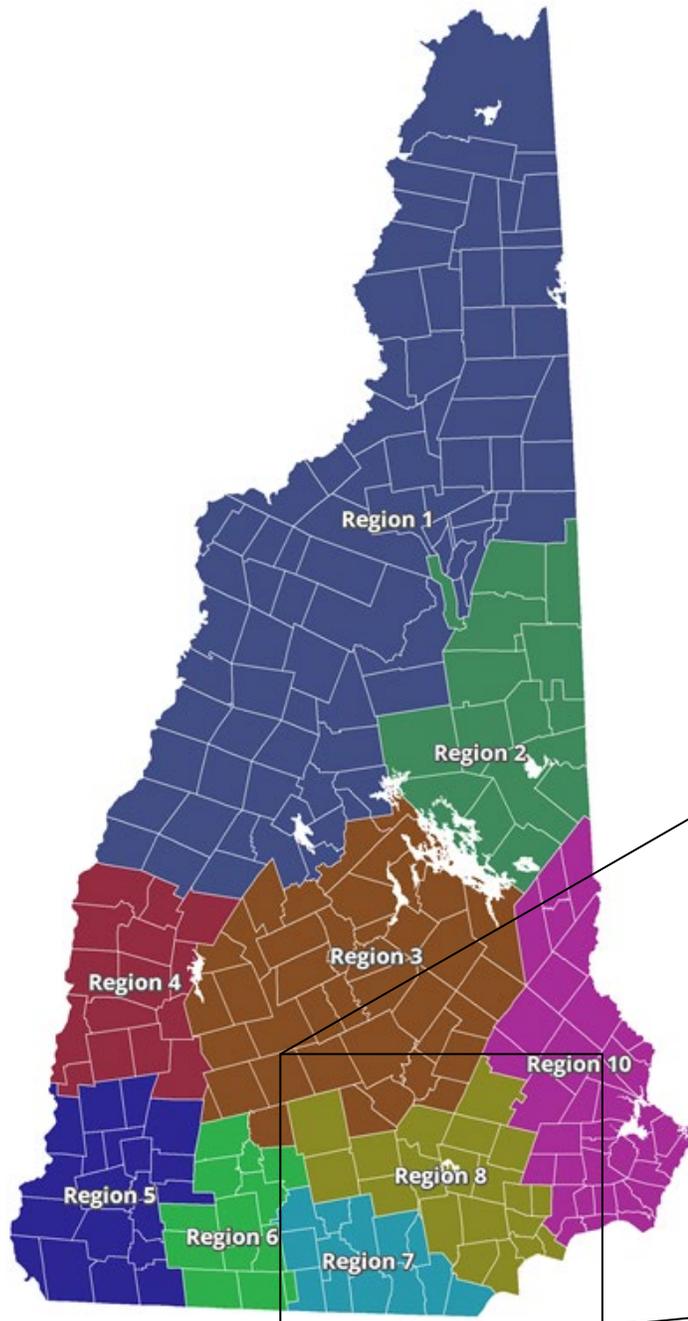
Coordinated Public Transit/Human Service Transportation Plans

Federal Mandate

- The FAST Act and IIJA require MPOs/RPCs to develop *Coordinated Public Transit /Human Service Transportation Plans* as a **prerequisite for accessing certain FTA funding streams.**
- Greater Manchester RCC (Region 8) Plan **last updated in 2016**
- Greater Derry-Salem RCC (Region 9) Plan **last updated in 2016**
- Southeast NH RCC (Region 10) Plan **last updated 2017**

RCC Regions

Region 8 – Greater Manchester
Region 9 – Greater Derry-Salem



Merged Region 8/9 RCC Participants

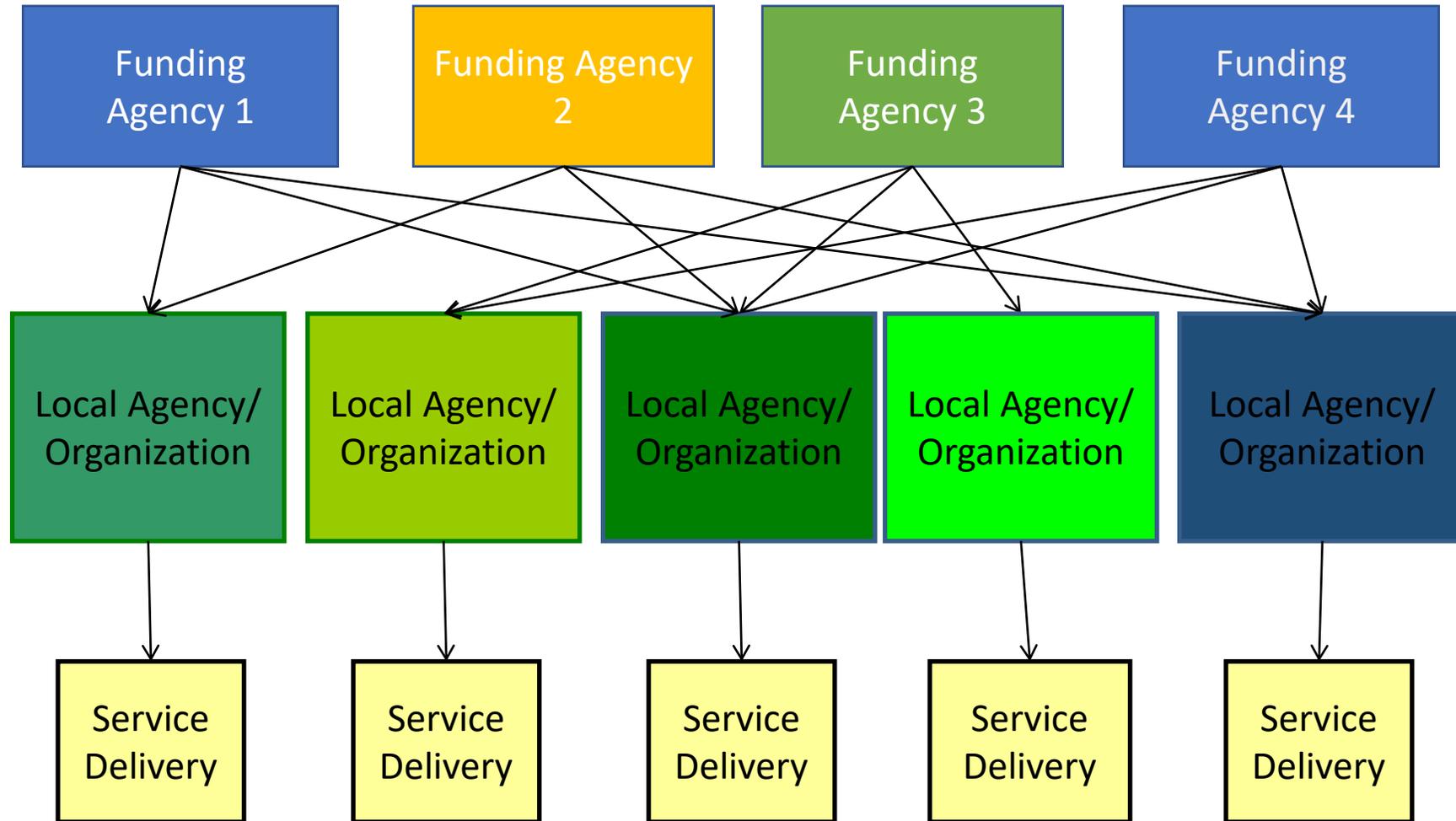
1. Rockingham Planning Commission
2. Southern NH Planning Commission
3. **Manchester Transit Authority** (including CART)
4. Easter Seals New Hampshire
5. Rockingham Nutrition Meals on Wheels Program
6. **Hillsborough County Meals on Wheels Program**
7. **Bedford Caregivers/Catholic Charities**
8. Town of Derry
9. Town of Londonderry
10. **Town of New Boston**
11. **Town of Goffstown**
12. Citizen member

Coordinated Public Transit/Human Service Transportation Plans

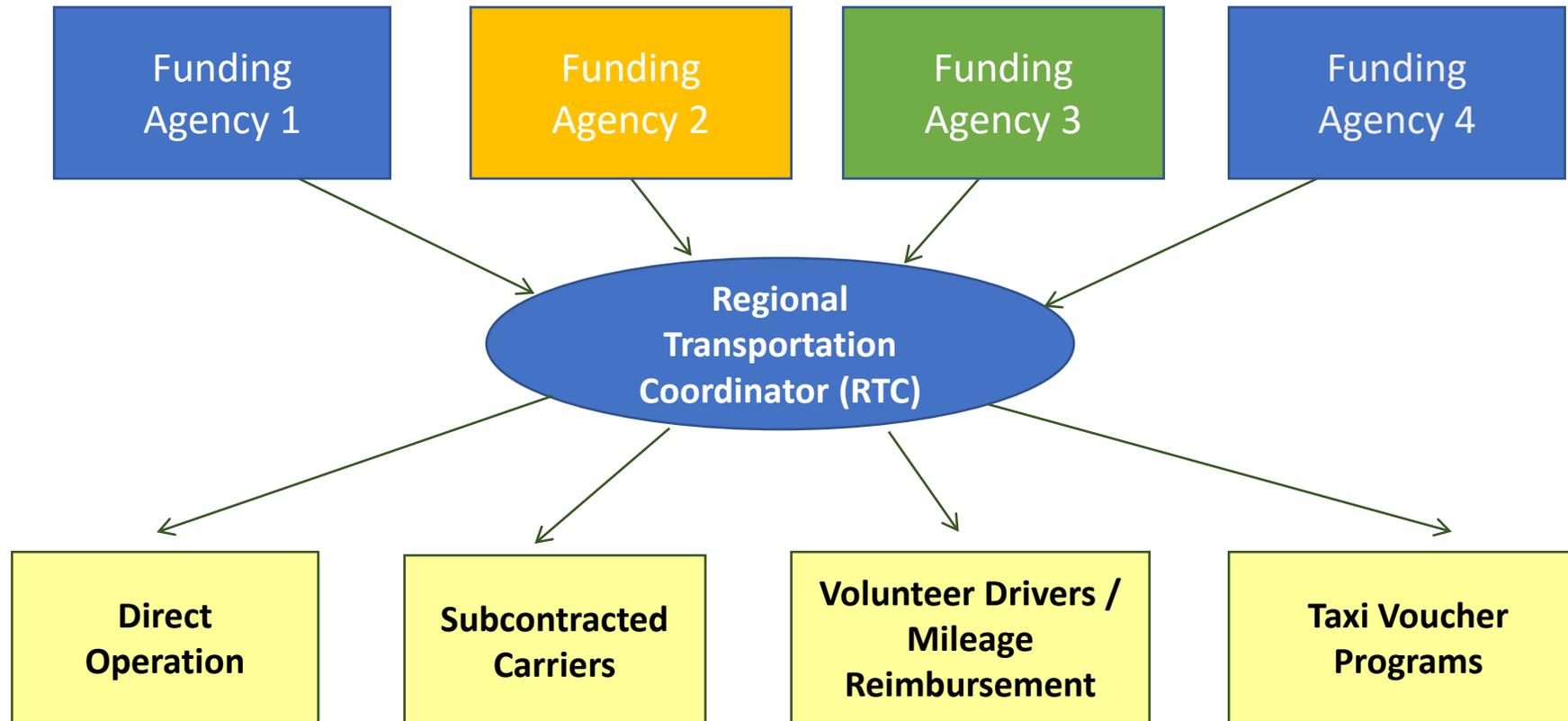
Basic Federal Requirements

- **Assess transportation needs** for individuals with disabilities, older adults, and persons with low income;
- **Inventory current services** and **identify service gaps**;
- **Develop strategies** to address identified service gaps;
- **Identify coordination actions** to eliminate or reduce duplication in services and strategies for more efficient utilization of resources;

Traditional Funding Flow



Centralized Coordination Concept



Coordination Continuum

- Consolidating functions and/or operations into one coordinated system
- Purchasing service from another operator
- Informally swapping trips
- Joint procurement
- Sharing vehicles, software
- Sharing staff resources
- Sharing policies and practices
- Providing information and referrals

Complex



Simple

Transportation Landscape Changes Since 2016

New Hampshire & Manchester-Derry-Salem Region

- **Merger** of CART & MTA
- **Merger** of RCCs: Derry-Salem and Manchester
- Statewide and Regional **mobility management initiative**
- **Consolidation** of service providers

Transportation Landscape Changes Since 2016

Broader Economics & Societal

- Demographic shifts – **aging population**
- Short- and long-term implications of **COVID19**
- Driver shortage – professional **CDL drivers**
- Driver shortage – **volunteer drivers**
- Federal **funding** – IJJA/BIL
- Rising operating **costs**
- Technological shifts – trip replacement

Elements of Plan Updates



Surveys/
Outreach



Demographic
Analysis



Identify
Service
Gaps



Update &
Refine
Strategies



RCC
Review
and
Adoption



MPO
Adoption

Transit Need

- Relatively affluent region, but significant pockets of poverty
 - 24,176 residents below poverty line (ACS)
 - 7% poverty similar to 7% for NH (ACS)
- 5,661 households without access to cars (ACS)
- Region grew faster than state between 2010-2020
- Rapidly growing senior population (and shrinking youth pop)
 - Population aged 65+ in Rockingham County projected to grow 91% between 2015-2035 vs. 8.3% for the total population (OEP)
 - 1 in 5 Americans over age 65 do not drive (AARP)
 - Need to better assess non-drivers in New Hampshire

Profile of Current Service

- 24 agencies contacted, of which 12 completed survey
- Estimated 677,000 trips in region pre-COVID
 - 58% MTA
 - 36% Easter Seals
 - 7% All Others
- Services **focused on seniors and people with disabilities**
- Services focused on **weekday business hours**
- Services either demand response or deviated fixed route outside Manchester
- Service and demand **dropped during COVID** and are **rebounding**

Recommendations

- **Maintain and expand current services** funded with FTA Section 5310
 - Derry-Londonderry senior shuttle (MTA/CART/RNMOW)
 - Hampstead-Londonderry medical shuttle (MTA/CART/RNMOW)
 - Plaistow Vic Geary Center shuttle (RNMOW)
 - Goffstown, Hooksett, New Boston shuttles (MTA)
 - ESNH call center and supplemental Manchester service (ESNH)
- Ensure access to FTA funds for agency **vehicle replacement**
- Establish and support **Regional Mobility Manager** position

Recommendations (continued)

- Expand **community outreach** including to **immigrant groups**
- Pursue **agency coordination** to fully **leverage FTA funds**
- Expand **relationships with healthcare providers** to improve service
- Coordinate on statewide **volunteer driver recruitment** initiative
- Work with CSNH on **ridesharing for employment** transportation
- Explore partnerships with TNCs (**Uber, Lyft**)
- Work with towns to maintain **local funding** commitments
- Pursue **statewide assessment of senior transportation needs**
- Advocate for increased **State funding** for community transportation

Questions?

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