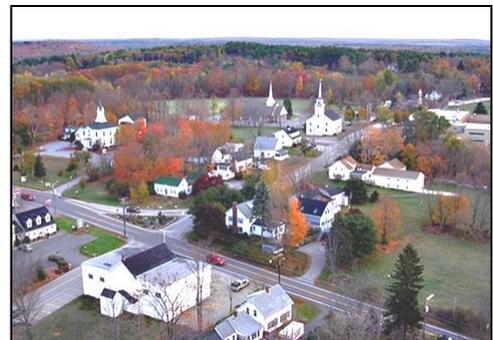
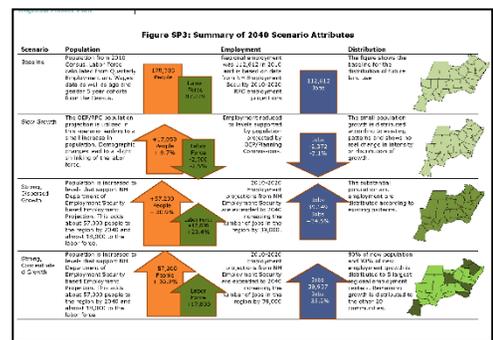
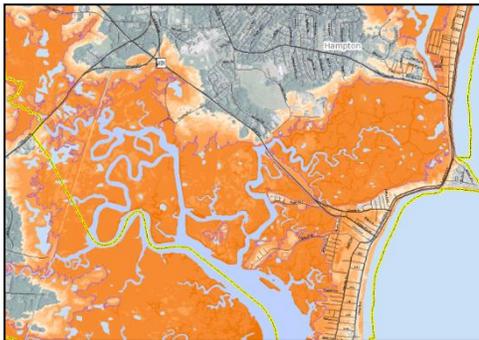


2022-2023 UPWP PERFORMANCE REPORT



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SEPTEMBER 29, 2023

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Figure 1: UPWP Work Categories and Related Task Areas

| | |
|---|--|
| <p>Category 100: MPO Administration</p> | |
| <p>Administration of the MPO and its grants, the development of the MPO Prospectus and UPWP, financial management, training of staff, and conduct of other activities needed to fulfill the Rockingham MPO's mission.</p> | <p>Task 101: Accounting and Invoices Task 102: MPO Administration Task 103: Staff Training Task 104: Indirect Cost Rate Adjustments Task 105: Performance Measures</p> |
| <p>Category 200: Policy and Planning</p> | |
| <p>The development and update of the Rockingham MPO Long Range Transportation Plan and other guiding documents and reports produced for the region. The conduct of special studies and projects such as updates to the Transportation chapter and related components of the RPC Regional Master Plan, the Regional ITS Architecture, Congestion Management Process. Also includes the development of the Transportation Improvement Program (TIP) and RPC involvement in the Ten Year Plan process as well as related interagency consultation and air quality conformity analysis.</p> | <p>Task 201: State Ten Year Plan Task 202: Planning and Environmental Linkages Task 203: Transportation Planners Collaborative Task 204: Interagency Consultation Task 205: Transportation Improvement Program Task 206: Congestion Management Process Task 207: Intelligent Transportation Systems Task 208: Metropolitan Transportation Plan Task 209: Air Quality Conformity Task 210: State Long Range Transportation Plan Task 211: Bicycle & Pedestrian Planning</p> |
| <p>Category 300: Public Involvement</p> | |
| <p>The timely implementation of the Rockingham MPO policies and plans through a public process of project evaluation, prioritization, and recommendations for implementation via the MPO Technical Advisory Committee and Policy Committee.</p> | <p>Task 301: Transportation Advisory Committee Task 302: Planning Commission Meetings Task 303: Public Participation Plan Task 304: Public Outreach Task 305: Policy Committee</p> |
| <p>Category 400: Plan Support</p> | |
| <p>The collection, analysis and maintenance of relevant transportation planning data, including socioeconomic and transportation system data, for use in Rockingham MPO transportation planning activities. It includes activities pertaining to the development of the travel demand model.</p> | <p>Task 401: Traffic Count Program Task 402: SADES Inventories Task 403: Geographic Information Systems Task 404: Demographics Task 405: Equipment and Supplies Task 406: Travel Demand Modeling Task 407: Memberships, Subscriptions & Professional Costs</p> |
| <p>Category 500: Technical Assistance</p> | |
| <p>Address transportation issues and concerns across all modes by providing direct transportation planning consultation and general technical assistance, project development assistance, and grant funding resources to communities, transit agencies, and NHDOT within the MPO study area in response to identified needs and requests.</p> | <p>Task 501: Local and Regional Assistance Task 502: Statewide Assistance Task 503: Local Project Administrations (LPA) Programs Task 504: Special Projects Task 505: Regional Coordinating Councils Task 506: Transit Assistance Task 507: TDM Planning</p> |

Introduction

The UPWP Performance Report summarizes the progress that the Rockingham Planning Commission has made in implementing both the broad goals and specific tasks outlined in the FY 2022-2023 Unified Planning Work Program (UPWP). It is submitted in part to comply with 49 CFR 18.40 - *Monitoring and Reporting Program Performance*, and in part to provide communities, MPO Transportation Advisory Committee (TAC) and Policy Committee members, and the public a report of progress on projects and initiatives that the MPO has undertaken for the region. The discussion of activities includes some remarks on work occurring both before and after the 2022-2023 UPWP to provide context or an assessment of completion timeframes for ongoing projects.

This report begins with a discussion of overall progress and the Planning Priorities of the UPWP. This is followed by summaries of the work that occurred under each of the five categories within the UPWP, as well as the various task areas and subtasks listed underneath each category as shown in **Figure 1**. The UPWP listed 180 potential work products from 113 activities that were expected to be addressed in some manner during the two years, and several other transportation related efforts that were funded by other sources. There is a broad range in what each listed work product represents in terms of time and cost. In some cases, the identified task is simply an area to bill purchases of equipment and software (Task Area 405) and little or no staff time would be involved, while others, such as Task 506, which encompasses hundreds of hours and the multiple work efforts involved in RPC transit planning work over the course of the contract.

There were two budget adjustments occurred during the contract (January 2022 and May 2023) that redistributed the existing budget to address an unanticipated project need as well as overages in some categories of work. The January 2022 revision redistributed approximately \$25,000 (2% of the total budget) between categories by increasing funding for Categories 100 and 500 and decreasing funding in Categories 200, 300, and 400. In addition, personnel expenses were decreased by \$19,531 and shifted to non-personnel costs. The May 2023 changes increased funding in Category 500 and decreased resources in the other four categories. **Figure 3** shows the distribution of hours

Figure 2: Original and Revised Budget Distributions with actual expenditures

| | Original Budget | | Revision (1/2022) | | Revision (5/2023) | | Actual Expenditures | |
|--------------|--------------------|---------------|--------------------|---------------|--------------------|---------------|---------------------|---------------|
| | Funding | Hours | Funding | Hours | Funding | Hours | Funding | Hours |
| Category 100 | \$168,261 | 1,720 | \$170,682 | 1,690 | \$167,229 | 1,777 | \$178,019 | 1,883 |
| Category 200 | \$437,612 | 5,260 | \$425,776 | 4,932 | \$402,549 | 4,277 | \$403,610 | 4,280 |
| Category 300 | \$126,122 | 1,570 | \$123,179 | 1,312 | \$88,795 | 974 | \$80,869 | 865 |
| Category 400 | \$336,593 | 3,680 | \$325,902 | 3,519 | \$324,586 | 3,308 | \$328,843 | 3,448 |
| Category 500 | \$180,473 | 2,100 | \$203,520 | 2,330 | \$265,901 | 2,964 | \$257,719 | 2,852 |
| Total | \$1,249,060 | 14,330 | \$1,249,060 | 13,783 | \$1,249,060 | 13,300 | \$1,249,060 | 13,327 |

and funds to each of the five UPWP Categories for the original budget, the two revisions, and the actual expenditures. As the second budget revision near the end of the contract, the actuals are very close to the budget distribution.

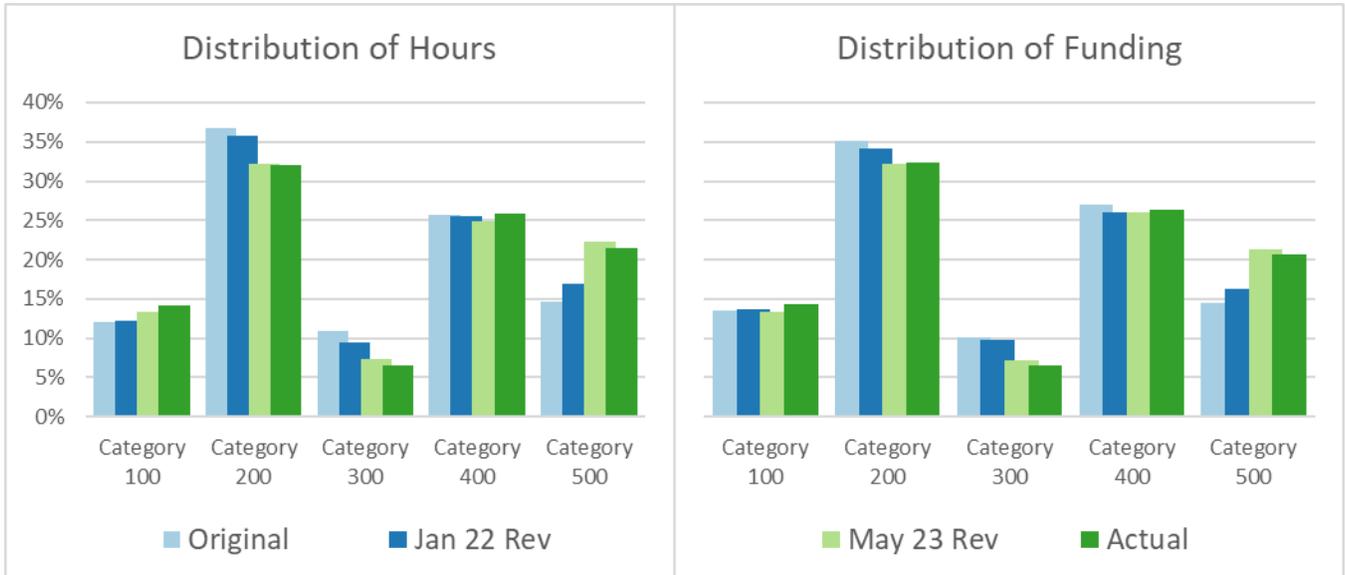


Figure 3: Comparing the distribution of Hours (left) and Expenditures (Right) across the five UPWP Work Categories. Shown are the original budget, both revisions, and the actual hours/expenditures.

Overall Progress

The Fiscal Year 2022 and 2023 Unified Planning Work Program identified over 100 activities and nearly 200 related work products that the MPO expected to be involved with over the course of the two-year contract. While this is a large number, outside of the technical assistance provided to communities and participation in the planning and development of specific improvement projects, a large percentage of the tasks are ones that build upon previous efforts and/or are part of the cyclical cooperative, continuing, and comprehensive (“3Cs”) transportation planning process. In addition, there are almost always a few tasks and resulting work products that are added or dropped due to new issues, project schedule changes, or shifting priorities. Over the course of the 24 months of the UPWP, the MPO spent 13,327 hours and approximately \$1.25 million (Figure 4) undertaking 100 of the 105 identified activities and 168 of the 171 related work products (Figure 5).

Figure 4: Overall Budget & Expenditures

| | Hours | Funding |
|-------------------------|---------------|-------------|
| Personnel | 13,327 | \$1,115,922 |
| Non-Personnel | | \$133,198 |
| Total Expenditures | | \$1,249,121 |
| Budget | 13,300 | \$1,249,060 |
| Percent Utilized | 100.2% | 100% |

This equates to **97%** of UPWP tasks and activities being addressed in some manner. Of the twenty-seven tasks/activities not addressed, nineteen of those were not needed, while eight are tasks that the MPO should have started and did not for a variety of reasons.

Some highlights of the work that the MPO accomplished include the following:

- **2,025** Hours of mapping and data analysis work in support of transportation planning activities.
- **1300** hours updating the Long Range Transportation Plan (Adopted March, 2023)
- **1200** hours in support of regional bicycle and pedestrian planning
- **1000+** Hours of Technical assistance for the region and communities within it. There were more than 30 technical assistance efforts for 19 MPO Communities and two agencies, nine development impact reviews for 8 communities, and 3 projects applicable to the multiple communities or the region as a whole.
- **850** Hours of public outreach to communities, MPO committees, and the general public
- **600+** hours developing, approving, and maintaining the TIP. This included approving the 2021-2024 TIP as well as processing 5 TIP Amendments and 24 administrative adjustments.
- **500 Hours** competing the Seacoast Transportation Corridors Vulnerability Assessment assessing the impacts of sea-level rise on the transportation system of the New Hampshire seacoast.
- **400+** Hours in support of the State Ten Year Plan process. This included updating the unified statewide project prioritization process and project selection criteria
- **400** hours in support of Regional Coordinating Councils, transit planning and technical assistance transit providers
- **400** Hours integrating Planning and Environmental Linkages (PEL) into the transportation planning process, supporting natural resources and climate adaptation coordination, and improved climate change and resiliency planning.

Figure 6: Percent of Targeted Hours (top) and Budget (bottom) utilized.

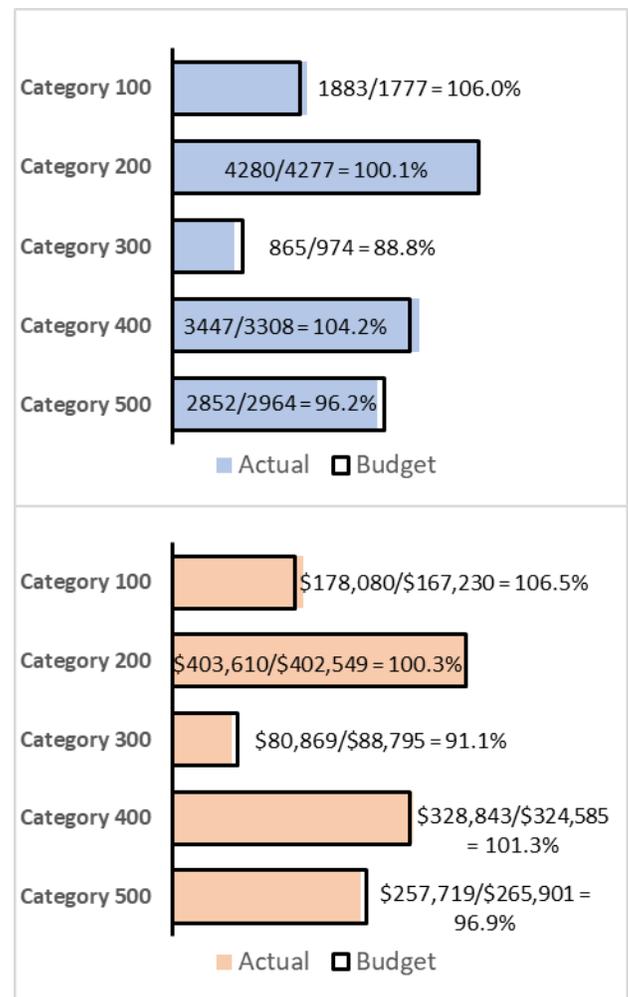


Figure 6 compares the budgeted amounts of hours and funding to actual expenditures for each of the five categories of work. As expected given the May 2023 budget adjustments, MPO expenditures were in line with the planned distribution among the Categories, with three spent within ±4% of the budgeted amount, one (Category 100) overspent by 6% and one (Category 300) underspent by 9%.

The flexibility of being able to redistribute budgets within the UPWP is critical and allows the MPO to easily address changes in the timeframes of planning efforts, new tasks, and changes in priorities that occur over the two-year cycle.

UPWP Planning Priorities

As part of the development of the UPWP, FHWA and FTA share a list of Planning Emphasis Areas that are developed from the FAST Act Planning Factors, current policy initiatives, and perceived MPO planning needs. This list is combined with the critical MPO projects to produce a list of Planning Priorities for the UPWP. Many of the Planning Priorities involve processes that are integrated into multiple tasks within the UPWP however, some are listed as explicit tasks to be accomplished. The Planning Priorities from the UPWP are listed below along with bulleted text indicating how they were addressed over the last two fiscal years or, in some cases, what the intent is to address them in the future. In addition to the New Hampshire Planning Emphasis Areas, the MPO established three priority areas where work would be focused.

New Hampshire Planning Emphasis Areas

During the preparation of the UPWP, the FHWA New Hampshire Division Office and FTA Region I Office recommended twelve New Hampshire emphasis areas be addressed as planning priorities. These indicate that the UPWP should identify the resources and work elements necessary to:

1. Integrate all Planning Factors into transportation planning activities and ensure continued compliance with all metropolitan planning and programming requirements.
 - Planning factors are incorporated into the MPO transportation planning activities and the MPO remained in compliance Federal Transportation Planning regulatory provisions and requirements.
2. Continue the cooperative data collection, development, and monitoring of required performance measures and targets and ensure that Performance Based Planning and Programming requirements are met. In addition, ensure that the MOU between NHDOT, New Hampshire MPOs, and transit operators incorporates all federally required performance measures.
 - The Memorandum of Understanding regarding performance-based planning in New Hampshire was updated in 2019. During the FY22 and FY23 timeframe, the MPO continued to implement the performance-based planning requirements and all metrics have been integrated into the Transportation Improvement Program and Long Range Transportation Plan.
3. Implement the established framework of Urbanized Area set-asides, suballocation, and project selection.
 - The RPC MPO is not currently considered a TMA and is therefore ineligible for suballocation of resources directly so this emphasis area does not apply.

4. Review and incorporate any adjustments to Urbanized Area (UZA) and MPO boundaries, boundary smoothing, MPO (re)designation, and roadway Functional Classification based on Census 2020 information.
 - The MPO participated in assessing changes to roadway Functional Classification and in discussions related to the designation of UZA and MPO boundaries as well as the boundary smoothing process.
5. Continue the data collection and monitoring efforts necessary to maintain a Congestion Management Process (CMP) that is consistent with federal requirements and that addresses recommendations from the most recent MPO Planning Review.
 - The MPO established a Congestion Management Process in 2010 and efforts during the 2022-2023 UPWP focused on updating the document. This included drafting updates to the core document, fully integrating the CMP with the Performance Based Planning requirements established in MAP-21 and the FAST Act and developing a ESRI StoryMap based website to enable consistent updates of data and metrics and make them available to interested parties. This update is in progress.
6. Develop a metropolitan Freight Plan that assesses the condition and performance of the region's critical freight network and identifies solutions to freight bottlenecks and other deficiencies.
 - The MPO has implemented the Truck Travel Time Index performance measure and target as required by MAP-21/FAST Act and integrated that into the Long Range Transportation Plan. Freight planning is integrated into the Long Range Transportation Plan but the MPO has not developed a separate Freight Plan.
7. Ensure that the Long Range Transportation Plan and Transportation Improvement Program include financial plan documentation and processes demonstrate constraint by year and funding category and meet the requirements of the FAST Act and the Metropolitan Transportation Planning Rules.
 - The MPO continues to refine the fiscal constraint analysis that has been incorporated into TIP and Long Range Transportation Plan documents for several cycles. This includes efforts to improve the data and coordination between MPOs and NHDOT during the FY22-23 UPWP.
8. Maintain the function and capacity of the Travel Demand Model, keep it up-to-date, and develop applications to utilize the model in transportation planning functions. This includes working to implement a Household Travel Survey or equivalent.
 - The MPO implemented significant updates to the Travel Demand Model during the FY22-23 UPWP. This work stemmed from efforts related to the Seacoast Transportation Corridors Vulnerability Assessment (STCVA) and focused on expanding capabilities and working to implement programming and other efficiency improvements based on a thorough review of the model coding and structure. The model has been updated to

utilize the most recent version of TransCAD, the coding has been re-written to be more efficient and to make variables that were previously hardcoded able to be modified, and Origin-Destination Matrix Estimation (ODME) capabilities were added. A Household Travel Survey remains an outstanding deficiency and the MPO is working with the other NH MPOs to procure vehicle probe-based data as a significantly less expensive substitute.

9. Provide for MPO involvement in traffic counting, pavement condition monitoring, and other activities and data for maintaining New Hampshire's statewide HPMS data and meeting performance-based planning requirements.
 - The RPC continued to work with NHDOT on collecting traffic volume data for the HPMS. Work on the CMP has focused on understanding the data and capabilities of the National Performance Management Research Data Set (NRPMDs) of travel time data on National Highway System in the region. RPC utilizes NHDOT pavement and bridge condition data to establish performance targets.
10. Support effective project monitoring and the development of an annual listing of obligated highway, bike/pedestrian, and transit projects.
 - The MPO has taken an active role in the development of individual projects and staff members are currently on eight Project Advisory Committees for projects around the region. These range from large projects such as the Seabrook-Hampton NH 1A Bridge replacement to the Main Street Traffic Calming project in Plaistow. In some cases, the MPO has taken an active role in aiding NHDOT and consultant teams with public involvement utilizing the publicinput.com engagement tool. The MPO also formally tracks all transportation projects as they move from planning to implementation via a TIP project and revision processing database. Finally, MPO staff are involved in the State Complete Streets Advisory Committee [CSAC – formerly the Bike and Pedestrian Technical Advisory Committee (BPTAC)] and the Highway Safety Improvement Program advisory committee.
11. Consider climate change vulnerability and similar evaluations during the development of transportation plans and programs.
 - The MPO has undertaken substantial work to address environmental issues that relate to the transportation system. The MPO continues to participate in coordinating and collaborative efforts such as the Climate Adaptation Workgroup (CAW) and interacts with relevant agencies, communities, and interest groups to better understand work that is occurring that may impact the transportation system in the region. Progress was made in the ongoing effort to integrate Planning and Environmental Linkages (PEL) concepts and processes into the MPO LRTP through investigating community hazard mitigation plans, as well as further developing project selection criteria related to resiliency. Finally, the MPO completed the Seacoast Transportation Corridors Vulnerability Assessment.

12. Opportunities to integrate emerging technologies into future planning and coordination activities with stakeholders.
 - The MPO has incorporated discussions of emerging technologies into the Long Range Transportation Plan.

MPO Planning Priorities

In addition to the direction provided by the Federal Planning Factors and Planning Emphasis Areas, there are a few areas that the MPO will be prioritizing during the FY22-23 UPWP.

1. Addressing climate change and stormwater impacts and integrating climate adaptation and resiliency into the transportation planning process for the long term viability of the region.
 - The MPO has worked with planning partners to better understand the potential impacts of climate change, sea-level rise, storm surge, and extreme precipitation on the region, and is working to develop mitigation, adaptation, and resiliency strategies for the Long Range Transportation Plan. The impact of stormwater on infrastructure management and investment, local flooding, water quality, and aquatic habitat also remains a concern.
2. Moving towards a more sustainable transportation system that is less car-centric. The MPO intends to shift to a more human-centric approach to mobility and accessibility built upon livability principles that integrate all transportation modes with human scale environments, benefits, and services. Through that, the MPO will identify goals, policies, and projects that will reduce congestion, pollution, and energy consumption in the region, and promote expanded bicycle, pedestrian, and transit infrastructure and technologies that result in a more sustainable transportation system that better meets the needs of residents who are unable to drive or lack access to a private automobile.
 - The MPO is currently in the process of updating the Long Range Transportation plan and developing goals, objectives, and policies that will further the effort to develop a balanced and sustainable transportation system for the region. Previous iterations of the LRTP have incorporated the NH Livability Principles from the most recent update to the Regional Master Plan and work continues to ensure that transportation projects are supportive of those goals.
3. A full update to the Long Range Transportation Plan is scheduled to be completed in the Spring of 2023 and the MPO will work throughout this UPWP to address that revision. The intention is to address A and B above in the LRTP update as well as the following:
 - A full update to the LRTP was not completed this spring although a more limited set of revisions were adopted as part of the adoption of the 2023-2026 Transportation Improvement Program. Work is ongoing on the LRTP and includes further incorporation of Planning and Environmental Linkages (PEL), expanding data-driven project identification and analysis through the incorporation of the Congestion Management

Process, Level of Traffic Stress study, and performance metrics into the project identification and prioritization process. The most recent iteration of the Ten Year Plan process included identifying a preliminary set of priorities earlier to allow for the development of more robust scope and cost estimates.

Project Specific Progress

The distribution of MPO work efforts was relatively close to what was expected when the UPWP was developed and met many of the priorities for the region as identified in the UPWP document itself. The continuing Covid-19 pandemic required some adjustment to the work to account for maintaining social distancing requirements and this is reflected most obviously in the increased administrative time and decreased data collection efforts during the first year (FY 22). The following pages detail the specific tasks and projects from each of the five UPWP Tasks and the sub-areas of work that occur within each. For each task area a table that details the overall effort utilized for each sub-area of work is included. For each sub-area, the general objective of the particular task is noted along with the level of effort and is a detailed description of the various projects included and their current status. The symbols in **Figure 7** at right are included with each item described and can be utilized as a shortcut key to identify the status of the activity or task. These take the form of symbols for “Not done or not needed”, “In progress”, “Complete”. There are a number of work products in the UPWP that are labelled “if necessary”, and projects labelled with the “Not needed” symbol are simply those which circumstances dictated that the work was not necessary. For instance, there is a work product relating to participation in the update of the State Long Range Transportation Plan and as there was no MPO role in that project during the FY20 and FY21 UPWP, this work product was not necessary. On the other hand, “No work done” indicates that although work on a project was necessary, it did not occur, and the related text provides insight as to why.

Figure 7: Task Status Symbology

| Symbol | Status |
|--------|--------------------------------------|
| ✓ | Task/Activity Complete |
| ⇒ | Task/Activity In progress |
| ✘ | Task/Activity not done or not needed |

Category 100: MPO Administration

The 100 Category of work includes the administrative component of the UPWP, performance reporting (completion of this document), as well as staff time spent at training and conferences. **Figure 8** shows that nearly all the resources dedicated to MPO Administration were expended over the last two years. The funding for this category was decreased as part of the budget redistribution to account for expected reduced training/conference time however some additional administrative needs more than offset that decrease in budget and RPC finished the contract having utilizing 107% of Category funding and 106% of hours budgeted. Within the Category, general Program Administration (102) required the about 80% of the funding and hours and was overutilized at 107% of both hours and funds. Accounting and invoicing (101) was nearly right on target expending 101% of both budgeted funds and hours. Task 103 Staff Training was, by percentage, the most over budget however this task only accounted for around 8% of the total category and so did not contribute much to the overall overage of the category. While each task area and specific projects will be covered in greater detail over the following pages, highlights of work in the 100 Category include:

- Continued efficiency gains in the invoicing and accounting process. Preparing for a new invoicing process implemented for the FY24-25 UPWPs
- Completion of the 2020-2021 UPWP Performance Report
- Two budget revisions for the 2022-2023 UPWP
- Development and adoption of the 2024-2025 UPWP
- 200 Hours of staff training/webinars/workshops

Figure 8: Compares revised budget verses actual funds and hours for Category 100 and task areas.

| | Hours | | | Costs | | | | |
|----------------------------|--------------|--------------|-------------|------------------|----------------|------------------|------------------|-------------|
| | Actual | Budgeted | Percent | Personnel | Non-Pers | Total | Budget | Percent |
| 101 Accounting and Invoice | 216 | 214 | 101% | \$19,844 | \$0 | \$19,844 | \$19,593 | 101% |
| 102 Program Administration | 1,488 | 1,396 | 107% | \$142,894 | \$84 | \$142,978 | \$133,630 | 107% |
| 103 Staff Training | 179 | 167 | 107% | \$13,592 | \$1,604 | \$15,257 | \$14,007 | 109% |
| TASK 100 Total | 1,883 | 1,777 | 106% | \$176,331 | \$1,688 | \$178,019 | \$167,230 | 106% |

Task 101 Accounting and Invoices

OBJECTIVE:

Staff efforts related to the development, submittal, and approval of reimbursement requests, for monitoring financial controls and ensuring compliance with contract obligations.

ACCOMPLISHMENTS

- ✓ **Monthly Work Program Invoices:** Prepared and submitted invoices for completed work on a monthly basis.
- ✓ **Indirect Cost Rate Plan:** Under the guidance of the RPC agency auditor, staff prepared and submitted to NHDOT proposed indirect cost rates for FY22 and FY23 and that were utilized for those years respectively. For this period the RPC continued to utilize negotiated ICRs (Calculated in FY22 and FY23) which eliminates the need for end of period reconcillation.
- ✓ **Audits:** Prepared for and provided documentation for FY 2021 and FY 2022 Financial Audits, including OMB Uniform Audit Requirements (2 CFR §200,215,220, 225, and 240) records preparation, and assistance to auditors as needed.
- ✓ **Compliance with NH DOT Reporting Requirements:** The robust invoicing and time tracking system developed for the FY2012-2013 UPWP was modified to meet any updated billing and invoicing policies and requirements requested by NHDOT for the FY2022-2023 UPWP. This work mostly involved adjustments to the existing system and reports. Finally, as part of the reporting requirements the MPO collected and uploaded work products on a monthly basis to the NHDOT FTP server.
- ✓ **Invoicing System Maintenance:** Over the course of the UPWP contract, the invoicing system requires period adjustment to account for cost structure changes, additional work tasks, or to address problems with the system itself.

Task 102 MPO Administration

OBJECTIVE:

To provide for the development of the MPO UPWP and Prospectus, general administrative and clerical services, and coordination of efforts with other agencies supporting the timely completion of UPWP tasks.

ACCOMPLISHMENTS

RPC staff completed the following administrative tasks during the course of the FY20 and FY21 UPWP:

- ✓ **Timesheet Completion:** Employees completed timesheets for each pay period in the UPWP.

- ✓ **Monthly Work Program Reports:** Staff reported the activities of MPO staff on a monthly basis. Reports were submitted to NH DOT with requests for reimbursement. Additionally, staff uploaded documentation of work to the NHDOT FTP server each month.
- ✓ **UPWP Amendments:** A revision to the UPWP were completed in January 2022 to redistribute funding to keep expenditures at less than 110% of budget amounts as per NHDOT direction and to incorporate the Seacoast Transportation Corridors Vulnerability Assessment (STCVA) as a “Special Project” under Category 504. A second revision was completed in May 2023 to adjust for an expected under-utilization of funds in some categories and over-utilization in others.
- ✓ **Development of the FY 2024 and FY 2025 UPWP:** Considerable time was spent in the development of the UPWP for FY24 and FY25 to incorporate all anticipated planning activities and organize as desired by NHDOT, FHWA, and FTA with adequate detail and scope.
- ✓ **Disadvantaged Business Enterprise (DBE) Program:** The MPO has adopted a Disadvantaged Business Enterprise (DBE) Policy Statement that confirms the MPO Policy of Non-Discrimination in federal contracting and identifies steps to ensure equal opportunity for DBEs to participate in MPO contract opportunities. Based on recommendation by FHWA and FTA, the MPO has adopted by reference NHDOT’s DBE Contracting Goal.
- ✓ **RPC Internal Procurement Guidelines:** Internal procurement guidelines were updated by RPC in February, 2021.
- ✓ **UPWP Monitoring and Tracking Dashboard:** A financial tracking system was set up to monitor the elements of the 2022-2023 UPWP and to facilitate billing and reporting. A dashboard was developed utilizing the financial tracking system to help monitor UPWP expenditures, ensure budget consistency, and provide insight to any anticipated budget adjustments. Staff continued to refine tools developed to improve tracking of UPWP efforts over time and ensure that the current status of expenditures is monitored.
- ✓ **Staff Meetings:** RPC’s Transportation staff met frequently to coordinate work schedules, discuss projects, and plan future work.
- ✓ **Internship:** RPC staff prepared internal documents and processes for internships, posted the positions, held interviews, and selected interns to assist with UPWP projects during summer 2022. Once hired, employee orientation and training occurred to enable them to assist with traffic volume data collection, various GIS projects, and other tasks as needed.
- ✓ **Mid-term UPWP Review:** RPC staff prepared materials for and met with NHDOT, FHWA, and FTA in August, 2022 to discuss progress to date, address necessary changes to the UPWP, and prepare for the second fiscal year of the contract.
- ✓ **FHWA Planning Review:** A review of the MPO planning process is conducted every four years by FHWA and FTA and the most recent iteration was conducted on November 3-4, 2021 with the final report supplied by FHWA and FTA on February 2, 2022. The next Planning Review is scheduled for fall, 2025.

- ✓ **Update technology for Transportation Staff:** Staff procured, setup, installed and maintained/repared computers for transportation staff and interns. This includes proper disposal of superceded equipment.
- ✗ **Interagency MOU:** The RPC participated in the revisions to the Memorandum of Understanding (MOU) between all of the New Hampshire MPOs, transit agencies, and NHDOT to incorporate performance mearsure requirements into the agreement. These agreements were last updated in July 2019 to incorporate the subagreement for PM2 and PM3 performance measures.

Task 103 Staff Training

OBJECTIVE:

To provide for development of staff skills through attendance at transportation related workshops, seminars, and conferences.

ACCOMPLISHMENTS

- ✓ **Participate in Workshops, Webinars, and Professional Development Opportunities:** RPC Staff participated in the seminars, conferences, workshops, and webinars listed below. Participation by non-transportation staff was vetted by NHDOT prior to participation.
 - **FHWA/FTA Webinars and Training**
 - National Highway Institute web-based training Understanding the Uniform Guidance Requirements for Federal Awards - 2 CFR 200
 - Notice of Proposed Rulemaking for the Greenhouse Gas Emissions Performance Measure.
 - Safe Streets and Roads for All (SS4A) grant administration webinar
 - FHWA Safety Action Plan grant application process via the SS4A program.
 - FHWA SS4A Quarterly Reporting Requirements webinar
 - Performance Based Planning Webinar
 - FHWA Building a Foundation for Safety Through Complete Streets webinar
 - Congressionally Directed Spending (CDS) webinar
 - Recreational Trails Program webinar
 - NHDOT/FHWA Bicycle Safety Design training
 - Carbon Reduction Strategy webinar
 - Freight planning workshop
 - Effective Travel Time and Freight Reliability Target Setting Methods webinar
 - Effective Bridge Condition Target Setting Methods webinar
 - Effective Congestion Measures (Non-SOV and Peak Hour Excessive Delay per Capita) Target Setting Methods webinar
 - Virtual Public Involvement & Planning and Environmental Linkages Webinar

- FTA Region I webinar on electric buses
 - **Transportation Research Board webinars and training**
 - Considering Quality of Life in Transportation Planning webinar
 - Transportation Resilience Metrics webinar
 - NCHRP 23-07 Target Setting Workshop--Greenhouse Gas & Environmental Measures.
 - NCHRP 23-07 Target Setting Workshop--Lessons Learned on Target Setting Methods and Effective Practices.
 - **Other webinars and training**
 - NH Transportation Council on NH EV Charging Infrastructure Plan.
 - NHDOT/FHWA training workshop on nonmotorized data collection.
 - "Deploying the Inflation Reduction Act--Electric Vehicles" webinar
 - NH OPD Age Friendly Communities/Senior Transportation webinar
 - Eastern Transportation Coalition webinar regarding the causes of congestion and demoing a new tool that quantifies that information at the state and county level
 - 911 Webinar
 - Grant application training - federal, hazard mitigation and infrastructure
 - Traffic Data Collection Seminar
 - "A Hard Road to travel" virtual workshop by NHMA
- ✓ **Conferences:** Staff attended the 2022 CAW NH Climate Summit, the ACEC Technology Transfer Conference, the 2022 and 2023 NHTA-SCC annual conferences, the 2022 ACEC Conference, the fall 2021 NH Rail Trail Conference, as well as a Drinking Water Conference that included discussion of impacts from transportation infrastructure sources.
- ✓ **Staff training on Regional Travel Demand Model and Modeling:** Staff attended the week-long TransCAD training from Caliper as well as participating in some additional webinars. The travel demand model contractor also provided some additional training and guidance as part of the maintenance and update of the Regional Travel Demand model.
- ✓ **Staff training on transportation analysis software:** Staff participated in training sessions from SADES regarding the stream crossing protocols as well as the RSMS analysis and forecasting software. The Regional Integrated Transportation Information System), or RITIS, provided training on the basics and advanced features of the NPMRDS-based software that provides travel time analysis. Webinars related to the National Performance Measure Research Data Set (NPMRDS) and the tools that have been developed to conduct travel time analysis for addressing performance target requirements. NHDOT provided training on the MS2 Traffic Count Data system as well as the traffic count program. ESRI provided training on access to geospatial data resources.

Category 200: Policy and Planning

Category 200 includes the primary MPO planning documents such as the Long Range Transportation Plan (LRTP) and related work, the Transportation Improvement Program, the Congestion Management Process, as well as other planning and policy efforts such as bicycle and pedestrian planning, and environmental efforts. At the time of UPWP adoption, it was expected that about 5,260 hours would be spent on tasks within this category however this was revised downward to approximately 4,900 in the January 2022 budget redistribution and then further downward to 4,277 hours in the May 2023 redistribution. This reflected the reduced work anticipated for the Transportation Improvement Program and the Congestion Management Process. Based on the revised budget distribution, work efforts in this area (**Figure 9**) were almost exactly as anticipated both in terms of funds (100% utilized) and hours (100% utilized) reflecting the substantial amount of work that was accomplished in this area. This category contains a wide variety of transportation plans and planning work for the MPO and, aside from those areas where no work had been anticipated (ITS Architecture, Air Quality Conformity), nearly 4,300 hours of staff time were invested. Task 201 Ten Year Plan, Task 204 Interagency Consultation, Task 205 Transportation Improvement Program, and Task 211 Bicycle and Pedestrian Planning were all slightly over budget reflecting the additional efforts and coordination in these areas. Task 203 Transportation Planners Collaborative was substantially over budget (186%) as there was an unanticipated meeting and some related work, however the overall time and funding dedicated to that effort was very small (13 hours of staff time) and so this did not impact the overall Category budget substantially. Additional work was accomplished under Task 202 as part of the work to update the Long Range Transportation Plan. The development of the 2024-2027 TIP and related update to the 2045 Long Range Transportation Plan required substantial time and effort however maintenance of the TIP project database and processing TIP revisions required less time than anticipated. Work on the 206 Congestion Management Process was scaled back as new staff came on board and got up to speed on the

Figure 9: Compares revised budget vs actual funds and hours for Category 200 and subtasks.

| | Hours | | | Costs | | | | |
|-------------------------------|---------------|-------------|-------------|------------------|-----------------|------------------|------------------|-------------|
| | Actual | Budgeted | Percent | Personnel | Non-Pers | Total | Budget | Percent |
| 201 Ten Year Plan | 412 | 404 | 102% | \$42,375 | \$28,552 | \$70,927 | \$68,416 | 104% |
| 202 Planning & Env Linkages | 385 | 421 | 91% | \$40,909 | \$8 | \$40,917 | \$43,003 | 95% |
| 203 Transp Planners Collab | 13 | 7 | 186% | \$1,265 | \$0 | \$1,265 | \$683 | 185% |
| 204 Interagency Consultation | 32.5 | 31 | 105% | \$3,254 | \$0 | \$3,254 | \$3,154 | 103% |
| 205 Transp Improvement Prog | 603.5 | 574 | 105% | \$59,354 | \$0 | \$59,354 | \$56,380 | 105% |
| 206 Congestion Mgmt Process | 277.5 | 298 | 93% | \$18,085 | \$27 | \$18,112 | \$19,418 | 93% |
| 207 ITS Architecture | 1 | 1 | 100% | \$96 | \$0 | \$0 | \$96 | 0% |
| 208 Metro Transportation Plan | 1333.5 | 1341 | 99% | \$105,915 | \$28 | \$105,943 | \$110,347 | 96% |
| 209 Air Quality Conformity | 0 | 0 | 0% | \$0 | \$0 | \$0 | \$0 | 0% |
| 210 State LRTP | 0 | 15 | 0% | \$0 | \$0 | \$0 | \$863 | 0% |
| 211 Bike & Ped Planning | 1221.5 | 1185 | 103% | \$103,730 | \$10 | \$103,740 | \$100,188 | 104% |
| TASK 200 Total | 4279.5 | 4277 | 100% | \$374,985 | \$28,625 | \$403,610 | \$402,549 | 100% |

expanded NPMRDS data and tools however progress was made on monitoring related performance targets. Substantial resources were spent on 211 Bicycle and Pedestrian Planning also, reflecting the focus on the development of the East Coast Greenway, ped/bike counting on regional rail trails, public outreach activities, active participation in the statewide Complete Streets Advisory Committee, and assistance to member communities with local and regional ped/bike projects such as the New Castle SafePath initiative. Other highlights of work performed include:

- Revised set of project selection criteria for the State Ten Year Plan
- Completed MPO System Performance Report for the TIP and the Long Range Plan
- Maintained and enhanced MPO TIP Project and revision processing Database
- Processing of 5 TIP Amendments
- Processing of 24 TIP Administrative Adjustments

Task 201 State Ten Year Plan

OBJECTIVE:

Participation in the State Ten Year Plan development, GACIT public hearings, and other tasks related to the adoption of the Ten Year Transportation Plan.

ACCOMPLISHMENTS

- ✓ **Ten Year Plan Project Selection Criteria Development:** MPO Staff participated extensively in the development and refinement of project selection criteria to be used in the development of the 2025-2034 State Ten Year Plan. This included participating in a sub-committee of the Transportation Planners Collaborative (TPC) which was focused on refining the criteria and developing additional guidance on their use.
- ✓ **2023-2032 State Ten Year Plan Process:** The first year of the 2022-2023 UPWP saw the conclusion to the development of the 2023-2032 State Ten Year Plan. Beginning in July 2021, staff participated in Ten Year Plan hearings with NHDOT and the Governor's Advisory Council on Intermodal Transportation (GACIT) to ensure that regional priorities for the Ten Year Plan were included and that hearing attendees understood the process that the MPO used to identify and prioritize projects. A draft Ten Year Plan was produced in August, 2021 and staff reviewed that in preparation for GACIT hearings occurring in September and October. Staff met with both NHDOT and Executive Councilor Stevens to discuss the contents of the draft, project cost estimates and make preparations for upcoming GACIT hearings. Staff attended GACIT Ten Year Plan development meetings in Concord (7/16), Epping (9/27), Kingston (10/21), Hampton (11/1), and Salem (11/4). RPC presented the regional project solicitation and selection process and regional project priorities. In November, 2021, the MPO provided a set of comments on the draft 2023-2032 Ten Year Plan to NHDOT based on feedback from the RPC commissioners and feedback heard during the public hearing process. MPO staff also submitted a letter to the House Public Works and Highways Committee that provided testimony on the priority project for the region, as well as issues that are of concern to the RPC region.

✓ **2025-2034 State Ten Year Plan Process:** RPC staff began working on prioritizing projects for the 2025-2034 State Ten Year Plan in June of 2022. A Quality Based Selection (QBS) Process was initiated to identify and hire a team of consulting engineers to assist with scoping projects and development of cost estimates. At the same time, RPC solicited projects from communities and transportation agencies. Projects were scored in July and August 2022 and an initial set of project priorities was developed from which a short list of projects was created to be sent to the consulting engineers for the development of cost estimates. RPC staff met with the consulting engineers to go through each project proposal and ensure the scope was clear and reasonable. Scope and cost estimates were completed in early October and projects were presented to the Transportation Advisory Committee to identify priorities. The MPO Policy Committee met in November to set priority projects to be submitted to NHDOT for review and five projects were sent to NHDOT on November 10, 2022. NHDOT review was completed in February of 2023 and after discussion based on that review, the MPO established two projects as priorities to be included in the Ten Year Plan in March 2023.

✓ **Prioritized Projects Listings:** In May 2022 the RPC solicited transportation projects from communities and transportation agencies with any new projects or updates on existing projects due in July. During that time RPC staff worked to understand and augment information regarding each of the identified projects. The long list of nearly 170 projects in the TIP and Long Range Transportation Plan were first reviewed for those that might not be feasible or eligible for federal funding. Removing those that are already fully funded (50) and those that are not feasible at this time (20), left a list of 99 projects that met feasibility and eligibility requirements and the project selection criteria were applied to this to create a ranked priority list. The project list was divided by project scale into “Local”, “Regional”, and “Inter-Regional” and the top five scoring projects from each category were presented to the MPO TAC to develop a constrained project list. From the 15 finalists, the TAC recommended eight projects to be sent to RPC’s engineering consultants for scope and cost estimate development. Those eight projects were reviewed by the TAC after the cost estimates were complete and reduced to six projects that were sent to NHDOT in November 2022 for scope and cost review. This review was completed for five projects and the information provided to the MPO in February, 2023. Based on the revised cost estimates recommended by NHDOT, the five projects exceeded the budget target and decisions would need to be made about

which one (or ones) would be added to the Ten Year Plan to constrain the final recommendations list. A recommendation was made by the TAC at the February, 2023 meeting and finalized by the MPO Policy Committee at the March, 2023 meeting and subsequently submitted to NHDOT for consideration as part of the draft Ten Year Plan.

RPC 2025-2034 Ten Year Plan Criteria Weights

| Category/Criteria | Local | Regional | Inter-Regional |
|---------------------------|--------------|-----------------|-----------------------|
| Economic Development | 8% | 11% | 11% |
| Equity & Accessibility | 14% | 13% | 13% |
| Mobility | 11% | 11% | 16% |
| Natural Hazard Resiliency | 12% | 13% | 8% |
| Network Significance | 13% | 15% | 18% |
| Safety | 17% | 15% | 17% |
| State of Repair | 17% | 14% | 10% |
| Support | 6% | 8% | 8% |

- ✓ **GACIT Hearings:** Staff attended GACIT Ten Year Plan hearings in Epping (9/27), Kingston (10/21), Hampton (11/1), and Salem (11/4). RPC presented the regional project solicitation and selection process as well as comments on the project content and stated and implied policies of the draft Ten Year Plan. In November, 2021, a final set of comments on the draft 2023-2032 Ten Year Plan were submitted to NHDOT.

Task 202 Land Use and Environmental Linkages

OBJECTIVE:

Work related to the role of the transportation system in relation to climate change, livability, overall sustainability, and includes activities that involve the nexus between land use and transportation. RPC will work to implement appropriate transportation, land use, livability, and climate change recommendations identified in the newly adopted RPC Regional Master Plan.

ACCOMPLISHMENTS:

- ✓ **Planning and Environmental Linkages (PEL):** The MPO continues work towards integrating the various aspects of PEL into the Long Range Transportation Plan and the LRTP update process. The most recent update to the LRTP involving the environmental impacts of transportation project proposals included the introduction of climate change, resiliency, and adaptation concepts to the document. Staff continued development of an Environmental Linkages Screener Tool in ArcGIS. The intent is that the LRTP will evolve into a PEL compliant document over several update cycles.
- ✓ **Land Use Impact on Drinking Water:** Provided technical assistance to NH Department of Environmental services regarding NH Drinking Water Source Protection Strategy, Long-term Seacoast NH Drinking Water Protection Commission and regional land use and transportation infrastructure impacts to drinkingwater sources.
- ✓ **Coastal Adaptation Workgroup (CAW):** Staff attended bimonthly CAW meetings and monthly CAW Outreach Team meetings in support of the following activities: plan and attend workshop series; plan and attend biennial Climate Summit; present CAW's work at local, regional and statewide conferences and workshops; evaluate the impacts of groundwater rise caused from sea-level rise in the Seacoast region; present examples of climate adaptation strategies and vulnerability assessments of critical infrastructure, road networks and evacuation routes; research and post technical resources to CAW website, blog and newsletter.
- ✓ **Climate Change and Adaptation:** The following activities were completed supporting adaptation planning for public and private infrastructure (roads, bridges, culverts, stormwater infrastructure, utilities, buildings) in response to climate change: attended 2022 and 2023 NH Climate Summits; Reviewed latest NOAA report on transportation infrastructure impacts due to Sea Level Rise; Coordinated with the Hampton Beach Area Commission and discussed transportation projects that will be impacted by or help to mitigate Sea Level Rise in Hampton; Researched nature based flood mitigation strategies to use saltmarsh to minimize flooding on

the transportation network; Participated in a Coastal Resilience conference with Congressman Papas and Hampton officials; Reviewed NOAA report on economic impacts of Sea Level Rise.

- ✓ **Transportation System Resiliency:** Staff continued to build on previous efforts and develop approaches that will enhance system resiliency to extreme weather events, a changing climate, and future environmental conditions. Largely this consisted of completing the Seacoast Transportation Corridors Vulnerability Assessment (STCVA – See Section 504) and assisting the University of New Hampshire with the Coastal Pavement study, and participating in the development of a new hydrodynamic coastal flooding model. Assisted Greenland, Hampton, North Hampton, Seabrook and Rye with applications for NHDES Coastal Resiliency Infrastructure Grants and FEMA grants related to culvert replacements in Rye.
- ✓ **MS4 Requirements Assistance:** Provided technical assistance to local municipalities to implement requirements of the year 4 and 5 MS4 Stormwater Permit with review of roadway regulations, opportunities to reduce stormwater runoff from entering local and state roadways, and mapping of road infrastructure subject to the permit. Attended EPA presentations and webinars on MS4 compliance to inform and help develop municipal technical assistance programs. Participated in regional Seacoast Stormwater Coalition meetings to understand tools and guidance being developed by regional coalition of municipalities to comply with the Permit. Assisted Hampstead with stormwater regulations to prevent runoff from entering state roadways.
- ✓ **Local Hazard Mitigation Plans:** A scan of community hazard mitigation plans was completed and a list of transportation related projects assembled. This information is being incorporated into the full update of the Long Range Transportation Plan.
- ✓ **December 23, 2022 Storm Event:** Developed a StoryMap on the transportation flooding impacts from the 12/23/2022 storm event and developed a conference submission to present StoryMap at the Northern New England Chapter of the American Planners Association (NNECAPA) Conference in New Castle in November 2023.
- ⇒ **Eco-logical Principles:** Continued development of a dataset of environmental information in areas around projects identified in the Long Range Transportation Plan.
- ⇒ **Coastal Hydrodynamic Model:** Participated in RFP review and selection committee for the Hydrodynamic Coastal Flooding Model and continue to represent the MPO on the project advisory committee.

Task 203 Transportation Planners Collaborative

OBJECTIVE:

Participation in the Transportation Planners Collaborative and improved communication and cooperation between and among transportation planning partners in New Hampshire.

ACCOMPLISHMENTS:

- ✓ ***Transportation Planning Collaborative:*** Participated in Transportation Planners Collaborative meetings in February, June, and November 2022 and June, 2023. Additionally, staff participated in a TPC sub-committee in February and March 2022 related to improving Ten Year Plan Guidance.

Task 204 Interagency Consultation**OBJECTIVE:**

Coordination of activities and efforts with adjacent MPOs, State Agencies, and Federal planning partners is an important activity that reduces duplication of effort and ensures that issues of common concern are addressed.

ACCOMPLISHMENTS:

- ✓ ***Interagency Consultation Process:*** Participated in 22 interagency conference meetings discussing the status of the Transportation Improvement Program and monthly revisions and quarterly amendments to that document. In addition, discussion at the Interagency meetings included updates from Federal and State agencies on topics of interest to the group and other coordination issues. RPC staff assembled the meeting notes for the March 2022, October 2022, and June 2023 meetings.

Task 205 Transportation Improvement Program**OBJECTIVE:**

To maintain the current four-year Transportation Improvement Program (TIP) through amendments and minor revisions, approve the subsequent TIP, and related activities to meet the requirements of 23 CFR § 450.326.

ACCOMPLISHMENTS

- ✓ ***2023 Transportation Improvement Program (TIP):*** The 2023 TIP was approved by the MPO on February 8, 2023 and the STIP was approved by FHWA and FTA on April 12, 2023. The document establishes the projects proposed for implementation over fiscal years 2023-2026 and is based on the adopted State Ten Year Plan and NHDOT estimates on project timeframes. The approval of the TIP includes the prioritization of projects, the development of financial constraint estimates, and complimentary amendments to the Long Range Transportation Plan to maintain consistency between the two documents. A 30 day comment period for the TIP began on January 6, 2023 and concluded on February 7, 2023 and was followed by a public hearing on February 8, 2023 at the MPO Policy Committee meeting.

- ✓ **System Performance Report:** The adoption of the 2023 TIP included the first full System Performance Report that accounted for all required federally required Performance Measures and Targets. The System Performance Report provides a background on each measure and the required metrics to evaluate progress. It also includes an assessment of TIP and LRTP investments that will advance progress towards meeting performance targets and an overall assessment of system performance for each metric.
- ✓ **TIP Amendments:** Processed [Amendments](#) 1, 3, and 4 to the 2021 TIP and Amendment 1 to the 2023 TIP. This included the publication of the public comment period for each, as well as review and analysis of the proposed changes in each amendment. As part of the MPO process, all amendments include a public comment period of between 10 and 30 days, are presented to the TAC for a recommendation, and to the Policy Committee for a public hearing and MPO approval. Upon approval, an amendment approval letter is drafted and sent to appropriate State and Federal agencies and other interested parties.
 - 2021 TIP Amendment #1 – Approved 7/14/2021
 - 2021 TIP Amendment #2 – No RPC Projects
 - 2021 TIP Amendment #3 – Approved 2/09/2022
 - 2021 TIP Amendment #4 – Approved 6/08/2022
 - 2023 TIP Amendment #1 – Approved 5/10/2023
- ✓ **TIP Administrative Adjustments:** Processed [TIP Administrative Adjustments](#) during each month of Fiscal Years 2022 and 2023. Twenty-four Administrative Adjustments were processed during the two fiscal years encompassing 228 project changes and this entailed analysis and summarization of the changes, and notification of TAC and Policy committee members of the changes via email. Any comments received were addressed, the Executive Director signed off on the changes, and the approval of the change was forwarded to NH DOT. To facilitate this process, a TIP revision processing database was constructed as discussed below.
- ✓ **TIP Project Database:** A database to track changes to projects included in the TIP was refined to better utilize and process the monthly exports from the State ProMIS project database. The MS Excel based TIP Amendment and Administrative Adjustment exports from the state are aggregated and assigned a docket to identify each project as it exists at each point of change. The full list of changes for each proposed revision is then filtered to include just the projects impacting the MPO region. This data is then exported to an MS Access Database where an MPO specific revision report is produced that lists the types of changes occurring to each project, as well as a full comparison the existing (approved) project to the project as proposed (pending). This database has enabled improved tracking of project history allowing the MPO to look at the adjustments to each project over time. In addition, by tracking all changes statewide, the database allowed MPO staff to conduct a financial analysis on all revisions to determine the typical scale of project cost changes and other important factors that determine whether revisions are handled as administrative adjustments or full amendments.
- ✓ **Annual List of Obligated Projects:** Researched project status and discussed project implementation with NH DOT as part of developing the Annual List of Obligated Projects for 2021 and 2022. The lists (including maps) were compiled in December of each year and show

the projects in the region that FHWA committed to providing funding for during that fiscal year. The list is published in two regional newspapers and a report is distributed to the TAC and Policy Committees and placed on the RPC website. Found at: www.therpc.org/obligatedprojects

⇒ **Cooperative Revenue Forecasting:** The MPO continues to work with NH DOT, FHWA, FTA, and the other NH MPOs to refine cooperative revenue forecasting methods that will provide acceptable regional budget targets for the Ten Year Plan and enable the MPO to meet the spirit of the TIP and LRTP fiscal constraint requirements established by FHWA. For several Ten Year Plan cycles, NHDOT has provided MPOs and RPCs with a target budget for capital highway project expenditures based on consideration of population and lane miles of roadway. The RPC has utilized these targets to provide financial constraint to both our prioritized list of projects proposed for the State Ten Year Plan as well as general guidance for the LRTP.

Task 206 Congestion Management Process

OBJECTIVE:

To complete all work related to the implementation and maintenance of the Congestion Management Process for designated Transportation Management Agencies (TMAs) to satisfy the requirements of 23 USC § 134.

ACCOMPLISHMENTS:

- ✓ **Data Collection:** As part of the MPO traffic count program, traffic volume and classification data was collected and will feed into the Congestion Management Process. The MPO is working with NHDOT to expand the number of classification counts and to add more roadways to better understand truck volumes through the region.
- ✓ **Travel Time Data Analysis:** The MPO utilized the National Performance Management Research Data Set (NPMRDS) as well as the expanded tools and roadways set to conduct regional travel time analyses for Interstate Highways and Non-Interstate National Highway System roadways, as well as the remaining state highways in the region. This information was utilized for congestion scans and Travel Time Reliability (TTR) metrics and helped the MPO understand if it is meeting travel reliability targets.
- ⇒ **Regional Crash Data Analysis:** A regional analysis of crash data is in progress with a recently obtained dataset.
- ⇒ **Congestion Management Process (CMP):** Staff continued work on updating the Congestion Management Process. The focus of this update is to fully integrate performance measures and targets into the document and refine approaches and strategies. In addition, staff is developing a GIS based StoryMap that will allow for easier annual updating and reporting of current conditions utilizing the NPMRDS, the expanded tools provided by the CATT Lab, and expanded roadways provided by INRIX. A staff change set RPC back on the timeline to update the CMP and StoryMap however progress continues with a plan to finalize updates in FY24.

⇒ **Regional CMP Report:** An ESRI GIS based [Congestion Management Process StoryMap](#) will be utilized instead of a written report to facilitate more consistent and efficient reporting of congestion statistics and metrics. Most data from the NPMRDS is available within a few months of collection and this would allow the MPO to update for each previous year in the spring of the new year. The StoryMap allows the user to examine multiple metrics and years of data at a regional and local level. This is currently in draft form.

Task 207 Intelligent Transportation Systems Architecture

OBJECTIVE:

Maintain the regional ITS architecture developed in cooperation with SRPC. The ITS Architecture and Strategic Plan were updated in 2012 and no significant work is anticipated with these documents during this UPWP. This task also includes participation in Incident Management System (IMS) efforts in the region such as that underway for the Newington-Dover Turnpike and through Southern Maine Planning and Development Commission (SMPDC) for the I-95 corridor in Maine.

ACCOMPLISHMENTS:

- ✘ **Updated ITS Architecture & Strategic Plan:** Working again with SRPC and the IBI Consulting group, the ITS Architecture and Strategic Plan was updated in June, 2012 and minimal work has been conducted since that time. The ITS Architecture is based on version 7.0 of the National ITS Architecture and is federally-compliant. In addition, the ITS Strategic Plan was also updated in 2012 to reflect a prioritized, project-based deployment strategy for phased implementation of ITS projects in the region.
- ✘ **Incident Management Systems:** No work was undertaken related to the Newington-Dover Incident Management System. The MPO continues to monitor and participate in the I-95 Corridor Coalition, SMPDC (KACTS) IMS and Newington-Dover IMS as needed.
- ⇒ **Incorporating the Regional ITS Architecture into the Statewide Architecture:** Some discussions with NHDOT, FHWA, and the other New Hampshire MPOs occurred that have indicated that incorporating the regional ITS Architectures of the four MPOs into the Statewide Architecture is a viable option and work has started in that regard.

TASK 208 Metropolitan Transportation Plan

OBJECTIVE:

To develop and maintain the Rockingham MPO Long Range Transportation Plan and related policies that are consistent with the requirements of 23 CFR Part 450, Subpart C.

ACCOMPLISHMENTS:

- ✓ **2045 Long Range Transportation Plan(LRTP):** The [MPO Long Range Transportation Plan](#) was revised and adopted in conjunction with the adoption of the 2023-2026 TIP in February, 2023. This update focused on fully integrating performance based planning and programming, expanding the discussion of climate change and resiliency, ensuring that the project timeframes were consistent between the TIP and LRTP, and addressing new fiscal constraint assumptions. A review of regional housing data and housing assessment for incorporation into long-range planning was delayed due to faster update timeline than was initially anticipated. Work is ongoing on a more comprehensive update that will incorporate the update to the Regional Housing Needs Assessment, the Seacoast Transportation Corridors Vulnerability Assessment, and other work within the region.
- ✓ **2045 Long Range Transportation Plan Amendments:** The LRTP is amended in conjunction with TIP approvals and amendments to maintain consistency and so was adjusted with Amendments 1,3, and 4 to the 2021-2024 TIP and Amendment 1 of the 2023-2026 TIP.
- ✓ **Fiscal Constraint:** Updated the fiscal constraint analysis methods and process to incorporate basic Cooperative Revenue Forecasts from NH DOT. Included updated assumptions regarding inflationary costs and funds available for projects in the future.
- ✓ **Project Development Process:** While largely focused around the State Ten Year Plan, changes to the MPO project solicitation and development process have improved the amount of information available for LRTP projects as well. In preparation for the development of the 2025-2034 Ten Year Plan MPO staff worked to create an electronic submittal process to reduce the amount of data entry required to collect and organize project data. In addition, RPC hired a team of consulting engineers to to facilitate project development by providing scope and cost estimate services.
- ✓ **Project Selection Criteria:** Staff participated in the update of the common statewide [Project Selection Criteria](#) development process. In preparation for the development of the 2025-2034 Ten Year Plan and the revision to the LRTP, staff helped lead an effort working with NHDOT and the other New Hampshire regional planning commissions to further refine the guidance for the selection criteria and the project development process. RPC applied these criteria based on the indentified scale of the project (local, regional, inter-regional) with a separate set of criteria weights at each scale to better highlight the focus of projects in each group. Local projects are more focused on access while inter-regional projects are more about improving mobility, while regional projects are a balance of the two, and the criteria were weighted accordingly for each group. At least one project from each group as candidates for the Ten Year Plan. As part of that effort, the criteria were also used in the prioritization of projects for the MPO LRTP update.
- ✓ **Performance Measures and Targets:** The MPO implemented the MAP-21 and FAST Act required performance measures during the 2022-2023 UPWP. In addition to the extensive preliminary work conducted through the SHRP2 Grant, the MPO worked with the other MPOs, NHDOT, FHWA, NH Department of Safety, the National Highway Safety Administration (NHTSA) on the process of determining targets for the mandated safety measures that must be

implemented by NHDOT and each MPO. For each performance target area, the information was brought before the MPO TAC and Policy Committees for discussion and in all cases the MPO voted to support state targets. This information was incorporated into the 2023 MPO TIP (FY 2023-2026) and the 2045 Long Range Transportation Plan. The update to the LRTP also included a full System Performance Report that accounted for all required federally required Performance Measures and Targets. The System Performance Report provides a background on each measure and the required metrics to evaluate progress. It also includes an assessment of TIP and LRTP investments that will advance progress towards meeting performance targets and an overall assessment of system performance for each metric.

- ✓ **Highway Safety Improvement Program (HSIP) Performance Measures:** The final rule on HSIP requires states and MPOs to set and publish performance targets annually. The MPO adopted annual performance targets for FY22 and FY23 within the timeframe required by federal rules. In both instances, the MPO chose to support the state HSIP performance targets in the required areas as well as an optional measure for motorcycle fatalities.
- ✓ **Transit Asset Management Performance Measures:** The final rule on Transit Asset Management (TAM) (49 CFR Part 625) requires transit agencies and MPOs to set targets for transit asset State of Good Repair (SGR). The intent of the regional target setting is to assess region-wide attainment of transit SGR performance and better determine how funding decisions support regional targets. These targets cover four broad areas of asset categories: Equipment, Rolling Stock, Infrastructure (none in RPC region), and Facilities. Regional TAM SGR targets were set for the MPO in conjunction with those established by COAST, CART, and UNH Wildcat Transit and were based around the condition of these agencies' fleets and any anticipated replacement vehicles that may be procured. Targets were set by aggregating the existing asset inventory of rolling stock, equipment, and facilities from the three transit providers to develop a baseline regional inventory and understanding of what percentage of those assets are at or beyond their useful life as defined by the Federal Transit Administration (FTA). Expected replacements or additions to any of the existing inventory over the next year were then incorporated into the analysis to provide the targets and they will be updated with each adoption of a new Long Range Transportation Plan as required by the TAM rule.
- ✓ **Infrastructure Condition (PM2):** The Pavement and Bridge Condition Performance Measures Final Rule establishes six measures to monitor to carry out the National Highway Performance Program (NHPP) and ensure that Federal-aid funds in highway construction are supporting progress towards the achievement of performance targets established by the States and MPOs. The overall goal of these performance areas is to assess the physical condition of the National Highway System (NHS), and through those measures, improve decision-making regarding maintenance and preservation of pavements and bridges. The MPO elected to support the State established 4-year targets for pavement and bridge condition measures and adopted them in March 2023.
- ✓ **Congestion and Travel Time Reliability (PM3):** The System Performance Final Rule establishes six measures in three performance areas to carry out the National Highway Performance Program (NHPP), the National Highway Freight Program (NHFP) and Congestion Mitigation and Air Quality Program (CMAQ). The overall goal of these performance areas is to promote effective

use of Federal transportation funds in addressing congestion and highway capacity needs, as well as reducing emissions from the transportation system. The three CMAQ measures are not applicable to the region as they apply only to those areas designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter (CMAQ Emissions Reduction measures), and that are also urbanized areas of over 1 million people (CMAQ Traffic Congestion). The region does need to address the performance measures related to the reliability of the National Highway System (Percent of reliable person-miles traveled on the Interstate and present of reliable person-miles traveled on the non-interstate National Highway System) and Freight Movement and Economic Vitality [Percentage of Interstate System mileage providing for reliable truck travel time – otherwise known as truck travel time reliability (TTTR)]. As required by the PM3 final rule, the MPO adopted 4-year targets for Travel Time Reliability on the Interstate and Non-Interstate National Highway System Roadways as well as Truck Travel Time Reliability on the Interstate System in February 2023.

- ✓ **Public Transit Agency Safety Plan Performance Targets:** The Federal Transit Administration Public Transportation Agency Safety Plan (PTASP) final rule requires certain transit operators to develop safety plans and implement Safety Management Systems (49 CFR Part 673). The targets deal with four areas of transit safety: Fatalities, Injuries, Safety Events, and System Reliability differentiating between Fixed Route, Demand Responsive and Intercity transit services. The RPC MPO has two public transportation agencies serving the MPO region: COAST in the Seacoast and the Manchester Transit Authority (MTA) which now operates CART transit service in Salem and Hampstead in the MPO region. Boston Express operates commuter and intercity bus service in the I-93 corridor and receives limited FTA operating support to sustain this operation. The RPC first adopted Regional Public Safety Transit Targets in July 14, 2021 and these were updated as part of the adoption of the 2023-2026 TIP and 2045 LRTP in February, 2023.

TASK 209 Air Quality Conformity

OBJECTIVE:

To complete work related to satisfying the requirements of the Clean Air Act Section 176(c), 40 USC § 93, and other policy documents from FHWA and EPA relating to air quality conformity.

ACCOMPLISHMENTS:

- ✓ **Air Quality Conformity Analysis:** The *South Coast Air Quality Management District v. EPA* decision requires that the MPO make a full conformity determination for federal approval of the TIP and LRTP. Further guidance provided by EPA in November 2019 indicated that New Hampshire could demonstrate that the TIPs and LRTPs were conforming by showing that the MPOs were fulfilling the remaining requirements of Table 1 in 40 CFR 93.109. This includes utilizing Latest Planning Assumptions, establishing and following an interagency consultation process, implementing Transportation Control Measures, and including Fiscal Constraint in the TIPs and LRTPs. Each of the MPOs and NHDOT are already fulfilling the requirements of the most recent Transportation Conformity Rule (40 CFR Part 93) so additional language has been included in the TIP and LRTP to document that and the *South Coast* findings.

Task 210 State Long Range Transportation Plan

OBJECTIVE:

For the state to complete work related to satisfying the requirements of 23 CFR §450.216 relating to the development and content of the statewide long-range transportation plan.

ACCOMPLISHMENTS:

- ✘ **State Long Range Transportation Plan:** NHDOT did not involve the RPC in the update of the State LRTP during the course of the 2022-2023 UPWP and so no work was required in this task area.

Task 211 Bike and Pedestrian Planning

OBJECTIVE:

To develop plans, facilities and programs that encourage bicycling and walking as an alternative to driving and improve bicycle and pedestrian safety using a 5Es approach including Engineering, Encouragement, Education, Enforcement and Evaluation.

ACCOMPLISHMENTS:

- ✓ **General Regional Bicycle/Pedestrian Planning:** Provided assistance to New Castle in planning for bicycle and pedestrian safety improvements on NH1B. Staff conducted automated trail user counts at multiple locations on the Rockingham Recreation Trail, Clipper City Rail Trail and Stratham Hill Park using Eco-Counter pyro-box optical counter. Staff have developed a list of monitoring sites based on previous manual count locations and high-volume areas identified through Strava Metro data analysis.
- ✓ **Participation in NHDOT Complete Streets Advisory Committee (CSAC):** RPC staff represented the MPOs on the NHDOT CSAC. The CSAC provides technical assistance to NHDOT staff on a range of bicycle and pedestrian safety, infrastructure, education and encouragement activities. Staff participated in general CSAC meetings and the Project Advisory Committee for the update to the Statewide Pedestrian & Bicycle Plan, including the the subcommittee analyzing and summarizing 500+ public comments on the July 2021 draft of the plan, and providing subsequent input to contractor Alta. Worked w/G. Bedard and other CSAC members to reconstitute CSAC in spring 2023 following hiatus due to staff change at NHDOT.
- ⇒ **Regional Bicycle & Pedestrian Plan:** Progress has been made on public input, data collection and project identification but preparation of the plan document was prioritized behind the NH Seacoast Greenway effort (see below). Public input was gathered through outreach at farmers markets, voting day in Exeter in 2022, and a forum at Portsmouth Public Library. A survey instrument has been developed and fielded on a trial basis in Exeter. Regional ped/bike infrastructure priorities were developed for inclusion in the State Pedestrian and Bicycle Plan. With the State Plan now complete we anticipate development of the Regional Plan during the 2024-2025 biennium drawing on input from the statewide process, regional release of the survey

piloted in Exeter, the BLTS project, STRAVA data, and additional input gathered through the coming update to the MPO Long Range Transportation Plan.

- ✓ **Seacoast Bike Month and Bike/Walk to Work Day:** The traditional slate of commuter breakfasts around the region for Seacoast Bike/Walk to Work Day were not held in 2022 or 2023 following on COVID. RPC coordinated with CommuteSMART Seacoast and Seacoast Area Bicycle Riders (SABR) to promote the CommuteSMART Business to Business (B2B) Commuter Challenge which incorporated the formerly stand-alone Bike Month Commuter Challenge. The B2B Commute Challenge in 2023 involved 383 smart commuters, 29 teams, 8,323 total trips, 71,075 avoided auto miles, 30 tons of avoided CO2 emissions, and \$44,422 in avoided auto commuting expenses. In 2022 and 2023 the Seacoast B2B Challenge was combined with the statewide Commute Smart NH Spring Challenge, and Seacoast participants accounted for 85% of statewide participation.
- ✓ **New Hampshire Seacoast Greenway (NHSG):** Staff completed extensive work to ensure Phase I of the NHSG will be ready for use when construction of Hampton-Portsmouth 26485 is completed in fall 2024. While the CMAQ project is funding full construction of the trail itself, trailhead access points, signage and amenities are the responsibility of corridor communities. RPC secured a technical assistance grant from the National Park Service Rivers, Trails and Conservation Assistance Program (NPS/RTCA). RPC analyzed all road crossings of the rail trail corridor and identified those with adjacent public land for trailheads with parking. RPC and Park Service staff met with local officials in all corridor communities, identified desired community connections, and organized two charrettes in fall 2022 with pro bono design teams that developed conceptual designs for 11 trailhead locations. RPC staff have worked with Portsmouth, Greenland and Rye on RTP and CDS/Earmark applications to construct three of these. RPC and NPS staff completed a signage plan for the NHSG that is currently under review at NHDOT. RPC and ECGA secured private grant funding for initial sign printing. RPC staff also supported incorporation and 501c3 designation of a new regional trail organization, the NH Seacoast Greenway Alliance, which will organize volunteers and coordinate with corridor communities on trail management, develop funding for trailheads and amenities and promote the trail. Additional activities have included coordination with NHDOT and GPI on the design phase of Hampton-Portsmouth 26485, periodic mtgs of the NHSG Advisory Committee, and numerous public presentations on the project to municipal boards, SHEA, the ACEC Conference, NH Rail Trail Conference, Portsmouth Ski Club and others.
- ✓ **Northern New England Spine Route:** Beyond development of the Greenway staff also participated in the Rails to Trails Conservancy's workgroup planning a Northern New England Spine Route across four states, and partnered with RTC and UConn Cooperative Extension on a multi-state proposal for EDA funding to develop a New England wide network of automated trail user counting equipment. While the EDA proposal was not successful, development of a similar statewide network is in discussion with the NH CSAC and a private funder.

Category 300: Public Outreach

Category 300 efforts are centered on the public involvement program of the MPO and the operation of the MPO Transportation Advisory and Policy Committees. Overall expenditures and hours spent within Category 300 are shown in **Figure 10** along with complementary budget information for comparison. Within this task area, time spent in public involvement was less than originally anticipated at the time of the adoption of the UPWP, and the budget for this Category was decreased as part of both the January 2023 and May 2023 revisions. These budget adjustments during the contract period modified the expenditures to reflect updated expectations, and in the end, 865 hours of staff time was spent on public involvement related work. Support of the TAC and Policy committees accounted for 73% of hours expended in this category with the bulk of the remainder going towards general outreach (25%) in the region. The time involvement for the TAC (fewer than usual) and Policy meetings (more than usual) was reduced as most of the meetings were held in a virtual setting which eliminates travel and some of the set-up time for each. Highlights of work in Category 300 include:

- 14 Transportation Advisory Committee meetings
- 10 MPO Policy Committee Meetings
- Revised Public Participation Plan
- Continued investment in PublicInput.com community engagement platform and conducted 55 successful surveys with nearly 5,600 participants providing over 258,000 responses and over 11,300 open comments on a variety of surveys on topics of local and regional interest.
- Conducted internal process surveys with TAC/Policy committees to facilitate project selection process and TIP/Plan comments.
- Contributed monthly transportation articles to RPC Newsletter

Figure 10: Compares revised budget vs actual funds and hours for Category 300 and subtasks.

| | Hours | Budgeted Hours | % Hours Expended | Personnel | Non-Personnel | Total Billed | Budget | % Expended |
|-------------------------------|------------|----------------|------------------|-----------------|---------------|-----------------|-----------------|-------------|
| 301 MPO TAC | 369 | 430 | 86% | \$34,877 | \$6 | \$34,883 | \$39,339 | 89% |
| 302 RPC Meetings | 15 | 14 | 107% | \$1,478 | \$0 | \$1,478 | \$1,470 | 101% |
| 303 Public Participation Plan | 0 | 0 | 0% | \$0 | \$0 | \$0 | \$0 | 0% |
| 304 Public Outreach | 219 | 258 | 85% | \$17,636 | \$229 | \$17,865 | \$20,453 | 87% |
| 305 MPO Policy Committee | 262 | 272 | 96% | \$26,638 | \$6 | \$26,644 | \$27,533 | 97% |
| TASK 300 Total | 865 | 974 | 89% | \$80,628 | \$241 | \$80,869 | \$88,795 | 91% |

Task 301 Transportation Advisory Committee

OBJECTIVE:

Provide for the on-going organizational support of the [Transportation Advisory Committee \(TAC\)](#).

ACCOMPLISHMENTS:

- ✓ **Transportation Advisory Committee (TAC):** Prepared for and attended [MPO Technical Advisory Committee](#) meetings during August, September, October, and December of 2021, January, April, May, June, July, September, and October of 2022 as well as January, February, and April of 2023. Items presented to the TAC included:

2023-2032 Draft Ten Year Plan; NH Seacoast Greenway and National Park Service Grant; Long Range Transportation Plan update; Title VI Program Plan; COAST Economic Impact Study; 2023-2032 Ten Year Plan GACIT Hearings; Discussion of regional transportation system issues and needs; FHWA/FTA MPO Planning Process Review; NH Clean Diesel Grant Program; Electric Vehicle Infrastructure & Opportunities from the Volkswagen settlement; Infrastructure Investment & Jobs Act; 2021 TIP Amendments 3, and 4; HSIP Performance Targets for 2022 and 2023; Coordinated Public Transit and Human Services Transportation Plan updates for both ACT region and Region 8/9; COAST Operational Restructuring; LRTP Project Solicitation; Project Selection Criteria and weighting; LRTP Survey; Safe Streets and Roads for All (SS4A) Program; Project Selection for scope and cost estimate development; Ten Year Plan priority project selection to send to NHDOT for review; NH Seacoast Greenway Community Connections Design Workshops; 2023 CMAQ funding; 2023-2026 TIP and 2045 LRTP; Regional Housing Needs Assessment; 2024-2025 Unified Planning Work Program; CMAQ Project Prioritization; Establishing RPC Priorities for the 2025-2034 Ten Year Plan; 2023-2026 TIP Amendment #1.

Task 302 Planning Commission Meetings

OBJECTIVE:

This task provides support for attending RPC meetings that are not MPO meetings.

ACCOMPLISHMENTS:

- ✓ **Planning Commission Meetings:** RPC transportation staff attended RPC Commission meetings and Executive Committee meetings as needed to discuss and present on items that are transportation related. In this UPWP this only occurred a few times and involved discussions of the Regional Housing Needs Assessment, EV charging, and the Ten Year Plan.

Task 303 Public Participation Plan

OBJECTIVE:

To evaluate and maintain the MPO Public Participation Process.

ACCOMPLISHMENTS:

- ✓ **Revisions to the Public Participation Process:** The most recent update to the Public Participation Process was approved by the MPO in Spring 2021 and no additional updates were required during the 2022-2023 UPWP. A brief update was initiated in May 2023 to include updated information on hybrid public engagement and new federal guidance on public involvement requirements and practices.
- ✓ **Title VI Civil Rights Program:** The MPO Title VI Civil Right Program and MPO Non-Discrimination Policy was updated in fall 2021. Updates consisted mainly of new demographic data on underrepresented populations in the region and improvements to the Language Access Implementation Plan.

Task 304 Public Outreach

OBJECTIVE:

To increase public awareness and participation in the transportation planning process and the implementation of plans and projects.

ACCOMPLISHMENTS:

- ✓ **MPO Website:** Substantial time is invested in maintaining content for the MPO website. Content was created for general MPO information, the Long Range Transportation Plan, MPO Committees and public involvement, the Transportation Improvement Program (including all amendments and minor revisions), the Annual List of Obligated Projects, Transit options in the region, Bicycle and Pedestrian projects/activities, Highway and Bridge projects/activities, The Seacoast Transportation Corridors Vulnerability Assessment, and Maps and Resources.
- ✓ **Social Media Presence:** In addition to formal public notices on the MPO website and local newspapers, [Facebook](#) and [Twitter](#) accounts were utilized to engage the public on a variety of planning topics, public comment periods, public hearings, and other related items. RPC has been able to post general Facebook and Twitter posts (with approximately 400 posts per year) reaching thousands of users, but has also been able to target specific posts to community-specific Facebook groups and Twitter accounts to garner response to specific projects.

- ✓ **Interested Parties List:** MPO staff initiated an update to remove outdated contacts with current interested parties. Work to further update it will continue through Fall 2023.
- ✓ **RPC Newsletter:** RPC continues to publish a monthly [newsletter](#) to share a variety of planning news, updates on projects and resources related the MPO and transportation planning. The newsletter reaches approximately 450 local, regional and state stakeholders.
- ✓ **Media Monitoring:** Staff monitored Congressional work on the Infrastructure Investment & Jobs Act, and NH Legislative efforts.
- ✓ **Public Outreach:** MPO staff participated in multiple public input sessions relating transportation projects in the region (Ocean Blvd Hampton, Seabrook-Hampton NH 1A Bridge, NH 125 Plaistow-Kingston 10044E, Newington-Dover General Sullivan Bridge, and others), and the State Ten Year Plan. Participated in forums and events with Representative Pappas and Senators Shaheen and Hassan. Each of these involved RPCs/MPOs and in some cases transit providers and other stakeholders to discuss general transportation issues, as well as with Seacoast communities to discuss infrastructure impacts of climate change and sea-level rise. Worked collaboratively with other RPCs on two articles on transportation topics for the NHMA's magazine *Town and City*. Staff also initiated new outreach work with underrepresented communities. This has included pursuing and securing a grant from the Tufts Health Plan Foundation for a regional Age Friendly Communities initiative that has supported work with communities to prepare for a growing older adult population in terms of housing and transportation options as well as a range of other elements of livability. Lack of transportation options for older adults was a primary concern identified across eight individual Age Friendly Community Assessments conducted in Exeter, Fremont, Hampstead, Hampton, Kingston, Newton, Portsmouth and Stratham. The Age Friendly Communities project included outreach to communities of color through the Endowment for Health, Seacoast NAACP based in Portsmouth and the Racial Unity Team based in Exeter.
- ✓ **PublicInput.com:** 55 projects were launched in the publicinput.com engagement portal over the course of the UPWP resulting in over 20,000 views. Nearly 5,600 participated in a survey totalling over 258,000 responses and over 11,000 written comments. This resulted in over 2,500 new subscribers that can be polled in future efforts. PublicInput was utilized for two NHDOT projects in the region to aid in the design process and those surveys can be viewed at:
 - <https://publicinput.com/PlaistowMainSt>
 - <https://publicinput.com/HFUS1>

Task 305 Policy Committee

OBJECTIVE:

Provides for on-going organizational support of the [MPO Policy committee](#).

ACCOMPLISHMENTS:

- ✓ **MPO Policy Committee:** Prepared for and attended [MPO Policy Committee](#) meetings during July, September, and October of 2021, January, February, May, June, October, and November of 2022, and January, February, March, and May of 2023. This includes posting of legal notices, preparation of material presented at the meetings, recording and transcription of minutes, as well as assembly and mailing of agendas and meeting materials. Items presented to the Policy Committee included:

2021-2024 TIP Amendments 1, 3, and 4; MPO Transit Safety Performance Targets; FY20-21 UPWP Performance Report, 2023-2032 Ten Year Plan Process/GACIT Hearings; Seacoast Transportation Corridors Vulnerability Assessment (STCVA); Highway Safety Improvement Program Performance Targets for 2022 and 2023; COAST Operational Restructuring; MPO Long Range Transportation Plan SWOT analysis; transportation project solicitation; Greater Manchester-Derry-Salem Regional Transit Coordination Plan; ACT Transit Coordination Plan; CMAQ Project review and selection; Adoption of the 2023-2026 Transportation Improvement Program; Adoption of an updated 2045 Long Range Transportation Plan; 2023-2026 TIP Amendment 1; Regional Ten Year Plan project priorities; 2024-2025 UPWP; Impacts of the December 23, 2022 Storm;

Category 400: Planning Support

Category 400 encompasses the transportation data collection program for the MPO, GIS data analysis and mapping, and the maintenance and use of the regional travel demand model. Time and resources spent in this category were lower than originally anticipated largely due to the limited data collection efforts conducted over the last few years due to the Covid-19 pandemic. The budget for this category was reduced by approximately \$12,000 between the two budget revisions as the stream crossing and road surface data collection efforts were more limited than usual. Resources were focused on continued travel demand model improvements and other “desktop” data analysis and mapping efforts. Overall, expenditures in this category were slightly over target with hours coming in at 104% and costs at 101% of the revised budget. Additional traffic counting equipment (new tubes, mastic, and other accessories) purchases and the addition of ESRI Network Analyst software resulted in a slight overage in Task 405. Additional time spent updating the model to run on the most recent iteration of TransCAD and addressing related coding issues resulted in a slight overage in that task area as well. Task 407 was substantially over the budget largely due to the publicinput subscription being billed to that category but budgeted under Task 304. Hours and funds spent on the task areas within Category are shown in **Figure 11**, and highlights of specific projects include:

- 296 traffic counts conducted
- Updated Travel Demand Model software to TransCAD 9 and continued coding improvement and expanded capabilities.
- Conducted traffic volume counts on low-volume roads in the RPC coastal communities.
- Updated Hampstead and Newington RSMS to follow current guidance.

Figure 11: Compares revised budget vs actual funds and hours for Category 400 and subtasks.

| | Hours | Budgeted Hours | % Hours Expended | Personnel | Non- Personnel | Total Billed | Budget | % Expended |
|------------------------------|---------------|-------------------|---------------------|------------------|-------------------|------------------|------------------|---------------|
| 401 Traffic Counts | 442 | 429 | 103% | \$22,631 | \$50,275 | \$72,906 | \$72,341 | 101% |
| 402 SADES Inventories | 57.5 | 35 | 164% | \$3,700 | \$0 | \$3,700 | \$2,197 | 168% |
| 403 Geographic Info. Systems | 2024.5 | 1942 | 104% | \$137,481 | \$0 | \$137,481 | \$131,809 | 104% |
| 404 Demographics | 633.5 | 606 | 105% | \$44,612 | \$0 | \$44,612 | \$42,971 | 104% |
| 405 Equipment | 10.5 | 11 | 95% | \$724 | \$13,447 | \$14,171 | \$19,558 | 72% |
| 406 Travel Demand Model | 279.5 | 285 | 98% | \$18,500 | \$15,675 | \$34,175 | \$33,912 | 101% |
| 407 Memberships & Subscr. | 0 | 0 | 0% | \$0 | \$21,797 | \$21,797 | \$21,798 | 100% |
| TASK 400 Total | 3447.5 | 3308 | 104% | \$227,648 | \$101,194 | \$328,842 | \$324,586 | 101% |

Task 401 Traffic Count Program

OBJECTIVE:

To collect and analyze traffic data in the MPO Study Area.

ACCOMPLISHMENTS:

- ✓ **Traffic Count Program – Classification/Volume Counts:** For each counting season, staff reviewed the traffic counts to be done, including those not completed during the previous year. The traffic count locations were delivered to the consultant with comments and any questions. During the count season, staff reviewed traffic count submissions for quality and managed the flow of information from the consultant to NH DOT on an at least monthly basis. Staff worked with NH DOT as traffic counts were reviewed and questions came up. 158 counts were completed for the 2021 count season and 138 counts for the 2022 count season. There were also 3 counts from 2019 that needed to be redone during 2021. There were no recounts needed for 2021 however there are two from 2022 that will be done as part of the 2023 counts.
- ✓ **Low-Volume Road Counts:** RPC has undertaken an effort to collect traffic volume data on lower volume roadways that are included in the Regional Travel Demand Model. This effort consists of 30-40 counts per year performed by RPC Staff and is based on the availability of interns to conduct much of the work. Summer 2022 involved 37 counts to collect data on roadways in the coastal communities to help calibrate those roadways in the model. Summer 2023 work began after the completion of the 2022-2023 UPWP and focused on the western part of the RPC region.
- ✓ **Traffic Count Program – Requests:** Staff answered a variety of data requests for traffic count information from the public and private sector including explaining the data structure and options available on-line. Staff responded to a variety of requests for historical traffic counts and referred to the existing DOT online traffic count portal as appropriate. More detailed in-house records were used as needed. Count data was also used for town based and project-based reports and maps. Requests for additional traffic counts were received from Hampstead to investigate resident concerns about traffic on East Road and other parallel streets.
- ✓ **Pedestrian & Bike Counting Program:** Automated counts were taken on the Rockingham Recreation Trail in Newfields, Epping and Raymond; on the Old Eastern Marsh Trail and the Clipper City Rail Trail and at Stratham Hill Park. Staff have developed a list of monitoring sites based on previous manual count locations and high-volume areas identified through Strava Metro data analysis.

Task 402 SADES Road Inventories

OBJECTIVE:

To work with NHDOT and the T2 Center to collect road surface condition, stream crossing, and other data in common formats and with consistent attributes using the SADES format and process to build

community RSMS [Road Surface Management Systems], the Stream Crossing Inventory, and other datasets as appropriate.

ACCOMPLISHMENTS:

- ✓ **RSMS Training:** Staff participated in UNH T2's training for the SADES system: CCDS, Pedestrian Infrastructure, Stream Crossing, and RSMS.
- ✓ **RSMS Implementation:** Staff provided updates to the Hampstead and Newington RSMS to extend the forecasting period from 3 years to 5 years based on updated guidance from the T2 Center.
- ✓ **Aquatic Resource Mitigation (ARM) Fund Analysis:** Utilized the SADES Stream Crossing Data to prioritize stream crossings eligible for ARM funds. This included data collection, data analysis, and creation of a StoryMap. The StoryMap of priority sites was shared with municipalities to assist them with the ARM fund application process.
- ✗ **SADES Stream Crossing Vulnerability Analysis:** No stream crossing assessment was required during the 2022-2023 UPWP.

Task 403 Geographic Information Systems

OBJECTIVE:

To collect and analyze transportation, land use, environmental, and socio-economic data relevant to the MPO Study Area and to support data requirements in the development of the Long Range Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, Transportation Conformity analysis, transit planning, population projections, traffic analysis, regional travel demand modeling as well as other planning efforts of the MPO.

ACCOMPLISHMENTS:

- ✓ **GIS Data Layers for the RPC Region:** Many datasets were added to the RPC GIS during the UPWP period, as well as significant updates and maintenance on many datasets. Staff created a sidewalk layer utilizing aerial imagery, open-source data, and municipal data
- ✓ **LiDAR:** The RPC has leveraged 2011 LiDAR data and 2014 Coastal LiDAR updates for creation of contours, a newer updated Digital Elevation Model, and coastal inundation scenario modeling. Additionally, LiDAR data has been leveraged in several projects within our UPWP to show accurate elevation of projects during planning and programming stages. In addition the RPC staff researched ways to use existing or obtain new LiDAR for various transportation projects
- ✓ **Sidewalk Gap Planning:** Staff analyzed newly created sidewalk to help identify network gaps with the goal of identifying areas and intersecting road segments that are likely to be dependent

on pedestrian infrastructure. Target analysis included analyzing various demographic factors focusing on disadvantaged groups such as seniors, those with disabilities, and lower incomes. The outputs provide a total weighted priority score for pedestrian infrastructure in both areas and individual road segments. This analysis will be incorporated into the Long Range Transportation Plan and other planning efforts within the region.

- ✓ **Geocoding:** The Geocoding data service has been updated several times a year throughout and the data is used on a regular basis to show where assets or user are located or heading to.
- ✓ **Crash Data:** Local databases were updated to incorporate the state's release of 2017-2022 crash data. This information will be utilized for the regional crash analysis.
- ✓ **NHDOT Quarterly Snapshot:** The data included in the NHDOT Quarterly Snapshots were added to RPC GIS as it was updated. This includes bridge and pavement condition data, TIP and Ten Year Plan projects, roads, and other data. Staff composed annotation for roads dataset in each iteration.
- ✓ **Infrastructure Facilities:** Datasets were updated to incorporate transportation and other infrastructure into datasets utilized for community Hazard Mitigation planning.
- ✓ **Requests for Maps and Data:** The RPC continued to respond to requests from local communities, State and Federal Agencies for data and maps on an as needed basis. Maps of Census designated urban areas were supplied to many communities as they prepared for the upcoming MS4 permits. Prepared infrastructure maps for many RPC communities were prepared. Created crash and road maps for many communities.
- ✓ **Crash Data Compilation for Region:** The crash dataset has been updated from NHDOT releases. It is being used for map design as described under the requests for data. The updated information was utilized to provide background data for the Long Range Transportation Plan as well as aid in project selection and prioritization.
- ✓ **Database Updates:** Database development was ongoing for a variety of GIS data layers. Data were updated as they became available from NH DOT and other sources.
- ✓ **Major Employer Database:** The databases was checked and updated using the town reports.
- ✓ **Updated HPMS Information:** All traffic counts submitted by the RPC have been used by the NHDOT to prepare the annual HPMS report. The state is now dealing directly with the towns to collect the additional information necessary.
- ✓ **Updated CEDS data tables:** Used census, CTPP, American Community Survey to update tables as requested yearly.
- ✓ **Updated Resource layer maps and data sets:** Datasets in GIS have been updated as necessary. In addition, the GIS staff has documented and shared data back to GRANIT for general use, where applicable.
- ✓ **HSIP Problem Area Analysis:** RPC continues to work on analysis of crash locations in the region that are eligible for the Highway Safety Improvement Program and staff is examining

locations that have had at least one fatal or serious injury crash in the previous 10 years. This analysis is undertaken in parallel with the adoption of annual HSIP targets and the results will be refined and incorporated into the MPO LRTP.

- ✓ **Move to ArcGIS Online and ArcGIS Pro software packages:** Staff has started the use of these software packages to better service our communities and distribute transportation information in a more visually conducive manner. This includes moving substantial amounts of data to the ArcGIS online cloud.
- ✓ **Regional Model Build Out sampling:** Work on Regional buildout model for use with Regional Transportation Model: Staff continued to explore methods, tools and data that can be leveraged for future inputs into the regional transportation model.

Task 404 Demographics

OBJECTIVE:

To collect and analyze socio-economic and demographic data relevant to the MPO Study Area and to support data requirements in the development of the Long Range Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, Transportation Conformity analysis, transit planning, population projections, traffic analysis, regional travel demand modeling as well as other transportation planning efforts of the MPO. Population and employment projections assist in assessing future travel demand and transportation system needs.

ACCOMPLISHMENTS:

- ✓ **2020 Census:** The RPC has been requested to prepare data for the 2020 census data update. With the CTPP being discontinued for the 2020 census, the updates of the census geographies is more critical this census round. The RPC participated in the 2020 PSAP effort by the census bureau to define tabulation areas and ensure their congruency with our transportation model.
- ✓ **Regional Employment Projections:** Regional employment projections were updated as part of the Regional Housing Needs Assessment based on the NH Employment Security Economic and Labor Market Information (ELMI) Bureau 2016-2026 Employment Projections by Industry and Occupation for each of the RPCs. This information was incorporated into the LRTP, and the regional travel demand model to identify the volume and location of employment growth in the region.
- ✓ **Updated CEDS Data Tables and Summaries:** RPC staff updated key demographic and economic and infrastructure related information for the annual CEDS update. New demographic information included population, housing, employment, major employers and updated population projections developed jointly by the nine NH RPCs, OEP and OEP's consultant, RLS Demographics .
- ✓ **Analysis of other census data:** RPC updated Urban area and Functional class datasets for the area using 2010 census data. Analyzed data on minority, low-income and Limited English

Proficiency (LEP) populations to support COAST, CART and MPO Title VI Non-Discrimination Plan development. Staff extracted from the census many demographics for transportation projects and masterplans.

- ✓ **Regional Population Projections:** Population projections were updated as part of the 2023 Regional Housing Needs Assessment Report utilizing 2020 Census data and American Community Survey data. This information is being incorporated into the updates to the regional travel demand model as well as the MPO Long Range Transportation Plan.

Task 405 Equipment and Resources

OBJECTIVE:

The purchase of equipment and transportation planning resources such as books, manuals, and software required to perform the transportation planning process.

ACCOMPLISHMENTS:

- ✓ **Traffic Counting Equipment - New:** New traffic counting tubes and other traffic counting equipment were purchased. Staff continued to maintain our ability to set traffic counters within the region as needed.
- ✓ **Traffic Counting Equipment - Repairs:** No repairs to traffic counting equipment were necessary. Only tubes were damaged and those are replaced rather than repaired.
- ✓ **Transportation Planning Resources:** Access to the 11th Edition of the ITE Trip Generation Manual was purchased.
- ✓ **GIS Software Licenses: ArcGIS Basic and Advanced:** The ArcGIS platform continues to be the primary mapping tool and the licenses for adequate seats is updated annually.
- ✓ **GIS staff implementataion of ArcGIS Online:** The GIS staff found more growth in the AGOL area during this UPWP period and continually adapted, adopted and refined tools from this newer platform in assistance to the UPWP efforts and goals.
- ✓ **Travel Demand Model License:** The primary software for Travel Demand Modeling continues to be TransCAD. The current model, which has been incrementally developed for several years, is coded to work with TransCAD software. This software license is updated annually.
- ✓ **Transportation Analysis Software:** An upgrade license for Synchro 11 was purchased to continue the utilization of that software. The license includes three years of technical support.
- ✓ **Computer Hardware and Software:** Purchased and prepared computers for transportation staff and interns as required.
- ✓ **Fleet Vehicle:** Performed service inspections and maintained the 2001 Honda CRV for use during summer traffic count and other data collection efforts.

Task 406 Travel Demand Modeling

OBJECTIVE:

Continue work on maintaining and improving the capabilities and operation of the RPC/SRPC MPO travel demand model. Utilize model for air quality conformity analysis as needed, for travel demand estimation, future land use scenarios and traffic forecasting, estimating the effectiveness of proposed transportation improvement projects and plans, and understanding system efficiency and congestion as a component of the Congestion Management Process (CMP).

ACCOMPLISHMENTS:

- ✓ ***Travel Demand Model Upgrade:*** Staff and consultant upgraded the Travel Demand Model to the newest version suitable for TransCAD 9.0. While the model is operational in TransCAD 9.0, the “flowchart” interface system that the software uses has not been implemented as this will require considerable coding efforts to restructure the model to fit this methodology.
- ✓ ***Data Efficiency Improvements:*** Improved data management capabilities have been incorporated. Staff continues to improve understanding of the data requirements of the model and opportunities to reduce redundancy in data maintenance. RPC’s model consultant has been working on several coding efforts to remove redundant code, replace hard-coded variables with actual variables, recoding global variables.
- ✓ ***Future Enhancement List:*** Staff and consultant developed list of additional low, medium, and high priorities to work on over the next UPWP. High priorities include continuing the coding improvements, updating the base year to 2020, and expanding the geography of the model into Massachusetts .
- ✓ ***Enhance Model Capabilities:*** Capabilities of the model have been enhanced to incorporate Origin-Destination Matrix Estimation (ODME), and to add more roadways in the coastal region. Additionally, the function of centroid connectors have been improved to better distribute trips to the network and in some cases relocated to load traffic onto the network in a more natural manner.
- ⇒ ***Household Travel Survey:*** Updating the regional travel demand model with a household travel survey that has been conducted within the region was a recommendation that came out of the last several MPO Planning Reviews conducted by FHWA and FTA. This was a work product included in the UPWP as part of the model maintenance with the intent of working with NHDOT and the other New Hampshire MPOs to formulate a plan for accomplishing a household travel survey that all parties could utilize. These discussions have occurred and the MPOs will likely be moving forward during the 2024-2025 UPWP to purchase vehicle probe data in place of a traditional household travel survey.
- ⇒ ***Dynamic Land Use Allocation:*** Modify regional buildout analysis to provide dynamic allocation of land use (housing and employment) for the model. Staff worked on a new methodology to allow more granular data on a regional basis. This method would allow for a parcel level regional buildout without losing the efficiency of doing a regional build out. This process employs

CommunityViz software and has been refined over community build out projects. While it was hoped that the MPO could get started on this during the FY22-23 UPWP, it did not occur. The RPC updated the Regional Housing Needs Assessment during FY 22 and FY 23 and this will help form the basis to integrate some land use modeling into the regional travel demand model.

Task 407 Memberships, Subscriptions & Professional Costs

OBJECTIVE:

To fund agency subscriptions to transportation planning/engineering periodicals and software as a service (SAAS), memberships in professional organizations such as Association of Metropolitan Planning Organizations (AMPO), National Association of Regional Councils (NARC) (Transportation Planning Only) and other professional costs.

ACCOMPLISHMENTS:

- ✓ **AMPO/NARC Memberships:** Renewed AMPO membership and NARC Membership (Transportation Section only)
- ✓ **PublicInput.com:** UPWP fund were utilized to pay for 50% of the annual subscription for the PublicInput.com SAAS.
- ✓ **ESRI GIS Products:** The annual subscription for maintenance on ESRI GIS software was paid for utilizing UPWP funds.

Category 500: Technical Assistance

Technical assistance to communities and other agencies is included within Category 500 as are transit planning activities. Work in this category was very close to what was anticipated during the budgeting process both in terms of the hours spent (96%) and costs (97%). Technical assistance to communities and transit planning. Slightly more time (2.5 more hours than budgeted) than anticipated was spent on 502 Statewide Assistance. All other subtasks were expended at or below budgeted amounts. This Category includes the reason for the January 2022 budget revision as UPWP funds were utilized to supplement a NOAA grant and to complete the Seacoast Transportation Corridors Vulnerability Assessment (STCVA). The STCVA required substantial investment of UPWP time and funding however resulted in a much better understanding of the impacts of sea-level rise on the transportation network in coastal New Hampshire. Overall hours and funding spent on the task areas within Category 500 are shown in **Figure 12**. A wide variety of work was completed within this category including:

- Over 1000 hours of technical assistance to communities and regional planning partners
- Participation on 9 NHDOT Project Advisory Committees
- Extensive coordination of activities with other NH MPOs and NHDOT
- 500 hours conducting the Seacoast Transportation Corridors Vulnerability Assessment
- 500 hours of assistance to regional transit agencies.
- 400 hours of assistance to two Regional Coordinating Councils

Figure 11: Compares revised budget vs actual funds and hours for Category 400 and subtasks.

| | Hours | Budgeted Hours | % Hours Expended | Personnel | Non-Personnel | Total Billed | Budget | % Expended |
|-----------------------------|-------------|----------------|------------------|------------------|----------------|------------------|------------------|-------------|
| 501 Local Tech. Assistance | 1004 | 1093 | 92% | \$89,592 | \$31 | \$89,623 | \$95,820 | 94% |
| 502 Statewide Assistance | 170.5 | 168 | 101% | \$15,586 | \$26 | \$15,612 | \$15,657 | 100% |
| 503 LPA Program Support | 91.5 | 99 | 92% | \$8,686 | \$0 | \$8,686 | \$9,177 | 95% |
| 504 Special Projects | 506.5 | 505 | 100% | \$49,247 | \$1,268 | \$50,515 | \$50,547 | 100% |
| 505 Regional Coord Councils | 394.5 | 403 | 98% | \$34,209 | \$0 | \$34,209 | \$34,924 | 98% |
| 506 Transit Planning | 541.5 | 542 | 100% | \$47,911 | \$64 | \$47,975 | \$47,826 | 100% |
| 507 TDM Planning | 143.5 | 154 | 93% | \$11,099 | \$0 | \$11,099 | \$11,949 | 93% |
| TASK 500 Total | 2852 | 2964 | 96% | \$256,330 | \$1,389 | \$257,719 | \$265,900 | 97% |

Task 501 Local and Regional Assistance

OBJECTIVE:

Regional planning projects and technical assistance to communities. This includes scoping and performance of studies, attending community meetings on specific issues or items, review of development impacts for transportation issues.

ACCOMPLISHMENTS:

- ✓ **General Transportation Assistance:** RPC staff assisted the MPO communities with a number of local transportation planning efforts of varying types such as the following:
- Successfully submitted and received a FHWA Safe Streets and Roads for All (SS4A) grant along with NRPC, SNHPC, and SRPC.
 - Assisted North Hampton with an application for a resilient coastal infrastructure grant
 - Assisted Exeter with bicycle and pedestrian data and scoping for a community bicycle and pedestrian plan
 - Participated in the development of alternatives for replacement of a culvert on Neils Pit Lane in New Castle to address flooding issues.
 - Reviewed traffic impact analyses in Brentwood, Danville, Kingston, Plaistow, Raymond (two), and Rye/North Hampton, and Salem/Pelham.
 - Discussed traffic and transportation issues in Epping related to NH 101 and Shirkin Road access with a State Representative.
 - Assisted Portsmouth with modeling greenhouse gas emissions estimate utilizing the travel demand model and comparing outputs with VMT estimates based on traffic counts
 - Assisted Exeter, Brentwood, and Raymond with Road Safety Audit (RSA) applications to NHDOT's HSIP program.
 - Assisted regional libraries with consideration of submitting a combined CMAQ application for EV charging facilities.
 - Discussed safety issues and Route 33 corridor improvements with Greenland, Senator Sherman, and others.
 - Discussed Transportation Planning process and project solicitation/selection process with Greenland Planning Board.
 - Reviewed a proposal for an air cargo related development at Pease Tradeport and researched the potential for truck traffic.
 - Discussed New Castle Causeway feasibility study with Town of New Castle in light of December 23, 2022 storm that flooded the causeway. Responded to letters from community members asking for a project to be added to the State Ten Year Plan.
 - Assisted Hampstead with data for Transportation Chapter update to their Master Plan
 - Discussed the Ten Year Plan process and the Depot Road project with Hampstead Selectboard
 - Discussed the RPC's project solicitation and selection process with the Raymond Selectboard as well as the Ten Year Plan process.
 - Coordinated with town of Salem on HSIP and Ten Year Plan project opportunities

- Discussion with Town of Rye regarding the Ten Year Plan process
 - Assisted NH Homeland Security and Emergency Management with Threat Hazard Identification and Risk Assessment (THIRA) update by reviewing and commenting on the scenario proposed for 2022.
 - Assisted Hampton Beach Area Commission by providing data and discussion of transportation planning process and coastal resilience.
 - Assisted Fremont with population, commuter, and traffic volume data. Assembling crash data for Fremont and created a basic intersection analysis and GIS analysis for an update to their Master Plan.
- ✓ **Legislation and Policy Research:** At request of member communities through the MPO Legislative Policy Committee, staff researched several transportation issues including supplemental funding for public transit operations, supplemental fees for electric vehicles in place of the Road Toll, proposed changes to traffic laws related to bicycling, increasing the allowable amount for the the “local option” supplemental vehicle registration fee enabled under RSA 261:153:VI, and added flexibility for meetings of public bodies to be held virtually, which would benefit the MPO TAC and Policy Committees.
- ✓ **Roadway Safety:** Assisted Towns of Brentwood, Exeter (two locations), and Raymond with preparation of materials for Road Safety Audits on NH 125, NH 111, NH 27, and NH 102 respectively. Participated in discussions between NHDOT and the Town of Greenland regarding safety concerns on NH 33 in Greenland after a fatal crashes in those communities.
- ✓ **Comments on Traffic Impact Studies and Development Proposals:** RPC staff reviewed subdivision and commercial site plan developments along state highways within the Towns of Epping, Exeter, Fremont, Greenland, Kingston, Newton, and North Hampton for transportation related issues such as driveway design and placement, access management, roadway capacity, and safety.
- ✓ **Developments of Regional Impact:** Convened the RPC Development of Regional Impact committee and provided analysis and comments to the towns of Brentwood, Danville, Kingston, Plaistow, Raymond (two), and Rye/North Hampton, and Salem/Pelham.
- ✓ **CEDS:** Prepared data for the annual and five-year updates for the Regional Economic Development Center (REDC) Comprehensive Economic Development Strategy (CEDs) planning document. This includes updates on the status of ongoing transportation projects as well as future planned improvements.
- ✓ **Portsmouth Naval Shipyard (PNSY) Joint Land Use Study (JLUS):** Continued Participation on the Working and Policy Committees for the PNSY JLUS through its conclusion and transition to implementation. This study was conducted by the Southern Maine Planning and Development Commission and analyzed the impact that PNSY is having on traffic and adjacent portions of Kittery. The study examined the wider region surrounding the shipyard and developed alternatives to reduce traffic, address the jobs-housing imbalance for shipyard employees, minimize shipyard negative impacts on surrounding communities, as well as maximize the use

of land within the shipyard. RPC continues to participate on the implementation committee for this project.

- ✓ **Support and Technical Assistance to Scenic Byways Corridor Committees:** RPC and SNHPC have provided ongoing assistance to the Robert Frost/Old Stage Coach (RFOSC) Byway Council. Also worked with SNHPC, other planning commissions and regional Scenic Byway Councils on scope for proposal the National Scenic Byways Program to support a coordinated, statewide scenic byways public communication initiative.
- ✓ **RPC Executive Director Meetings:** The RPC Directors met multiple times with NHDOT staff during the 2 year UPWP project period. Transportation topics included: Ten Year Plan process and common criteria development, Local Project Administration manual, UPWP administration requirements, UPWP funding, as well as others.
- ✓ **MPO Coordination Meetings:** The Partnering for Performance New Hampshire (PfPNH) group meets on a monthly basis to discuss topics of mutual interest and improve the coordination of efforts that all of the MPOs undertake at the same time. The group includes participation from FHWA, FTA, NHDES, and NHDOT and discusses topics such as Performance Measures and Targets, TIP Revision procedures, ITS Architectures, Congestion management Process, the NPMRDS Data and analysis tools, Air Quality Conformity, TIP Development, Fiscal Constraint processes, freight planning, UPWP development, the State Ten Year Plan, CMAQ & TA programs, and other issues of mutual interest or concern.
- ✓ **NH 33 Congestion Analysis:** Conducted an analysis of congestion on NH 33 in Greenland to identify the scope of the problem raised by the community. Utilizing travel time and speed data from the NPMRDS staff was able to isolate the cause of congestion to operations at the NH 33/Bayside/Winnicut Road intersection traffic signal where traffic volumes are near capacity at certain times of the day. Analysis concluded that queues from the signal appear during the AM and PM peak periods however travel through that section of NH33 is delayed only slightly as there is just the single point of congestion.
- ⇒ **Regional Complete Streets Policy and Guidance:** Began the development of a regional Complete Streets policy as well as a guidance document for area communities regarding the benefits of a Complete Streets approach to planning and project development.

Task 502 Statewide Assistance

OBJECTIVE:

Provide resources to support NH DOT in the development of corridor studies, feasibility studies, project development, and other transportation studies and projects as requested and on project or program advisory committees. Work in this task area supports fulfillment of MPO goals in the Long Range Transportation Plan (LRTP) as well as responsibilities relating to the conceptual planning, development and implementation of the projects in the LRTP and TIP, the monitoring of projects in the TIP, the coordination of Performance Based Planning with NHDOT and other MPOs, as well as

furthering the MPO role including public involvement in the transportation planning process and as planning liaison between NHDOT and the communities of the region.

ACCOMPLISHMENTS:

- ✓ NHDOT Traffic Bureau Scoping Meetings: RPC staff participated and tracked NHDOT scoping meetings for projects in Danville, Greenland, Kingston, Raymond, Salem, and Seabrook.
- ✓ **Epping 29608:** RPC staff are participating in the Advisory Committee for this project that is undertaking improvements to NH 125 between Brickyard Plaza and NH 87 in Epping. This included a meeting with the consultant team and NHDOT staff to discuss incorporating traffic volume and classification counting capabilities into the upgraded signals being proposed. A public officials meeting was held in February 2022 and staff attended and provided feedback.
- ✓ **Hampton 40797:** RPC staff continues to participate in the Project Advisory Committee for this project which is developing improvements to Ocean Blvd and Ashworth Avenue in Hampton. Staff has discussed traffic flow requirements, bicycle and pedestrian infrastructure needs, intersection and segment improvement options, parking, and stormwater and resiliency issues in the area.
- ✓ **Hampton Falls 29610:** This planning study to better understand the need for improvements to US 1 through the Hampton Falls town center was completed in the fall of 2022. RPC staff participated in the Project Advisory Committee meetings, public information meetings, and an engineering team workshop discussing improvement options. Staff assisted NHDOT and the consulting engineering team through the development of public engagement surveys utilizing the MPO's publicinput.com engagement portal. Two surveys were fielded with approximately 150 responses returned including over 200 comments. Staff also ran an analysis of the travel time data in the NPMRDS data to better understand why US 1 is the preferred route to Hampton Beach instead of utilizing I-95 and NH 101. Staff reviewed the draft report and provided input into the final document and recommendations for the project.
- ✓ **New Castle 29614:** Met with the NHDOT project manager to discuss the draft study report outlining options for making the New Castle Causeway more resilient to sea-level rise and storm surges. Attended a New Castle select board meeting discussing the results of the analysis and provided input on the potential and timing of funding the project via the Ten Year Plan process. Responded to significant correspondence from community members regarding the need to implement the improvements after a storm flooded the causeway and parts of NH 1B in December 2022.
- ✓ **New Castle-Rye 41713:** RPC staff participated in a meeting regarding the project that will implement bicycle and pedestrian safety improvements on NH 1A and NH 1B in Rye and New Castle.
- ✓ **Plaistow 40641:** RPC is participating in the Advisory Committee formed for this project that is implementing traffic calming and related improvements on NH 121A (Main Street) in Plaistow. Staff attended a select board meeting to help educate elected officials about the project and the

concepts involved in traffic calming. In addition, RPC set up a public engagement portal utilizing our publicinput.com subscription and fielded a survey of residents to better understand the interest of the community in various traffic calming measures.

- ✓ **Seabrook-Hampton 15904:** Staff serves as the MPO representative on the Public Advisory Committee for the replacement of the NH1A bridge over Hampton Harbor between Seabrook and Hampton. Staff participated in one committee meeting that reviewed the Environmental Impact Assessment and provided updates on the project design and timeframe in fall 2022.
- ✓ **HSIP Committee Participation:** Staff participated on the Statewide HSIP committee and attended the monthly meetings of that group between July 2021 and June 2023. Participation will be ongoing in the coming biennium. As part of that committee, worked with NHDOT to facilitate the selection of HSIP projects and address system-wide safety issues, as well as participated in the HSIP Implementation Plan and the Strategic Highway Safety Plan.
- ✓ **Newington-Dover 11238/General Sullivan Bridge:** Staff researched and provided NHDOT some data on the use of the General Sullivan bridge.
- ✓ **Strategic Highway Safety Plan Update:** Staff participated in the state process to update the Strategic Highway Safety Plan including workgroups for the Driver Behavior and Vulnerable Road User critical emphasis areas.
- ✓ **NHDOT Coastal Flood Risk Tolerance Framework:** Staff participated in the development of the Coastal Flood Risk Tolerance Framework during 2022 and provided NHDOT feedback on the process and the recommendations.
- ✓ **New Castle-Rye 16127:** RPC is participating in the Advisory Committee formed for this project to replace the NH 1B bridge however there were no meetings held during the UPWP timeframe. With the release of the final study report RPC staff responded to inquiries from New Castle officials and the SafePath group and provided input on the town's CDS application.
- ✗ **Plaistow-Kingston 10044E:** RPC is participating in the project working group for this project however there were no meetings during the UPWP timeframe.
- ✗ **Portsmouth 29640:** RPC is participating in the project working group for this project however there were no meetings during the UPWP timeframe.
- ✗ **Seabrook 41712:** RPC is participating in the project working group for this project however there were no meetings during the UPWP timeframe.

Task 503 Local Project Administration (LPA) Programs

OBJECTIVE:

To aid communities and regional agencies through assistance with the administration and implementation of locally managed projects.

ACCOMPLISHMENTS:

- ✓ ***Transportation Alternatives Program Application and Evaluation Process:*** Conducted regional solicitation and prioritization for the winter/spring 2021 round of TAP applications. No TAP project application round was held during the FY22-FY23 biennium.
- ✓ ***TAP Project Monitoring and Implementation Assistance:*** The four communities who received TAP projects in the last two rounds (Salem, Portsmouth, New Castle, Exeter – 2 projects) are moving forward with project implementation with minimal MPO assistance.
- ✓ ***Congestion Mitigation and Air Quality (CMAQ) Application and Evaluation Process:*** Conducted regional solicitation and prioritization for the 2021-2022 round of CMAQ applications. Completed MPO project review of CMAQ applications in winter/spring of 2022. Provided guidance to several communities with Letters of Interest and full application development. Developed air quality analyses, reviewed, scored and ranked projects at regional level in collaboration with MPO TAC and Policy Committees.
- ✓ ***CMAQ Project Monitoring and Implementation Assistance:*** RPC staff have coordinated with NHDOT and GPI on the CMAQ-funded Hampton-Portsmouth 26485 constructing Phase 1 of the NHSG Rail Trail from Portsmouth to North Hampton.

Task 504 Special Projects**OBJECTIVE:**

To perform studies and develop reports for individual communities. This includes such things as performing small corridor or intersection studies, updating of transportation related community master plan and regional master plan chapters, as well as development of regional guidance documents.

ACCOMPLISHMENTS:

- ✓ ***Seacoast Transportation Corridors Vulnerability Assessment (STCVA):*** The STCVA was funded by a NOAA grant however when funds were depleted RPC worked with NHDOT to utilize UPWP funds to complete the study in 2022. This project is intended to identify the transportation network locations likely to be impacted by sea-level rise and identify adaptation options to determine the best approaches for mitigating impacts. This project was delayed to some degree by COVID-19 and will now conclude in March 2022.
- ✓ ***Compile Data and Identify scenarios:*** RPC utilized the Coastal Risks and Hazards Commission report, the Tides to Storms study, and the most recent coastal flooding guidance from the University of New Hampshire (UNH) to determine the sea-level rise scenarios utilized for this project. It was determined that sea-level rise impacts on the transportation network would be evaluated at 1', 1.7', 4' and 6' of sea-level rise.

- ✓ **Assess Vulnerability:** RPC utilized the results of the Tides to Storms study and other data to assess the vulnerability of the coastal transportation network to the impacts of sea-level rise. Twenty-four sites have been identified that are likely to be impacted at some level of sea-rise between 1 foot and 4 feet.
- ✓ **Transportation Network Analysis:** The regional Travel Demand Model (Model) was utilized to identify the changes to travel patterns and other network impacts of road closures due to flooding from sea-level rise. It has already been determined that the network breaks down due to extensive flooding at 6' of sea-level rise. Lower amounts of sea-level rise resulted in localized pattern shifts while the widespread closures at four feet sea-level rise indicated significant regional change in the traffic patterns in the coastal area.
- ✓ **Analyze Adaptation Options:** RPC working with Coastal Zone Program staff and the UNH researchers to identify adaptation options for a subset of locations. Ten of the 24 identified sites were prioritized for the identification of basic adaptation options and assessed at a high level. Two of those locations were analyzed in a more in-depth manner with more detailed options provided.
- ✓ **Incorporate results into decision-making:** The project selection criteria for the State Ten Year Plan and the MPO Long Range Transportation Plan incorporated an updated resiliency criterion that was, in part, developed as part of this project. Further work on identifying priority locations within the study area has identified a more robust methodology for prioritization that includes operational, health and safety, and socio-economic factors. Projects identified in the STCVA have been incorporated into the MPO LRTP and project selection process.
- ✓ **Seacoast Transportation Corridor Vulnerability Assessment Report and Plan:** The final report pulling all of the analysis together was completed in Spring 2022. RPC communicated results directly to communities through presentations throughout 2022 and into 2023.

Task 505 Regional Coordinating Councils

OBJECTIVE:

Support and participate in the operation of the two Regional Coordinating Councils serving communities in the MPO Region.

ACCOMPLISHMENTS:

- ✓ **RCC Support – Southeast Region (ACT):** Participated in ACT (Region 10) RCC on a regular basis including bi-monthly meetings of the full RCC and monthly meetings of the RCC Executive Committee. Participated in project prioritization for Section 5310 funding allocated to the RCC. Worked with volunteer driver programs (VDPs) in the region to explore geographic expansion to fill gaps in VDP coverage along the NH125 corridor. Provided input on vehicle acquisition to Rye Senior Serve volunteer driver program, and Rockingham Nutrition Meals on Wheels. Collaborated with ACT on Exeter Transportation Workgroup.

- ✓ **RCC Support – Derry-Salem Region:** Worked with SNHPC to complete a merger of the Region 9 (Greater Derry-Salem) and Region 8 (Greater Manchester) RCCs following on the merger of CART and Manchester Transit Authority. Attended bi-monthly meetings, participated in project prioritization for Section 5310 funding allocated to the RCC, and coordinated with regional mobility manager on outreach in RPC communities in the new combined Region 8.
- ✓ **Updated Coordinated Public Transit/Human Service Transportation Plans as needed:** Completed updates to the Coordinated Public Transit/Human Service Transportation Plans for the newly merged Region 8/9 (Greater Derry-Salem/Greater Manchester) RCC and for the Alliance for Community Transportation/Region 10 RCC. Work on the Region 8 plan was shared with SNHPC, and on the Region 10 plan work was shared with SRPC and COAST. Work included surveys of transportation providers, municipal welfare officers and other human service agencies likely to work with transit dependent clients in each region; analysis of updated Census, ACS and NHDHHS data on vulnerable populations; and updates to plan goals and strategies.

Task 506 Transit Assistance and Planning

OBJECTIVE:

Promote the incremental development of public transportation in the MPO area by working with existing transit agencies and other public and private transit operators.

ACCOMPLISHMENTS:

- ✓ **Other COAST Technical Assistance:** RPC staff continued to serve on the COAST Board of Directors, Executive Committee, Finance Committee, and several short duration Board subcommittees. Worked with COAST on development of outreach materials highlighting COAST impacts for member communities. Planning system response to ongoing driver shortages and consequent service suspensions and COAST's Operations and Maintenance facility project resulted in additional meetings of the Executive Committee in the past year.
- ✓ **Analysis of potential fixed/demand responsive routes for CART:** Provided input to MTA on potential for a Salem-Londonderry-Manchester express service connecting the major Tuscan Village and Woodmont Commons developments to downtown Manchester.
- ✓ **Derry-Salem CART Technical Assistance:** The RPC technical assistance role for CART has scaled back dramatically since the merger of CART with the Manchester Transit Authority (MTA). RPC staff continue to participate on the CART Advisory Committee which meets quarterly. RPC staff continue to develop split calculations for the annual apportionment of FTA 5307, 5310 and 5339 funding to the Nashua Urbanized Area and respond to periodic requests from MTA.
- ✓ **Participation in NHTA and SCC:** Staff attended SCC meetings based on specific agenda items, including implementation of the recently updated State Coordinated Public Transit/Human Service Transportation Plan and development of the Blueprint for the new statewide Mobility

Management Network. Similarly attended NHTA-SCC Annual Conferences and monthly meetings depending on agenda content.

- ✓ **Participation in TransportNH and other collaborative efforts:** Staff have participated in the NH Alliance for Healthy Aging (AHA) Transportation Workgroup and Steering Committee. Participated in the TransportNH Steering Committee and worked with TransportNH and AHA Transportation Workgroup on proposal for a statewide assessment of transportation needs for older adults, individuals with disabilities and veterans.
- ✗ **Exeter Downeaster Station Committee:** The Exeter Downeaster Station Committee has not met during the biennium. Our understanding is that the Town of Exeter intends to relaunch this committee later in 2023.

Task 507 Transportation Demand Management Planning

OBJECTIVE:

Promote the incremental development of transportation demand management services in the MPO area by working with regional Transportation Management Associations (TMAs).

ACCOMPLISHMENTS:

- ✓ **Support for TMA Services:** Staff serve on the advisory committee for CommuteSMART Seacoast, the regional Transportation Management Association originally managed by COAST and funded as part of CMAQ-funded mitigation efforts for the Newington-Dover/Little Bay Bridges highway widening project. Since summer 2020 RPC and SRPC have administered CommuteSMART, organizing the regional B2B commuter challenge and supporting employer TDM efforts on an interim basis until new CMAQ funding can be secured to return the TMA to full time staffing. In winter 2022-2023 staff worked with COAST, SRPC and the cities of Portsmouth and Dover on a CMAQ application for five years of TDM outreach funding that will bring CommuteSMART back to full time staffing and a modest marketing budget.

Participated in advisory committee for CTAP- and UPWP-funded Commute Smart NH and planned and conducted outreach for spring and fall commuter challenges which are now coordinated with CommuteSMART Seacoast.

Other Planning Activities

This area of work is intended to include other projects that are included in the UPWP for completeness but are funded primarily by sources outside of the UPWP. During the 2020-2021 UPWP including the Level of Traffic Stress (LTS) Grant from FHWA, acting as the FTA 5310 Purchase of Service lead agency, as well as a number of land use and environmental resource focused planning projects that have a transportation component.

SRPC/RPC FTA 5305e Transit Planning Grant

OBJECTIVE:

RPC and SRPC collaborated with ACT and COAST to update the Coordinated Plan for the 38-community ACT RCC region (Region 10). SRPC will be administering the project with RPC as a subcontractor and each agency anticipates expending 50% of the grant.

ACCOMPLISHMENTS:

- ✓ **Transportation Providers Survey:** Transportation providers were surveyed to update the profile of services in the region. Covid 19 significantly impacted levels of service due to need to limit numbers of people in each vehicle, driver shortages, and fear all lowered usage. Lower overall demand due to Covid did reduce the number trip refusals from agencies. Driver shortages remain a significant problem for many providers.
- ✓ **Welfare Officers and Non-Profit Agency Survey:** Local welfare officers and non-profit agencies were surveyed to identify unmet transportation needs in the region. The Covid 19 pandemic noticeably increased transportation barriers for employment and many other needs of human service agency clients.
- ✓ **Focus Groups:** Several focus groups were utilized as part of plan update process. Waypoint teen drop-in center and SOS recovery services center held focus groups. The Age Friendly Communities project included many focus group-type conversation with the general older adult population in the form of break-out sessions at the community forums and meetings with the local steering committees. Input on BIPOC community needs was derived from work that AHA and TransportNH did in Manchester as well as input from Exeter's Racial Unity Team.
- ✓ **Data Analysis:** Analysis of data from the Census and the NHDHHS was conducted to update the demographic portion of the report and to help understand the populations in need of assistance in the region.
- ✓ **Revised Goals, Objectives, and Strategies:** The goals, objectives and strategies defined in the 2017 Coordinated Plan for the region were revised and updated based on changes in need identified prior to and during the pandemic, newly identified needs, and lessons learned from activities between 2017 and now.

- ✓ **Updated ACT Public Transit and Coordinated Human Services Transportation Plan:** The project resulted in an updated Public Transit and Coordinated Human Services Transportation Plan for the ACT region adopted in February 2023.

Other Regional Planning Studies

The RPC is involved with many land use and environmental planning activities that are interconnected with transportation issues. While transportation isn't the necessarily the focus of these efforts, it is part of the discussion. Transportation planning for the MPO makes up approximately 45-50% of the RPC annual budget with the remainder of staff time and resources going to regional and local land use and environmental planning efforts. A general description of this work is included below along with general funding sources and amounts where known.

ACCOMPLISHMENTS:

- ✓ **HSEM Hazard Mitigation Planning Grant:** This grant from FEMA produced a regional vulnerability assessment report and map set for NH coastal communities, develop a model Coastal Flood, Hazards and Adaptation Chapter to be incorporated into coastal community Hazard Mitigation Plans, tailor recommendations to update Local Hazard Mitigation Plans in each eligible coastal community to specifically incorporate the vulnerability assessment, and incorporate specific recommendations for mitigation and adaptation.
- ✓ **NH Coastal Adaptation Workgroup (NH CAW):** Formed in January 2010 as an Ad Hoc Collaboration, NH CAW currently involves 19 agencies, organizations, municipalities, and NGOs with 28+ individual members. NH CAW partnerships have received 12 grants and currently have 4 proposals under review and several in development. These project grants represent nearly \$2.5 M in assets that enables NH CAW to work with 25+ communities with 3 of the projects providing specific decision support tools for all coastal communities.
- ✓ **Emergency Management/ Hazard Mitigation Planning Grants:** This program provides funding to accomplish the preparation and up-dating of local all-hazard mitigation plans. These plans document all the hazards existing in communities and serve as prerequisite documents for many funding programs offered by the NH Office of homeland Security and emergency management. Some examples of eligible projects that fall under most of the grant programs listed above include property acquisition, structural demolition and relocation, structural elevation, mitigation reconstruction, dry flood proofing of historic residential structures, dry flood proofing of non-residential structures, minor localized flood reduction projects, structural retrofitting of existing buildings, non-structural retrofitting of existing buildings and facilities, safe room construction, infrastructure retrofits, soil stabilization and wildfire mitigation. These programs are funded through the NH Office of Homeland Security via the following planning grants: Hazard mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), Repetitive Flood Claims (RFC), and Severe Repetitive Loss (SRL). In addition, Pre-Disaster Mitigation (PDM) grants funded by FEMA through the New Hampshire

Department of Homeland Security and Emergency Management provide the resources for the RPC to conduct Hazard Mitigation Plan updates for member communities.

- ✓ ***A Comprehensive Plan for Resilient Salt Marshes in New Hampshire:*** A collaboration between the Great Bay National Estuarine Research Reserve, the University of New Hampshire, the NH Coastal Program and the RPC. This project will evaluate marshes in the 17 coastal zone municipalities of New Hampshire (Rockingham and Strafford County). To ensure that NH saltmarshes are resilient in the face of sea level rise and coastal storm surge, this project will develop a collaborative marsh management and monitoring plan for New Hampshire, and pilot the use of the plan in two coastal communities and one state agency.
- ✓ ***Developments of Regional Impact (DRI):*** RPC conducts reviews of development of regional impact to assist in fulfilling obligations under RSA 36:58. This provides for convening the RPC DRI committee and supporting it as necessary, preparation of written responses and attendance at local land use board meeting concerning developments of regional impact as required. This program is funded through the NH Office of Strategic Initiatives (OSI) Targeted Block Grant (TBG) program and supported by UPWP funds for transportation related components.
- ✓ ***Circuit Rider Planning Services and Technical Assistance:*** The RPC provides part-time professional land use planning services to the Planning Boards of eight member communities and technical assistance to all twenty-seven communities as requested. General duties include assistance in developing revisions to community Zoning Ordinance, Site Review, and Subdivision Regulations, review of development proposals, and assistance with the development of Capital Improvement Programs (CIPs). These services are paid through RPC dues and contracts with individual communities for circuit rider services. Tasks such as updating community master plan chapters are also undertaken, often under a separate contract.
- ✓ ***New Hampshire Coastal Program Technical Assistance Grants:*** This program provided funding to the regional planning commission's that have coastal communities to engage in planning projects that implement the coastal resource management goals of the NH Coastal Program. Any planning projects that can be accomplished by RPC staff are eligible. Examples include community master planning, natural resources inventories, land use and natural resources mapping, and adaptation planning. This program is funded by the US Dept. of Commerce/NOAA funds provided through NHDES/NH Coastal Program.
- ✓ ***Comprehensive Economic Development Strategy:*** Funded through the US Department of Commerce's Economic Development Administration, The Rockingham Economic Development Corporation (www.reddc.com) annually updates the Comprehensive Economic Development Strategy (CEDS) in support of on-going regional economic development planning efforts. RPC provides support in updating demographic and economic data and associated analysis, providing information on proposed transportation projects and improvement needs, and updating goals, objectives and recommendations.