

RPC Technical Advisory Committee
 February 25th, 2016
 9:00-11:00 AM
RPC Office
156 Water Street, Exeter
 (Directions on reverse)

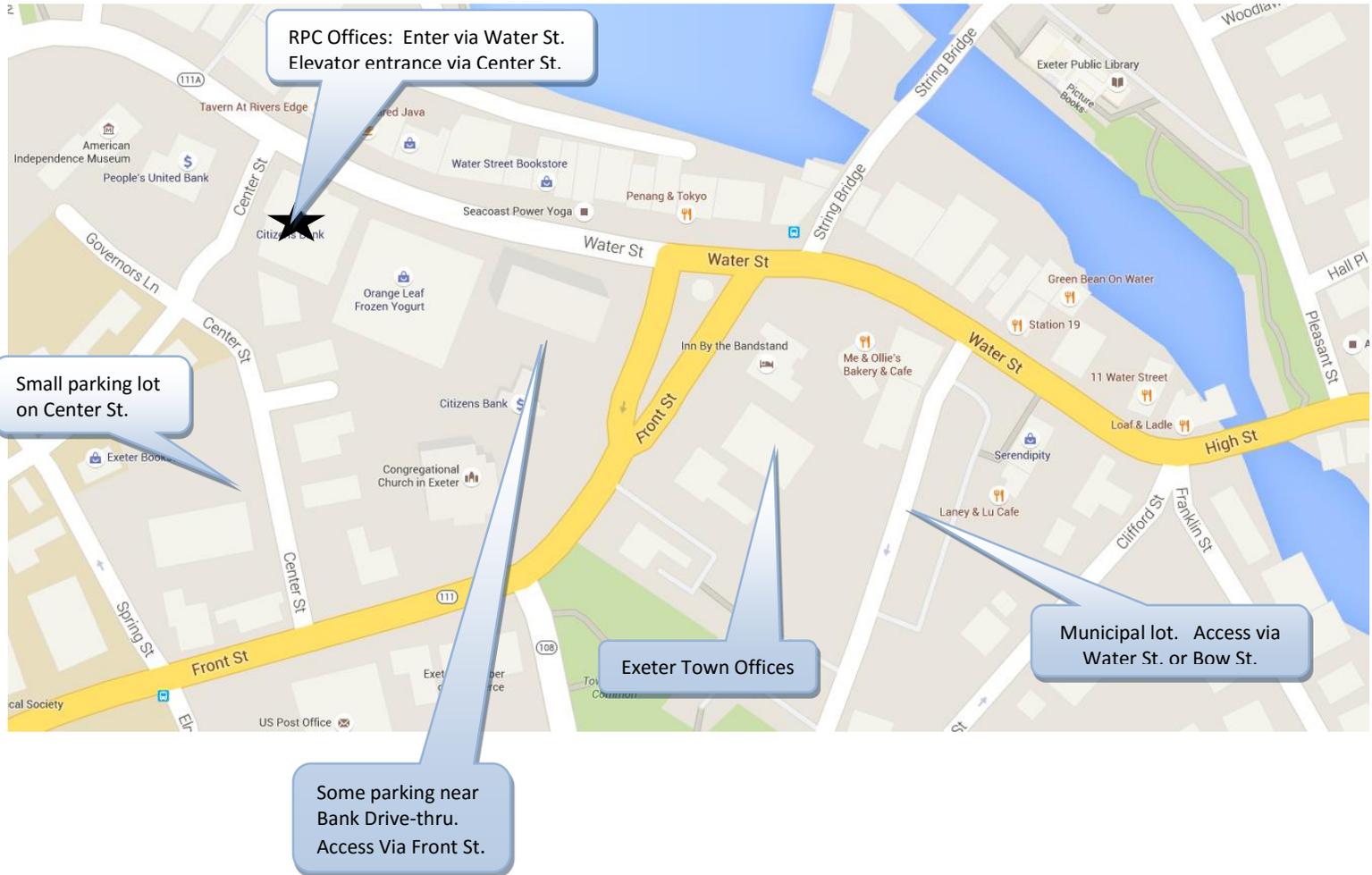
Paper copies of the attachments will be available at the meeting

1. Introductions
2. Minutes of 1/28/16 TAC meeting (**Attachments #1**)— *[motion to approve]*
3. FAST Act Overview – Leigh Levine, FHWA
4. UPWP Amendment (**Attachment #2**) — *[motion to approve]*
5. Long Range Transportation Plan Update – Discussion of Goals, Objectives, and Policies (**Attachment #3**)
6. Project Updates (**handout to be distributed at meeting**)

TAC MEETING SCHEDULE For 2016 (Next meeting highlighted)

| | | |
|-------------------------------------|-------------------------|----------------------------|
| January 28th | May 26 th | September 22 nd |
| February 25th | June 23 rd | October 27 th |
| March 24th | July 28 th | December 15 th |
| April, 28 th | August 25 th | |

There is **two hour on-street parking** along Water Street and Center Street. There is also long term parking in the lot on Center Street, by the Citizens Bank Drive-thru (Non-numbered spaces), and in the municipal lot behind the Town Offices. Handicapped parking spaces are available on the bottom floor of the parking structure adjacent to the RPC office as well as on Water Street in front of the RPC office.



RPC TAC MEETING

Minutes

January 28, 2016
RPC Conference Room

Members Present: Art Ditto, Chair, Rye; Richard McDermott, Hampton Falls; Robert Clark, Atkinson; Joan Whitney, Kensington; Steve Gerrato, Greenland; Juliet Walker, Portsmouth; Richard Hartung, Hampstead; Brian Deguzis, COAST; Carol Macuch, NH DOT; and Leigh Levine, FHWA.

Others Present: Carol Gulla, TASC Director.

Staff Present: Dave Walker, Scott Bogle, Jenn Rowden and Roxanne Rines, RPC.

Meeting Opened at 9:01 a.m.

1. Introductions

Attendees introduced themselves and stated what municipality they were from or the agency they represented.

2. Minutes of October 22, 2015, TAC Meeting

Motion: **Gerrato** made a motion to approve the minutes of October 22, 2015, as written. **McDermott** seconded the motion. **Motion carried with abstentions.**

Discussion ensued about members getting the meeting materials a week in advance. **Walker** stated staff will aim for one week before the meeting.

3. TASC Overview

Carol Gulla, TASC Director, she handed out their brochure and then gave an overview of the program with a powerpoint presentation. The program provides rides for eligible residents age 55 or older or the disabled with volunteer drivers. The service is available in 9 Seacoast towns. When drivers are available, TASC will provide rides for social service appointments, some recreation and social events.

She reviewed how TASC is funded and gave examples of both volunteers and users. She stated that more drivers are always needed.

Bogle stated staff will working on developing a volunteer driver program (similar to TASC) for the central part of the RPC region. He reviewed the current transportation systems available in other parts of the region. Volunteers for the TASC Board are needed from the towns that they serve. Discussion ensued.

4. 2015-2018 TIP Amendment #2

D. Walker stated the comment period ends on February 9th and on February 10th, the Policy Committee will meet before the Commission meeting to hold a public hearing and vote on TIP Amendment #2. He reviewed the summary table included in the packet.

J. Walker asked if COAST funding for the Spaulding Turnpike service is being removed. **Deguzis** stated that the listing is just a wind down of CMAQ funds. **J. Walker** asked if there was any opportunity to retain the funding. **Deguzis** stated that Rad Nichols (COAST Executive Director) is speaking with NH DOT about trying to find future funding for the project, but no resolution has been made yet. **J. Walker** asked if a comment could be added to the motion about future funding for the project. **D. Walker** stated yes, a comment can be part of the motion.

Clark asked if the New Castle-Rye Bridge is going to be fixed or movable. **D. Walker** stated Bill Watson of DOT told him a final position has not been taken, everything is moving towards a fixed bridge. Discussion ensued.

D. Walker reviewed the remaining projects included in the amendment. He continued that net funding in the region is decreasing and that the plan is fiscally constrained according to DOT. Discussion ensued.

Motion: **J. Walker** made a motion to approve the 2015-2018 TIP Amendment #2 with the comment that NHDOT retain the CMAQ funding for the Spaulding Turnpike service with COAST through the construction phase and recommended the MPO Policy Committee approve. **Clark** seconded the motion. **Motion carried.**

5. Ten Year Plan Update

D. Walker stated the Governor has passed the plan update to the Legislature with changes to the draft which he reviewed along with staff's comments. Discussion ensued about rail crossing updates in Portsmouth. **Clark** asked D. Walker if he can get a copy of the scope of work for the Ocean Boulevard updates in Hampton, because he has a problem with the drainage system along the beach. **D. Walker** stated he would look into whether a scope for the project is available.

J. Walker asked if there would be another opportunity to resubmit comments. **D. Walker** stated yes, DOT will hold public meetings in the spring.

6. Annual List of Obligated Projects

D. Walker gave a quick review of the document included in the packet.

7. Long Range Transportation Plan Update

Bogle distributed a handout and gave a powerpoint presentation. He stated the last full update to the plan was in 2012; he reviewed the transportation chapter of the master plan and how it will be incorporated into the plan; the federal and state requirements of the Long Range Transportation Plan; create a shared set of performance measures for all MPO's to use; TAC preferences of how to solicit information and projects; and update the financial plan.

Bogle stated the public comment period of the plan will be held in August and the approval will be at the October 2016 MPO meeting. He gave an overview of the new FAST Act transportation legislation. He gave a timeline for reviewing Plan chapters on a monthly basis at TAC meetings that will proceed through the summer. Discussion ensued with members.

Clark asked how many public comments are usually received during a comment period. **Bogle** gave numbers of public comments received in the past. **Clark** stated MPO members should be educated about public comment periods, so they can pass the information on to their towns. Discussion ensued about the criteria and weighing of projects to be included in the Long Range Transportation Plan.

8. Project Updates

A handout was distributed with other project updates.

Meeting adjourned at 11:05 a.m.

Respectfully submitted,

Roxanne M. Rines
Recording Secretary

P.L. 114-94

Fixing America's Surface Transportation (FAST) Act

Key Highway Provisions



U.S. Department
of Transportation

**Federal Highway
Administration**

FAST Act

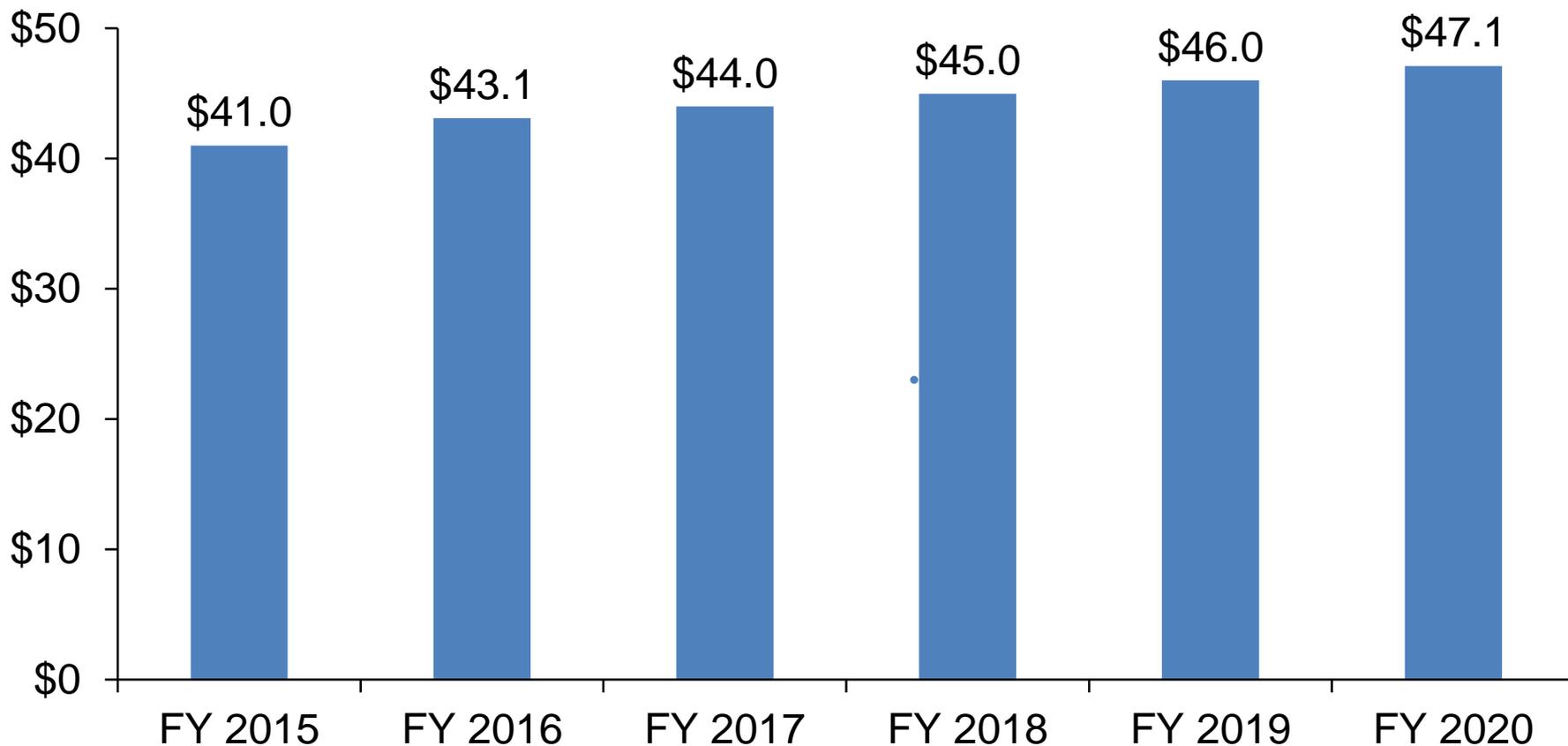
- Signed by President Obama on December 4, 2015
- First long-term authorization act in a decade
- Result of bipartisan cooperation and compromise
- Provides 5 years of funding certainty for infrastructure planning and investment
- Authorizes \$305 B (all modes) over FY 2016-2020
- \$70 B in transfers to keep the Highway Trust Fund solvent; fully “paid for” (offset) by unrelated savings

Key Highway Facts

- \$226.3 B for highways over five years (FY 2016-2020)
 - \$225.2 B in contract authority
 - \$1.1 B from the General Fund
- Builds on the program structure and reforms of MAP-21
- Continued focus on accelerating project delivery
- Adds a new freight formula and expands freight network
- Adds a new discretionary program for nationally significant freight and highway projects
- Provides a new tribal self-governance option

Highway contract authority grows each year

Highway Authorizations from Trust Fund (billions)

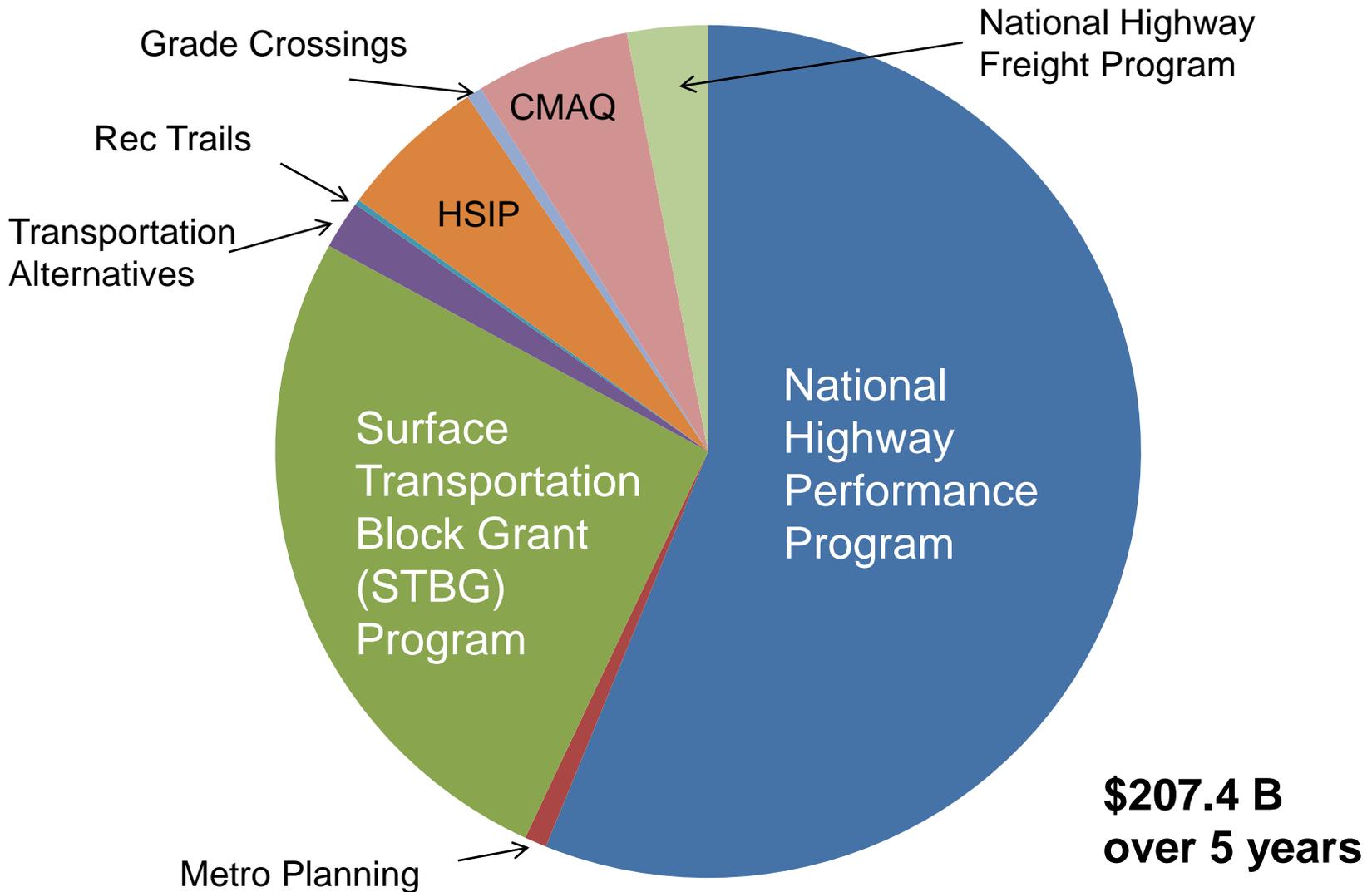


APPORTIONED PROGRAMS

Growth Varies by Program

| Program | Avg. Annual Funding (millions) | Change from FY 2015 |
|--|--------------------------------|---------------------|
| National Highway Performance Program | \$ 23,280 | +6.3% |
| Surface Transportation <u>Block Grant</u> Program | 11,654 | +15.6 |
| <i>Transportation Alternatives Set-aside</i> | [760] | +3.3 |
| <i>Recreational Trails Program Set-aside</i> | [84] | 0.0 |
| <i>Surface Transportation Block Grant Program (net of TA & Rec Trails)</i> | [10,809] | +7.3 |
| Congestion Mitigation & Air Quality Improvement | 2,405 | +6.1 |
| Highway Safety Improvement Program | 2,317 | +5.7 |
| Railway-Highway Crossings Program | 235 | +6.8 |
| Metropolitan Planning | 343 | +9.5 |
| National Highway Freight Program | 1,249 | NEW +100.0 |

92% of Highway Funds Are Apportioned



Changes to NHPP and STP

| Prgm | Changes |
|------|---|
| NHPP | <ul style="list-style-type: none">• TIFIA costs and V2I communication equipment now eligible• Bridge resurfacing/preservation/reconstruction on <u>non-NHS</u> Federal-aid highways now eligible |
| STP | <ul style="list-style-type: none">• Renamed: Surface Transportation <u>Block Grant</u> Program (STBG)• Eligibilities restated with none eliminated; new eligibilities for TIFIA costs, State P3 office, V2I communication equipment• In border States, up to 5% for infrastructure projects eligible under the SAFETEA-LU border program• More suballocation: +1%/year up to 55% (vs. 50% today)• Set-asides for Transportation Alternatives and Recreational Trails (see next slide) |

Changes to TAP, CMAQ, and HSIP

| Prgm | Changes |
|-------|--|
| “TAP” | <ul style="list-style-type: none">• Same program, but no longer called TAP; no name specified• All funds set aside from STBG (vs. from all formula programs today)• Nonprofits responsible for local transportation safety programs may be project sponsors |
| CMAQ | <ul style="list-style-type: none">• V2I communication equipment eligible• Port-related equipment & vehicles eligible under PM2.5 set-aside• Exception from PM2.5 set-aside for low population density States (under certain conditions) |
| HSIP | <ul style="list-style-type: none">• Only listed project types eligible—mostly infrastructure-related• Adds eligibility for V2I communication equipment and certain pedestrian safety improvements• State need not collect certain data on unpaved roads (but can’t use HSIP funds on those roads until it collects the data) |

FREIGHT

National Highway Freight Program | **NEW**

- \$1.2 B / year (average), apportioned to States by formula
- Eligible activities include construction, operational improvements, freight planning and performance measures
- Highway focus, but $\leq 10\%$ for rail/port/intermodal projects
- No State freight plan, no freight formula \$ (beginning FY 2018)
- Federal share is determined under 23 USC 120
- Repeals special Federal share for freight projects

Natl. Significant Freight & Hwy. Projects | **NEW**

- \$900 M/year (average) for competitive grants or TIFIA loans for projects >\$100 M (reduced for States w/ small programs)
- Eligible activities:
 - Highway freight projects on National Highway Freight Network
 - NHS highway/bridge projects, projects in National Scenic Areas
 - Freight rail/intermodal/port projects (\leq \$500 M over 5-year period)
 - Rail-highway grade crossing or grade separation projects
- States, large MPOs, Tribes, localities, and FLMAs may apply
- OST selects projects; Congress has 60 days to disapprove
- Set-asides for rural areas and projects below cost threshold

Other Freight Provisions

- Freight policy goals and multi-modal national freight strategic plan
- State freight plans (required) & advisory committees (encouraged)
- National multimodal freight network
- National Highway Freight Network, to include:
 - Primary Highway Freight System (PHFS); initially 41K miles
 - Critical rural freight corridors identified by States
 - Critical urban freight corridors with State-MPO consultation
 - Portions of Interstate System not included in the PHFS
- Highway network re-designated every 5 years (w/up to 3% growth)

PLANNING, PERFORMANCE & PROJECT DELIVERY

Continuing from MAP-21

- States and MPOs establish performance targets for transportation system (safety, bridge & pavement condition, congestion, etc.), coordinate with public transit providers on transit state of good repair and safety
- State shall consider measures and targets when developing investment priorities in the statewide transportation plan and STIP
- MPOs establish targets consistent with state or public transportation provider targets no later than 180 days after
- MPO MTP and TIP link investment priorities to performance targets

Planning & Performance

- More consultation and participation
 - Enables participation by public ports, private transportation providers
 - Encourages MPO consultation with other types of planning activities
- Changes to selection criteria for MPO officials
- Other changes to planning and performance
 - TIPs/STIPs/long-range plans must include facilities that support intercity transportation
 - Two new Planning Factors: improve resiliency/reliability of transportation system and reduce or mitigate stormwater impacts, and enhancement of travel/tourism
 - Long-range State plan must describe perf. measures and targets
 - Consequence (reporting) for State making insufficient progress toward freight targets

Congestion Management Process (CMP)

- Requirement for the CMP for TMA's is retained and largely unchanged
- Requirement for CMP analysis of new SOV capacity in non-attainment areas in TMA's is retained
- An MPO serving a TMA ***may develop a congestion management plan.***
- Provides examples of travel demand reduction strategies: ***intercity bus, employer based programs - carpool, vanpool, transit benefits, parking cash-out, telework***
- Adds ***job access projects*** as a CMP strategy

TMA MPO Structure

- ***Designation or selection of officials or representatives shall be determined by the MPO according to the bylaws or enabling statute of the organization.***
- ***Subject to the bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality.***
- ***An official shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials.***

Other Changes

- Adds **public ports** and **intercity bus operators** to the list of interested parties that States and MPOs shall provide early and continuous public involvement opportunities as part of the transportation planning process (including during STIP/TIP and plan development).
- MPOs should consult with agencies and officials responsible for **tourism** and **natural disaster risk reduction** in developing plans and TIPs.
- Metro and Statewide Plans – shall include consideration of **intercity buses**

Other Changes

- Metro plan ***shall*** include and assessment of capital investment and other strategies to preserve the existing and future transportation system and ***reduce the vulnerability of the existing transportation infrastructure to natural disasters***
- Statewide plan ***shall*** include – A description of the performance measures and targets and a systems performance report assessing the performance of the transportation system (previously ***should***)
- Adds “***takes into consideration resiliency needs***” to the purposes of statewide and metropolitan planning.

Highway Design

- On NHS, design "shall consider" (previously "may take into account")—
 - constructed/natural environment
 - environ., scenic, aesthetic, historic, community, & preservation impacts
 - access for other modes
 - cost savings via flexibility in current design guidance/regulations | **NEW**
- DOT to consider AASHTO Highway Safety Manual, NACTO Urban Street Design Guide
- Encouragement for States/MPOs to adopt standards for Fed. projects that accommodate motorized and non-motorized users
- Locality may use different roadway publication than State (with State approval) in certain circumstances

Questions?



U.S. Department
of Transportation

**Federal Highway
Administration**

MEMORANDUM

To: MPO Transportation Advisory Committee
From: Dave Walker, Transportation Program Manager
Date: 2/19/2016
RE: 2016-2017 UPWP Adjustment

Adjustments to the budget of the two year UPWP are often done near the conclusion of the first year as staff has a better understanding of the priorities for the second year as well as a substantial amount of time billed to the program to show how things have differed from what was anticipated. Overall, the shift in distribution of resources within the work program is small with, as seen in the attached tables, very small. However, as there is a greater than 10% change in the budget for a category of spending, NHDOT asks for a more formal request from the MPO.

Three things have combined to require a redistribution of resources within the FY16-17 RPC UPWP:

- **SRPC SHRP2 Grant:** This grant provides us with \$22,500 (around 280 hours of staff time) to utilize between February, 2016 and August, 2017. Approximately 80 hours is anticipated to be utilized this fiscal year and 200 during the next. These values have been reduced from my time budgeted in the UPWP budget and reallocated to other employees.
- **MPO Website Development:** Content development for new MPO website, while nearly complete, is taking more effort and time than anticipated when the UPWP was approved. This portion of the work program (Category 300 – Public Involvement) did not have a large amount of resources to begin with, and the extra time spent on website development has resulted in the Category being overspent.
- **Salary and Participation Changes:** While salary rate increases are built into the UPWP, this year's changes did not match the timing or amount anticipated in the document. The weighted impact of the salary changes on the work program was greater than anticipated and occurred slightly later than was expected with the end result being a mismatch between actual and anticipated costs and a need to reduce budgeted hours slightly to account for the higher rates. At the same time, actual involvement in the UPWP for several employees has varied substantially from what was anticipated a year ago when the document was work program was being organized.

The overall result is a decrease in total hours within the UPWP (-120 in FY16 and -140 in FY17) and a small shift in resources between people and amongst UPWP Categories. For FY2016, Categories 100,

200, and 500 all decrease slightly (average -4%), while Category 300 increases 34% and Category 400 increases 7%. The percentage change for Category 300 is large because of the relatively low starting amount (\$32,000 for the year) and the large number of hours added (282). For FY2017 the budget redistribution is much less dramatic. Categories 200 and 500 decrease slightly, while Categories 300 and 400 increase slightly due to the redistribution staff time.

The total funding for personnel costs decreases slightly as \$90 is moved to non-personnel charges to keep budgeted hours for each staff person at a whole number.

Changes to Personnel Charges in UPWP

| | Change in Hours | | | Change in Funds | | |
|--------------|-----------------|------|------|-----------------|-------------|------------|
| | Total | FY16 | FY17 | Total | FY16 | FY17 |
| Category 100 | -80 | -60 | -20 | \$ (1,371) | \$ (1,937) | \$ 566 |
| Category 200 | -459 | -319 | -140 | \$ (24,430) | \$ (18,726) | \$ (5,703) |
| Category 300 | 282 | 282 | 0 | \$ 21,269 | \$ 20,604 | \$ 666 |
| Category 400 | 271 | 51 | 220 | \$ 16,700 | \$ 3,397 | \$ 13,303 |
| Category 500 | -274 | -74 | -200 | \$ (12,259) | \$ (3,278) | \$ (8,981) |
| Total | -260 | -120 | -140 | \$ (90) | \$ 59 | \$ (150) |

Recommendation

Staff recommends that the Transportation Advisory Committee endorse the requested UPWP changes and forward to the MPO Policy Committee for their approval.

MEMORANDUM

To: MPO Transportation Advisory Committee
From: Scott Bogle, Senior Transportation Planner
Date: February 19, 2016
RE: Draft Goals, Objectives and Policies for Long Range Plan

At each of our next four monthly TAC meetings Staff will ask the TAC to review updated components of the Long Range Transportation Plan, with a goal of having a complete draft for review at the July TAC and Policy Committee meetings. The first components of the plan on this schedule are our MPO Goals, Objectives and Policies.

This update to the Long Range Transportation Plan is the first attempt by the MPO to implement performance-based planning as required by Federal transportation legislation MAP-21 and the new Fixing America's Surface Transportation (FAST) Act. The intent with performance-based planning is to help transform long-term, broad visions of the future into measureable goals and objectives that can be used to guide decisions and to measure success in achieving those aims. At a minimum, MPO goals and objectives need to respond to the ten Planning Factors established by USDOT, and seven National Goals for the Federal Aid Highway System included in MAP-21 and the FAST Act.

The Long Range Plan update is being completed in parallel with a cooperative effort of the four New Hampshire MPOs to develop a common set of vetted transportation performance measures that are generally applicable to the urbanized areas of New Hampshire and a supplementary set that MPOs can utilize as needed. That project is underway, but will not conclude until 2017, almost a year after the LRTP update needs to be in place. For that reason, this LRTP will represent a partial implementation of the performance-based planning requirement that will need to be updated once the work from that effort can be fully integrated.

Staff have taken the Goals and Recommendations from transportation chapter of the RPC Regional Master Plan completed last year, together with the policies from the current MPO Long Range Transportation Plan (2012) as the starting point for this work.

Staff recommend adding four goals to the original six that were included in the Regional Master Plan:

- **Goal 6 – Safety** - *The region's transportation system is safe and secure for all users.*

While safety was referenced under the Mobility goal in the Regional Master Plan, the importance of ensuring the safety of the transportation system is such that staff think it should be identified as a stand-alone goal consistent with its emphasis in the National Goals and Planning Factors.

- *Goal 7 –Economic Vitality - Through strategic investment, the region’s transportation system supports an innovative and competitive 21st-century economy that connects people, goods, and communities to desired activity and economic centers.*

Economic vitality was similarly referenced under the Mobility goal of the Regional Master Plan, but staff recommend breaking it out as a separate goal consistent with the national goals.

- *Goal 8 – Public Health - The region’s transportation system is designed and operated to support safe and healthy communities, facilitate active living opportunities, and aging in place.*

Public health is not addressed in the national goals, but this was an area where we received substantial public input in the Regional Master Plan process – how the current transportation system does not support state and regional goals like seniors being able to age in place, or people of all ages being able to walk or bicycle to school, work, or shopping. Increasingly MPOs around the country are adding

- *Goal 9 – Efficient and Effective Planning Process - The MPO provides an efficient and effective implementation of the cooperative, coordinated, and continuous (3C) federal transportation planning process that aids in the efficient and effective implementation of projects.*

This was not addressed in the Regional Master Plan, but is emphasized in the National Goals.

For the performance based planning process we will need to reshape the recommendations from the Regional Master Plan and the MPO Policies from the 2012 Long Range Plan into a set of objectives meeting criteria summarized by the acronym SMART: Specific, Measurable, Attainable, Relevant, Time-Bound. We will likely identify additional objectives to add as well. A significant part of that process will be the identification of appropriate performance metrics to accompany each objective, so that process will continue this spring in concert with the multi-MPO performance metric selection process.

Recommendation

For the purposes of the TAC meeting on February 25th, staff are looking for TAC feedback on the specific goal statements included on the following pages, and the general content of the recommendation and policy statements from the prior plans. This will provide a basis for further refinement this spring.

There will be subsequent opportunities for further adjustment as work continues to develop and refine performance measures.

MPO Transportation Goals

The MPO has developed a set of goals based on the New Hampshire Livability Principles, the Regional Master Plan Vision and Goal, and the Federal Planning Factors and the National Goals for the Federal Aid Highway System as well as past iterations of the Long Range Transportation Plan. These goals are intended to aid in directing transportation funding and prioritizing regional transportation projects.

Transportation Goals

The following goals reflect these community concerns and priorities and shape the region's approach to transportation planning.

Goal 1 - Mobility

The region's transportation system is designed with all users in mind and offers people and goods efficient and reliable access to communities and activity centers.

Recommendations from RMP

- Develop and adopt a Complete Streets policy for the Rockingham Planning Commission MPO. (Timeframe: 1-3 years)
- Provide technical assistance to member communities in the development of local Complete Streets policies. (Timeframe: Ongoing)
- Work with municipalities and NHDOT to ensure that sidewalks, crosswalks or other pedestrian facilities are not omitted from highway projects due to lack of an entity willing to take responsibility for long term maintenance. (Timeframe: Ongoing)
- Use local and regional planning processes such as corridor studies, Safe Routes to School travel plans, and local master plan chapters to promote traffic calming strategies to balance traffic movement with pedestrian and neighborhood safety. (Timeframe: Ongoing)
- Provide technical assistance on implementation of Complete Streets policies, such as design solutions on regional transportation facilities

Goal 2 – Transportation Choices

The region's transportation system offers equitable and reliable multi-modal transportation choices to better connect people to jobs and services.

Recommendations from RMP

- Provide technical assistance to communities in bicycle and pedestrian planning, including development and implementation of Safe Routes to School initiatives, and securing federal funding support through multiple programs. (Timeframe: Ongoing)

- Continue to provide technical assistance to COAST, CART and TASC in developing regional community transportation options. (Timeframe: Ongoing)
- Continue facilitating regional efforts to better coordinate public transit and human service transportation as a key strategy to expand access to community transportation. (Timeframe: Ongoing)
- Work with State and regional partners to develop and sustain expanded inter-city rail and bus transportation options. (Timeframe: Ongoing)
- Collaborate with regional and statewide partners in development and ongoing implementation of a bicycle and pedestrian counting program to provide a better basis for evaluating bicycle and pedestrian project needs. (Timeframe: 1-3 years and ongoing)
- Develop a stand-alone bicycle and pedestrian plan for the RPC region. (Timeframe: 1-3 years)
- Collaborate with commuteSMARTseacoast and other regional and statewide partners on initiatives to encourage alternative commutes such as Seacoast Bike/Walk to Work Day and Commute Green New Hampshire (Timeframe: Ongoing)

Policies from 2012 LRTP

- Encourage the expansion of public transportation facilities and other transportation demand management initiatives in the region.*
- Work with communities and the NHDOT to plan and develop projects, designs, and initiatives that promote a shared, safe transportation system for bicyclists, motorists, transit users, and pedestrians.*
- Facilitate regional coordination of demand response human service transportation and public transit service offered by COAST and CART.*

Goal 3 – Integrated Planning

Transportation investments are sensitive to context and scale, strengthen the character and identity of places, and support local and regional visions for the future.

Recommendations from RMP

- Promote development of Access Management standards for state highways in communities. (Timeframe: 1-10 Years)
- Assist communities and NHDOT with the development of Access Management MOU agreements. (Timeframe: 1-10 Years)
- Promote strong Access Management in designs for improvements (publicly and privately financed) along state highways and other corridors. (Timeframe: Immediate and ongoing)
- Promote TOD and Mixed Use Development. (Timeframe: Ongoing)
- Prioritize transportation investment in the region’s already developed areas through weighting of project selection criteria. (Timeframe: Ongoing)

Policies from 2012 LRTP

- Ensure that all components of the region's transportation system are well-integrated, efficient and user-friendly.*
- Encourage communities to work cooperatively in planning and prioritizing transportation projects, in developing and implementing consistent access management standards, and in developing zoning that is compatible across community lines.*
- Minimize the impacts of through traffic on neighborhoods, commercial areas, and local roads by maximizing the use of primary transportation corridors and employing techniques such as traffic calming.*

Goal 4 – System Preservation & Modernization

The region's transportation system is reliable, maintained in good condition, and the preservation and modernization needs of existing components are prioritized ahead of adding new highway capacity.

Recommendations from RMP

- Continue scheduled updates to Regional ITS Architecture and Implementation Strategy and participate in updates to Statewide ITS Architecture. (Timeframe: 2-4 years)
- Promote integration of ITS and other efficiency strategies into the design of transportation projects as appropriate. (Timeframe: 1-10 years)
- Evaluate intermodal connections on the transportation network and assess the need for maintenance and preservation or improvement projects to maintain freight flows. (Timeframe: 1-5 Years, periodically repeat)
- Continue to implement ITS improvements from the regional ITS architecture that will facilitate the movement of goods. (Timeframe: 1-10 Years)

Policies from 2012 LRTP

- Promote projects that improve existing facilities over those that develop new roadways; and encourage multiple uses of rights of way when possible.*
- Identify and implement operational and management strategies to improve the performance of the existing transportation facilities, relieve vehicular congestion, and maximize the safety and mobility of people and goods.*
- Encourage effective and proper maintenance of state and local facilities supporting all modes of transportation.*
- Utilize new technologies to reduce congestion, improve traffic flow, and enhance public transportation.*

Goal 5 –Energy, Environment and Resiliency

The region's transportation system is proactive in protecting and restoring natural and cultural resources, is energy efficient and forward looking, and is adaptive and resilient to climate change, natural, and other hazards.

Recommendations from RMP

- Complete the vulnerability analysis that is examining stream crossings on the state highway system and determine where investments can be made to reduce flooding potential and other damage. (Timeframe: 1-5 Years)
- Work with state and regional partners to define the MPO role in security planning for the transportation system. This role should provide tangible benefits without adding a level of bureaucracy to the security planning process. (Timeframe: Ongoing)
- Incorporate transportation network planning into the current work with FEMA and local communities to develop hazard mitigation plans. (Timeframe: 5-10 Years)
- Analyze the transportation system for capacity and safety deficiencies that impact security and disaster planning concerns. (Timeframe: 5-10 Years)
- Incorporate security and disaster planning aspects into the project design and prioritization process. (Timeframe: 1-5 Years)
- Prioritize projects designed to increase the resiliency of the transportation system to anticipated impacts of climate change (Timeframe: Ongoing)

Policies from 2012 LRTP

- Ensure that development of the transportation system supports the achievement of federal air quality standards, consistent with the requirements of the Clean Air Act Amendments of 1990 and the State Implementation Plan.
- Encourage the protection of natural resources (wetlands, aquifers, wildlife habitat, woodlands, agricultural lands, scenic values, etc.); cultural and historic resources; and recreational resources in the design of transportation system changes. Require appropriate mitigation for unavoidable impacts.*
- Promote coordination among municipalities in planning for natural hazard mitigation, emergency management, and evacuation routes, with special attention to communities surrounding Seabrook Station. Incorporate consideration for evacuation routes into the project prioritization process.*
- Promote energy conservation in the movement of people and goods, including support for the development and implementation of alternative fuels (and alternative methods of using those fuels) that have a positive environmental impact.*

Goal 6 – Safety

The region's transportation system is safe and secure for all users.

Recommendations from RMP

- Identify and track performance measures related to transportation safety (Timeframe: 1-5 Years, Ongoing)
- Undertake corridor-wide safety studies on facilities with high accident rates. (Timeframe: Ongoing)
- Assist regional transit agencies in the development and implantation of safety plans as necessary. (Timeframe: As needed)
- Work with NHDOT and communities to undertake road safety audits at sites of specific concern in the region. (Timeframe: As needed)
- Collaborate with regional and statewide partners on public education and enforcement initiatives to promote safe travel on the region's transportation system for all users, such as the NH PASS program focused on raising awareness of RSA 265:143a, New Hampshire's "three foot" passing distance law. (Timeframe: 1-3 years and ongoing)

Policies from 2012 LRTP

- Coordinate with transit operators, and federal, state, regional, and local agencies and officials to enhance the safety and security of the transportation system.*
- Coordinate with freight operators (rail and highway) and agencies on projects to enhance the security of the freight transportation system in the region.*
- Provide information to local agencies, organizations, schools, and the general public on transportation safety issues including those associated with emergency evacuation.*
- Promote awareness and enforcement of traffic laws related to bicycles and pedestrians.*

Goal 7 –Economic Vitality

Through strategic investment, the region's transportation system supports an innovative and competitive 21st-century economy that connects people, goods, and communities to desired activity and economic centers.

Recommendations from RMP

- Work with NHDOT on the development of the Statewide Freight Plan (Timeframe 1-2 Years)
- Consider freight impacts in the decision-making process for evaluating transportation project proposals. (Timeframe: Ongoing)

Policies from 2012 LRTP

- Improve the transport of people and goods through development and maintenance of intermodal connections between transportation facilities including: highways, airports, pipelines, seaports, public transportation networks and rail lines.*

- ❑ *Evaluate transportation system improvements for their impact on interstate and regional travel patterns.*
- ❑ *Encourage transportation investments that facilitate tourism in the region.*
- ❑ *Work with communities and NHDOT to identify current and potential deficiencies and threats to the economic vitality of the region that relate to transportation, and work to mitigate those deficiencies and threats.*

Goal 8 – Public Health

The region's transportation system is designed and operated to support safe and healthy communities, facilitate active living opportunities, and aging in place.

Policies from 2012 LRTP

- ❑ Use transportation project programming to encourage development patterns and public facility investments that allow residents and visitors to live, work and recreate without having to drive.
- ❑ *Support development of transportation facilities and services that meet the needs all residents and visitors, with special care taken to meet the needs of the elderly, individuals with disabilities, and those who do not drive.*

Goal 9 – Efficient and Effective Planning Process

The MPO provides an efficient and effective implementation of the cooperative, coordinated, and continuous (3C) federal transportation planning process that aids in the efficient and effective implementation of projects.

Recommendations from RMP

- Work with NH DOT to identify projects that might benefit from non-traditional contracting mechanisms such as design-build to expedite implementation.
- Work with NHDOT to ensure that project selection criteria continue to reflect local and regional priorities. (Timeframe: 1-2 Years)
- Refine the project development process through early data collection and scoping to better enable the project selection process with more complete information regarding project proposals. (Timeframe: 1-2 Years)
- Update the list of prioritized projects in the Long Range Transportation Plan to reflect the latest planning assumptions. (Timeframe: 1-2 Years - cyclical)
- Solicit communities, Transit providers, and NH DOT for transportation needs over the short and long-term within the region . (Timeframe: 1-2 Years - cyclical)

Policies from 2012 LRTP

- ❑ *Ensure the transportation planning process is executed in accordance with interagency agreements outlined in the MPO Prospectus, consultation processes specified in Title 40 (Code of Federal Regulations Part 93), and the NH Code of Administrative Rules Env-A 1500-Conformity.*
- ❑ *Actively solicit participation in the transportation planning process from all members of the public, with special emphasis on under-represented groups.*
- ❑ *Use the MPO Public Participation Process to promote public understanding of the transportation system and its connections to land development, water quality and air quality issues.*
- ❑ *Engage local and state policy makers in the transportation planning process and encourage their support of progressive transportation legislation.*

Goal 10 – Resource Availability

Adequate and predictable funding is available to meet current and future needs for transportation system maintenance, operation and modernization across all modes.

Recommendations from RMP

- Work with federal, state and regional partners to increase the amount of Federal and State funding available in the region to address project needs. In particular work to establish a dedicated state funding stream for public transportation. (Timeframe: Immediate)
- Work directly with communities to expand the options available for local financing of transportation system maintenance, preservation, and improvement. (Timeframe: Immediate and ongoing)
- Promote the use of public/private partnerships to spur investment in the transportation system where private development goals facilitate achievement of public priorities.
- Assist communities with the development of policies and regulations that aid in securing private development funding appropriate for the amount of impact expected on adjacent transportation facilities.

Policies from 2012 LRTP

- ❑ *Encourage cooperation between public, private, and non-profit organizations in the development, funding, and management of transportation projects.*
- ❑ *Work with federal, county, state and local policy makers to provide continuous, dedicated, funding assistance for public transportation.*
- ❑ *Work with communities to secure funding for local and regional transportation projects.*
- ❑ *Work with NHDOT and communities with designated Urban Compact zones to develop more equitable funding apportionments.*

Reference Material - Federal and Regional Planning Context

The MPO's Goals and Objectives exist in several contexts. These include Federal Planning Factors, and National Goals for the Federal Aid Highway System, which set minimum standards for MPO planning. As part of the Rockingham Planning Commission, the MPO also responds to the regional vision and goals set out as part of the RPC Regional Master Plan. Summaries of these goals, planning factors and the regional vision are included on the following pages for reference as TAC members review the proposed Long Range Plan goals and objectives.

Federal Planning Factors & National Goals

When developing the Long Range Transportation Plan and other transportation planning documents, the ten planning factors identified in 23 U.S. Code § 134 (23 C.F.R. Part 450.306 of the Planning Regulations) must be considered. Like the New Hampshire Livability Principles these provide broad-based guidance and apply to multiple aspects of the planning however the focus is on the transportation system:

1. Support the economic viability of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established seven National Goals for the Federal Aid Highway System. These seven performance areas were also included in the subsequent Fixing America's Surface Transportation (FAST) Act and constitute a set of broad, over-arching requirements that must be incorporated into planning documents and processes as a basis from which progress can be measured on solving the problems of the current transportation system.

1. **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair.

3. **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability** – To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

RPC Vision for 2040

The 2040 Regional Master Plan for the Rockingham Planning Commission included the formation of a shared vision for the future region. This Vision is crafted around ideals espoused in local master plans, past regional master plans, and through input from RPC Commissioners and the general public during the plan development process and represents a compelling picture of the RPC region of the future that balances local and regional needs:

The southeastern New Hampshire region enjoys a high quality of life represented by a strong regional economy, distinct community character, and outstanding natural and recreational resources. This has been achieved through careful planning, wise stewardship of natural resources, infrastructure investment, and increasing regional cooperation on shared issues. This vision is supported when:

- Communities are working together to ensure that long-term economic, social and environmental factors are balanced in the planning and decision-making process.
- Development and redevelopment are enhancing and strengthening community centers, preserving rural character, and maintaining traditional landscapes. This provides open space for agriculture, recreation and wildlife areas, and protection of natural resources, while providing residents with a variety of choices for places to live, work, and play.
- Communities are allowing a variety of housing choices for residents of all income levels to strengthen our communities and economic vitality.
- We are investing in the infrastructure systems that support our communities and businesses.
- The region is promoting economic opportunities that result in more high quality jobs, stable property tax rates, enhanced educational opportunities, and improved services for residents and businesses.

- We are striving to protect our natural environment so residents can benefit from its resources without diminishing its quality for other living creatures and future generations.
- Our sense of community is being preserved by protecting and actively using the region's historical resources and cultural heritage.
- Communities are acknowledging and planning for the effects of a changing climate. Anticipated changes include sea-level rise, increasing flood events, more erosion, periods of drought and other natural hazards.
- Residents, businesses, and communities are adapting to the high cost of energy by implementing efficiency measures for building, increasing public transportation options, and developing local renewable energy resources.
- Communities are respectful of property rights in their efforts to manage growth and development.

Regional Goal

To support the Regional Vision and the New Hampshire Livability Principles, a regional goal was developed to better describe the desired end state:

Promote efficient use of land, resources and infrastructure in southeastern New Hampshire that:

- Creates a high quality built environment while protecting important natural and cultural resources.
- Promotes positive effects of development and minimizes adverse impacts.
- Promotes economic opportunities and community vitality.
- Enhances the coordination of planning between land use, transportation, housing and natural resources.
- Considers and incorporates climate change into local and regional planning efforts.

MEMORANDUM

TO: RPC MPO Transportation Advisory Committee
FROM: RPC Staff
DATE: February 25, 2016
RE: Project Updates

TIP Amendment #2: The MPO Approved Amendment #2 to the Transportation Improvement Program on 2/10/2016 and forwarded that approval to NHDOT the following day. The amendment modified the scope, schedule, and/or cost of 49 projects and statewide programs and resulted in a net decrease of \$6.3 million dollars in transportation funding for the region. All of the New Hampshire Metropolitan Planning Organizations have now approved the changes and NHDOT has submitted the proposal to FHWA for their approval.

RPC Website: Development of the new website for the Planning Commission is wrapping up with the consultant work nearly completed. The MPO portion of the site has almost all of the content added and staff will be working in the coming weeks to add content for other topic areas that the RPC conducts work in. We are anticipating going live with the website on or around March 15th. We are designing the site to be a more comprehensive source of information regarding MPO and RPC activities and will be a source of information on projects, upcoming (and past) meetings, and other content targeted towards our member communities, commissioners, and the general public regarding planning in southeast New Hampshire.

Transportation Assistance for Seacoast Citizens (TASC) –The TASC volunteer driver program, with assistance from COAST, recently acquired a wheelchair accessible minivan to be driven by TASC volunteer drivers. Federal Transit Administration (FTA) funds from COAST covered 80% of the vehicle purchase price, and TASC provided 20% match. Having the vehicle will improve transportation access for individuals in wheelchairs in the TASC region, while also allowing TASC to receive FTA funding targeted to transit for individuals with disabilities which will help support TASC's sole staff position. This federal funding carries with it requirements under the Americans with Disabilities Act (ADA) that volunteer driver programs receiving federal assistance provide equal access for riders in wheelchairs.

Hampton Branch Acquisition & NH Seacoast Greenway – On February 11th RPC staff facilitated a meeting for Hampton Branch rail corridor communities to meet with NHDOT staff to discuss a draft Trail Management Agreement between the state and trail communities setting out the terms of trail management along the state owned rail corridor. The state has not yet reached agreement with Pan Am to purchase the 9.7 miles of the Hampton Branch rail corridor between Hampton and Portsmouth, though Pan Am officials met with the NHDOT Commissioner and front office staff recently to review methodologies used in divergent appraisals of the corridor.

Greater Derry-Salem RCC – Staff from RPC and SNHPC are working on an update to the Coordinated Public Transit/Human Services Transportation Plan for the Greater Derry-Salem RCC. Staff are nearing completion of four surveys to gather input on transportation supply and need in the region. The four surveys include: 1) a survey of agencies providing or purchasing community transportation services in the region to update information on level of service currently available and agency interest in coordination; 2) a survey of local welfare officers focused on local transportation needs; 3) a survey similar to the welfare officer survey instruments to be sent to health and human service agencies that do not provide transportation services but work with groups likely to need transportation assistance (elderly, folks with disabilities, low income families, etc.); and finally 4) a survey of clients of various health and human service agencies in the region to get a user perspective on unmet transportation need. The updated plan will be brought to the MPO for adoption in July 2016.

Performance Based Planning Workgroup - The New Hampshire MPOs have begun work on the implementation of Performance Based Planning and Programming. As part of this process stakeholder interviews have been conducted, and a plan of action has been developed, and cataloguing and researching potential performance measures has begun. In addition, SRPC received a FHWA research program implementation assistance grant for utilizing PlanWorks that will be shared with the other New Hampshire MPOs. PlanWorks is a systematic web-based resource that supports collaborative decision making to deliver projects that meet environmental, community, and mobility needs. The work of this group is currently on hold awaiting approval of the contract for the grant at the state level. Work from this effort is expected to conclude during the summer of 2017 and will be incorporated into the MPO Long Range Transportation Plan as well as the Congestion Management Process, The Transportation Improvement Program, and other planning efforts.

I-93 Corridor Interagency Task Force (TDM/TSM): The I-93 TDM Task force met recently to discuss the resumption of the of the **CTAP** (Community Transportation Assistance Program) program which has been dormant for several years. The overall purpose of CTAP is to help communities plan for growth in the I-93 corridor in ways that reduce the growth in vehicle travel on I-93. Phase 1 and 2 of CTAP focused on local planning capacity, smartgrowth and conservation planning efforts. The focus of Phase 3 will be on local and regional planning efforts to encourage transit-oriented-development and redevelopment (TOD). Transit-oriented development is a means to encourage use land use development patterns that support, and are integrated with transit and other transportation facilities, habits and patterns with the objective of reducing the need for automobile trips. The initial concept for Phase 3 being discussed is as follows: make CTAP funds available to individual or groups of communities in grants which may total up to \$250,000 per application to develop conceptual plans, zoning changes and related development plans to foster transit oriented development; Complimentary transit service planning including expansion/improvement of existing services future service and station locations, ridesharing programs, etc. may be considered as an eligible activity as well. A twenty percent cash match will be required for the grants. A specific schedule has not been finalized but the intention is to begin Phase 3 application process later in 2015.