

**Regional Work Program for FY 2018**  
(Adopted: September 13, 2017)

Land Use Planning

**TARGETED BLOCK GRANT**

(Funding Source: NHOEP)

**Task A – Geographic Information System Support** (30% of TBG work program\*)

- **General Municipal GIS Support:**  
This task will provide support and technical assistance for municipal GIS needs not otherwise supported by project or contract funding. Such assistance will include the following:
  - supporting requests for assistance on municipal mapping projects,
  - supporting the use and application of GIS products and services at the local level, and
  - responding to day to day requests for technical assistance in the preparation of GIS maps.
- **Regional GIS Support:**  
This task will support ongoing maintenance of regional GIS maps and databases including regional land use / land cover mapping, acquisition of aerial imagery, regional zoning maps, conservation land updates, and the production, updating and distribution of the RPC standard map set.

**Task B - Developments of Regional Impact** (7.5% of TBG work program)

This task provides minimal funding to support RPC obligations under RSA 36:58. Funding may be allocated to:

- support for the review of developments of regional impact.
- support staff assistance to the RPC Development of Regional Impact Committee
- support the monitoring and amending the DRI rules of procedure and community guidance.

**Task C - Matching Planning Grant Assistance Program for Member Communities**

(55% of TBG work program)\*

This component of our program will support a matching grant program the RPC makes available for planning assistance projects in RPC member communities. These funds will be made available to the communities on a minimum 50/50 matching basis program for eligible planning projects. Specific projects will be solicited from the communities and evaluated for funding based on the project description, demonstrated need, past TBG supported project assistance and availability of local match. Non dues-paying members will not be eligible for these matching grant funds. Approximately \$6,000 in matching funds will be available through a competitive solicitation, and approximately half of this will be earmarked for requests for assistance on MS4 compliance, to be matched with other funding sources.

**Task D - Education and Training**

(7.5% of TBG work program)

- 1) The RPC will plan, organize and conduct at least two training workshops for planning boards or other local land use boards to be held during the fiscal year. One workshop will focus on new land use board members; a second will address a topic that RPC staff identifies as timely and needed.

- 2) The RPC will prepare and distribute to planning boards and other local land use boards at least one planning advisory memos on current planning issues, changes in law or procedure or other topics deemed appropriate by the RPC. For FY18 will likely focus on the new decision process that ZBAs will need to comply with per HB86, passed in 2017.

### **NH COASTAL PROGRAM**

*(Funding Source: NH CZP; Local Dues, Community match; Total: \$12,500; 50% match required)*

The FY18 Coastal Program grant will fund the following program activities:

#### **Activity 1. Support RPC staff participation the Coastal Adaptation Workgroup (CAW)**

*(Funding: Coastal Program funds: \$3,000; Local Match \$3,000)*

The RPC will commit staff support to attend full CAW and CAW outreach meetings and plan and participate in events. The Coastal Adaptation Workgroup and Outreach Team play central roles in our region in coordinating efforts to assist communities to respond to climate change risk. Both through the development of CAW sponsored projects as well as through the coordination of effort of other partners such as the Coastal Risk and Hazards Commission, CAW coordinates the work of multiple agencies in educating and assisting communities to address these issues. The estimated total cost for this task is \$6,000. The RPC will be responsible for providing the required 1:1 match.

#### **Activity 2. Local Technical Assistance Program. (Funding: \$8,000; Local Match \$8,000)**

RPC staff will provide technical assistance to municipalities to support, prepare and implement a wide range of actions, assessments and engagement designed to incorporate climate adaptation and resiliency in local plans, policies and procedures, and raise awareness of climate change impacts and issues within the community. Technical assistance may include but is not limited to: assisting municipalities with adopting the SWA model storm water standards; incorporating climate change recommendations and strategies in hazard mitigation plans; preparing recommended revisions to zoning ordinances and land development regulations; preparing a Coastal Hazards Chapter for Master Plans; and training on use and application of the Coastal Viewer. To the extent possible, this work will be planned and coordinated with other NHCP partners to avoid duplication and maximize benefit.

The task will fund RPC staff to provide approximately 90 hours of support over the course of FY 2018 at an estimated cost of \$8,000. The RPC will be responsible for assuming the required 1:1 match.

#### **Activity 3. Public Outreach and Engagement.**

*(Funding: Coastal Program funds: \$1,500; Local Match \$1,500)*

RPC will work with the New Hampshire Coastal Program (NHCP) Coastal Resilience Specialist to develop at least one outreach product describing various components of funded projects, and post project information and materials to the RPC website. The task will fund RPC staff to provide approximately 40 hours of support over the course of FY 2018 at an estimated cost of \$3,000. The RPC will be responsible for assuming the required 1:1 match.

## Natural Resources and Environmental Planning

### **Powwow Watershed Water Quality Planning (604B)**

*(Funding: EPA through NHDES; \$22,000)*

The RPC has received a 604(b) grant from the NH DES to implement a project titled “Collaborative Engagement and Capacity Building in the Powwow River Watershed”. The project components include creation of a water quality profile of the watershed, engagement with municipalities and stakeholders and building capacity for future watershed-based planning. The water quality profile will identify the sources, spatial extent and severity of impairments of surface waters, inventory sources, and evaluate land use/cover characteristics in the watershed. The collaborative dialog will focus on providing municipalities and stakeholders with an understanding of the water quality status and sources of impairments of surface

water bodies, streams and rivers in their communities. The stakeholder collaboration will engage municipal decision makers and land use boards and commissions in the following municipalities in the watershed: Towns of Sandown, Danville, Hampstead, Newton, Kingston, East Kingston, South Hampton and Seabrook. The project will create the foundation for further Powwow watershed water quality which may include the development of a watershed management plan and river nomination to the NH Rivers Protection Program depending on the level of local support.

### **Portsmouth Historic Properties Climate Change Vulnerability Assessment and Adaptation Plan**

*(Funding: Subcontract with GEI Consultant through City of Portsmouth \$8,000)*

RPC is working with GEI Consultants to implement an assessment of vulnerability and impacts to historic resources in the downtown core and Historic District of Portsmouth. RPC will complete the following tasks: 1) Prepare recommendations for best practices in local design, guidelines, regulatory standards, and plans, and identify emergency preparedness strategies and evacuation plans that address flood impacts from a 100-year storm. 2) Support and facilitate a Local Advisory Committee (LAC) members, and set up and manage an internet forum for LAC communications. Lead outreach efforts and gather input from the LAC, city boards and commissions, city staff and community members. This project concludes on December 30, 2017.

### **FEMA High Water Mark Initiative**

*(Funding: NH Coastal Program Resilience Grant \$25,908)*

Staff are working with municipalities to design, coordinate, and implement community-based High Water Mark Initiatives. The HWMI will be implemented in four municipalities - Portsmouth, Rye, Hampton, and Seabrook - and other key stakeholders, including the Federal Emergency Management Agency (FEMA) and state agencies, to install at least one and no more than two high water markers in each community. The HWM project will result in: permanent markers and signage installed in strategic locations showing the elevation and causes of flooding from past and/or future events (e.g. future projected sea-level rise) and climate related conditions to local residents and visitors from the Seacoast region; and case studies about how communities are responding to flood risks for distribution to local, regional, state and national organizations. This project concludes on June 30, 2018.

### **NH Source Water Protection Program – Fremont**

*(Funding: EPA through NHDES; \$10, 580, \$1178 in kind match)*

The RPC will assist the Town of Fremont in updating their Aquifer Protection Ordinance and establish an inspection program of potential contamination sources in order to better protect the town's groundwater. The ordinance update and inspection program will be done in conjunction with outreach efforts to businesses and residence in Fremont. The project goal is to increase protection of the Town's groundwater while allowing for more diversity in activities allowed in the town's commercial zones that fall almost entirely in the aquifer zone.

### **Pollution Tracking and Accounting Pilot Project – PTAPP (604B)**

*(Funding: 604B. Total project cost: Phase 1: \$52,900; Phase 2: TBD)*

This water quality project continues from FY17. The objective is to develop a pollution tracking and accounting system for the Great Bay Region to serve as the basis for an integrated water quality management plan. The RPC staff role will be to provide technical assistance, facilitation and guidance in developing mechanisms for regional pollution tracking and accounting in the watershed. Staff will provide technical input at workgroup meetings. A second funding phase of PTAPP is expected to start in FY 18 that will pilot the tracking and accounting methods in two or three coastal watershed communities.

### **Piscataqua River Estuaries Program (PREP) Management Committee**

*(Funding: Local Dues)*

The RPC will continue to participate on the Piscataqua River Estuaries Program (PREP) Management Committee and in the Great Bay Initiative sponsored by PREP representing RPC communities and regional interests and support of the PREP mission to protect and enhance water quality in the Great Bay and Hampton-Seabrook estuaries. RPC completed the local regulatory survey for the PREPA Report which assessed the status of water quality related land use policies and regulations in the coastal watershed.

RPC will assist in publicizing the results of the PREPA report. RPC will provide technical assistance under the PREPA local assistance program to North Hampton to revise their stormwater management standards and to prepare FEMA Community Rating System program applications for Rye and Hampton.

### **Exeter - Squamscott River Management Plan; Assistance to ESLAC**

*(Funding: ESRLAC; \$2000)*

RPC, through natural resource consultant Theresa Walker continues to provide technical assistance and organization support to the Exeter—Squamscott River Local Advisory Committee. ERSLAC communities have continued the work using their own local funding.

### **Southeast Watershed Alliance**

*(Funding: Local Dues; UPWP)*

RPC staff continues to be an active participant in the Advisory Committee to the Southeast Watershed Alliance, a multi-jurisdictional organization authorized by legislation in 2009 for the purpose of coordinating water quality planning and implementation in the NH Coastal Watersheds (Great Bay and Hampton-Seabrook estuary watersheds). RPC staff participates on the groups Advisory Committee and has provided technical assistance on a variety of subjects related to non-point source pollution and stormwater management, including development of a 2017 update to SWA's model storm water management regulations. As funding permits, this will continue in FY 2018.

## Transportation Planning

### **Unified Planning Work Program for FY-2018**

*(Funding Sources: FHWA; FTA; NHDOT; Local Dues)*

The RPC's transportation planning work program is developed and adopted by the Commission in its capacity as the metropolitan planning organization (MPO) for the region. This transportation planning work program, called the Unified Planning Work Program, covers a two-year period and was most recently adopted and approved in April 2017 to cover the period July 2017 through June 2019. Planning priorities or emphasis areas covering this two-year period were jointly developed by the RPC, FHWA/FTA and NHDOT and reviewed and approved by participating MPO members. The work encompassed in the UPWP is summarized below. A full work program document is available on our website here: [www.rpc-nh.org/download\\_file/view/1525/210](http://www.rpc-nh.org/download_file/view/1525/210)

The work tasks identified and addressed in this UPWP reflect the transportation planning needs and priorities within the Rockingham Planning Commission region and are from several sources:

- Consultation with staff from FHWA, New Hampshire Division, FTA Region I, NHDOT Bureau of Planning and Community Assistance, COAST and CART;
- Consultation with the MPO Technical Advisory Committee and Policy Committees;
- The requirements for implementing the 'Fixing America's Surface Transportation' (FAST) Act. Act and current Metropolitan Planning Rules (CFR 450.300);
- The specific needs and circumstances of the MPO;
- Completion of certain tasks begun under the previous UPWP; and
- Addressing findings and recommendations made during the MPO Planning Reviews conducted by FHWA and FTA in January 2013.

During the preparation of the UPWP, the FHWA New Hampshire Division Office and FTA Region I Office recommended that three national planning emphasis areas and 12 region specific emphasis areas be addressed as planning priorities. The priorities developed for the RPC region from these areas are addressed in the UPWP and reflect appropriate work elements and resources to address:

**National Planning Emphasis Areas**

- A. ***Transition to Performance Based Planning and Programming.*** The UPWP allocates significant staff time to develop and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
- B. ***Models of Regional Planning Cooperation.*** The UPWP includes task to further cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This cooperation will occur through metropolitan planning agreements, through the development of joint planning products, and by other locally determined means. This was manifest in past two years by the joint MPO/NHDOT development of new interagency MOUs, UPWP allocation formula, and transportation planning performance measures, and, going forward, the development of a UPWP Administrative Manual.
- C. ***Ladders of Opportunity.*** The UPWP should include work efforts that promote access to essential services as part of the transportation planning process. Essential services include housing, employment, health care, schools/education, and recreation. This work should include the identification and development of performance measures and analytical methods to measure the transportation system's connectivity to essential services. This information can then be used to identify gaps as well as solutions to address those gaps.

**New Hampshire Planning Emphasis Areas**

- 1. ***MAP-21/FAST Act & Planning Final Rule - Compliance, Planning Performance Measures.*** The UPWP should include appropriate work efforts to ensure that the MPO complies with the metropolitan planning and programming requirements of MAP-21, the FAST Act, and the subsequent planning regulations developed by FHWA and FTA. Specifically, the two new Planning Factors included in the FAST Act should be incorporated into planning activities and the development and implementation of a compliant performance based planning and programming process should be undertaken.
- 2. ***Urbanized Area Suballocation and Project Selection.*** The FAST Act requires suballocation of resources and project selection authority for the Surface Transportation (STP) and Transportation Alternatives (TAP) Programs, and the UPWP should include the collaborative efforts to ensure that these requirements are implemented where appropriate.
- 3. ***Congestion Management Process implementation.*** The MPO Congestion Management Process (CMP) was established in 2010, and UPWP work elements should support the data collection and monitoring efforts necessary to implement an effective CMP. Recommendations from MPO Planning Reviews should be addressed as necessary.
- 4. ***Freight Planning.*** Identify resources and work elements necessary to develop a metropolitan freight plan that assesses the condition and performance of the region's critical freight network and identifies solutions to freight bottlenecks and other deficiencies.
- 5. ***Fiscal Constraint and Financial Planning.*** The work program should identify resources and work elements necessary to ensure that the Long Range Transportation Plan and Transportation Improvement Program include financial documentation and processes that meet the requirements of the FAST Act and the Statewide and Metropolitan Transportation Planning Rules.
- 6. ***Metropolitan Travel Demand Model Maintenance.*** Ensuring that the MPO is maintaining the function and capacity of the travel demand model and keeping it up-to-date and developing applications to utilize the model in transportation planning functions. This includes identifying the resources necessary and working collaboratively to implement a comprehensive Household Travel Survey to assist in calibrating New Hampshire's metropolitan and statewide models.
- 7. ***Data Collection for HPMS.*** Include the resources and work elements as necessary to provide for MPO involvement in the complete traffic counting, pavement condition monitoring, and other activities and data for maintaining New Hampshire's statewide HPMS data.

8. **Planning and Environmental Linkages (PEL).** The benefits of utilizing [FHWA's Planning and Environmental Linkages](#) (PEL) approach should be considered and appropriate work elements should be included to support Programmatic Mitigation Plans, and the identification of potential environmental mitigation activities in consultation with resource and land use management agencies. This includes support for integrating environmental analysis, project purpose and need, and preliminary alternatives analysis in corridor studies and long-range transportation plans.
9. **Climate Change & Stormwater Impacts, Resiliency.** Ensure that the LRTP and other planning efforts address climate change and stormwater impacts, as well as mitigation and adaptation strategies. MPOs are encouraged to work with NDHOT and NHDES to consider New Hampshire's Climate Change Plan and NHDOT's Final Report on Potential Impacts of Climate Change on Transportation Infrastructure to help identify challenges and strategies for further consideration in the planning process, including climate change vulnerability assessment and adaptation activities. In addition the MPO will address special climate change considerations applicable to coastal areas as identified in the NH Risk and Hazards Commission's Final Report adopted in October 2016.
10. **Livability and Sustainability.** Ensure that resources and work elements are defined as necessary to address livability and sustainability principles in the Long-Range Transportation Plan and the planning process. This includes support public transit, bicycle, and pedestrian transportation planning activities, and efforts to address integrated land use and transportation planning through scenario planning methodologies. Use of [FHWA INVEST](#) (Infrastructure Voluntary Evaluation Sustainability Tool) methodology is encouraged to assist in assessing the sustainability of transportation plans, projects, and programs.
11. **Project Monitoring.** Identify resources and work elements as necessary to support effective project monitoring and the development of MPO annual listing of obligated highway, bike/pedestrian and transit projects.

Specific projects of interest that the RPC is working on through the UPWP in FY2018 include the following:

- **Completion Regional Stream Crossing (Culvert) Assessment; Start of Analysis Phase:** Since 2013, the RPC has been assessing stream crossing (culverts and bridges) within the region to provide state agencies and municipalities with information to identify critical and hazardous crossings. The main objective of this project is to identify those stream crossings that may fail, particularly during major storm events. These failures occur because the crossing does not allow for adequate passage of water, sediment or debris due to design stream erosion, crossing deterioration or changes to the streambed or increase in stream flow due to higher rates of storm water runoff. Failures can cause infrastructure and property damage, cut off evacuation routes and negatively impact waterways. To date, RPC has collected this information in 23 of 26 communities. The three remaining communities are Newington, Portsmouth and Exeter. Data collection will be completed in the spring and summer of 2017. A regional report including an analysis and summary of result will be prepared. Following that, a watershed level analysis of the result will begin to develop a priority listing of culvert that should be replaced and upgraded.
- **Completion of Long Range Transportation Plan/10 Year Plan Update:** In early FY18 the RPC staff will complete a major update to the Long-Range Transportation Plan, including initial integration of Transportation planning performance measures developed through the SHRP2 process. It will also include an updated listing of transportation improvement project priorities for the region. This is compiled from direct solicitation of needs from communities, analysis of transportation system needs by staff and input from NHDOT. This comprehensive listing was last updated in FY15 in tandem with the biennial development of recommended additions to the state 10 Year Plan for transportation improvement.
- **Completion of Regional Land Use GIS Layer:** Approximately every 5 years, and based on availability of appropriately regional aerial photography, RPC staff update the region's land-use/land-cover GIS map data. This involves interpreting changes observed in the aerial imagery and assigning a land use category or code to the areas that show a change in use. The latest update, which began

in the previous UPWP, will bring the regional land use data up to 2015. This data is important to update the regional travel demand model, and is used in multiple planning contexts, from transportation corridor studies to local master plan updates, to buildout analyses. This work is expected to be completed in the summer of 2017.

- **Integrating Performance-Based Planning into the MPO process:** The New Hampshire MPO's have teamed with our State and Federal Planning Partners as well as the Southern Maine Planning and Development Commission to begin work on the implementation of the FAST Act Performance Based Planning and Programming Requirements. The Strafford Regional Planning Commission applied for and received a FHWA research program implementation assistance grant for utilizing their PlanWorks system. PlanWorks is a systematic web-based resource that support collaborative decision making to deliver projects that meet environmental, community and mobility needs and will be a useful tool for implementing performance measures at the MPO level. The work of this group is anticipated to continue through the summer of 2017. Work from this effort has been incorporated into the MPO Long Range Transportation Plan as well as the Congestion Management Process, the Transportation Improvement Program and other planning efforts.
- **MPO Website Development & Maintenance:** Continuous improvement and expansion of the newly redesigned MPO Website to include current and archived information from TAC and Policy Committee meetings, information on current projects, traffic count archival information, interactive TIP project map and current regional data as well as opportunities for member interaction.
- **Regional Traffic Count Program: The MPO will continue to conduct automatic traffic recorder counts**
- **East Coast Greenway/Hampton Branch Acquisition:** RPC staff is working on the development of the East Coast Greenway through New Hampshire. As of summer 2017, NHDOT is still negotiating with Pan AM Railways to purchase the 9.7 mile Hampton to Portsmouth segment of the Hampton Branch rail corridor abandoned in 2013. The acquisition would put the full Hampton Branch corridor from Seabrook to Portsmouth in public control. A key desired use for the corridor is completion of the New Hampshire segment of the East Coast Greenway, extending 2,900 miles from Calais, ME, to Key West, FL, connecting cities along the eastern seaboard. The corridor is wide enough through most of its length to potentially accommodate other transportation uses as well, should those be viable in the future. Work in the coming year includes further development of local trail groups in corridor communities, continuing to work with communities and NHDOT to establish trail management agreements, and to identify funding sources to develop trail improvements, and to continue to facilitate meetings of the NH Seacoast Greenway Advisory Committee.
- **Robert Frost/Old Stagecoach Scenic Byway:** RPC staff will continue to work with Southern NH Planning Commission and Robert Frost/Old Stagecoach Byway Council on implementation of recommendations in the Corridor Management Plan (CMP) for the Byway as time permits. The Byway follows NH 121 from Atkinson through Hampstead and Chester to Auburn, then local roads through Derry connecting back to Hampstead. The Frost/Old Stagecoach Byway was formally designated by the NH Scenic & Cultural Byways Council in May 2014.
- **Congestion Mitigation Program:** Under the current federal surface transportation law (FAST Act) the Transportation Enhancements, Safe Route to School, Scenic Byways and Recreational Trails programs were consolidated into the new Transportation Alternatives Program (TAP) with about a 30% reduction in overall funding. The RPC will assist communities in the region through the application process for the program and assist with the evaluation and ranking of applications within the region. There will continue to get regional project review and ranking and final project selection at the State level. Key changes include a narrowed list of eligible project activities focused on bicycle and pedestrian facilities (which is consistent with past practice in NH), a revised Statewide TAP Advisory Committee, a revised set of project selection criteria and use of Decision Lens software for statewide project evaluation. The current TAP funding round began in the Spring of 2016. The MPO will score and rank project this Fall.

- **Derry-Salem CART Transit System Technical Assistance (UPWP and Contractual):** With the departure of the CART Executive Director in summer 2016, additional staff work has been required assist in a stop gap measure to administer CART's transportation program. A portion of this work is funded by CART outside the UPWP since it goes beyond eligible planning assistance. RPC will continue to serve on the CART Board and Executive Committee and provide technical assistance with operations analysis, route planning, funding development, municipal liaison work, development of new ADA paratransit service for the CART Salem Shuttle, and development of a long range financial plan. The focus of the coming year's work will be to assist CART in transition to a new management structure involving closer association with the Manchester Transit Authority.
- **Regional Bicycle & Pedestrian Plan:** Development of a regional Bicycle & Pedestrian Plan for the RPC region was delayed from FY2016 and is expected to be engaged in FY2018 and 2019. Timing will be coordinated with NH DOT's update to the State Bicycle & Pedestrian Plan to share public outreach meetings, data collection on bike/ped traffic volume on key routes, mapping of existing conditions including hazard areas, identifying local and regional priorities for safety improvements and recommendations following the 5Es of bicycle and pedestrian planning: Engineering, Education, Encouragement, Enforcement and Evaluation. The process will be overseen by a regional advisory committee including representatives from municipal planning and law enforcement, NHDOT, the healthcare and tourism sectors, and bicycle/pedestrian/trails organizations.

See the FY 2018-2019 UPWP Document for a full description of these and other tasks and projects.

## Economic Development Planning

### **Comprehensive Economic Development Strategy (CEDS)**

*(Funding: Regional Economic Development Corp. of SE New Hampshire, UPWP, Local Dues)*

Provide assistance to the REDC in updating of the 2017 Comprehensive Economic Development Strategy (CEDS), in support of on-going regional economic development planning efforts. The RPC's responsibilities will include assisting with reviewing and updating goals, objectives and recommendations, including the priority project list, researching status of major regional economic development projects and providing support and input at Steering Committee and REDC Board meetings. The original CEDS was completed in 2000; a major rewrite was completed in 2005, 2010 and 2015. Annual updates are completed for intervening years. The 2018 CEDS is not expected to be a major revision/update of the document.

## Natural Hazard Mitigation

### **Hazard Mitigation Planning/Emergency Management, RPC)**

With funding support from NH Homeland Security/Emergency Management (through FEMA) the RPC works with most communities in the region to periodically update their Local Hazard Mitigation Plans at no cost to them. Maintenance of these plans ensures eligibility for FEMA grants for pre- and post disaster mitigation projects. In FY 2018, the RPC will work on Hazard Mitigation Plan updates for Hampstead, Seabrook, Exeter, Hampton Falls. In addition, updates for Epping and Newington may be undertaken this year as well, depending on funding availability.

### **NOAA Project of Special Merit – Coastal Resiliency**

*(Funding: NHDES Coastal Program/NOAA Project of National Significance)*

The RPC will engage in two separate coastal flooding resiliency projects both funded under the State's 2016 approved application for NOAA Projects of Special Merit, as follows:

- Setting SAIL - Implementation Assistance for Coastal Risk and Hazards Commission Recommendations: This project will assist in the implementation of recommendations from the Coastal Risk and Hazards Commission (CRHC), especially those directed at Great Bay coastal



communities. Staff will work with the communities to identify the priority recommendations for them, and assist with implementation tasks. Staff will also participate on a working group to coordinate audits of existing state assets, statutes, rules, and agency policies affected by coastal flooding hazards from climate change.

- **Exeter Stormwater Resilience Project:** RPC and Coastal Program staff will work with the Town of Exeter: This project will assist the town in updating key policies and engaging the public to enhance municipal capacity for planning for climate change and flood events, and to promote green infrastructure, low-impact development, and other effective means of stormwater management. The project includes an outreach activity to establish a Water Trail installation on the Main Street and Lincoln Street Elementary School campuses. Funds will be passed through to a stormwater engineering consultant who will work directly with the Town on designs for retrofits to stormwater facilities and infrastructure management.

## Other Regional Programs

### **Training for Local Land Use Boards**

*(Funding: NHOEP Targeted Block Grant Local Dues)*

See Targeted Block Grant, Task D, above.

### **Developments of Regional Impact Review**

*(Funding: Local Dues; OEP)*

Continue to staff the Developments of Regional Impact Review Committee which reviews and comments on proposed development in the region that may have region-wide impact. (RSA 35:54-58) Work on strengthening the regional impact review process and local awareness, and update the RPC's Regional Impact Guidelines. See Targeted Block Grant, Task B, above.

**Hazardous Waste Collection:** (Exeter, Stratham, Newfields, East Kingston, Epping, Seabrook and South Hampton)

*(Funding: Local Dues)*

Coordinate multi-town cooperative hazardous waste collection each year, including grant application, volunteer and other logistics coordination. Undertook procurement of new HHW vendor in 2016.

### **Legislative Policy Development**

*(Funding: Local Dues)*

The Legislative Policy Committee advises the Commission on proposed legislative proposals that relate to the Commission's areas of interest. Key activities will include: monitoring and tracking legislation of interest; developing and distributing RPC legislative policy priorities for the 2017-2018 legislative session; preparing testimony on proposed legislation when warranted, and sponsoring the annual RPC Legislative Forum.

### **Information Distribution**

*(Funding Source: Local; NHDOT; FHWA)*

Newsletters; Website updates; Zoning Amendment Calendar; Other Planning Advisory Memos; Census Distribution; Law Lecture Series; Press Releases

### **Communications Outreach and Website Improvement**

*(Funding Source: Local Dues)*

The RPC completed a full redesign of the RPC and MPO websites in 2016, including sections for general information, transportation, regional and community planning, maps and data, and general information on commission services and projects. An e-Newsletter was also designed and is being published on a monthly basis. Commissioners are working with staff to develop other ways to improve outreach, communication and reporting to members. A new Services Catalog, summarizing over a dozen fee based planning related services the Commission can provide has been developed and will be distributed in the coming months.