

**FY2012
FY2013**

Transportation Program Performance Report



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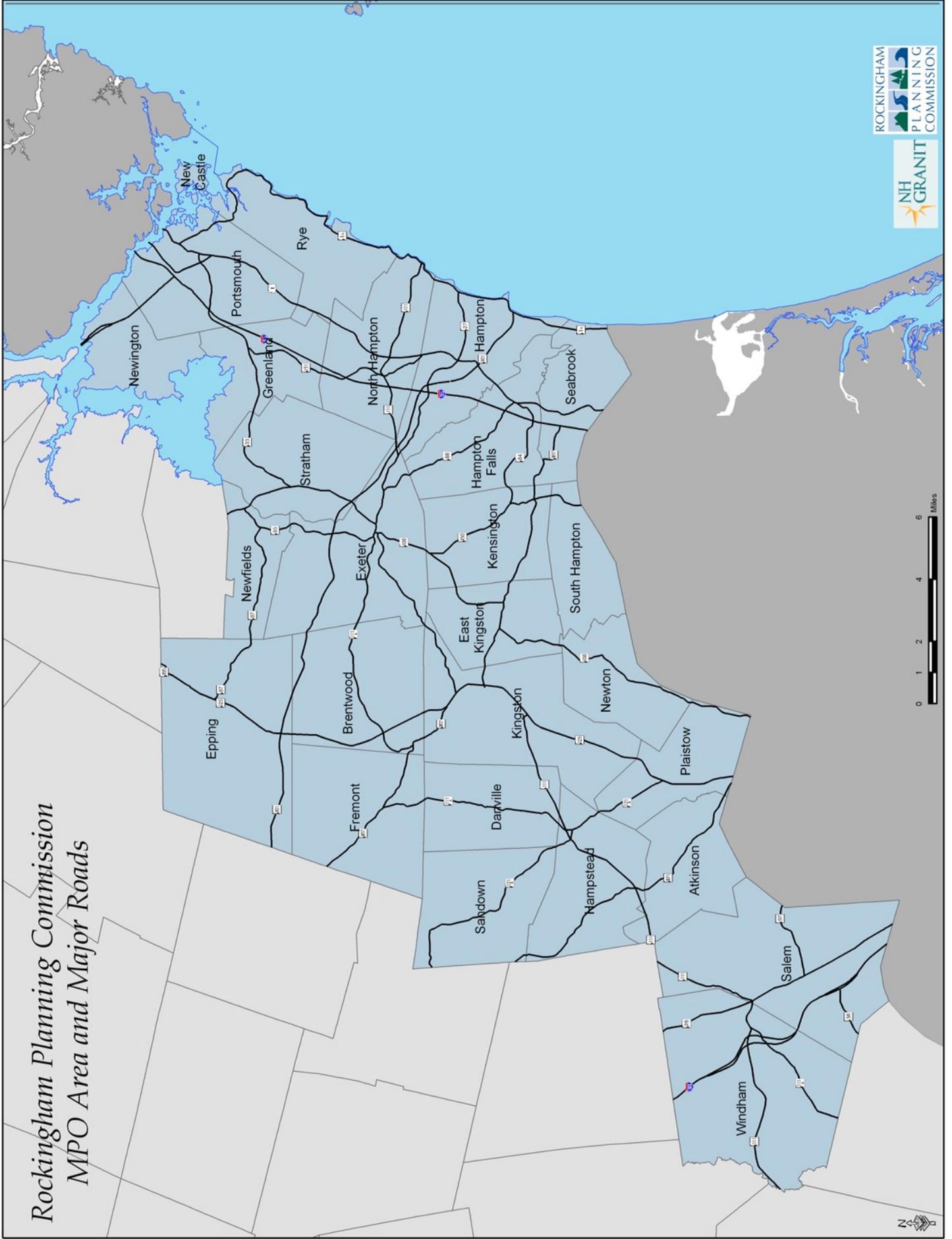
Rockingham Planning Commission Communities

- Town of Atkinson
- Town of Brentwood
- Town of Danville
- Town of East Kingston
- Town of Epping
- Town of Exeter
- Town of Fremont
- Town of Greenland
- Town of Hampstead
- Town of Hampton
- Town of Hampton Falls
- Town of Kensington
- Town of Kingston
- Town of New Castle
- Town of Newfields
- Town of Newington
- Town of Newton
- Town of North Hampton
- Town of Plaistow
- City of Portsmouth
- Town of Rye
- Town of Salem
- Town of Sandown
- Town of Seabrook
- Town of South Hampton
- Town of Stratham
- Town of Windham (until March, 2013)

Partner Agencies

- NH Dept. of Transportation (NH DOT)
- NH Dept. of Environmental Services, Air Resources Division (NH DES)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Cooperative Alliance for Regional Transportation (CART)
- Cooperative Alliance for Seacoast Transit (COAST)
- Pease Development Authority
- University of New Hampshire Wildcat Transit
- NH Office of Energy and Planning
- Strafford Regional Planning Commission
- Southern Maine Regional Planning Commission
- Merrimack Valley Planning Commission
- Nashua Regional Planning Commission
- Southern NH Planning Commission
- Maine Department of Transportation
- Massachusetts Department of Transportation
- Federal Aviation Administration
- Federal Railroad Administration
- Northern New England Passenger Rail Authority

*Rockingham Planning Commission
MPO Area and Major Roads*



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Table 1: UPWP Work Categories and Related Task Areas

Category 100: MPO Administration	
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	Task 101: Accounting and Invoices Task 102: MPO Program Administration Task 103: Staff Training Task 104: Indirect Cost Rate Set Aside
Category 200: Policy and Planning	
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 transportation and related components of the RPC Regional Master Plan, the initiation of corridor monitoring committees, and participation other statewide and regional planning	Task 201: Long Range Transportation Plan Task 202: TIP & State Ten Year Plan Task 203: Air Quality Conformity Analysis Task 204: Congestion Management Process Task 205: Coordination of Activities with Other Agencies Task 206: Land Use & Sustainability Task 207: Intelligent Transportation Systems
Category 300: Public Involvement	
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.	Task 301: Public Involvement
Category 400: Plan Support	
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.	Task 401: Data Collection, Management, & Analysis Task 402: Transportation Models and Modeling Task 403: Equipment & Resources
Category 500: Technical Assistance	
Address local transportation issues and concerns by providing direct transportation planning consultation and general technical assistance, project development assistance, and grant funding resources to communities within the MPO study area in response to local needs and requests.	Task 501: Technical Assistance to Communities Task 502: State Project Support Task 503: Transit/TDM Planning & Technical Assistance Task 504: Bicycle & Pedestrian Planning Task 505: Special Projects Task 506: Local Project Administrations (LPA) Programs
Category 600: Additional Projects	
Any transportation projects that the RPC is working on utilizing funds in addition to the primary PL and SPR funding allocated to the MPO and that are included within our overall UPWP contract.	Task 601: Hampton Intermodal Center Study

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 2012 - 2013 Unified Planning Work Program (UPWP) covering the MPO region. 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 general public a report of progress on projects and initiatives that the MPO has undertaken as part of the UPWP for the region. As part of the discussion, some remarks on work occurring both before and after the 2012-2013 UPWP are included 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 six categories within the UPWP, as well as the various task areas and subtasks listed underneath each category. **Table 1** shows the structure of the 2012-2013 UPWP and includes the six categories as well as the major tasks underneath each. The UPWP listed 138 different work products within that structure that were expected to be accomplished during the two years. There was great variety in what each listed work product represents in terms of time and cost. In some cases, the task is simply an area to bill purchase of materials (403 is for software licenses and subscriptions for instance) and little or no staff time would be involved, while other listed tasks, such as in the area of local technical assistance (Task 501 – approximately 51 different activities within the work product), encompassing multiple efforts in multiple towns over the course of the contract, while still others might be all or part of a project.

Overall Progress

The Fiscal Year 2012 and 2013 UPWP was a two year contract with the New Hampshire Department of Transportation and includes some projects that started under previous work programs as well as several that will conclude under the 2014-2015 UPWP. The contract was extended by four months to facilitate the completion of the work on the NH 101/ US 1 Interchange realignment and Intermodal Center study. Over the course of the 28 months of the contract, the MPO spent approximately 18,500 hours working on 130 of the 138 identified work products (**Table 2**) and approximately \$1.25 million including direct expenditures (consultant fees, equipment, and other costs). This equates to approximately

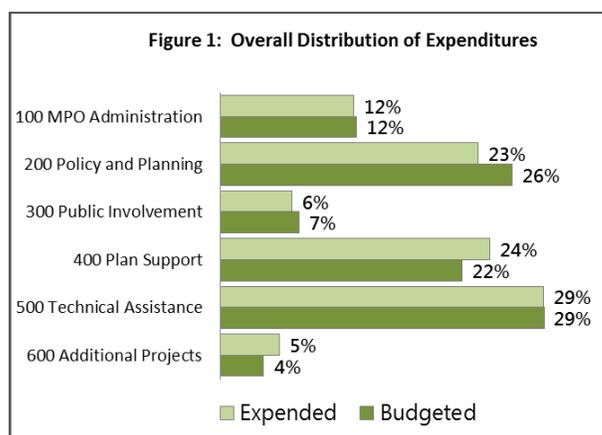
Work Product Status	Number	% of Total
Not Started/Needed	8	6%
In Progress	16	12%
Completed	114	83%
Total	138	100%

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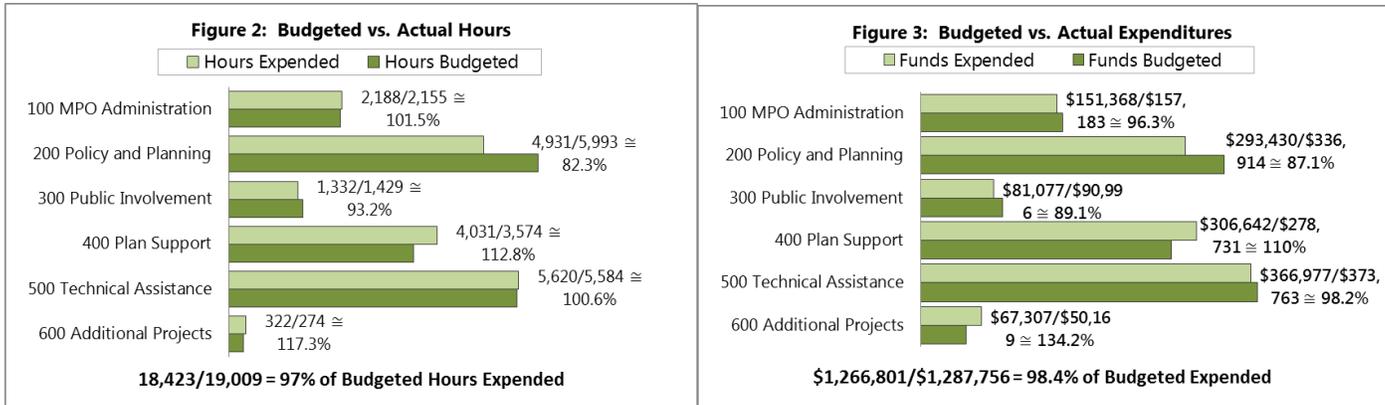
98% of the expected funds available for the two years of the UPWP. Some highlights of the work undertaken include the following:

- 2 Ten Year Plan cycles
- 8 TIP Amendments and 25+ administrative adjustments
- New statewide project prioritization process and project selection criteria.
- Participation in Lean Review processes for the Ten Year Plan and TIP/STIP Amendments.
- 20 Technical Assistance Projects for MPO Communities. Examples include:
 - ◆ Hampton Beach Parking Study
 - ◆ Windham NH 111 Town Center Zoning Study
 - ◆ Updates to the North Hampton and Plaistow Master Plans
 - ◆ Access Management on US 1 in Seabrook
 - ◆ Portsmouth Vulnerability Assessment
- Development Impact Review for 9 communities.
- Nearly 1600 hours in support of regional transit operators
- Safe Routes to School activities for 6 communities
- Memorial Bridge design and construction and Sarah Mildred Long Bridge redesign.
- Updated Regional ITS Architecture and Strategic Plan
- Initiated Regional Vulnerability Analysis for storm surge and sea level rise
- Two Scenic Byway projects (Coastal and Stagecoach/Robert Frost)
- 2,000 Hours of mapping and data analysis work.
- NH 101/ US 1 Interchange configuration and Intermodal Center study
- 1300 Hours in natural resources coordination, livability, and climate change related work.

Figures 1, 2, and 3 show how the distribution of work as budgeted in the UPWP is somewhat different from the actual expenditures as determined by the hours and financial resources spent in each category of work. **Figure 1** shows the distribution of funding amongst the six categories as budgeted and as expended. Overall, MPO expenditures were in line with how the budget was distributed among the categories with the largest discrepancy occurring in Category 200 where 23% of resources were spent but 26%



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was budgeted. This was offset in Category 400 Plan Support where more work than anticipated occurred and so expenditures were slightly higher than what had been budgeted. Both administrative (Category 100) and technical assistance (Category 500) work was on target with what had been budgeted, while the Public Involvement (300) and Additional Projects (600) categories showed only 1% deviation from what had been anticipated. **Figures 2 and 3** show the specific number of hours and amount of funding budgeted and expended as well as the percent of the budget spent for each category. Looking at actual expenditures of time and funding instead of the distribution, the discrepancies between the budgeted amounts and the actual expenditures is more striking although still very close overall. More hours were spent than anticipated (Figure 3) in Categories 100, 400, 500, and 600 however more funding was spent than anticipated in Categories 400 and 600.

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 SAFETEA-LU 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 such as the Congestion Management Process. The Planning Priorities from the UPWP are listed below along with some indication on how they are being addressed.

1. Continued SAFETEA-LU Compliance and MAP-21 Implementation: *Ensure that the MPO is fully complying with the provisions of SAFETEA-LU and the planning regulations developed by FHWA and FTA and working to implement the provisions of MAP-21.* The implementation of a Congestion Management Process was the last remaining component that the MPO needed to be fully compliant with SAFETEA-LU provisions and the agency has been working to maintain that compliance. MAP-21 has introduced several new requirements for MPOs that are being implemented to the extent possible while awaiting guidance and rulemaking from FHWA.

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2. Fiscal Constraint and Financial Planning: *Continue to improve methods and practices regarding showing fiscal constraint of planning documents and of projecting future finances available to the MPO.* The MPO continues to make efforts to improve financial planning for the TIP and Long Range Transportation Plan with each update. The information is being conveyed to MPO Commissioners in a more easily understood manner. Most recently, Cooperative Revenue Forecasting has been initiated with NH DOT and the other New Hampshire MPOs as a way to improve the financial accounting within the Transportation Improvement Program and the Long Range Plan.
3. Project Monitoring: *Take a more active role in tracking projects as they move from planning to implementation.* Staff has taken a more active role in the development of projects, specifically the work on the Memorial and Sarah Long Bridges, the NH1B Bridge between New Castle and Rye, the NH 125 expansion in Plaistow, US Route 1 widening in Seabrook, and the expansion of the MBTA service into Plaistow. Current resources limit the time available for project monitoring.
4. Travel Demand Modeling: *Ensure that the MPOs are maintaining the function and capacity of their travel demand models and keep them up-to-date.* The MPO, working with the Strafford Regional Planning Commission, recently completed an update to the capabilities and functioning of the model. Work is ongoing to incorporate the most recent population and employment projections.
5. HPMS and CMP Data Collection and Monitoring: *Continue to assist with the collection of Highway Performance Monitoring System data and implement the data collection necessary for the Congestion Management Process.* The MPO continues to collect traffic count data around the region, much of which is used for the HPMS and the CMP. Recently, FHWA released travel time data for many of the roadways included in the CMP and work is actively being done to incorporate that into the model.
6. 2010 Census Data: *Work to integrate the forthcoming 2010 census data into transportation planning activities such as the Travel Demand Model and Long Range Transportation Plan.* The integration of the 2010 census data and its derivatives is ongoing. Limitations with the 2010 census, specifically the lack of “long form” data, have made use of the data difficult in some areas. In addition, the American Community Survey (ACS) data has large margins of error for small communities making use of that data difficult at smaller geographic levels.
7. Planning and Environmental Linkages: *Work with Federal and State Planning partners to deploy innovative planning techniques that can shorten project delivery times.* The MPO has worked to improve the data available on proposed projects so as to identify potential environmental and other concerns earlier.
8. Planning Performance Measures: *Develop and implement planning performance measures and integrate a performance based approach into MPO activities.* Guidance on implementation of performance measures is just being released by FHWA however the MPO does include perfor-

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mance measures in the Congestion Management Process, and as part of the project selection and prioritization process.

9. **Climate Change:** *Address climate change mitigation and adaptation in the planning process.* The MPO is currently in the midst of several efforts related to climate change mitigation and adaptation including a vulnerability assessment of infrastructure in the seacoast.
10. **Livability:** *Integrate the livability principles of more transportation choices, equitable, affordable housing, enhanced economic competitiveness, support for existing communities, coordinated policies, leveraging investments, and valuing communities and neighborhoods.* The MPO has synchronized the update of the Long Range Transportation Plan with the larger RPC update of the Regional Master Plan and Granite State Futures program. The full update of the Plan was not completed as anticipated as the Granite State Futures grant was received after the adoption of the UPWP however this project has provided a unique opportunity to capitalize on a widespread community involvement process and the wider regional interest to improve the Plan.

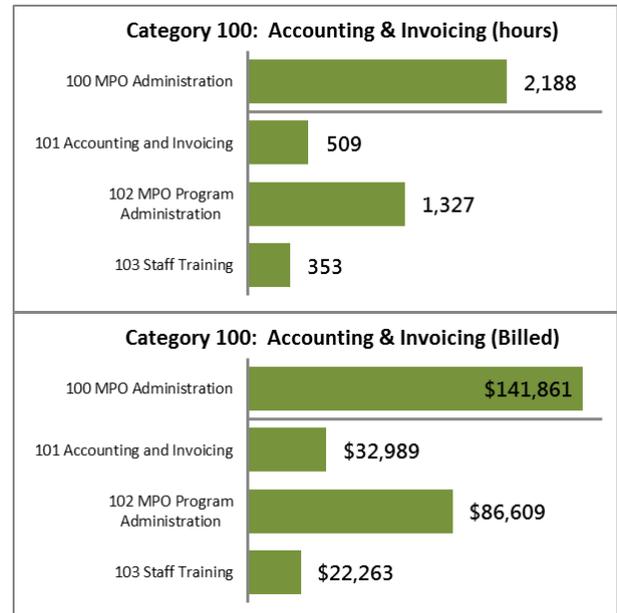
Project Specific Progress

In total, the distribution of MPO work efforts was close to expectations when the UPWP was developed prior to the start of FY10, and met many of the established priorities for the region. The following pages detail the specific tasks and projects from each of the six UPWP Task Areas. For each area of work, the general objective of the task area is noted along with the level of effort, followed by detailed descriptions of the various accomplishments, and any ongoing work within the task area. This is followed at the end by a discussion of those projects that were worked on but where not included in the UPWP, as well as the goals for the current 2014-2015 UPWP.

Category 100: MPO Administration

The 100 Category of work is the administrative tasks component of the UPWP and includes training and conferences. Slightly more time was spent on this category than anticipated when the budget was established (101.5%) however financially it was under budget (96%). Overall hours and funding spent on Category 100 is shown in **Figure 4**. Significant time was spent on the development of an MS Access based invoicing system that facilitates tracking of employee time, invoicing, and reporting. Also more time was spent amending the UPWP and on the development of the 2014-2015 UPWP than had been anticipated when budgeting occurred.

Figure 4: Category 100 Expenditures



Task 101 Accounting and Invoicing

OBJECTIVE:

All staff efforts related to the development and submittal for approval of reimbursement requests.

ACCOMPLISHMENTS

- **Monthly Work Program Invoices:** Prepared and submitted invoices for work completed on a monthly basis.
- **Development of Invoicing System:** An invoicing system that provided an interface between the RPC accounting software (QuickBooks) and MS Access was developed and tailored to create invoices in the format desired by NHDOT for the UPWP contract. This system also allowed for the quick aggregation of information regarding the work completed for the monthly work program reports that accompanied the invoices. This system was further refined to be able to produce invoices and reports for the FY 2014-2015 UPWP at the same time.
- **Indirect Cost Rate Plan:** Under the guidance of the RPC agency auditor, staff prepared and submitted to NHDOT an indirect cost rate proposal effective at the beginning of each fiscal year in which the UPWP contract was active. These ICR plans were reviewed and modified as

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needed, and reconciliations made as required. For FY14 and FY 15 the RPC moved to a negotiated ICR instead of provisional rates based on previous year estimates.

- ***Audits:*** Prepared for and provided documentation for FY 2012 and FY 2013 Financial Audits, including OMB 133 Single Audit records preparation, and assistance to auditors as needed.
- ***Timesheet Completion:*** Employees completed timesheets for each pay period in the UPWP.
- ***Compliance with NH DOT Reporting Requirements:*** In response to these revised billing and invoicing policies and requirements a more robust system was developed for the FY 2012-2013 UPWP based on systems developed for the FY2010 and FY2011 UPWP. This work primarily involved increasing automation of the monthly accounting process to increase efficiency and consistency of invoicing and reporting. This also involved the development of new integration tools between the QuickBooks accounting system and an Access database. This work is now largely completed, but continues to be refined to better leverage this system for more accessible and effective tracking of work progress and expenditures, and more efficient billing and reporting of activities.
- ***UPWP Performance Tracking:*** The financial tracking system was set up to track the elements of the 2014-2015 UPWP and to facilitate billing and reporting.
- ***Disadvantaged Business Enterprise (DBE) Program:*** Staff developed a Disadvantaged Business Enterprise (DBE) Program, confirming MPO Policy of Non-Discrimination in federal contracting, identifying steps to ensure equal opportunity for DBEs to participate in MPO contract opportunities, and setting a goal for MPO contracting with DBEs.

ONGOING PROJECTS

- ***RPC Internal Procurement Guidelines:*** No progress was made in the development of internal procurement guidelines and the RPC continues to utilize State and Federal guidance.

Task 102 MPO Administration

OBJECTIVE:

To provide for development of the MPO UPWP and Prospectus, general administrative and clerical services, and for the timely completion of UPWP tasks.

ACCOMPLISHMENTS

RPC staff completed the following administrative tasks during the course of the FY 2012 and FY 2013 UPWP:

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- ***Monthly Work Program Reports:*** Staff reported the activities of MPO staff on a monthly basis during the Fiscal Year and submitted the reports to NH DOT with requests for reimbursement.
- ***MPO FY10 and FY11 Performance Report:*** The UPWP was reviewed in preparation for development of the year end performance report. Timesheet and work program report data were aggregated to assess accomplishments and on-going activities and all participating staff summarized work efforts on UPWP tasks and projects during FY 2010 and 2011.
- ***UPWP Amendments:*** Amendments were made to the UPWP to redistribute funding at the end of FY 12 and near the end of FY13. A more difficult approval process for technical assistance projects resulted in few proposals from member communities and so funding was redirected away from the Technical Assistance category to MPO Administration and to Policy and Planning Activities. At the same time, staff projects were added to update the Access Management Manual, create Complete Streets Guidance, and conduct a regional vulnerability analysis. In particular, the reallocation allowed for the deployment of an innovative Bluetooth-based automatic traffic count at the highly complex U.S. 1 / NH101 interchange in Hampton. This count helped calibrate the traffic distribution for interchange legs in our traffic model and verify the function of alternative interchange designs that are being proposed.
- ***Development of the FY 2014 and FY 2015 UPWP:*** Considerable time was spent in the development of the UPWP for FY14 and FY 15 to meet more extensive requirements from NH DOT and FHWA as well as address changes brought about by MAP-21 legislation. Much of the time was spent restructuring the document to fit the common outline for all UPWPs requested by NH DOT and to ensure that all expected tasks were included and placed in the appropriate categories of work. Budgeting was completed to an individual staff member level and aggregated back to the Category level for the UPWP. This process was complicated by late revisions to expected budgets due to uncertainty within the State budget, as well as ensuring compliance with federal requirements.
- ***Administration of Planning Funds Manual:*** Reviewed the draft Administration of Planning Funds manual produced by NHDOT and provided extensive comments regarding its contents and structure.

ONGOING PROJECTS

- ***Day-to-day Administration:*** Much of the work that occurs under Task 102 is ongoing, as it is concerned with the day to day administrative operations of the RPC and as such requires monthly reporting and tracking of expenditures and revenues.

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Task 103 Staff Training

OBJECTIVE:

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

ACCOMPLISHMENTS

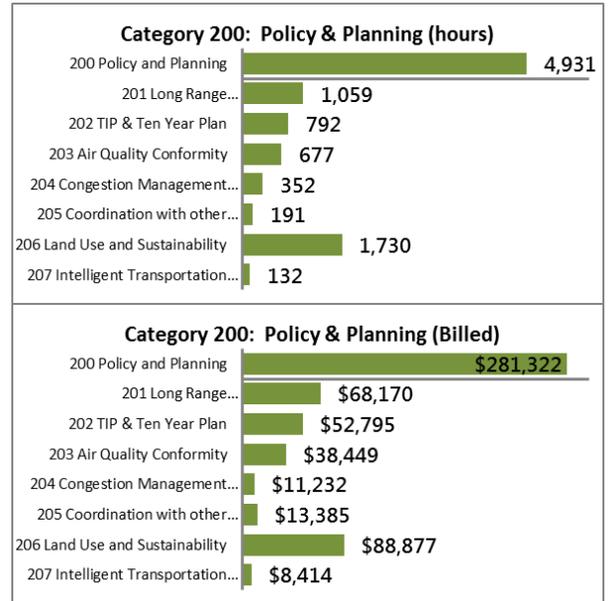
RPC Staff participated in the following seminars, conferences, workshops, and webinars:

- APBP Bike/Ped Routine Accommodation webinar
- Complete Streets Training
- Facilitation training via Leadership Seacoast
- Attended National Association of Regional Councils (NARC) workshop on MAP-21 Implementation
- Attended FHWA workshop on Performance Based Planning and Programming
- Webinar on MAP-21 implementation
- Webinar on the Transportation Alternatives (TA) program,
- Webinar on Census 2010 UZA designations and planning implications
- Part 1 of the NHDOT LPA training
- Scenario Planning workshop at Nashua RPC
- GIS and Transportation
- LIDAR Data collection, structure and potential uses
- PREP State of the Estuaries conference
- Climate Change and the NH Seacoast conference
- Planning and Environmental Linkages webinar
- Northern New England Chapter of the American Planning Association (NNECAPA) annual conference with seminars on infrastructure investment post hurricane Irene, access management.
- Series of four FHWA sponsored webinars on vulnerability assessment and climate change adaptation.
- Workshop on fair housing and planning including access to employment and other opportunities.
- Presented Regional Buildout project at International GIS-Pro 2013 Conference.
- EPA Coastal Adaptation/ Climate Change local leaders conference in Providence, R.I.

Category 200: Policy and Planning

This category includes work on the development of the MPO Long Range Transportation Plan (LRTP), the Transportation Improvement Program, Congestion Management Process, Intelligent Transportation Systems, Air Quality Conformity, as well as other planning and policy efforts. Work in this area (*Figure 5*) was significantly less than anticipated (82% of budgeted hours and 87% of budgeted funds) as a presumed update to the LRTP was delayed to better align with the Granite State Futures project that was funded outside of the UPWP. Extensive work was done however in the development of the 2013-2016 TIP and in the solicitation and prioritization of transportation projects for the State Ten Year Plan.

Figure 5: Category 200 Expenditures



Task 201 Long Range Transportation Plan

OBJECTIVE:

To develop and maintain the Rockingham MPO Transportation Plan and related policies in a manner that is consistent with the requirements of 23 CFR Part 450, Subpart C.

ACCOMPLISHMENTS:

- **2040 Long Range Transportation Plan:** A minor update of the MPO Long Range Transportation Plan was approved in October, 2012. This update primarily focused on updating the project timeframes and addressing new fiscal constraint assumptions. New maps were also produced for the update.
- **Population Projections:** Staff worked with the Office of Energy and Planning and the other New Hampshire RPCs to finalize population projections for each community in the state. These projections are based on the statewide and county projections developed in 2012. The statewide projections estimate a population of 1,316,256 in 2040 with every county in the state experiencing natural decline (when deaths exceed births) by that timeframe. This has resulted in a revision to the expected population in the region from the projections completed in 2012. At that time the population of the RPC was projected to be approximately 204,000 and this number has been revised downward to approximately 193,000 to reflect the statewide

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population total and expected distribution throughout the state. Work is currently ongoing to develop community cohort projections and to integrate this new information into the regional travel demand model.

- ***Fiscal Constraint:*** Revised the fiscal constraint analysis methods and process to incorporate basic Cooperative Revenue Forecasts from NH DOT as well as techniques discussed at a STIP workshop and in an AASHTO webinar on best practices. Included costs of PE and ROW in the analysis for the first time as well as updated assumptions regarding inflationary costs and funds available for projects in the future.
- ***Air Quality Conformity Analysis:*** An Air Quality Conformity Analysis was completed with the adoption of the MPO Long Range Plan in October, 2012. The process involved updating growth and travel assumptions, incorporating projects into the model, and coordinating the analysis with the other New Hampshire MPOs. Other components of the air quality analysis included:
 - ◆ Information from other MPOs emissions estimates were consolidated and included.
 - ◆ Developed exempt and not-exempt project lists.
 - ◆ Updated the conformity analysis document to reflect changes to the 8 hour ozone standard as well as the current SIP budget and process that is being utilized in NH to conduct conformity analysis.
 - ◆ Presented to the MPO TAC and Policy Committees prior to approval of the document.
 - ◆ A minor revision to the Air Quality Conformity analysis was completed to account for changes required by TIP Amendment #2. This required travel demand model runs to reflect the changes from a project not being completed prior to an analysis year and resulted in a very small emissions level increase (less than 1kg/day). Also required revisions to the conformity document itself, a 30 day public comment period, and approval by TAC and Policy Committees.
- ***Non-Attainment Area Boundary Revisions:*** A second area of work related to Air Quality Conformity involved the participation of MPO staff in a discussion with Federal, State, and Regional Agencies regarding expanding the borders of the Non-Attainment Area as part of revisions to the National Ozone standards. Reviewed and commented on proposed maps advocating for retaining current air quality boundaries or at least limiting expansion of the non-attainment area to existing MPO boundaries.
- ***Project Selection Criteria Development:*** Staff participated in the development by NHDOT of common selection criteria designed to work with a software based priorities evaluation model which was integrated into RPC's selection process after an initial screening of projects.

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ONGOING EFFORTS:

- ***Population Projections—Town Cohorts:*** While community level population projections have been completed for the state, work is currently ongoing to develop age and gender cohort projections and to integrate this new information into the regional travel demand model.

Task 202 Transportation Improvement Program and State Ten Year Plan

OBJECTIVE:

To maintain the 2011-2014 Transportation Improvement Program, and approve the 2013-2016 Transportation Improvement Program. Participation in the State Ten Year Plan development, GACIT public hearings, and other tasks related to the adoption of the Ten Year Plan.

ACCOMPLISHMENTS

- ***2013-2016 Transportation Improvement Program (TIP):*** The 2013-2016 TIP was approved by the MPO on October 3rd, 2012. The document establishes the projects proposed for implementation over the next four years and is based on the adopted State Ten Year Plan and NHDOT estimates on project timeframes. The approval of the TIP included the prioritization of projects, the development of financial constraint estimates, and the completion of an air quality conformity analysis.
- ***TIP Amendments:*** Processed Amendments 3, 4, and 5 to the FY2011-FY2014 TIP and Amendments 1,2, and 3 to the 2013-2016 TIP. This included the publication of the 15-30 day public comment period for each, review and analysis of each proposed amendment. Each time, the amendment was presented to the TAC for a recommendation and to the Policy Committee for a public hearing and approval. Upon approval, an amendment approval letter was drafted and sent to appropriate State and Federal agencies and other interested parties.
- ***TIP Administrative Adjustments:*** Processed TIP Administrative Adjustments during most months of Fiscal Years 2012 and 2013, and occasionally multiple times per month. Approximately 26 Administrative Adjustments were processed during the two fiscal years 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.
- ***Ten Year Plan Lean Review Process:*** MPO Staff participated extensively in the Ten Year Plan Lean Review process initiated by NH DOT. This series of meetings began in the fall of 2012 and was designed as a way to consider multiple aspects of the Ten Year Plan including the

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development process and outcomes, and find ways to improve the efficiency and effectiveness. Meetings for this effort were held on September 25th, October 22nd, and December 7th. The meetings discussed the existing process, a desired future process, as well as identifying the required changes. Outcomes from this process include integrating more feedback loops into the process and the development of statewide project selection criteria and consistent criteria for all of the RPCs/MPO. Also RPC worked with NH DOT and other Planning Commissions to develop a common and consistent project proposal form that will eventually support a database that will allow for electronic proposal submittals and reduce data entry needs. RPC staff participated along with staff from NH DOT and the other 8 Regional Planning Commissions to determine where improvements can be made to improve the process and/or outcomes. Primarily this looked at areas where time or effort can be saved and efficiency improved, but also examined how the Ten Year Plan could be made more effective with respect to producing good quality projects in a timely manner. This initiative was suggested by Commissioner Clement and discussed with and the RPC directors in May.

- ***State Ten Year Plan Process:*** A list of projects was put forward as RPC priorities for the State 10 Year Plan based on projects in the Long Range Plan, the TIP, and community input. MPO member communities were solicited for projects in December, 2012. Project proposals were collected and analyzed and an initial listing of projects presented to the TAC in March and the Policy Committee in April of 2013. These projects had been ranked utilizing the previously approved MPO project selection criteria. This provided a short list of projects that fit within the cooperatively developed revenue estimates that had been provided to each region with the intent of programming projects fairly around the state. Once the TAC and Policy had approved the initial ranking, the short list of projects was then ranked utilizing the common criteria developed as part of the Ten Year Plan Lean Review process and submitted to NHDOT at the end of April, 2013. NHDOT produced a draft Ten Year Plan in September and RPC staff attended and presented at several GACIT hearings in and adjacent to the region.
- ***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 2011 and 2012. The lists was completed in December of each year and showed the projects in the region that FHWA has committed to providing funding for during each of those fiscal years. The list was published in two regional newspapers and a report for each was distributed to the TAC and Policy Committees and can currently be found on the RPC website. Map of projects was updated and converted into a more long term database for use in the GIS.
- ***Cooperative Revenue Forecasting:*** The MPO continues to work with NH DOT, Federal Highways, and the other NH MPOs to develop cooperative revenue forecasting methods that will provide the MPOs with acceptable regional budget targets for the Ten Year Plan and enable the MPO to meet the spirit of the fiscal constraint requirements established by FHWA. NHDOT for the first time provided MPOs and RPCs with a target budget for capital highway project expenditures over the period of the 10 Year Plan. This distribution was based

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primarily on historical expenditures but also involved consideration of population and lane miles of roadway.

ONGOING EFFORTS:

- ***STTIP-RMS:*** Attended a meeting at NH DOT regarding their project to develop integrated project databases utilizing Oracle database software (STTIP-RMS), and improved record keeping. Encouraged inclusion of MPOs and RPCs in the process and providing outside agencies the ability to access and add/edit entries in the database.

Task 203 Air Quality Conformity

OBJECTIVE:

To complete work related to satisfying the requirements of the USC and other policy documents from FHWA and EPA relating to air quality conformity. This effort, while related to the MPO TIP and the Long Range Transportation Plan, is considered separately for the purposes of the UPWP.

ACCOMPLISHMENTS:

- ***Air Quality Conformity Analysis:*** The MPO completed an Air Quality Conformity Analysis in October, 2012 along with the 2013-2016 TIP and the update to the 2040 Long Range Transportation Plan. This involved updating the process to include the use of MOVES emissions model, updating project listings to reflect current and expected projects, updating population and employment projections, and development of analysis year data for the travel demand model. MPO staff monitored and participated in interagency discussions regarding the transition to air quality attainment status for southern New Hampshire in July of 2013.

Task 204 Congestion Management Process

OBJECTIVE:

To complete all work related to the implementation and maintenance of the Congestion Management Process undertaken to satisfy the requirements of 23 USC § 134.

ACCOMPLISHMENTS:

- ***Congestion Management Process (CMP):*** A Congestion Management Process was completed and approved by the MPO in October, 2010. The focus during the 2012-2013 UPWP was on data collection via an enhanced traffic counting program and continued efforts to collect travel time

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data for the CMP corridors. Recently, the FHWA has made available travel time data for many of the roads included in the CMP and RPC GIS staff is in the process of learning how to analyze and map that information for presentation to communities. GPS equipment was updated with newer versions of ArcPAD to assist in future data collection efforts.

ONGOING EFFORTS:

- ***CMP Corridor Committees and Reports:*** While the MPO has been able to ramp up the data collection and analysis related to the CMP, the implementation of the corridor based committees and reports has not been undertaken to date. Corridor committees are planned for US 1, NH 125, NH 33/108, and NH 111.

Task 205 Coordination of Activities With Other Agencies

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 interagency conference calls and meetings, particularly with regard to the CMAQ process and air quality analysis methods for individual projects.
- ***Transportation Planning Collaborative:*** Participated in Transportation Planners Collaborative meetings. Organized session on Complete Streets including bringing in guest speakers from T.Y. Lin Associates, which is providing Complete Streets training under a statewide contract with MassDOT.
- ***RPC Executive Director Meetings:*** The RPC Directors met approximately 12 times with NHDOT and/or FHWA staff during the 2 year UPWP project period. Topics included: Ten Year Plan process, and common criteria development, Lean process review of the Ten Year Plan, MAP21 programmatic and funding changes, CMAQ and TE program administration, Local Project Administration manual, Safe Routes to School program, and others.
- ***Working Groups:*** MPO staff participated in a NHDOT sponsored working group to perform a Lean review of the State Ten Year Plan.

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- ***PNSY Coordination:*** Met with representatives of Portsmouth Naval Shipyard to discuss local and regional impacts of changes at the shipyard and changes in access to the shipyard as part of their planning process.
- ***Coordination with other MPOs:*** Met with SRPC and KACTS to discuss common issues and areas where we can work together such as freight movement on the I-95 corridor, interregional transit, and other issues. GIS data, maps and other documentation was shared with Southern Regional Planning Commission with the change of the town of Windham from Rockingham MPO to Southern NH MPO.
- ***CMAQ Advisory Committee:*** MPO Staff participated as members of the State CMAQ Advisory Committee. The committee met infrequently during the this UPWP period due to a delayed funding round. Staff attended two "off-cycle" meetings to address project amendments and the addition of several special projects into the current CMAQ program, including Plaistow Commuter Rail Study, Hampton Branch acquisition and the Pease Multi-use Path project. Staff also attended legislative committee hearings regarding use of toll credits for match on several projects.

ONGOING EFFORTS:

- ***MOU with MVPC:*** Discussed, reviewed, and commented on an MOU with Merrimack Valley Planning Commission.

Task 206 Land Use and Sustainability

OBJECTIVE:

To address the role of the transportation system in relation to climate change, livability, and overall sustainability. Includes activities that involve the nexus between land use and transportation, implementing appropriate transportation and land use recommendations identified in the NH Climate Action Plan. In addition, developing the framework for a Sustainable Regional Development Plan which is aligned with the necessary revisions to the Long Range Transportation Plan.

ACCOMPLISHMENTS:

- ***Coastal Adaptation Workgroup (CAW):*** Attended monthly CAW Workgroup and Outreach Team meetings in support of the following activities: plan and attend Portsmouth Coastal Resilience Initiative public meeting to present results of vulnerability assessment of municipal infrastructure; evaluate examples of climate adaptation strategies and vulnerability assessments of critical infrastructure; attend National Climate Assessment webinar; prepare draft agenda for Climate Ready Estuaries-COAST follow-up meeting with Hampton-Seabrook

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Estuary towns; review draft agenda for the 2014 Northeast Climate Preparedness Conference (CAW members are participating as presenters, moderators and on the planning committee); attend meeting with CAW members, Maine Sea Grant and other adaptation practitioners from coastal Maine to share information and activities; attend NH Climate Collaborative adaptation workgroup meeting; researched and posted technical resources to CAW Basecamp website; prepare for and attend CAW 2013 strategic planning retreat; prepare for, attend and present at 2013 National Climate Adaptation Forum, Denver; prepare for and present Portsmouth Coastal Resiliency Initiative project at Gulf of Maine Council meeting (grantor for the project); plan and prepare presentations for CAW workshop series; attend webinar on the Coastal Adaptation to Sea Level Rise Tool (COAST) model and case studies presented by Sam Merrill (model developer).

- ***Climate Change and Adaptation:*** The following activities were completed supporting adaptation of public and private infrastructure (roads, stormwater, utilities, buildings) in response to climate change: Coastal Adaptation Workshop on climate change in Great Bay; Coastal Adaptation Workgroup meeting to learn about and discuss research on road performance and impacts due to climate change (sea level rise and storm surge); focus group hosted by NOAA to evaluate new storm surge modeling, mapping and public presentation tools; Great Bay NERR 2012 Climate Summit; presentation on floodplain management and climate adaptation and assessment activities in NH; presentation on Integration of Transportation, Land Use and Energy and Planning for Climate Change at 2012 NNECAPA conference; presentation about CRE-COAST critical infrastructure project for Great Marsh Symposium, 2012; presentation on climate adaptation and assessment activities in NH at NH Water & Watershed Conference; RPC staff discussion about evaluation of critical facilities, roads and infrastructure with respect to climate change impacts, and developed response to NH Coastal Program about research and data collection needs for such evaluation; reviewed Georgetown Law Center's 'Climate Adaptation Report' and 'Unsustainable Trends in Natural Hazards Loss' article.
- ***Climate Change Impacts on Infrastructure:*** Staff participated in meetings to develop proposals, presentations and workshops focused on the impacts of climate change on infrastructure: Coastal Adaptation Workgroup meeting to provide update on FEMA Hazard Mitigation Planning project and develop abstract proposal on infrastructure adaptation for National Adaptation Forum; CAW Outreach Team meeting to plan Workshop #6 on floodplain management; NH climate change adaptation case studies presentation by Chris Keeley at UNH; Climate Change Roundtable discussion at University of Southern Maine-Portland hosted by Clean Air-Cool Planet to share information about projects and other initiatives focused on municipal assistance; prepared materials and attended meetings of the NH Climate Collaborative adaptation work group; coordinated logistics and materials for CAW Mapping and Modeling coordination meeting; agenda planning for the Northeast Climate Summit, 2014; assisted with preparation of scope of work for NH Fish & Game SLAMM model project which

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identifies areas to accommodate and physical barriers (such as roads) to marsh migration due to sea level rise

- ***Technical Training:*** Staff attended a NH DES sponsored webcast by the Center for Watershed Protection on stormwater retrofitting.
- ***Research, Outreach and Education:*** commented on stormwater and water quality elements of the Piscataqua Region Estuaries Partnership management plan; researched and prepared fact sheet on Low Impact Development for staff; developed poster on stormwater, MS4 and water quality issues for annual RPC Commission meeting; developed Powerpoint presentation on stormwater, MS4 and water quality issues for Sandown Planning Board; developed a Powerpoint presentation on overview of natural resource based issues relevant to local land use regulation for Planning Board Training Workshop; research and collaboration in support of the NH Coastal Adaption Workgroup focused on vulnerability of transportation infrastructure, land & natural resources to impacts of climate change and sea level rise. Prepared for and gave a presentation on Integration of Transportation, Land Use and Energy and Planning for Climate Change at 2012 NNECAPA Conference.
- ***Stormwater Workgroup:*** Staff continued coordination of and attendance at meetings of an ad-hoc stormwater workgroup to develop strategies and policy guidelines that address water quality protection for redevelopment projects. Staff researched relevant topics including low impact development techniques, stormwater utilities, and best management practices and policies developed by other states. Staff coordinated and attended a webcast on stormwater retrofitting presented by the Center for Watershed Protection. Staff reviewed a draft stormwater ordinance developed by a consultant for a community in the RPC region.
- ***Portsmouth Vulnerability Analysis:*** Staff provided assistance to the City of Portsmouth Environmental Planner Peter Britz in support of the Coastal Resilience Initiative project (2013). Evaluated coastal flood maps of sea level rise and storm surge, and developed analysis of critical infrastructure impacts including roads, stormwater and evacuation routes. Developed policy and planning recommendations for climate adaptation and community resiliency and evaluated impacts of sea level rise and storm surge modeling and mapping on drainage infrastructure, and critical facilities. Prepared content for City's website about anticipated impacts to public and private infrastructure due to climate change and attended the Portsmouth Coastal Resilience Initiative public meeting to help present report findings and maps.
- ***Seacoast Inundation Mapping:*** MPO staff processed newly available LiDAR mapping for the coastal region to create high resolution topographic maps onto which flooding and inundation scenarios will be overlain. UPWP funds were provided to UNH/CSRC on two occasions to acquire enhanced map products for this work: LiDAR processed 2 foot contour map coverage for the RPC region, and map coverages for coastal communities depicting 100 year flood levels, including storm surge, plus low and high sea level rise scenarios. In the current UPWP, this information will be combined with transportation and other infrastructure mapping to help

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assess vulnerability to coastal flooding hazards. Reviewed data collected after storm Sandy to evaluate impacts within our region from storm. Staff level discussion on types of infrastructure impacts that will be included in analysis of inundation mapping. Creation and QA/QC of regional 2 foot contours from LiDAR data.

- ***MS4 Requirements Assistance:*** Attended EPA presentation of revised draft MS4 Permit for NH and follow up with Southeast Watershed Alliance and PREP on technical assistance for MS4 communities. Attended EPA MS4 workshop about stormwater utilities and costs of drainage infrastructure maintenance. Attended meeting of Southeast Watershed Alliance Board of Directors to discuss collaborative ways to work with MS4 towns to comply with new permits. Assisted with development of strawman Integrated Watershed Management Approach with Great Bay Dialogue partners. Coordinated with staff from the UNH Stormwater Center on scheduling an APA webinar presentation on use of LID for stormwater management.
- ***Natural Resource Coordination:*** Completed activities in support of transportation and natural resource planning coordination including a discussion with Carol Foss, NH Audubon, about use of wildlife and natural resource protection in state/regional transportation planning. Presented overview of integrating transportation planning, agriculture and land protection methods at Seacoast Local event.
- ***Modification to MPO project development and planning documents:*** The MPO modified the project proposal application form to include a more thorough look at the potential of a project to have significant impacts on natural, historic, and cultural resources. The project form includes a checklist of potential impacts that can be used to identify the type and general extent of impacts.

ONGOING EFFORTS:

- ***Stream Crossing Assessment Project:*** In early 2013, staff conducted initial meetings to refine project scope and goals. The first year goal for the assessment was to evaluate stream crossings (bridges and culverts) in five coastal municipalities (New Castle, Rye, North Hampton, Hampton and Seabrook). The goal was to assess the 244 crossings found in these municipalities (out of 1,216 in the RPC region) for their risk of failure, and the potential to act as barriers to flood waters and aquatic life. In late spring 2013, several RPC staff and two summer interns attended stream crossing assessment protocol training conducted by New Hampshire Geological Survey staff. Utilizing this state protocol allows for wider use of the data collected for transportation and natural resource planning. The stream crossing data being collected by other organizations allows for data from outside the RPC region. Information on all non-tidal and tidal stream crossings was collected for North Hampton, Rye, New Castle and portions of Hampton were completed in 2013. Approximately 15 percent of stream crossings identified utilizing intersections of stream and road network GIS layers did not exist and another 15 percent of crossing, specifically those on Interstate 95, were not accessed due to access and safety

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concerns. Analysis of the collected information is currently being conducted. Once analysis is completed, results will be communicated with state and municipal officials with information on how the information can be utilized, particularly at the local level to help prioritize structure replacement for those that may be in danger of failing during emergencies. This assessment is a multiyear project of Hampton and Seabrook, targeted for completion in 2013, will be assessed in spring 2014 and upstream, inland communities will be assessed next.

Task 207 Intelligent Transportation Systems Architecture

OBJECTIVE:

Maintain the regional Intelligent Transportation Systems (ITS) Architecture and strategic plan developed in cooperation with the Strafford Regional Planning Commission.

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. This project updated and expanded the existing federally-compliant ITS Architecture for the Strafford and Rockingham Planning Commissions based on version 7.0 of the National ITS Architecture and updated regional needs and priorities. In addition, the ITS Strategic Plan was updated to reflect a prioritized, project-based deployment strategy for phased implementation of ITS projects in the region. This data structure was implemented on the RPC/MPO website.

ONGOING EFFORTS:

- ***Incident Management Systems:*** Continue to monitor and participate in KACTS IMS and Newington-Dover IMS as needed.

Category 300: Public Involvement

Category 300 efforts are centered around 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 6**. Within this task area, time spent in public involvement was slightly lower than anticipated using 93% of budgeted hours and 89% of budgeted funds. Approximately 1300 hours of staff time was spent on public involvement related work and some costs in this category did not occur or were lower than anticipated. This was primarily time spent supporting the MPO TAC and Policy Committees and updating and maintaining the website as that became a more heavily utilized resource for the agency.

Task 301 Public Involvement

OBJECTIVE:

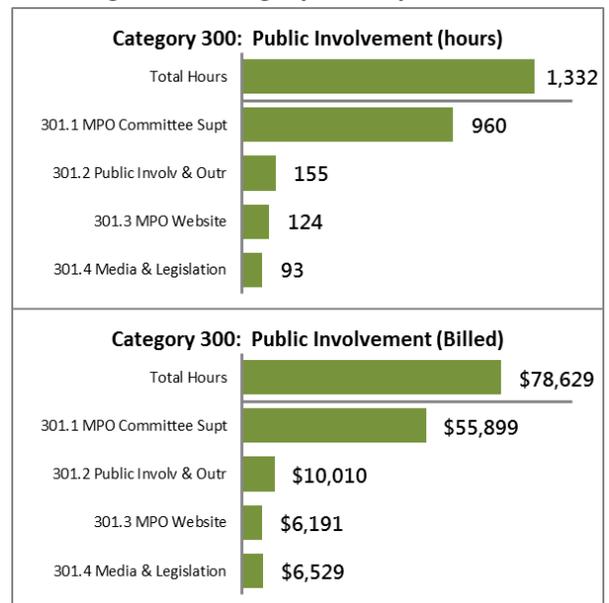
To increase public awareness and participation in the transportation planning process and the implementation of plans and projects. This includes providing for ongoing organizational support of the TAC and Policy committees.

ACCOMPLISHMENTS:

- **TAC and Policy Committee:** Prepared for and attended MPO Technical Advisory Committee meetings during September and December of 2011, February, April, June, September, October, and December of 2012 as well as February, March, June, and September of 2013. Prepared for and attended MPO Policy Committee meetings during July and October of 2011, January, April, July, and October of 2012, and January, March, April, July, and October of 2013. 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 TAC and/or Policy included:

- ◆ Annual List of Obligated Projects
- ◆ MPO Long Range Plan update
- ◆ The Transportation Improvement Program
- ◆ A number of TIP amendments and administrative adjustments.
- ◆ The Draft State Ten Year Plans for 2013-2022 and 2015-2024
- ◆ Plaistow MBTA Rail Extension and the NH Rail Transit Authority

Figure 6: Category 300 Expenditures



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- ◆ Transportation Enhancements Program and project proposals from communities
- ◆ Congestion Mitigation Air Quality program and project eligibility.
- ◆ Summary of transportation projects/ legislation for the legislative forum
- ◆ Air Quality Conformity Analysis
- ◆ Amendments to the 2012-2013 Unified Planning Work Program (UPWP)
- ◆ The draft and final 2014-2015 UPWP
- ◆ Project development and solicitation process (twice)
- ◆ Statewide project selection criteria
- ◆ The Maine-New Hampshire Connections Study
- ◆ Lean Review process for TIP/STIP and Ten Year Plans
- ◆ Roundabouts
- ◆ Sustainable Communities Initiative/ Granite State Futures project
- ◆ Seacoast Bike/Walk to Work Week & Green Commute NH Activities
- ◆ Scenic Byways projects - NH Coastal Byway (NH 1A/1B), and Robert Frost/Stagecoach Byway (NH 121/Londonderry Turnpike/Other Roads)
- ◆ 2011 Transportation Needs Assessment Survey Results
- ◆ 2013 Granite State Future Statewide & Regional Household Telephone Survey Results
- ◆ Ozone Non-attainment Area changes
- ◆ CART Service Update & Nashua UZA FTA Funding Negotiation
- ◆ Regional ITS Architecture and Strategic Plan Update
- ◆ MAP-21 Guidance and Implementation
- ◆ Population and Employment Projections
- ◆ MPO Planning Review by FHWA and FTA
- ◆ MPO Billing Review by FHWA and NHDOT
- ◆ Safe Routes to School Program and Project rankings
- ◆ Transportation Alternatives program guidance
- ◆ Title VI Civil Rights Plan & Disadvantaged Business Enterprise (DBE) Program
- ◆ Coordinated Public Transit/Human Services Transportation Plan for Southeast NH RCC
- ***Title VI Civil Rights Plan:*** Staff developed a stand-alone Title VI Civil Rights Plan, including analysis of census data on minority, low-income, and Limited English Proficiency (LEP) populations; MPO non-discrimination policy, outreach policies, and Title VI complaint procedures.
- ***Disadvantaged Business Enterprise (DBE) Program:*** Staff developed a Disadvantaged Business Enterprise (DBE) Program, confirming MPO Policy of Non-Discrimination in federal contracting, identifying steps to ensure equal opportunity for DBEs to participate in MPO contract opportunities, and setting a goal for MPO contracting with DBEs

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- ***MPO Website:*** Staff maintained transportation related elements of the MPO websites, including event and meeting calendars; posting draft and final documents for public review/comment (Long Range Plan, TIP, AQ Conformity documentation, ITS Architecture, etc); project websites (US1, CART, TASC); and notices of MPO actions such as TIP Amendments. Staff developed and distributed RFQ for creating a new MPO and agency wide website. Five proposals were reviewed by an internal selection committee and a preferred vendor was selected based on highest score of ranked proposals. Staff interviews selected consultant and prepared detail content map for new website, as well as desired site features and attributes.
- ***Media Monitoring:*** Staff monitored Congressional work on reauthorization of SAFETEA-LU, with particular emphasis on advocacy efforts to modify restrictions on use of FTA Section 5307 funding for transit operating assistance in Urbanized Areas (UAs) of over 200,000 population, to limit potential adverse impacts to COAST and CART of 2010 Census UA redesignations.
- ***Local Meeting Participation:*** Staff gave presentation on regional transportation and economic development for Leadership Seacoast.
- ***PAIR Committee Participation:*** Committee is inactive and did not meet during this period.
- ***Portsmouth Transportation Committee:*** MPO staff participated as an appointed member of the Portsmouth Transportation Policy Advisory Committee established by the City Council to advise them on key transportation issues in the City, including parking, complete streets, congestion mitigation and transit. As a member, MPO staff advised on the MPO process, approaches of other localities and the Ten Year Plan project development process. The committee concluded its work after eight meetings by issuing a report to the City Council.
- ***BIA Strategic Economic Development Plan - Transportation Policy:*** MPO staff participated as a member of the Transportation Policy subcommittee in 2012-2013 to identify key issues to be included in the BIA's strategic development plan. The focus of the subcommittee's work was on infrastructure investment, funding and access to transportation. Staff attended four meetings; the BIA published its Plan in the late fall of 2013.

ONGOING EFFORTS:

- ***Website Redesign:*** A Request for Qualifications/Proposals was developed and released for the update to the MPO website. A design firm was selected and staff has developed contractual agreement covering three development components: agency-wide element, Regional Plan component, and MPO Transportation Planning and project components. It is expected that the redesign of the website will be completed in the first half of 2014.

Category 400: Plan Support

Category 400 encompasses the transportation data collection program for the MPO as well as GIS data analysis and mapping, and the maintenance and use of the regional travel demand model. Expenditures for this category were about 10% over what was planned and this was primarily due to more extensive work than anticipated on the upgrades and updates to the travel demand model, as well as the work on a regional land use buildout for the model. Hours and funds spent on the three task areas within Category are shown in *Figure 7*.

Task 401 Data Collection, Management and Analysis

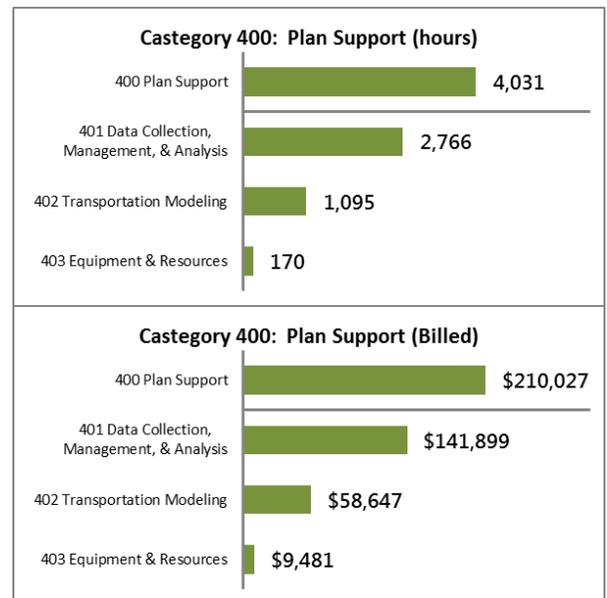
OBJECTIVE:

To collect and analyze data relevant to socio-economic conditions in the MPO Study Area and to support socio-economic data requirements of the travel demand model.

ACCOMPLISHMENTS:

- Traffic Count Program – Volume Counts:** Staff reviewed the traffic counts to be done, including those not completed during the previous fiscal 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. Staff worked with NH DOT as traffic counts were reviewed and questions came up. 152 counts were completed for the 2012 count season and 137 for the 2013 count season. An RFP was also developed and a resulting contract offered for counting work to be done during 2013.
- Traffic Count Program – Classification Counts:** For the 2012 calendar year traffic count season, 9 class counts were completed. For the 2013 season, 10 class counts were completed.
- Traffic Count Program – Manual Turning Movement Counts:** A turning moment count was done at the intersection of US 1 and NH 101. Results were submitted to the consultant to assist with a new intersection study.

Figure 7: Category 400 Expenditures



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- ***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. Requests were referred to the existing DOT on line data reports 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.

- ***GIS Data Layers for the RPC Region:*** 2011 LiDAR – The RPC incorporated the 2011 LiDAR dataset into the GIS. The RPC spent considerable time working with the RAW and processed LiDAR. Attended webinars about use of LiDAR data sponsored by URISA. Attended Northeast LiDAR workshop in Portland, ME. RPC staff presented the LiDAR dataset to the MPO TAC and Policy committees. RPC staff moderated LiDAR tract at annual New England URISA conference. RPC initiated discussion with two vendors for software to help process LiDAR data. Extracted refined contour data for site specific areas for projects such as the Hampton Intermodal Center study. LiDAR was used to give finer details on elevation changes and sight lines for several project within the region. RPC contracted with NH GRANIT to produce regional 2 foot contours. Incorporated new NAIP (National Agricultural Imagery Program) data into GIS for base mapping. Added employment security employment data and secured it to allow only staff that was allowed per the contract for the data. RPC contracted with NH GRANIT/ UNH to produce inundation flood maps combining projected sea level rise (low and high) and new FEMA flood models. This will be used to identify potentially vulnerable transportation and other infrastructure.

- ***Standard Map Set Update:*** Several datasets were updated for future inclusion in basemaps and standard mapset production such as National Wetlands Inventory, Tax Parcels for several communities within our region including some assessing data. Updated regional benchmarks (geodetic control) data was updated and reconciled with GPS to assess the level of accuracy of the GPS in the 'z' axis. Zoning datasets were updated as supplied by communities. New building footprints for several communities as derived from LiDAR data was incorporated into the GIS. Impaired waters dataset was brought into RPC GIS. RPC created a 2010 update to our 'Historic Landuse' dataset. Geocoding datasets were updated periodically throughout the UPWP timeframe. The road dataset and its annotation layer were updated several times throughout the duration of this UPWP. Several regional crash data and statistics were updated for the region.

- ***Requests for Maps and Data:*** A set of maps was created to display a variety of data layers focused on each of the 10 year plan projects, and is adaptable to all of the long range plan projects. The mapping process is designed to facilitate easy substitution of existing data layers for future design development. In addition, specific base maps have been developed for a variety of towns to be used in a variety of projects for reference, and in some cases, for correction to the data. Exeter requested a map of road infrastructure and system class of roads in town. CAW requested analysis of dams in the region, particularly those that are near roads.

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Windham requested TAZ data. ROW data for Rt. 1 corridor was requested, staff digitized historic maps into GIS and georeferenced them. Several highway superintendents requested historical aerial photo maps. Supplied data for map creation for Frost Byway to Southern NH RPC. RPC responded to several request for sidewalk data. Brought older Rt. 1 CAD data into GIS for future use. Updated road network in Atkinson, there were many roads with incorrect names. Salem requested updated map of transportation projects. Hampton and Seabrook asked for parcel data to be updated for basemaps. Brentwood, Epping and Kingston fire depts. requested maps of road network. Town of Newton requested updated parcels and zoning maps for basemapping.

- ***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 .
- ***Census 2010 Journey To Work data analysis:*** RPC staff attended training on new CTPP datasets and monitored listservs for CTPP. Staff analyzed mode share and commuter flow data from the American Community Survey 2007-2009 three-year data compilation at the County level, and 2006-2010 five-year data compilation at the County subdivision (town/city) level. With elimination of the Census Long Form there was no Journey to Work data associated with the 2010 Census.
- ***Analysis of other census data:*** RPC updated Urban area and Functional class datasets for the area using 2010 census data. Staff prepared presentation to commissioners and MPO about Census 2010 program and data expectations.
- ***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 Form 536:*** Contacted the communities of Atkinson, Kensington, New Castle, Newfields, North Hampton, Portsmouth and Sandown. Spoke with Town Clerks, Town Managers and Administrators, Finance Departments, Police and Fire Chiefs, and Public Works Departments to gather information and completed NH DOT's form 536 and reported back to NH DOT.
- ***Regional Buildout Analysis:*** Staff compiled data for buildout. Buildout progressed through the UPWP. Analysis for buildout has completed, been QA/QCd and revised as needed. Various metrics and outputs have been calculated as a result of the buildout. The final report will be finalized in Feb 2014 and results used in regional planning scenarios for the GSF/ Regional Master Plan, and MPO Long Range Transportation Plan. The buildout was presented to the commissioners, MPO and international GIS conference (GISPro-2013). This project involved the

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creation of large datasets such as Landuse, Zoning, building footprints, consolidated wetlands, updated steep slopes, updated and consolidated conservation lands datasets. The outputs of the project are a report, associated maps, and many datasets including future landuse, population statistics, and consumption metrics such as future water use, future vehicle trips, expected CO2. This product will be leveraged by several other projects, such as the regional sea level rise vulnerability, Regional transportation model, Regional masterplan. Additionally, the buildout process has been requested by other for their use in other areas of the country, and even one regional planning agency in Canada.

- ***Database Updates:*** Database development was ongoing for a variety of GIS data layers. Roads were updated as they became available from NH DOT, traffic counts data was maintained for access in addition to submitting to the NH DOT database, construction projects were inventoried for use in the model updates, and staff supported the development of digital orthophoto products.
- ***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.
- ***Travel Time Data:*** Travel time data was collected in 2011. The data was processed and tested for use in the Congestion Management report maps. This has been supplemented by the FHWA travel time dataset for National Highway System roads.
- ***ES202 Employment Data update:*** The employment data was updated for 2010 and has been used as a critical input to the trip generation for the 2010 model update.

ONGOING EFFORTS:

- ***HSIP Problem Area Analysis:*** No HSIP analysis was conducted during FY 12 or 13.
- ***Development Database:*** The object of this project is to develop and maintain a database of major developments/traffic generators with potentially regionally significant traffic impacts as they occur in the communities of the region. Initially, contact was made at the NH DOT District level office to assess their records for highway access permits and it was indicated that they were in the process of digitizing their records. The RPC is awaiting the completion of that process and the determination of a methodology to incorporate their data into our database. In further phases of the work, the methodology will include spatially locating the development in the RPC GIS as point locations. As newer aerial photos are acquired, the point locations may be automated for inclusion in the existing land use database, depending on photo resolution. This work will be coordinated with any similar efforts under way at the RPC or at NH GRANIT. Ideally this would include links to electronic copies of proposals, impact studies, and environmental and traffic mitigation requirements. Most recently critical facility locations were collected to improve the organization and access for a variety of applications, including

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transportation related projects. Staff also continued with data acquisition and storage as well as data backup. We now manage a database of approximately 200 gigabytes.

Task 402 Travel Demand Modeling

OBJECTIVE:

Continue work on maintaining and improving the capabilities and operational aspects of the RPC/SRPC MPO travel demand model. Utilize model for air quality conformity analysis under the 8-Hour Ozone Conformity Standard and for other travel demand and land use forecasting applications. The model is used to evaluate the impacts on air quality attainment, system efficiency of proposed transportation improvement projects and plans, and to refine and improve the Congestion Management Process (CMP).

ACCOMPLISHMENTS:

- ***Replacement of Peak/Off-Peak Models with Daily Model:*** The scope of work for the model update included a transition from three separate models (AM, PM and Daily) to a single model from which time of day could be extracted. This contract was completed and a working model for the year 2010 was delivered in July of 2013. This was a shared effort with Strafford Regional Planning Commission.
- ***Update Model Base Year:*** As part of the movement of the model to a daily timeframe, the base year was updated to 2010 and the model was calibrated and validated utilizing population, employment, and traffic volume information from that year.
- ***Coordination of Model Development and Maintenance:*** Staff worked with the Strafford MPO to identify the objectives of the 2010 model update, and to develop a scope of work for the project. Both MPOs compiled the objectives into an RFP, and selected a consultant.
- ***Implementing EPA MOVES:*** Staff worked with SRPC, NH DES, and Resource Systems Group to transition the model from using MOBILE 6 emissions factors to using the new required MOVES model from the EPA. This involved meeting with EPA, DES, NH DOT and other MPOs to determine the type of information necessary, who would be responsible for gathering it, and how it was best implemented.
- ***Air Quality Conformity Modeling:*** Staff processed model data for Conformity Analysis for the adoption of the 2013-2016 Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Plan. In addition, conformity analysis and modeling was necessary for several Amendments to the TIP. Input data for the transportation model was collected and processed, and the emissions calculator was tested.

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- ***Transit Model Development:*** Staff reviewed the transit modeling capabilities with the consultant, RSG of the existing model's potential for use in future scenario planning; discussed potential improvements in modeling transit mode share. During the 2010 model update, a separate network was developed for transit. This will enable testing of the sensitivity of modifications to a regional travel demand model.

ONGOING EFFORTS:

- ***Land Use Scenario Modeling:*** Staff continues to examine the capacity of the Travel Demand Model to support land use scenario planning and the development of transportation system impacts of various development patterns. Changes to the mode choice elements of the model were made to improve model sensitivity to travel demand changes relating to the major shifts in development density and mixed use development patterns that scenarios present. Work continues on the development of scenarios using the regional buildout results to complete scenario planning exercise for the Regional Master Plan update as well as for the MPO Long Range Transportation Plan.

Task 403 Equipment and Resources

OBJECTIVE:

Purchase of equipment and transportation planning resources such as books, manuals, and software.

ACCOMPLISHMENTS:

- ***Traffic Counting Equipment - Repairs:*** No repairs to traffic counting equipment were necessary.
- ***CMP Implementation Equipment:*** NO additional equipment was necessary for CMP implementation.
- ***GIS Software Licenses: ArcView and ArcInfo:*** ARC Info continues to be the primary mapping tool, and the license for adequate seats is updated annually.
- ***Travel Demand Model License:*** The primary software for Travel Demand Modeling continues to be TRANSCAD. The current model, which has been incrementally developed for a number of years, is coded to work with TRANSCAD software. This software license is updated annually.
- ***Transportation Analysis Software:*** HCS+ and TSIS maintenance licenses were purchased.

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ONGOING EFFORTS:

- ***Bike/Pedestrian Counting Equipment:*** RPC participated with other planning commissions in 2012 in an analysis of Bike/Pedestrian counting technologies, with a goal of multiple regions agreeing on common technology. While no new equipment was purchased during the UPWP period, staff are involved with planning for a statewide bike/ped counting program through the NHDOT Bicycle/Pedestrian Transportation Advisory Committee (BPTAC).

Category 500: Technical Assistance

The technical assistance to communities and other agencies is included within Category 500 as is transit, bike, and pedestrian planning. Work in this category was almost exactly on budget in terms of the hours spent (100.6%) and costs were slightly lower than anticipated (98.2% of budgeted amount). Overall hours and funding spent on the task areas within Category 500 are shown in **Figure 8**. A wide variety of work was completed within this category including studies of parking at Hampton Beach, the siting of a new public safety complex in North Hampton, Access Management on US 1 in Seabrook, A draft Access Management Manual for communities, a draft Complete Streets Policy, increased management of CART, COAST rider survey, work on the East Coast Greenway and on the purchase of the Hampton Branch Right-of-Way.

Task 501 Technical Assistance to Communities

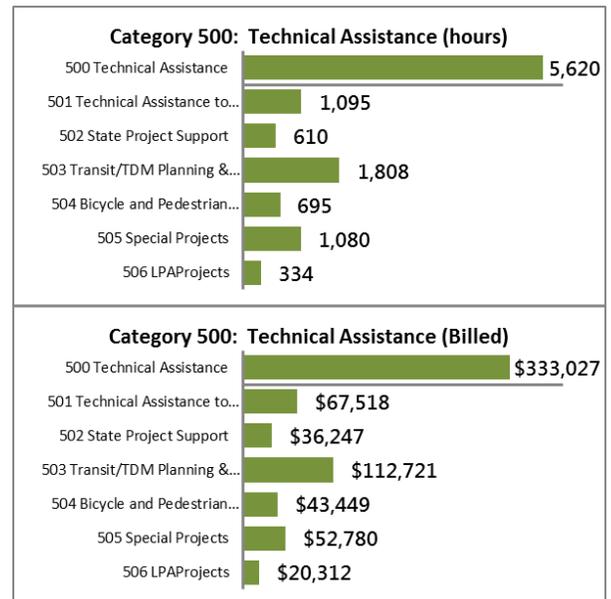
OBJECTIVE:

Short term technical assistance to communities. This includes attending community meetings, review of development impacts for transportation issues, and scoping of special studies.

ACCOMPLISHMENTS:

- **Comments on Traffic Impact Studies and Development Proposals:** RPC staff reviewed subdivision and commercial site plan developments along state highways within the Town of Greenland, Seabrook, Plaistow, Epping, Hampstead, Hampton Falls, and the City of Portsmouth to ensure safe sight distance, driveway placement, and access management criteria were being met.
- **Scoping of Transportation/Land Use projects:** RPC staff reviewed the Route 1 Corridor study in Hampton Falls in order to make recommendations regarding re-zoning along the Route 1 corridor and possible road layout and access management opportunities that may exist along the corridor.

Figure 8: Category 500 Expenditures



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- ***General Transportation Assistance:*** RPC staff assisted the MPO communities with a number of local transportation planning efforts of varying types:
 - ◆ Discussion with Newfields planning board about access management issues on Route 108/85. Discussed NHDOT MOU and town's access management ordinance with Dave Walker, and emailed NHDOT MOU to town planner, Clay Mitchell.
 - ◆ Gather materials for preparation of access management and rezoning proposal for Route 107, Seabrook.
 - ◆ Met with Exeter Zoning Review Committee to discuss application of Form Based Code elements to Portsmouth Avenue and Epping Road corridors, and coordinated with Planner and Jeff Hyland on presentation/discussion content. Reviewed Epping Road Access Management Plan as part of this work.
 - ◆ Met with Sandown Planning Board secretary to review master plan data needs for buildout summary, population and facilities data, and prepare summary of CTAP Buildout Analysis;
 - ◆ Compiled CTAP project files on CD and mailed to NHDOT and their web consultant;
 - ◆ Arranged meeting and discussed proposed joint meeting of the Hampton Planning Board and Selectmen to discuss US 1 needs.
 - ◆ Arranging a meeting with Hampton Beach Area Commission representatives to present the draft Parking Study. Completed edits to draft Parking Study and submitted to Hampton Beach Area Commission.
 - ◆ Assisted Circuit Rider Planner with research regarding parking rate requirements for "Lodges" and similar membership clubs for the Town of Greenland.
 - ◆ Assisted state of Maine with research on project development and programming.
 - ◆ Assisted Town of Exeter with locating and analysis of appropriate traffic counts for downtown traffic.
 - ◆ Assisted Town of Hampton staff with information relating to TIP and Long Range Plan projects.
 - ◆ Assisting Plaistow with comments regarding the draft Ten Year Plan.
 - ◆ Attended a meeting between the Town of Brentwood and the Town of Exeter to discuss options for solving truck and traffic issues at the intersection of Pine Road and NH 27.
 - ◆ Attended meeting to discuss transport and material routing issues at the Beede Superfund site in Plaistow.
 - ◆ Attended Plaistow Highway Safety Committee meeting to discuss safety and operations at the intersection of Main Street and Elm Street and other Main Street related issues.

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- ◆ Discussed NH DOT sidewalk policy and local development proposals with NH DOT District 6.
- ◆ Discussion of potential technical assistance needs from the City of Portsmouth relating to parking.
- ◆ Discussion of Windham NH 111 Corridor Study follow up scope of work with Executive Director and Assistant Director.
- ◆ Discussion with MPO Commissioner and Seabrook resident regarding the NH DOT Sidewalk Policy and related concerns and development in that community.
- ◆ Discussion with Town of Hampton regarding current status of various planning initiatives and studies in their community. How will those efforts tie in with Town's work on re-zoning US 1 Corridor.
- ◆ Discussions with NH DOT over criteria and process used to determine if local technical assistance projects are eligible for the use of UPWP funds.
- ◆ Prepared for and attended a meeting with Hampton Falls Planning Board to discuss the US 1 traffic signal configuration as well as the recommendations of the US 1 Corridor Plan.
- ◆ Meeting with Seabrook and Hampton to discuss ongoing projects, upcoming projects and development/transportation activities occurring in the communities.
- ◆ Met with representatives of the Naval Shipyard to discuss issues related to the shipyard and planning. Discussed their long range planning efforts and infrastructure needs, and transportation planning efforts occurring in the area.
- ◆ Prepared for and attended the PlanNH Charrette in Plaistow regarding Main Street. Presented on recently completed Main Street Traffic Calming Study. Prepared for and attended a meeting in Plaistow to discuss ways to implement some of the recommendations from the Mains Street Traffic Calming Study and the Plan NH charrette
- ◆ Provided updated information regarding I-93 widening project, Memorial Bridge replacement, and Sarah Long Bridge replacement projects for CEDS Report
- ◆ Providing some updating traffic counts and other data to the Town of Plaistow for an update to their Master Plan transportation Chapter.
- ◆ Relayed information conveyed from NH DOT regarding the likelihood of constructing a soundwall along I-95 near Rockingham Avenue in Portsmouth to member of the public who had requested that we investigate the possibility for this type of project.
- ◆ Responded to a request for information regarding discontinued roads and options for land owners abutting such roads.

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- ◆ Responded to a request from a citizen of Hampton looking for information on the proposals in the US 1 Corridor Plan.
- ◆ Review of transportation portion of Grant Program Primer and development of online common application form.
- ◆ Reviewed correspondence between DOT and Towns of Salem and Windham regarding project 16031 and discussed options with staff.
- ◆ Reviewed draft of the proposed N. Hampton LTA project and input budget information for the proposal.
- ◆ Reviewed the US 1 Corridor study for corrections and updates. Updating cost estimates for roadway improvements, updating accident statistics, demographics. Revisions and edits to text.
- ◆ Updated traffic volume, crash, bridge status, project status, and other tables in the Plaistow Master Plan Transportation Chapter.
- ◆ Prepared for and attended a meeting in Plaistow discussing the development of a CVS pharmacy at the Stateline Plaza and related traffic issues in the area. Reviewed traffic study scoping proposal.
- ◆ Review of development proposal for Town of Brentwood with regard to the need for a traffic impact study.
- ◆ Assisted Town of Hampton with their Community Planning Grant focused on the Route 1 Corridor from 101 to High Street (Hampton town center) by participating in the Study advisory committee and advising on parking and traffic considerations and on the integration of the Hampton Branch rail/trail into future plans.

ONGOING EFFORTS:

- ***Seabrook NH107 Study:*** RPC staff has been working with the Town of Seabrook to analyze the impacts of redevelopment along the NH 107 corridor west of Interstate 95. The RPC will be conducting some traffic counts and some basic demand analysis during 2014.
- ***Robert Frost/Old Stage Coach Scenic Byway:*** Collaborated with Southern NH Planning Commission to assist communities of Atkinson, Hampstead, Chester, Auburn and Derry with development of the Robert Frost/Old Stage Coach Scenic Byway. Assistance has included development of nomination for State Scenic Byway Status; development of Bylaws for Byway Council and facilitation of Byway Council meetings; facilitation of public input session; and ongoing development of Byway Corridor Management Plan.

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Task 502 State Project Support

OBJECTIVE:

Provide technical assistance to NHDOT in support of project development and implementation and the transportation planning process.

ACCOMPLISHMENTS:

- **Memorial Bridge:** Continued involvement in the development and implementation of the Memorial Bridge replacement through construction completion in the summer of 2013. Staff participated in the Stakeholder and Steering Committees for the ME-NH Connections Study, as well as a bicycle-pedestrian advisory committee during the design-build process. Analysis supported seasonal expansion of shuttle service for pedestrians/bicycle riders during bridge closure.
- **Interstate 93 Improvements:** Worked with SNHPC, FHWA, and NH DOT to determine the appropriate listing of the I-93 projects and sub-projects in MPO planning documents and to determine the financial impact of the project on the Long Range Plan. Integrated this financial data into the financially constrained component of the Long Range Transportation Plan.
- **NH 125 Improvements:** Staff met with applicant in Kingston to discuss impacts of the 125 corridor study on his property.
- **I-93 TDM Task Force:** MPO serves a a member of the I-93 TDM Task Force and on its Land Use-Transportation work group. The task force was established in 2012 to monitor and prioritize the implementation of TDM recommendations and projects developed as part of the I-93 FEIS. Staff participated in 3 meetings of the Task Force and 5 meetings of the working group to develop a prioritized list of projects that could be implemented. Work is ongoing.
- **State Rail Plan:** MPO staff participated in the technical advisory committee established by NHDOT to assist in the development of an update State Rail Plan in 2012. Staff provided input at four meetings of the Rail Plan TAC and reviewed and commented on draft documents provided by HDR, the project consultant.
- **Wall Street Study:** RPC served as the contract manager for this project and was actively involved in the development of this study during FY10 and its completion in FY 2011. The project was completed in June 2011. Final cost accounting, billing, local match documentation, and project closeout was completed in July, the first month of the FY 2012-2013 UPWP.

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ONGOING EFFORTS:

- ***Plaistow MBTA Extension:*** Attended three meetings with Town of Plaistow, Atkinson, NHDOT, and Executive Councilors regarding agreement between all parties to proceed with preliminary engineering, cost, ridership and environmental alternatives analysis for the extension of MBTA service to Plaistow, and relocation of MBRA Haverhill layover facility to Plaistow. Consulted with NHDOT on makeup of advisory committee and provided documentation on prior studies and analyses completed for TIGERII and CMAQ applications.
- ***Sarah Long Bridge:*** Staff serves as representation for the MPO on the Stakeholder committee for the Sarah Long Bridge (US 1 Bypass between Portsmouth, NH and Kittery, ME) replacement project. Participated in design workshops for the replacement of the Sarah Mildred Long Bridge. Staff will continue in this role until construction is completed.
- ***Newington-Dover Little Bay Bridges:*** Continue to participate in the Newington-Dover Incident Management committee meetings discussing adjustments to the existing management plans and scenarios as necessary.
- ***STIP-RMS:*** The RPC continues to work with NHDOT to implement STIP-RMS.
- ***New Castle-Rye NH1B Bridge:*** RPC is participating in the Advisory Committee formed for this committee. Construction is not anticipated to begin on this project until FY 17 and RPC will continue to be involved in the advisory committee until it is no longer necessary.
- ***HSIP Project Selection:*** Staff works with NHDOT to facilitate the selection of HSIP projects as proposals come forward.

Task 503 Transit/TDM Planning and Technical Assistance

OBJECTIVE:

To promote the incremental development of public transportation and transportation demand management services in the MPO area by working with existing transit agencies, other public and private transit operators, and regional Transportation Management Associations (TMAs).

ACCOMPLISHMENTS:

- ***COAST Ridership Survey:*** Staff participated in COAST's biennial rider survey in spring 2013, conducting all surveying on Routes 40/41 (Pease/Lafayette Trolley).

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- ***Revised COAST Municipal Funding Formula:*** Staff analyzed and mapped population and employment within 0.5 miles of COAST routes as part of update to COAST municipal funding formula.
- ***Feasibility Assessment for US 1 Service and Adjustments to Route 7 Service:*** Staff worked with COAST staff to develop cost and ridership estimates for a US1 service extension connecting Seabrook to Portsmouth as part of the Hampton US1/NH101 Interchange Realignment & Intermodal Transit Center Feasibility Study.
- ***Other COAST Technical Assistance:*** RPC staff continued to serve on the COAST Board of Directors and Executive Committee, and worked with COAST and member communities in the RPC region to identify bicycle parking needs adjacent to COAST bus stops and install additional racks with collaborative COAST/local funding.
- ***Expanded and diversified funding for Southeast NH RCC/ACT service:*** Staff chaired the Southeast NH RCC and provided technical assistance together with Strafford RPC. Staff provided assistance to COAST/ACT staff in development of grant applications for FTA Section 5317 New Freedom funding and Section 5310 Purchase of Service funding. Worked with COAST/ACT and Endowment for Health (EFH) staff to extend EFH grant funding for ACT project.
- ***Update to Seacoast Coordinated Public Transit/Human Service Transportation Plan:*** Completed update to the Coordinated Public Transit/Human Service Transportation Plan for the Southeast NH RCC Region
- ***Derry-Salem CART Technical Assistance:*** RPC staff continued to provide planning and technical assistance to CART, including: serving on the CART Board of Directors and Executive Committee; leading negotiations with Nashua Transit Service and Lowell Regional Transit Authority for FTA Section 5307 funding apportioned to the Nashua Urbanized Area; provided input to the Congressional delegation on the impact of Census 2010 on access to FTA operating assistance or CART and other NH transit agencies; participating in development of CART's annual budget and well as service planning; participating in Executive Director search committee; providing additional administrative assistance during period of gap in CART staffing in early 2013 including preparation of FY2012 National Transit Database (NTD) report and preparation for FY2012 audit; and serving as a liaison with CART member communities in the RPC region on annual funding requests.
- ***Analysis of potential fixed/demand responsive routes for CART:*** Worked with Manchester Transit Authority to identify schedule and route changes for CART Salem Shuttle service, including a focus group meeting with Salem Housing Authority residents. Identified potential for Hampstead-Derry-Londonderry Shuttle service based around dialysis schedules.

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- ***Financial plan for CART:*** Developed two year financial and cash-flow projections for CART. Developed recommendations for cost reductions and successfully prepared grant applications for supplemental funding including FTA Section 5317 New Freedom funding as well as private sector funding.
- ***Expanded funding for TASC:*** Staff serve on the TASC Board of Directors, and assisted TASC with securing FTA Section 5317 New Freedom funding to support mobility management and volunteer mileage reimbursement. Staff also prepared a grant application to the Beverly Foundation resulting in grant funding and designation as one of three STAR awards made by the foundation nationally.
- ***Integration of TASC ride reservation functions with COAST/ACT call center:*** Staff have facilitated meetings with TASC and COAST staff and the TASC Board regarding call center procedures and contract provisions. A hold-up with this has been the volunteer component of the HBSS call center software, which is not yet ready for use.
- ***Site selection for MBTA Extension:*** See description in Task 502. The startup of the site alternatives analysis was delayed due to contract scope negotiations. Project is expected to be completed by the consultant in 2014. MPO staff will participate in the Project Advisory Committee.
- ***East-West Bus Service Implementation:*** The contracting and bus procurement process for the Portsmouth-Manchester East West Express service experienced a number of delays during the UPWP period. The service launched in November 2013, and staff participated in the ribbon cutting event at the Portsmouth Transportation Center.
- ***Participation in NHTA and SCC:*** Staff attend monthly SCC meetings and participate in the NHTA Legislative Committee. Provided input to state policymakers on state funding for public transportation in New Hampshire in comparison to other states.
- ***Participation in Transportation Solutions NH and other collaborative efforts:*** Staff are currently participating in the TransportNH Theory of Change strategic planning process.
- ***Support for TMA Services:*** Worked with COAST to revive the Seacoast Commuter Options TMA with CMAQ mitigation through the Newington-Dover Project. TMA was relaunched in fall 2013 and rebranded as commuteSMARTseacoast. RPC is participating in the TMA advisory committee.
- ***Greater Derry-Salem RCC Funding diversification and expansion:*** Developed grant applications for FTA Section 5317 New Freedom funding and Section 5310 Purchase of Service funding to support collaborative efforts of CART, Easter Seals NH, Rockingham Nutrition Meals on Wheels (RNMOW) program, and Green Cab of Derry. Prepared grant application to the Agnes Lindsay Trust to support matching funding for a wheelchair accessible taxi-cab.

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- ***Greater Derry-Salem RCC Service Improvements:*** Worked with CART, ESNH and RNMOV to review CART Derry SUN Bus senior shopper shuttle and revise this service based on low ridership, and also plan new Hampstead-Derry-Londonderry shuttle. Assessed taxi-voucher program usage and recommended expansion of service hours.
- ***Updated Locally Coordinated HHS Transit Plans as needed:*** No updates or amendments to the Coordinated Public Transit/Human Services Transportation Plan for the Greater Derry-Salem region were needed during the current biennium.
- ***Exeter Transportation Committee:*** Staff provided technical assistance to the Exeter Transportation Committee, working with various agencies providing general public transit and special needs transportation in Exeter.
- ***Exeter Downeaster Station Committee:*** Continued participation in Exeter Downeaster Station Committee, overseeing operations of station area and planning for station expansion and station area redevelopment.

Task 504 Bicycle and Pedestrian Planning

OBJECTIVE:

To develop facilities and programs that encourage bicycling and walking as alternatives to driving, improve bicycle and pedestrian safety, and expand the contribution of bicycle tourism to the economy of the region.

ACCOMPLISHMENTS:

- ***Reestablishment of NHDOT Bicycle/Pedestrian Transportation Advisory Committee (BPTAC):*** Worked with NHDOT staff, and other regional planning commissions and statewide partners to reestablish the BPTAC, which had operated through the 1900s and early 2000s, and last met in 2006. The BPTAC provides technical assistance to NHDOT staff on a range of bicycle and pedestrian safety, infrastructure, education and encouragement activities.
- ***Share the Road Outreach Program:*** Work to develop a statewide Share the Road outreach initiative is currently underway through the recently revitalized NHDOT Bicycle/Pedestrian Transportation Advisory Committee.
- ***Technical Assistance to Communities:*** Assisted City of Portsmouth and Town of Exeter with evaluation of bicycle parking needs in the vicinity of COAST transit stops. Assisted Portsmouth with development of grant proposal to Bikes Belong as part of matching funding for the bike parking project. Responded to inquiries regarding state and local laws pertaining to bicycles riding two or more abreast. Provided assistance to City of Portsmouth, Pease Development Authority and the Tenants Association at Pease with implementation of the Pease Tradeport Multi-Use Path project. Analyzed bike/ped origin-destination data from Memorial Bridge and

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provided input to NHDOT on interim bicycle access between Portsmouth and Kittery during Memorial Bridge construction closure.

- ***Commute Green NH & Seacoast Bike/Walk to Work Day:*** Coordinated regional activities for the 10th and 11th annual Bike/Walk to Work Day and Green Commute Week events. Events included ten free bicycle/pedestrian commuter breakfasts around the region; the 6th and 7th annual Corporate Commuter Challenge; and coordinating with COAST and statewide partners in promoting Green Commute NH Week.
- ***Updated Bike/Walk to Work Day Workplace Coordinator's Guide:*** Updated promotional materials for Corporate Commute Challenge and expanded outreach to employers, increasing employer participation in the Challenge by 30%.
- ***New Hampshire Seacoast Greenway:*** Staff continued to facilitate the regional NH Seacoast Greenway Advisory Committee, working to develop the NH segment of the East Coast Greenway. Staff provided assistance to the Friends of the Seabrook Rail Trail to develop the first pilot segment of the NHSG as a off-road trail, with capital planning, drafting and revising a trail management agreement with NHDOT, and meetings with Iron Horse Preservation Trust and Nextera Energy about possible public-private partnerships for trail development. Other assistance has included facilitation of several meetings of corridor community members interested in acquisition of the Hampton Branch rail corridor from Hampton to Portsmouth and development as a segment of the NHSG/ECG, recommendations to NHDOT for trail surface and safety treatments at grade crossings for the Hampton-Portsmouth project, and development of estimates of economic impact of the trail for the region.
- ***Participation in regional trails initiatives:*** Attended several meetings of the Regional Trails Initiative focused on the Southern NH Rail Trail (Salem-Londonderry) and connecting trails in the Merrimack Valley.

ONGOING EFFORTS:

- ***Development of NH Seacoast Greenway:*** Staff will continue assistance to corridor communities with implementation of the NH Seacoast Greenway, with emphasis on the Seabrook Rail Trail pilot project and acquisition and development of the Hampton-Portsmouth segment of the Hampton Branch rail corridor.
- ***Implementation of Statewide and Regional Bicycle/Pedestrian Counting Program:*** This project is an initiative of the recently reestablished NHDOT BPTAC. Staff are currently identifying volunteers to participate in regional counts in the spring, summer and fall of 2014.

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Task 505 Special Projects

OBJECTIVE:

To aid communities and regional agencies through the performance of special studies, updating of transportation related community master plan and regional master plan chapters.

ACCOMPLISHMENTS:

- ***Seabrook Smithtown Village:*** Attended a Seabrook Master Plan steering committee meeting to review outreach strategy for Smithtown zoning and discuss the Access Management MOU for Route 1. A first draft of zoning amendments for Smithtown zoning district standards was completed and a public hearing was held to discuss that as well as access management standards. Smithtown Village Site Plan Review Regulations were revised and a final draft of outreach poster, flyer and presentation were edited. Developed final draft Smithtown Village District zoning amendments and Site Plan Review regulations, and revised schedule for planning board review, public hearings, and outreach; developed Smithtown Village Part 1 and Part 2 Powerpoint presentations and Fact Sheet, and prepared handouts, for presentation to Planning Board. Final revisions to Smithtown Site Plan Review Regulations and delivered document to Town Hall .
- ***Seabrook US 1 North Village:*** assisted planning board with development of Route 1 North Village concept proposal; Submit to staff revised request for Route 1 North working map. Prepared for and attended a Seabrook planning board subcommittee about Route 1 Access Management plan and map, and discussed options for property owner outreach for Route 1 north area.
- ***Seabrook Access Management Plan and MOU with NH DOT:*** Development of an Access Management Plan and MOU with NHDOT regarding US Route 1 was coordinated through the Seabrook Planning Office. Road design standards were researched and content for a draft access management plan was created. Worked with Seabrook staff, a community steering committee, and RPC Staff to review changes to the draft NHDOT MOU and Access management standards for Route 1 as well as map edits. A final Access Management Plan and MOU with NH DOT was approved by the community and NHDOT.
- ***North Hampton Master Plan and Visioning:*** Staff organized and facilitated two visioning sessions in September and October 2012 to allow North Hampton residents to discuss the community's future with respect to the topic areas of community facilities, transportation, and existing and future land use. The first session was a series of facilitated small group discussions on each topic. Session two was a synopsis of these discussions and an open discussion about what was revealed in each of the small group forums. A total of 39 residents participated in the sessions, including several Town officials. The final report of the visioning session

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was accepted by the North Hampton Planning Board in April 2013. The main transportation goals for residents, particularly along Route 1, were the need to improve access management and safety, and to improve non-vehicular transportation options and access. Community services goals from residents largely focused on the municipal complex and the need to bring in more residents into the discussion about what is needed and the costs. The land use goals are to preserve the town's rural character while still allowing for some development, protecting water resources and not increasing development to the point of needing a sewer system. Master Plan Chapters (Growth Management and Future Land Use): Utilizing results from the fall 2012 Visioning sessions, staff worked with the North Hampton Planning Board to draft the town's Growth Management Master Plan chapter. The included information and analysis regarding population projects, tax rates and municipal service cost changes, traffic changes and school growth projections. The Growth Management Chapter was accepted by the Planning Board in June 2013. The Future Land Use Master Plan chapter has been drafted by staff with consultation with the North Hampton Planning Board. Analysis was divided into four major area of the town: coastal area (Route 1A), the Route 1 business district, the municipal complex on Atlantic Avenue, and the town residential zones. Results of the 2012 visioning session, the DOT Route 1 Study recommendations, and input from additional master plan chapters were incorporated into the future land use chapter. In June 2013, the Town held a design charrette for redesigning their municipal complex area and began evaluating the feasibility of establishing a new business district along Route 111 near the Exeter town line. Due to these efforts, the Board requested finalization of the Future Land Use chapter be postponed. Staff continues to work with the Planning Board on finalizing the chapter under a local planning services contract.

- ***North Hampton Public Safety Complex traffic impact analysis:*** RPC completed a report for the Town of North Hampton examining the traffic impacts of relocating the town safety complex to a site adjacent to its current location. This involved determining the traffic generated by the site and distributing that traffic to each of the proposed driveways for two alternatives to estimate the impacts on Alden Avenue. In addition, safety concerns were raised regarding the sight distances along Atlantic Avenue in that vicinity, particularly for vehicles exiting Alden Avenue and the area of the town hall. An analysis was done examining the vertical changes in the roadway that would be necessary to eliminate current limitations and mitigate those safety concerns.
- ***Local Technical Assistance Program:*** Developed summary of 104 project scope and reviewed with staff; estimated staffing and timeframe for presentation to TAC in December. This is an evolving program and it is expected that additional time will be needed to fully develop the rules and requirements of this program.
- ***Hampton Beach Parking Study:*** Staff met with the Hampton Beach Area Commission several times to discuss the scope and schedule and progress on the study of parking availability and utilization in the beach district. Staff reviewed the Hampton Beach Master Plan in preparation for the meeting and developed a limited phase one scope of work based on HBAC input with

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three components: aerial surveillance photography of parking areas over three days (9 time slots); ground surveys of parking use and interviews of private lot owners; coordination, compilation and analysis of work. This was accomplished by the MPO purchasing flight time and photography services. Analysis of aerial photography and development of project graphics are complete and draft recommendations have been forwarded to the Hampton Beach Commission. Final edits to the study were completed in May of 2013.

- ***Ecosystems Based Transportation Planning:*** This is a project being undertaken by the Audubon Society of NH through a FHWA grant. The purpose is to establish a framework for ecosystem considerations in transportation planning. RPC staff is included on the project Advisory Board and attended meeting between Summer 08 and Summer 09. See NH Ecological Partnership under 3020.3.9a.
- ***Seabrook Route 1 Project:*** Provide technical assistance through a transportation planning project grant to develop new zoning for a new zoning district - Smithtown Village - on Route 1 south. Meet monthly with project Steering Committee and provide updates to the Planning Board as requested. Develop and implement a public outreach program and materials about the proposed Smithtown Village District warrant article (ballot for 2012 Town Meeting). The project utilizes concepts and recommendations from the Route 1 Corridor Study, form based code principals, new landscaping standards for parking lots and roads, and enhanced accommodations for non-motorized transportation. Incorporate recommendations from newly updated Master Plan chapters - Transportation, Future Land Use, Historic Resources, and Natural Resources.
- ***Sandown Land Use and Transportation Project:*** Completed the following technical assistance activities for the Town of Sandown: Assisted planning board with development of Village center concept proposal; attended Master Plan Steering Committee meetings to develop work plan to update Transportation Chapter and review draft Transportation Chapter, complete final review of Master Plan Transportation Chapter revisions, discuss review of proposed road standards, coordinate data collection and maps, review with town engineer status of work schedule in Sandown Road System Action Plan (2008), coordinated with Tom Falk to update data tables and create new maps; assisted with schedule for design and production of chapter; coordinated with Cooperative Extension staff on production of meeting materials for public meeting on master plan update; reviewed stormwater management regulations drafted by town engineer; coordinated with planning board chair on final review of draft Transportation Chapter; developed content for public informational meeting flyer, coordinated public hearing date with planning board.
- ***Newton Village District Road Planning Study:*** Staff assisted with solicitation and procurement of consultant to perform Village District Road Planning Study. The consultant, KV Partners LLC of New Boston, NH, performed the study. The product examines existing conditions, including traffic data collection and analysis, capacity analysis and deficiencies. It also pre-

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sents several conceptual designs for improved circulation and pedestrianism, as called for by the Village District. The study also provides cost estimates for the alternatives.

- ***Route 111 Village District Zoning Project:*** Staff worked with the Planning Staff of the Town of Windham to develop a contract and scope of work for the preparation of a new village district zoning ordinance, staff then coordinated with the Windham Planning Board and the Village District subcommittee to prepared a new Village District zoning ordinance for the Town that created new permitted and prohibited uses, district building size allowances and special exception criteria for certain proposed uses; staff met with the Village District subcommittee 8 times and made two formal presentations of the proposed ordinance to the full Planning Board; staff prepared new parcel based zoning district maps displaying those properties to be included in the new district; staff attended two meetings with representatives of all the property owners within the proposed district to educate them regarding the proposed changes and to ask for input or suggestions to make the district more viable for effected property owners.

ONGOING EFFORTS:

- ***Access Management Manual Update:*** The RPC Access Management Manual was published in the late 1990s and is in need of an update. A draft of this document was developed during the summer and fall of 2013 that incorporates updated graphics, more recent standards and practices, as well as guidance on developing an Access Management MOU with NH DOT and implementing access management regulations and policies in communities.
- ***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. This project will be completed during FY14.

Task 506 Local Project Administration (LPA) Programs

OBJECTIVE:

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

ACCOMPLISHMENTS:

- ***Congestion Mitigation and Air Quality (CMAQ) Projects:*** Reviewed CMAQ proposals for purchase of recently abandoned Hampton Branch rail corridor and prepared air quality emissions benefit analysis for each of the four projects according to methods approved by the Interagency Consultation group and revised the analyses based on comments from the

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interagency review team. The RPC Executive Director continued to participate in the CMAQ Committee as required.

- ***Safe Routes To School (SRTS) Projects:*** Provided technical assistance to several local SRTS initiatives, including Seabrook, Hampton, Newton and Plaistow. Assisted Seabrook, Hampton and Newton in securing SRTS Start-Up grants, and Seabrook and Hampton in securing SRTS Travel Planning grants. Completed mapping of school zones and student locations, analysis of parent survey data, and SWOT analyses with local SRTS committee members. Participated in SRTS Committees in each community. Also reviewed Start-Up, Travel Planning and General Grant applications from these communities plus the City of Portsmouth, and provided regional rankings to NHDOT.
- ***State Planning and Research Projects:*** See description below under Task 601 on Hampton US1/NH101 Interchange Realignment and Intermodal Transit Center Study.
- ***CMAQ & TE Project Monitoring & Implementation Assistance:*** Provided technical assistance to several project sponsors to implement TE and CMAQ initiatives, including Exeter for their TE Train Station Welcome Center project, and COAST for the commuteSMARTseacoast TMA project.

ONGOING EFFORTS:

- ***Local Public Agency (LPA) Training & Technical Assistance:*** Staff will complete LPA Phase II training, and continue to provide technical assistance to member communities managing LPA grants (Transportation Enhancement, CMAQ, Safe Routes to School).

Category 600: Additional Projects

This area of work is intended to include special studies that are incorporated into the UPWP. During the 2012-2013 UPWP, this includes only the NH 101/US 1 Interchange realignment and intermodal center study. Expenditures for time and funding are shown in **Figure 9** for this project that was largely completed during FY 2013 using a combination of staff time and an engineering and architecture consulting team.

Task 601 FTA 5304 State Planning and Research Grant

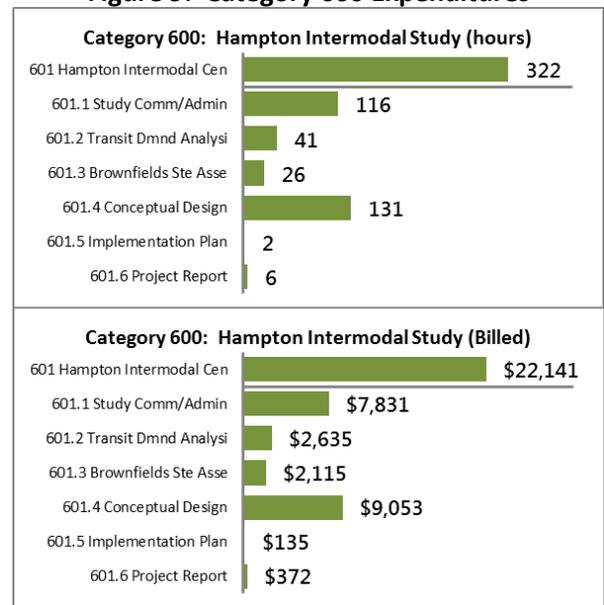
OBJECTIVE:

Fulfillment of the requirements and tasks established in the FTA 5304 State Planning and Research funds grant for the Hampton Intermodal Center Feasibility Study.

ACCOMPLISHMENTS:

- Assessment of demand for transit and parking services:** Staff developed demand estimates for Park & Ride facility based on two sketch planning approaches: one from the Institute for Transportation Engineers based on traffic volume on adjacent roadways and one based on Census Journey to Work data. Ridership estimates for individual transit services developed in collaboration with service providers including COAST, C&J and Flight Line.
- Phase 1 Brownfields Site Assessment:** A Phase I Environmental Site Assessment (ESA) for the US1/NH101 interchange parcel was completed by Credere Associates in the summer of 2012. A Phase II ESA was completed by Credere Associates in summer 2013.
- Conceptual design for interchange reconfiguration:** Three conceptual design alternatives were developed for reconfiguring the US1/NH101 interchange by McFarland Johnson under contract to RPC. Designs were prepared based on traffic data and volume projections from RPC and Resource Systems Group, and a pair of public meetings held in Hampton. The preferred alternative identified by the Project Advisory Committee and the second public meeting sites places US1 traffic on the current southbound barrel of US1, while using the current

Figure 9: Category 600 Expenditures



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northbound barrel as access to ramps for NH101 in a diamond configuration.

- ***Conceptual design for intermodal center:*** Three conceptual design alternatives for an intermodal transit center and park and ride facility on the interchange parcel were developed by DHK Architects, as subcontractors to McFarland Johnson. The preferred alternative identified by the Project Advisory Committee and the second public meeting sites the facility to the south of NH101 adjacent to the Hampton Branch rail corridor and set back from resource conflicts on the portion of the site adjacent to Hampton Marsh.
- ***Implementation Plan:*** RPC staff prepared implementation recommendations including preferred interchange, transit center and transit service alternatives identified by the Project Advisory Committee and public meeting participants.

ONGOING EFFORTS:

- ***Ongoing Efforts:*** RPC staff are completing development of the Implementation Plan and final study report using FY14-FY15 UPWP resources. RPC will provide assistance to the Town of Hampton, Hampton Beach Area Commission and transit providers in pursuing funding for implementation if requested.

Additional Work

In addition to the priorities listed in the UPWP, there were a number of tasks completed that were not anticipated at the time of the development of the UPWP. Some of these tasks were minimal and others occupied significant amounts of time and resources but all were felt to require attention in addition to or in place of projects already in the UPWP. The following is a listing of those projects where time or resources were spent but were not included in the UPWP:

- **Ten Year Plan Lean Review:** Participation in the various iterations of the review of the STIP development and amendment process with the goal of shortening the time required to complete STIP/TIP amendments and eventually reduce the need for amendments via improved project development methods.
- **Hampton Branch Rail Corridor Abandonment & Acquisition Planning:** Following notification of Pan Am Railways' intent to abandon their remaining segment of the Hampton Branch rail corridor between Hampton and Portsmouth, RPC staff convened a meeting of NHDOT staff and the five affected corridor communities (Hampton, North Hampton, Rye, Greenland, and Portsmouth) to discuss local interest in State acquisition of the corridor. Staff have worked to convey strong local and regional support for corridor acquisition to State policymakers, and serve as a liaison between NHDOT and interested parties in each community.
- **Robert Frost/Old Stage Coach Scenic Byway:** Collaborated with Southern NH Planning Commission to assist communities of Atkinson, Hampstead, Chester, Auburn and Derry with development of the Robert Frost/Old Stage Coach Scenic Byway. Assistance has included development of nomination for State Scenic Byway Status; development of Bylaws for Byway Council and facilitation of Byway Council meetings; facilitation of public input session; and ongoing development of Byway Corridor Management Plan.
- **NH Coastal Byway Corridor Management Plan:** Secured federal Scenic Byway funding to support an update to the Corridor Management Plan for the NH Coastal Byway (NH1A & NH1B). This was in response to a request from the Town of Rye and the Hampton Beach Area Commission. The project got underway in July 2013 with a project advisory committee (PAC) made up of six corridor communities (Seabrook, Hampton, North Hampton, Rye, New Castle and Portsmouth), local chambers of commerce and institutions along the Byway, relevant State agencies and key state legislators. Work during the current biennium included two meetings of the PAC, contracting with UNH to complete a Visitor Survey and Tourism Needs Assessment, completion of a scenic resources inventory, development of a community resident survey and analyzing NHDOT Right of Way data for NH1A and NH1B.
- **FHWA Planning Review:** In January, 2013 the Federal Highway Administration (FHWA) conducted a planning review of the RPC MPO transportation planning process. The review is a cy-

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tical process to ensure that the agency is meeting the requirements of the Federal surface transportation legislation and the planning regulations issued by the US DOT in 2007. This included substantial time preparing a response to the FHWA questionnaire as well as preparing presentation materials. This review focused on revisiting the findings, recommendations, and corrective (required) actions from the previous planning review which occurred in 2009. The MPO received several commendations for efforts and a list of recommendations to be implemented.

- ***FHWA Billing Review: Assembled*** invoices and supporting documentation for a FHWA review of RPC billing practices. Attended a meeting with FHWA and DOT staff to discuss billing practices and to provide FHWA with copies of materials for examination.

Fiscal Year 2014-15 Priorities

The Fiscal Year 2012-13 UPWP saw the completion of many initiatives that started in FY11 or earlier as well as maintaining the MPO into compliance with all of the SAFETEA-LU requirements. During the FY14-15 UPWP, many of the ongoing projects listed in this document will be completed. Looking forward, a number of priorities were developed for inclusion in the that UPWP:

- 1. MAP-21 Compliance:** Ensure that the MPO maintains compliance with the provisions of MAP-21 and the planning regulations developed by FHWA and FTA.
- 2. Fiscal Constraint and Financial Planning:** Continue to improve methods and practices regarding showing fiscal constraint of planning documents and of projecting finances available to the MPO.
- 3. Project Monitoring:** Take a more active role in tracking projects as they move from planning to implementation.
- 4. Travel Demand Modeling:** Ensuring that the MPOs are maintaining the function and capacity of their travel demand models and keeping them up-to-date.
- 5. HPMS and CMP Data Collection and Monitoring:** Continue to assist with the collection of Highway Performance Monitoring System data and implement the data collection necessary for the Congestion Management Process.
- 6. 2010 Census Data:** Work to integrate the forthcoming 2010 census data into transportation planning activities such as the Travel Demand Model and Long Range Plan.
- 7. Planning and Environmental Linkages:** Work with Federal and State planning partners to deploy innovative planning techniques that can shorten project delivery times.
- 8. Planning Performance Measures:** Develop and implement planning performance measures and integrating a performance based approach into MPO activities.
- 9. Climate Change:** Address climate change mitigation and adaptation in the planning process.
- 10. Livability:** Integrate the livability principles of more transportation choices, equitable, affordable housing, enhanced economic competitiveness, support for existing communities, coordinated policies, leveraging investments, and valuing communities and neighborhoods into the transportation planning process.