

MEETING NOTICE AND AGENDA

Rockingham Planning Commission / Metropolitan Planning Organization

Wednesday, April 10, 2019; 7:00 PM

Stratham Town Offices

10 Bunker Hill Avenue

Stratham, NH 03885

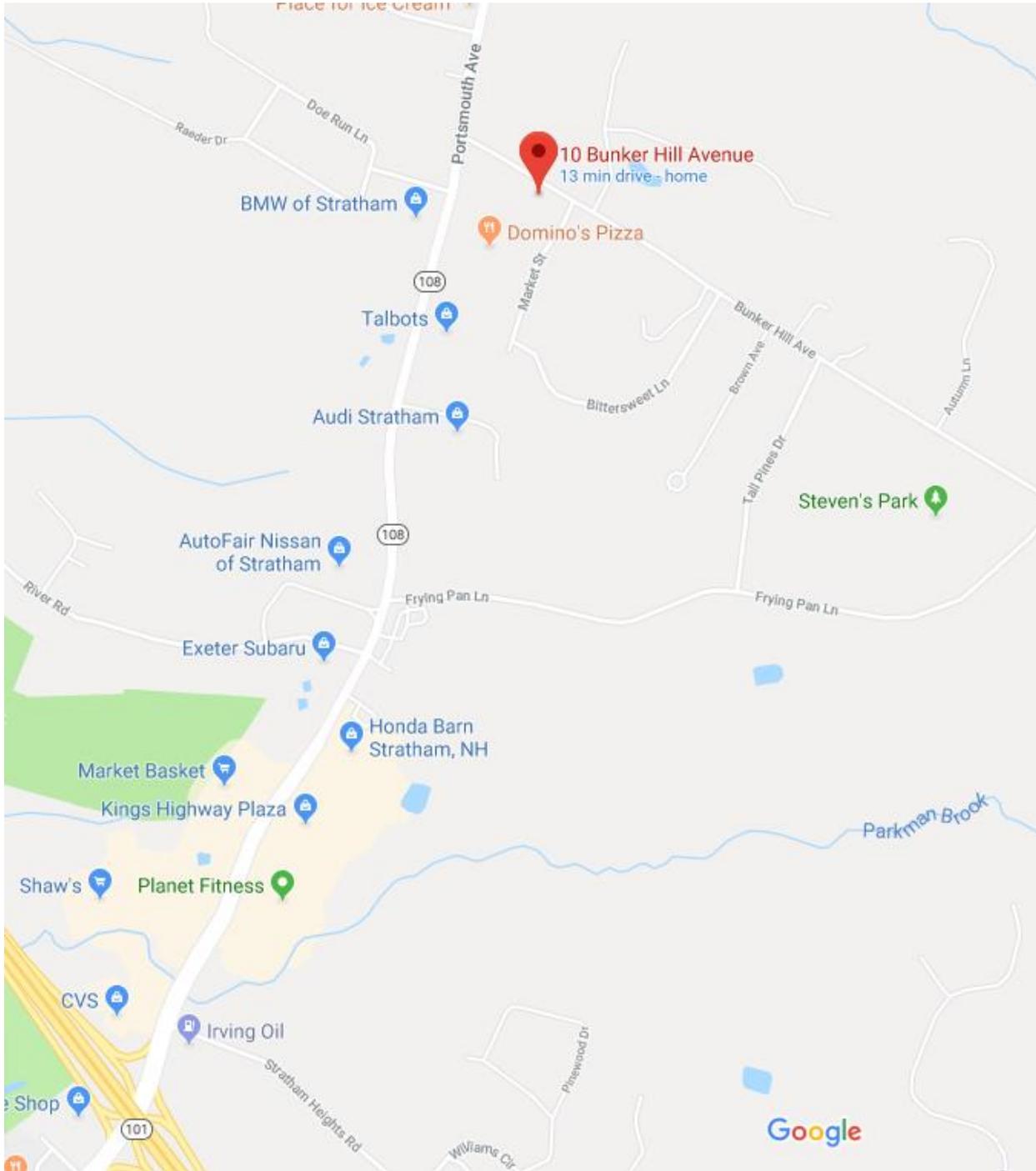
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| 7:00 | 1. Call to Order Metropolitan Planning Organization Meeting | <i>B. Kravitz, Chair</i> |
| 7:05 | 2. Minutes from February 13, 2019 – Motion | <i>Attachment 1</i> |
| Public Hearing | | |
| 7:10 | 3. <u>Motion to Adopt</u> the 2020-2021 Unified Planning Work Program (UPWP) | <i>Attachment 2
Dave Walker</i> |
| 7:30 | 4. <u>Motion to Adopt</u> the MPO Priorities for the 2021-2030 State Ten Year Transportation Improvement Plan | <i>Attachment 3
Dave Walker</i> |
| 8:10 | 5. Public Private Partnership (P3) Commission proposal for Transit Center leases | <i>Jim Jalbert, C&J
Trailways</i> |
| 8:35 | 6. Project Updates
a. 2019-2022 TIP/STIP Status
b. FAST Act Reauthorization | <i>To be distributed</i> |
| 8:40 | 7. Public Comment | |
| 8:45 | 8. Adjourn | |

Accommodations for individuals with disabilities

Reasonable accommodations for individuals with disabilities are available upon request. Please include a description of the accommodation you will need, including as much detail as you can. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted, but may be impossible to fill. Please call 603-778-0885 or email apettengill@rpc-nh.org.

DIRECTIONS TO Stratham Town Offices
[10 Bunker Hill Avenue, Stratham NH 03885](#)

- NH 101 East/West to Exit 11
- Follow NH 108 North to Bunker Hill Avenue
- Turn right onto Bunker Hill Avenue



MINUTES
Rockingham Planning Commission
Metropolitan Planning Organization
February 13, 2019

Kingston Public Library, Kingston NH

Commissioners/MPO Reps Present: B. Kravitz, Chairman, F. McMahon, A. Carnaby (Hampton); G. Coppelman, P. Coffin (Kingston); T. Moore, J. Kiszka (Plaistow); R. Nichols (COAST); G. Davison (NHDOT); Elizabeth Strachan (NHDES); L. Gagnon (Stratham); G. English, L. Plumer (Exeter); P. Britz (Portsmouth); B. Donahue, P. Pelletier (Salem); R. McDermott, A. Brubaker (H. Falls); R. Clark (Atkinson); P. Wilson (North Hampton)

Guests: L. Wilson (North Hampton); D. Merrill, N. Stiles (Hampton Beach Area Commissioners); S. Kravitz (Hampton)

Staff: T. Roache (Executive Director); D. Walker (Assistant Director); S. Bogle (Sr. Transportation Planner); A. Pettengill (Business Manager)

- 1. Call to Order:** Chairman Kravitz called the meeting to order at 7 p.m. and introductions were made.
- 2. Minutes of January 9, 2019**

*Kravitz noted that the Minutes being voted on are the MPO Minutes only of January 9, 2019. Coppelman moved to approve the MPO Minutes of January 9, 2019 as presented; Plumer seconded. **SO VOTED.***

- 3. Public Hearing: Draft 2019-2022 Transportation Improvement Program & Draft 2045 Long Range Transportation Plan – D. Walker, Assistant Director**

Kravitz opened the Public Hearing at 7:05 pm. Roache gave an overview of the purpose and function of the MPO. Walker reviewed Attachment #2 and noted that the Technical Advisory Committee reviewed and discussed both documents at their January 24th meeting and recommended approval of both to the MPO Policy Committee, with the following caveats: any comments received during the public comment period be addresses and incorporated; several technical changes as written in Attachment #2, Page 4; the TIP and Plan remain financially constrained; the TIP and Plan continue to reflect regional project priorities; Air Quality Conformity determination addresses Transportation Conformity as per guidance from EPA and FHWA; and the TIP and Plan continue to make progress towards achieving the region's

performance targets and describes the potential for that progress. Discussion and questions followed. *Kravitz closed the Public Hearing at 7:38 p.m.*

- 4. MOTION TO ADOPT:** *Nichols moved to approve the 2019-2022 TIP and 2045 Transportation Plan Update as presented; McDermott seconded. **SO VOTED.***

5. Hampton Seabrook Bridge Project Update – D. Walker

Walker gave a presentation on the Hampton Harbor Bridge proposal and reviewed all the existing conditions and proposed changes/alternatives. Discussion followed.

6. Public Private Partnership (P3) Commission proposal for Transit Center leases – S. Bogle

Bogle stated that there was a hearing on January 9th at Dover City Hall for the P3 Commission proposals for Transit Center leases. He explained that the P3 Commission was established in 2016 by the State Legislature to attract private investment in expansion and modernization of the transportation infrastructure. He reviewed the letters of interest that were received for projects and reviewed some specifics on each. Bogle asked the MPO if they would like to submit comments. General consensus was that the MPO wants to ensure that the State's interests are covered in relation to pricing of whatever project they choose, and it was suggested that a shorter lease term be suggested – 10-15 years instead of 30 years. Bogle suggested that any other comments be emailed to him and he will summarize and submit to the P3 Commission.

7. Project Updates

- a. Hampton Branch Rail Trail: Bogle noted that five towns have agreed to sign a trail agreement after the negotiations between NHDOT and PanAm conclude. Kravitz thanked Bogle for his work getting this project to an end agreement.
- b. Joint Land Use Study: Walker stated that Kittery and the Portsmouth Naval Shipyard are looking at options to correct the congestion and parking issues they're experiencing. Both Walker and Roache are members of the Policy Committee for that group.

8. Public Comment

Stiles commented that the proposed transit center on Rte 16 shouldn't be located too closely to the City of Dover exits as it will impact local business and existing gas/convenience stores that currently benefit from people exiting the highway for services.

Meeting adjourned at 8:50 p.m.

Respectfully submitted, Annette Pettengill

Memorandum

DATE: April 4, 2019
TO: MPO Policy Committee
FROM: David Walker
RE: UPWP for FY20 and FY21

The Unified Planning Work Program (UPWP) guides the work that the MPO undertakes over a two year period. It translates established planning priorities, processes, and tasks into expected activities and work products, and provides general timeframes for task completion. The UPWP is supported by FHWA Urban Planning (PL) and FTA Transit Planning funds, which are combined under FHWA jurisdiction in a unified contract. These funds are supplemented by Federal State Planning and Research (SPR) funds apportioned to NHDOT and are matched with a 20% local contribution. One half of that 20% match is provided via RPC community dues. The other half is provided by NHDOT via "Turnpike Toll Credits" which allows the MPO meet the match requirement but provides no real revenue. The full draft UPWP is available on the MPO website: <http://www.rpc-nh.org/transportation/about-mpo/work-program-upwp>.

There is no UPWP funding increase for FY 2020 and 2021 and the total available is the same as for the current UPWP (FY2018-2019). Funding has remained essentially flat since 2012 and this has resulted in a continuous erosion in UPWP scope over time due to inflation. This translates to approximately 800 hours less work in the 2020-2021 UPWP compared to the 2018-2019 work program, and the loss of something more than one full time equivalent in work hours since 2012-2013. While some of this is due to the redirection of funds towards data critical to the transportation planning process, much of the reduction is due to the impacts of flat funding and inflating costs. Table 1 from the UPWP is included in this memo and summarizes the overall breakdown of revenues and expenses planned for the next two years. As has been the standard, the work program is segmented into five categories covering administration, planning tasks, public outreach, data and analytical support, and technical assistance to our planning partners. The bulk of the work is included in Category 200: Policy and Planning (34% of funding) and Category 400: Planning Support (26% of funding). Providing technical assistance to planning partners utilizes about 17% of resources, while administration uses 12% and public outreach approximately 10%.

This iteration of the UPWP includes updated references to federal regulations, updated Planning Emphasis Areas provided by FHWA and FTA, as well as MPO Planning Priorities. In addition, the Category and Task descriptions have been reformatted, reorganized, and updated to reflect current tasks and activities. For the most part, the draft 2020-2021 UPWP is consistent with the work included in the 2018-2019 work program in that the bulk of staff efforts are directed towards fulfilling ongoing federal and state transportation planning requirements. That being said, there are some areas in particular that the MPO will be prioritizing efforts over the next two years:

- Planning & Environmental Linkages, Climate Change adaptation, and Resiliency.
- Updating the MPO Congestion Management Process

- Expanding public outreach efforts
- Maintaining and enhancing the travel demand model
- Continuing to provide local technical assistance when possible

FHWA and FTA provided comments on March 22nd and these have been fully incorporated into the document. We anticipate comments from NHDOT and those will have to be addressed prior to submitting and they will be addressed as part of the presentation at the Policy meeting if available. The TAC discussed the UPWP at the March 28, 2019 meeting and recommended approval. A final UPWP for FY 2020 and FY 2021 with required contracting documentation needs to be submitted to NHDOT by April 19th to get through the State contract approval process in time for the July 1st start date.

Recommended Action: Approve the 2020-2021 Unified Planning Work Program

Table 1: UPWP Funding & Expenditures Summary

Revenue					
Funding Source	UPWP Total	FY 2020	% of Funding	FY 2021	% of Funding
2018-2019 FHWA PL Funds	\$793,958	\$396,979	65%	\$396,979	65%
FTA 5303 Planning Funds	\$204,296	\$102,148	17%	\$102,148	17%
State Planning & Research Funds	\$105,900	\$52,950	9%	\$52,950	9%
Total Federal Funds	\$1,104,154	\$552,077	90%	\$552,077	90%
RPC Match (Local funds)	\$122,684	\$61,342	10%	\$61,342	10%
DOT Match*	\$-	\$-		\$-	
Total Available Funding	\$1,226,838	\$613,419	100%	\$613,419	100%

* NHDOT match is in the form of Turnpike Toll Credits which help to offset the match requirement for the Federal funding but provide no actual revenues.

Expenditures						
Work Area	FY 2020			FY 2021		
	Total	Personnel	Non-Personnel	Total	Personnel	Non-Personnel
Category 100: MPO Administration	\$73,333	\$69,633	\$3,700	\$71,925	\$68,201	\$3,724
Category 200: Policy & Planning	\$212,863	\$210,372	\$2,491	\$207,955	\$205,380	\$2,575
Category 300: Public Involvement	\$59,398	\$58,498	\$900	\$62,445	\$61,545	\$900
Category 400: Planning Support	\$163,684	\$112,306	\$51,378	\$160,816	\$107,413	\$53,403
Category 500: Technical Assistance	\$104,216	\$102,641	\$1,575	\$110,429	\$108,704	\$1,725
UPWP Total	\$613,495	\$553,451	\$60,044	\$613,569	\$551,242	\$62,327

Memorandum

DATE: April 4, 2019
TO: MPO Policy Committee
FROM: David Walker
RE: Project Selection

The MPO has received NHDOT's reviews of the priority Ten Year Plan project proposals submitted in December, summary recommendations and a memo detailing their process are attached. NHDOT reviewed 7 projects submitted by the MPO (out of 9 requested) and recommended revised estimates for four. The attached summaries detail the cost assumptions, note recommended changes, as well as identify recommended timing and cost distribution for the Ten Year Plan. One item to note is that NHDOT currently utilizes a 2.55% per year inflation rate however they are in the process of revising that assumption. The new rate is expected to be somewhat higher when finalized and projects will be revised to incorporated into the draft Ten Year Plan this summer.

NHDOT has indicated that MPO recommendations will incorporated into the Ten Year Plan as presented provided that the regional funding allocation is not exceeded. The next step is for the MPO to make this final recommendation based on the revised cost estimates.

Utilizing the revised estimated costs and programming timeframes, the total of the seven priority projects is \$7,683,558 of which \$6,900,848 is anticipated to be Federal funds that count against the regional allocation. This is slightly over the regional allocation (\$227,000) and with the inflation rate expected to rise, it is likely that the total could be higher. An attached spreadsheet shows each of the 7 projects, the original RPC estimate, the revised NHDOT estimate, anticipated programming timeframes, inflated costs, and the distribution of costs between federal (highlighted in green) and local funds. Finally, the spreadsheet shows the cumulative cost of adding each additional project to the Ten Year Plan (also highlighted in green).

At the March 28th meeting, the TAC reviewed the revised estimates and discussed the projects. The need to remove one project from consideration was clear and the decision was ultimately made to recommend Priorities 1-5 and 7 to bring the total cost back under the target amount. Priority #6 was removed from the recommended projects to accomplish this as it was viewed as an improvement that may need to be implemented on a much faster timeframe than what the Ten Year Plan would support.

Recommended Action: TAC and Staff recommend approving priorities 1 through 5 and 7 as RPC MPO priorities for the 2021-2030 Ten Year Plan.

**NHDOT PROJECT SCOPE AND SCHEDULE REVIEW TASK FORCE
SUMMARY RECOMMENDATIONS FOR PROJECTS PROPOSED BY
ROCKINGHAM PLANNING COMMISSION
FOR THE 2021-2029 NH TEN YEAR TRANSPORTATION PLAN**

Initial Priority #1: Complete Street improvements to Winnacunnet Rd. & High St. (Hampton)

Project summary: The purpose of this project is to improve the safety and connectivity for pedestrians and bicyclist long Winnacunnet Road as well as provide the missing connection of sidewalk along the north side of High Street between Tobey Road and Five Corners. This project will encourage and promote walking and biking within the Town of Hampton.

With four schools within a half-mile radius of each and an increased understanding to improve our health and our environment, students and parents use the sidewalks in town to walk and/or bike to school. Some parents allow their children to walk or bike to school alone, while some parents will walk with their children and may go from one school to another or have additional family members with them. However, based on surveys conducted as part of the Safe Routes to School (SRTS) Travel Plan, there are many students and parents that do not use the sidewalks or roadways because they do not feel these routes are safe. With the Center School (K-2nd), Town Hall, Town Library, Marston School (3-5th), Hampton Academy (6-8th), the High School, a Historic Church and the Fire Station connected by Winnacunnet Road and High Street, these routes are not only used by the Town's school aged children but residents and visitors too. There is a need to provide routes that are safe, reliable and convenient for all users. The reconstruction of Winnacunnet Road as a "Complete Street" will include new accessible sidewalks along both sides of the roadway, travel way and shoulder delineation, and the implementation of new signage, markings and crossings. The construction of the "missing" link between Tobey Road and Five Corners will include the construction of new sidewalk (7 ft) within the existing ROW.

Review Comments

- Based on the project scope and location, this project would be an LPA project subject to local match.
- **Federal funds participation would be capped at the 80% value identified below.**
- This is an MS-4 area so drainage and water quality treatment will be an issue, especially with ROW acquisition.
- The proposed \$10,000 in ROW costs seems low. The High Street sidewalk work appears to require that strip acquisitions will be needed from property owners.
- The Scope Summary states "The reconstruction of Winnacunnet Road..." the review committee was not clear as to the intent of the "reconstruction". Additional detail regarding this element is appreciated.

Review Summary

- NHDOT review identified a total estimated cost of \$940,000 as more aligned with what is required to complete the proposed project scope.
- The project is recommended to commence with PE in 2025, with ROW planned in 2027 and CON beginning in 2029.
- The proposed project would be an LPA project funded with 80% federal funds and 20% from the Town of Hampton. The federal funds participation would be capped at the 80% value.
- The proposed project would use **\$926,390.40** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.55%/year to account for inflation.

Funding

Phase	2019 RPC Estimate	2019 NHDOT Estimate	YoE
PE	\$150,000	FY 2025: \$150,000	FY 2025: \$170,126
ROW	\$10,000	FY 2027: \$50,000	FY 2027: \$59,638
CON	\$740,000	FY 2029: \$740,000	FY 2029: \$928,224
Totals	\$900,000	\$940,000	\$1,157,988

Initial Priority #2: Intersection improvements to Market St./Russell St. intersection (Portsmouth)

Project summary: 3-way intersection with Market St and Russell St. Market St is the through road which switches from a 4-lane divided roadway to a 2-lane street with on-street parking on both sides. Russell St is a two-lane road. This intersection is not signal controlled. The railroad crosses Market St in proximity to this intersection as well and the Port of NH entrance is nearby. Capacity improvements at intersection to deal with current and anticipated traffic volumes as well as improved bicycle and pedestrian accommodations. Traffic calming, safety, improved traffic flow.

Review Comments

- If a roundabout is being proposed there will likely be the need for ROW acquisition.
- Based on the proposed project scope and location, NHDOT this project would be an LPA project with local match.
- Federal funds participation would be capped at the 80% value identified below.
- Estimate ROW at \$50,000
- Estimate PE at \$200,000
- Construction costs shown appear appropriate for the work described.

Review Summary

- NHDOT review identified a total estimated cost of \$1,150,000 to complete the proposed project scope.
- The project is recommended to commence with PE in 2026; ROW in 2028 and CON in 2029.
- The proposed project would be an LPA project funded with 80% federal funds and 20% from the City of Portsmouth. The federal funds participation would be capped at the 80% value.
- The proposed project would use **\$1,093,000** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year.

Funding

Phase	2019 RPC Estimate	2019 NHDOT Estimate	YoE
PE	\$20,000	FY 2026: \$200,000	FY 2026: \$232,618
ROW	<i>Not included</i>	FY 2028: \$50,000	FY 2028: \$61,158
CON	\$855,000	FY 2029: \$855,000	FY 2029: \$1,072,475
Totals	\$875,000	\$1,150,000	\$1,366,251

Initial Priority #3: Multi-use path on former B&M RR (Seabrook)

Project summary: The purpose of constructing New Hampshire’s segment of the East Coast Greenway is several-fold: Create a safe, traffic-separated transportation facility for non-motorized travel within and between communities by people of all ages and abilities; this is particularly necessary paralleling the US1 corridor given the lack of ped/bike accommodation on that highway, complete New Hampshire’s segment of the multi-state ECG, connecting to finished trail in Northern Massachusetts, create an economic catalyst for seacoast communities as identified by the region’s CEDS and independent economic analysis.

New Hampshire’s transportation system as a whole and that of the Seacoast in particular, lacks traffic separated facilities for walking and bicycling that encourage people to consider non-motorized travel for short trips within and between towns. Such travel reduces traffic congestion on local and regional routes, enhances air quality, and supports public health goals and local economic development. More broadly Maine, Massachusetts and the other thirteen states along the Eastern Seaboard are working jointly to complete the ECG. The project has been identified in multiple regional planning and economic development studies.

Review Comments

- The NHDOT review committee agreed that the proposed budget seems appropriate.
- Scope would be limited to what funding allows.

Review Summary

- NHDOT review identified a total estimated cost of \$965,000 to complete the proposed project scope.
- Values presented below represent the project commencing with PE in 2027 and CON in 2030.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year and indirect cost rate of 10%/year.
- The project would utilize **\$1,354,437** of RPC’s 2029-2030 Ten Year Transportation Plan funding allocation.

Funding

Phase	2019 RPC Estimate	2019 NHDOT Estimate	YoE
PE	\$107,000	FY 2027: \$107,000	FY 2027: \$140,387
ROW	<i>Not included</i>	<i>Assumed to be within existing ROW</i>	
CON	\$858,000	FY 2030: \$858,000	FY 2030: \$1,214,050
Totals	\$965,000	\$965,000	\$1,354,437

Initial Priority #4: NH 107/NH 150 Intersection re-alignment (Kensington)

Project summary: Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study. Addresses capacity and safety issues at a heavily travelled two-way stop controlled intersection

Review Comments

- Proposed project costs based upon historical project information.
- NHDOT examined both roundabout and signal improvements.

Review Summary

- NHDOT review identified a total estimated cost of \$1,750,000 to complete the proposed project scope (roundabout).
- Values presented below represent the project commencing with PE in 2025; ROW in FY 2028; and CON in 2030.
- The proposed project would use **\$2,415,568** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year and indirect costs of 10%/year.

Funding (Roundabout)

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$150,000	FY 2025: \$300,000	FY 2025: \$374,276
ROW	<i>Not included</i>	FY 2028: \$150,000	FY 2028: \$201,822
CON	\$750,000	FY 2030: \$1,300,000	FY 2030: \$1,839,470
Total	\$900,000	\$1,750,000	\$2,415,568

Funding (Signal)

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$150,000	FY 2025: \$150,000	FY 2025: \$187,138
ROW	<i>Not included</i>	FY 2028: \$150,000	FY 2028: \$201,822
CON	\$750,000	FY 2030: \$1,250,000	FY 2030: \$1,768,721
Total	\$900,000	\$1,700,000	\$2,157,681

Initial Priority #5: Grafton Drive widening (Portsmouth)

Project summary: The proposed intersection improvements are to take place in the vicinity of Grafton Drive and its intersection with the entrances and exits for the Portsmouth Transportation Center and the Pease Golf Course

The side streets at the four-way unsignalized intersection with Country Club Lane and the Portsmouth Transportation Center experience excessive delays in both the weekday morning and evening peak hour. Current delays operate at a LOS F and will continue to deteriorate without the proposed improvements. Analyses predict that signal warrants will be met before 2020.

High volumes of traffic on Grafton Drive and activity at the Portsmouth Transportation Center are requiring that changes be made to move left-turns out of the flow of through traffic.

Grafton Drive will be widened to provide center turn lane to facilitate turning movements at the intersection with Country Club Rd and the Portsmouth Transportation Center

Review Comments

- The proposed project seems reasonable for sliver widening to add the left turn lane.
- NHDOT review assumes no signals with the proposed numbers.
- If a Signals is required the construction and design costs increase as shown above.
- NHDOT review comments also assume that PDA would act as LPA on project.
- **Federal funds participation would be capped at the 80% value identified below.**
- NHDOT review comments assume no ROW is necessary and PDA can complete PE.
- NHDOT note that there may be a possible bundling of all three PDA projects under a single contract for some cost savings as well as no indirects.

Review Summary

- NHDOT review identified a total estimated cost of \$500,00 to complete the proposed project scope (no signals)
- Project would be an LPA project with 80% federal funds and 20% local match. The federal funds participation would be capped at the 80% value.
- Values presented below represent the project commencing with PE in 2026 and CON in 2030.
- The proposed project would use **\$504,676.80** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year.

Funding (w/o signals)

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$100,000	FY 2026: \$100,000	FY 2026: \$116,309
ROW	<i>Not included</i>	<i>Not included</i>	
CON	\$400,000	FY 2030: \$400,000	FY 2030: \$514,537
Total	\$500,000	\$500,000	\$630,846

Funding (w signals)

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$100,000	FY 2026: \$200,000	FY 2026: \$232,618
ROW	<i>Not included</i>	<i>Not included</i>	
CON	\$400,000	FY 2030: \$750,000	FY 2030: \$964,757
Total	\$500,000	\$950,000	\$1,197,375

Initial Priority #6: Intersection improvements at New Hampshire Ave./Arboretum Dr. (Newington/PDA)

Project summary: Traffic volume demands at the intersection of Pease Blvd with Arboretum Drive/New Hampshire Avenue will substantially change with the completion of the NHDOT's Spaulding Turnpike improvements project. Traffic analysis on the Pease Tradeport combined with output from Newington-Dover Regional Model suggest that the Pease Blvd approaches will operate at LOS F in both the weekday morning and weekday evening peakhour under the existing geometric and traffic control condition. When additional traffic from further development is considered, additional capacity deficiencies are projected to occur, delays will be excessive and peak hour traffic signal warrants are expected to be met before 2020. Project proposes to construct a Northbound right-turn-lane on New Hampshire Avenue at the intersection with Arboretum Drive.

Review Comments

- NHDOT review assumes that PDA would act as LPA on project. No ROW is necessary and PDA can complete PE.
- Possible bundling of all three PDA projects under a single contract for some cost savings as well as no indirects.
- Federal funds participation would be capped at the 80% value identified below.

Review Summary

- NHDOT review identified a total estimated cost of \$300,000 to complete the proposed project scope.
- Project would be an LPA project with 80% federal funds and 20% local match. The federal funds participation would be capped at the 80% value.
- Values presented below represent the project commencing with PE in 2028 and CON in 2030.
- The proposed project would use **\$303,668.80** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year.

Funding

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$80,000	FY 2028: \$100,000	FY 2028: \$122,317
ROW	<i>Not included</i>	<i>Not included</i>	
CON	\$20,000	FY 2030: \$200,000	FY 2030: \$257,269
Total	\$100,000	\$300,000	\$379,586

Initial Priority #7: Signalization of International Dr./Manchester Square/Corporate Dr. intersection (Portsmouth/PDA)

Project summary: 4-way stop controlled intersection at International Drive and Manchester Road. Addresses PM peak hour failure conditions at minor leg approaches and anticipated traffic growth. Minor street LOS of F during PM Peak hour. Project proposes to Install traffic signal at the intersection of International Drive with Manchester Square and Corporate Drive on the Pease International Tradeport in Portsmouth.

Review Comments

- NHDOT review assumes that PDA would act as LPA on project. No ROW is necessary and PDA can complete PE.
- Possible bundling of all three PDA projects under a single contract for some cost savings as well as no indirects.
- **Federal funds participation would be capped at the 80% value identified below.**
- The proposed funding seems reasonable.
- It would appear that the intersection was signalized at one time; the signal bases are still visible today. If the conduit could be re-used that would reduce costs. The sidewalks and crosswalks will have to be reviewed for ADA compliance

Review Summary

- NHDOT review identified a total estimated cost of \$300,00 to complete the proposed project scope.
- Project would be an LPA project with 80% federal funds and 20% local match. The federal funds participation would be capped at the 80% value.
- Values presented below represent the project commencing with PE in 2027 and CON in 2030.
- The proposed project would use **\$303,106.40** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year.

Funding

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$75,000	FY 2027: \$75,000	FY 2027: \$89,456
ROW	<i>Not included</i>	<i>Not included</i>	
CON	\$225,000	FY 2030: \$225,000	FY 2030: \$289,427
Total	\$300,000	\$300,000	\$378,883

Summary of MPO Project Recommendations for the State Ten Year Plan Reviewed by NHDOT

Priority	RPC Project Number	City/Town	Roads	Scope	Phase	Original		Revised Cost		Inflated Cost	Federal Share	Local Share	Cumulative Regional Share
						Estimate (RPC)	Estimate (NHDOT)	Year	Year				
1	6197012	Hampton	Winnacunnet Rd (NH 101E) & High Street (NH 27)	The reconstruction of Winnacunnet Rd as a "Complete Street" includes new accessible sidewalks along both sides of the roadway, travel way and shoulder delineation, & the implementation of new signage, markings & crossings. The construction of the "missing" link between Tobey Rd & Five Corners includes sidewalk (7 ft) within the existing ROW	PE	\$150,000	\$150,000	2025	\$170,126	\$136,100	\$34,025	\$136,100	
					ROW	\$10,000	<i>\$50,000</i>	2027	\$59,638	\$47,710	\$11,928	\$47,710	
					CON	\$740,000	\$740,000	2029	\$928,224	\$742,579	\$185,645	\$742,579	
						\$900,000	\$940,000		\$1,157,987	\$926,390	\$231,597	\$926,390	
2	6379027	Portsmouth	Market St and Russell St	Intersection improvements are required to improve traffic flow and safety. A roundabout is currently being considered for this location.	PE	\$20,000	\$200,000	2026	\$232,618	\$186,095	\$46,524	\$186,095	
					ROW	\$0	<i>\$50,000</i>	2028	\$61,158	\$48,927	\$12,232	\$48,927	
					CON	\$855,000	\$855,000	2029	\$1,072,475	\$857,980	\$214,495	\$857,980	
						\$875,000	\$1,105,000		\$1,366,251	\$1,093,001	\$273,250	\$2,019,391	
3	6409007	Seabrook	East Coast Greenway	Construct multiple use pathway on State owned portion of B&M railroad from Mass state line to Seabrook Station. East Coast Greenway.	PE	\$107,000	\$107,000	2027	\$140,387	\$140,387		\$140,387	
					ROW	\$0	\$0		\$0	\$0		\$0	
					CON	\$858,000	\$858,000	2030	\$1,214,050	\$1,214,050		\$1,214,050	
						\$965,000	\$965,000		\$1,354,437	\$1,354,437	\$0	\$3,373,828	
4	6239001	Kensington	NH 107	Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study	PE	\$150,000	<i>\$300,000</i>	2025	\$374,276	\$374,276		\$374,276	
					ROW	\$0	<i>\$150,000</i>	2028	\$201,822	\$201,822		\$201,822	
					CON	\$750,000	<i>\$1,300,000</i>	2030	\$1,839,470	\$1,839,470		\$1,839,470	
						\$900,000	\$1,750,000		\$2,415,568	\$2,415,568	\$0	\$5,789,396	
5	6379002	Portsmouth	Grafton Drive	Grafton Drive will be widened to provide center turn lane to facilitate turning movements at the intersection with Country Club Rd and the Portsmouth Transportation Center	PE	\$100,000	\$100,000	2026	\$116,309	\$93,047	\$23,262	\$93,047	
					ROW	\$0	\$0		\$0	\$0	\$0	\$0	
					CON	\$400,000	\$400,000	2030	\$514,537	\$411,630	\$102,907	\$411,630	
						\$500,000	\$500,000		\$630,846	\$504,677	\$126,169	\$6,294,073	
6	6331002	Newington	Pease Blvd/ NH Ave/ Arboretum Dr	Construct a Northbound right-turn-lane on New Hampshire Avenue at the intersection with Arboretum Drive.	PE	\$20,000	<i>\$100,000</i>	2028	\$122,317	\$97,853	\$24,463	Not Recommended	
					ROW	\$0	\$0		\$0	\$0	\$0		
					CON	\$80,000	<i>\$200,000</i>	2030	\$257,269	\$205,815	\$51,454		
						\$100,000	\$300,000		\$379,585	\$303,668	\$75,917		
7	6379034	Portsmouth	International Dr/ Manchester Square/ Corporate Dr	Install traffic signal at the intersection of International Drive with Manchester Square and Corporate Drive on the Pease International Tradeport in Portsmouth	PE	\$75,000	\$75,000	2027	\$89,456	\$71,565	\$17,891	\$71,565	
					ROW	\$0	\$0		\$0	\$0	\$0	\$0	
					CON	\$225,000	\$225,000	2030	\$289,427	\$231,542	\$57,885	\$231,542	
						\$300,000	\$300,000		\$378,883	\$303,107	\$75,777	\$6,597,180	
Totals						\$4,540,000	\$5,860,000		\$7,683,558	\$6,900,848	\$782,711	\$6,597,180	
Regional Allocation												\$6,673,836	
Net Remaining											Remainder	\$76,656	

italic = NHDOT Adjustments to Estimates