

# Southwest Region Planning Commission

37 Ashuelot Street, Keene, NH 03431

603-357-0557 Voice

603-357-7440 Fax

April 30, 2013

Christopher Clement, Commissioner  
 NH Department of Transportation  
 PO Box 483  
 Concord, NH 03302

RE: SWRPC Priorities for 2015-2024 Ten Year Transportation Improvement Plan

Dear Commissioner Clement: *Chris*

Please accept this slightly modified version of a similar letter dated April 30, 2013. Southwest Region Planning Commission (SWRPC) has completed its project solicitation for the 2015-2024 Ten Year Transportation Improvement Plan (TYP) and its Transportation Advisory Committee (TAC) and Board of Directors have approved a list of project priorities. In establishing these priorities, we were guided by the target budget for the Southwest Region as instructed by NHDOT. This list is presented below as Table 1 and is followed by summaries of each project.

**TABLE 1: SWRPC Project Priority by Ranking**

Rank	Community	Project #	Project Description	Project Cost (M)	Cumulative Cost (M)
1	Jaffrey	16037	US 202/NH 124 Reconfigure Dogleg	\$6.95	\$6.95
2	Hinsdale-Brattleboro, VT	12210	Replace 2 existing bridges over Connecticut River with new bridge downstream	\$36.3	\$43.25
3	Keene	10309P	Construct Multi-use Trail Bridge over NH 101/12	\$3.14	\$46.39
4	Peterborough	14772A	Reconstruct 1000' at Main St Intersection. Also Reconstruct Granite Block Wall Along US 202	\$2.0	\$48.39
5	Keene	10309J	Add turning lanes at T intersection on NH 9/10/12	\$2.2	\$50.59
6	Peterborough	15879	Rehabilitate Bridge over Contoocook River on US 202/NH 101 {Red List}	\$4.0	\$54.59
7	Roxbury-Sullivan	10439	Reconstruct Shoulders/Widen from E. Sullivan, Including Bridge Replacement – {Red List}	\$4.2	\$58.84
8	Keene	10309L	NH 12/101 Widen to four lanes between Main St and Winchester St	\$5.26	\$64.10
9	Walpole-Charlestown	14747	Reconstruction of NH 12 from Main St in Walpole to NH 12A (SWRPC portion = 20%)	\$2.6	\$66.70
10	Keene	16152	Bridge Rehabilitation on NH 9/10 {Red List}	\$1.5	\$68.20
11	Stoddard-Antrim-Hillsborough	16073	Purchase ROW Access Rights and Minor Capacity and Safety Improvements on NH 9	\$2.25	\$70.45
12	Swanzey	N/A	Bridge Replacement over Martin Brook on NH 32 {Red List}	\$1.3	\$71.75
13	Winchester	20819	Bridge Rehabilitation over Forest Lake Outlet on NH 10 {Red List}	\$0.86	\$72.61
14	Westmoreland	N/A	Repair erosion at Bridge over Mill Brook on NH 63	\$0.2	\$72.81
<b>SWRPC REGIONAL TARGET BUDGET</b>					<b>\$73.00</b>

TDD Access: Relay NH 1-800-735-2964

*Priority #1-Jaffrey US 202/NH 124 Reconfigure Dogleg-16037*

- **Project Synopsis:** This project would reconfigure the dogleg intersection at US 202 (Peterborough Street/Main Street/River Street), NH 124 (Main Street/Turnpike Road), NH 137 (North Street), Stratton Road, and Blake Street by installing a roundabout and providing an alternate bridge crossing over the Contoocook River. The project will alleviate congestion to Jaffrey's downtown which currently experiences a Level of Service F during the peak hour, will improve geometrics for tractor trailer trucks traveling into the Region from Southern New England, and open up possibilities for providing new downtown parking, sidewalks and other transportation enhancements to the downtown. The area currently has an AADT of 13,000. This project is an example of a community that is serious about advancing this project. The Town has developed an impressive campaign in ensuring public support and solid scope-level engineering to address its goals for reducing congestion and improving the downtown.
- **Fiscal Constraint Assumptions:** The regional impact of this project is \$6.95 million which was a cost developed by an engineer contracted by the Town, VHB Inc. and accepted as the best cost estimate at this time by Project Manager, Michael Dugas.

*Priority #2-Hinsdale-Brattleboro-Bridge Construction Over Connecticut River-12210*

- **Project Synopsis:** This NH-VT project seeks to replace two functionally obsolete bridges built in 1920 with a new functional bridge downstream. The project has been on the Ten Year Plan since the 1980s, but was stricken from the Plan during the most recent update of the TYP. The current bridges restrict overlimit vehicles from easily accessing Hinsdale, Winchester and other area communities, including some of the SWRPC Region's more challenged communities. The existing bridges would be preserved to be used for pedestrians, bicyclists and for emergency vehicle access. Over the years, this project has benefitted from extensive public participation, a robust alternative analysis, and a federal Environmental Assessment for the project. In addition, SWRPC is currently coordinating a bi-state effort among project stakeholders to assess project readiness. SWRPC views this bridge as a key connector to our region's economic lifeline, Interstate 91, which we view in a similar way as the eastern and central part of the State views the expansion of Interstate 93. Shutting down just one of the existing bridges, a highly plausible scenario during the 2015-2024 Plan horizon, would result in forcing bridge users wanting to get from the centers of Hinsdale and Brattleboro to take detours of 16 miles north to Chesterfield via NH 63 (one of Cheshire County's poorest condition roads) or 25 miles south via Northfield, Massachusetts. SWRPC estimates that 35% of Hinsdale's residents use the bridges to commute to work and approximately 16% of Hinsdale's non-resident employees use the bridge to commute to work. The bridges carry 9,700 AADT.
- **Fiscal Constraint Assumptions:** The regional impact of this project on the regional target budget is significant at \$36.3 million. This cost only includes the share of the cost for New Hampshire. Additional project costs are programmed by Vermont including project work currently programmed in Vermont's State Transportation Improvement Plan. The project manager for Vermont has indicated that funding is in place, but its programming is contingent on New Hampshire programming funds to the project. Leveraging Vermont investment by committing NH funds will be key to advancing the project.

*Priority #3-Keene-Multiuse Trail Bridge Over NH 12/10-10309P*

- **Project Synopsis:** The "South Bridge" project would provide a multiuse (bicycle/pedestrian) bridge connecting the Ashuelot Rail Trail over NH 12/101. The bridge crosses one of the busiest stretches of highway in the Region (22,248 AADT) and is considered an important safety project. The bridge not only connects the trail system which has seen improvements in recent years by the City of Keene and Town of Swanzey on either side, but also connects the Keene State College

campus. It is therefore supported by Keene State College, a major employer in the area, and is integrated in the College's Master Plan. Like the North Bridge project recently completed, this project mitigates a pedestrian/bike safety issue of an important pedestrian/bike crossing and, like North Bridge, it also has a record of a fatality at the crossing.

- **Fiscal Constraint Assumptions:** Current documentation shows the existing project budget as \$3.14 million. However this project cost is based on an older, more expensive "grasshopper" bridge design. A less expensive design, similar to the North Bridge, has been accepted by the City of Keene and is a shorter span than the North Bridge. The final cost for North Bridge was approximately \$2.2 million. Therefore, SWRPC believes the \$3.14 million cost estimate can be reduced somewhat.

*Priority #4-Peterborough-Reconstruction of Main Street Intersection and Retaining Wall-14772A*

- **Project Synopsis:** This project is connected to a Peterborough project to reconstruct the red listed Main Street Bridge (Project #14933) through the State Aid Bridge and Municipal Bridge Programs. Construction is slated for the bridge in 2016 and 2017. This project will reconstruct roughly 1,000 feet at the Main Street Intersection on US 202 and reconstruct a retaining wall in between US 202 and the Contoocook River. This intersection area has an AADT of 12,997 with a crash rate of 18 injuries/per mile/per year.
- **Fiscal Constraint Assumptions:** According to NHDOT guidance, SWRPC is applying project costs for the period 2015 and beyond towards its regional target budget, which is \$2 million.

*Priority #5-Keene-Add turning lanes at T intersection on NH 9/10/12-10309J*

- **Project Synopsis:** This project addresses increasing traffic at one of the Southwest Region's busiest intersections connecting NH 9, 10, 12 and 101, carrying regional traffic on Keene's bypass system, and connecting people to nearby shopping and services at Keene's Monadnock Marketplace, as well as the Winchester Street/Key Road area. Peak hour traffic today fills left turn and right turn lanes at the west-side and north-side approaches of the intersection. This project adds a left turning lane for vehicles at the west-side approach heading north and a right turn lane at the north-side approach for vehicles heading west. This area carries 25,561 AADT and has "the" highest crash rates of all projects with a rate of 95 injuries/per mile/per year over the 2006-2010 period.
- **Fiscal Constraint Assumptions:** This project, which was programmed in previous TYPs but was deferred during the most recent TYP update cycle, has a cost estimate of \$2.2 million.

*Priority #6-Peterborough-Red List Bridge Rehabilitation on US202/NH101-15879*

- **Project Synopsis:** The scope of work is to rehabilitate the red list bridge including replacement of the deck with a wider deck and painting the bridge girders extending over the Contoocook River. A good deal of preliminary engineering has been conducted for this project including the development of a base plan that involves the Grove and Granite Street intersections as well as a traffic control plan, construction staging plan and other engineering work. The bridge has an AADT of 15,000 and is an important crossroads facility for traffic heading east and west on NH 101 as well as traffic heading north-south on US 202. It will be important to coordinate the construction of this bridge with Peterborough's Main Street improvements (14772A) to avoid excessive delays.
- **Fiscal Constraint Assumptions:** According to NHDOT guidance, SWRPC is applying project costs for the period 2015 and beyond towards its regional target budget, which is \$4 million.

Priority #7-Roxbury-Sullivan-Red List Bridge Replacement and Shoulder Reconstruction-10439

- **Project Synopsis:** The project will reconstruct shoulders where there are shoulder deficiencies and widen the road from the NH 9 Bridge approximately 2.04 miles southwest. The project will also replace the Route 9 Bridge crossing Otter Brook. Although NH 9 is a principal arterial east-west corridor, its travel way is as narrow as 24 feet in some sections of this roadway with no shoulder. There are portions of the highway that closely approach Otter Brook, steep slopes, drainage ditches and a loose retaining wall. The bridge passing over Otter Brook is red listed as the #64 priority bridge in NH due to structural deficiency. This project is a key highway segment that that inhibits east-west mobility in Cheshire County particularly during winter months and as such is an economic development asset. This section of highway carries 7,100 AADT.
- **Fiscal Constraint Assumptions:** According to NHDOT guidance, SWRPC is applying project costs for the period 2015 and beyond towards its regional target budget, which is \$4.2 million.

Priority #8-Keene-Widen NH 12/101 between Main St and Winchester St-10309L

- **Project Synopsis:** The project will increase the capacity on Keene's bypass system. The bridge in this project area, which passes over the Ashuelot River is red listed and currently being rehabilitated (Project # 22293), but unfortunately not widened to accommodate plans for four lanes in this area. The current AADT on this stretch of highway is 22,248.
- **Fiscal Constraint Assumptions:** This project, which has been programmed in previous TYP's but was deferred during the most recent TYP update cycle, has a cost estimate of \$5.26 million.

Priority #9-Walpole-Charlestown-Reconstruct NH 12 between Main Street in Walpole and NH 12A-14747

- **Project Synopsis:** This project reconstructs NH Route 12 between Main Street in Walpole and NH 12 A in Charlestown, a stretch of highway squeezed between the Connecticut River and a railroad. The segment has an unfortunate fatality history and has benefited from a robust Context Sensitive Solutions process that examined a number of alternatives. The process, coordinated by Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) and NHDOT, and included participation by SWRPC has strong support in Walpole and Charlestown. This road carries approximately 3,840 vehicles a day based on the last available traffic count.
- **Fiscal Constraint Assumptions:** This project's reconstruction area passes through the SWRPC and UVLSRPC regions with approximately 80% of the project occurring in the UVLSRPC region and 20% of the project occurring in the SWRPC region. UVLSRPC and SWRPC have agreed on an 80/20 split of the cost of this project against our respective regional TYP budgets. Based on the remaining project costs for 2015 forward, SWRPC anticipates its portion of the project cost at \$2.6 million.

Priority #10-Keene-Red List Bridge Rehabilitation on NH 9/10-16152

- **Project Synopsis:** This project rehabilitates the red listed NH 9/10 bridge over Elm Street in Keene which is an important east-west facility used often by regional traffic and freight traffic. The most recent traffic counts on this bridge were 9,800 vehicles daily.
- **Fiscal Constraint Assumptions:** According to NHDOT guidance, SWRPC is applying project costs for the period 2015 and beyond towards its regional target budget, which is \$1.5 million.

Priority #11-Stoddard-Antrim-Hillsborough NH 9 Preservation-16073

- **Project Synopsis:** This project includes capacity, safety improvements and acquisition of access of right of way from just east of NH 123 to the westerly end of the Hillsborough Bypass in order to improve roadway geometrics and alignment and preserve capacity. The 9+ mile stretch of NH 9 between Stoddard and Hillsborough is the only remaining developable portion of roadway between Vermont and I-89 that is not protected by controlled access or limited access by the State. Since Cheshire and western Hillsborough counties are not served by interstate highways, keeping NH 9 controlled access is vitally important in order to safeguard east-west mobility in the Region. This will also protect the significant investments made in NH 9 over the years in particular between the Connecticut River and Keene as well as the Nelson and Hillsborough Bypass projects. Though it will be important to also safeguard NH 101, the mobility functionality of that facility is already severely compromised by curb cut and road development. Approximately 5,760 vehicles use the highway daily.
- **Fiscal Constraint Assumptions:** This project, which has been programmed in previous TYP's but was deferred during the most recent TYP update cycle, has a cost estimate of \$2.25 million.

Priority #12-Swanzey-Red List Bridge Replacement on NH 32

- **Project Synopsis:** This project replaces the structurally deficient NH 32 bridge over Martin Brook in Swanzey. The bridge was built in 1929 and its deck, superstructure and substructure are all in poor condition. The bridge was added to the red list in 2000.
- **Fiscal Constraint Assumptions:** The Bureau of Bridge Design estimates the cost of this project at \$1.3 million.

Priority #13-Winchester-Red List Bridge Replacement on NH 10

- **Project Synopsis:** This project replaces the deck and superstructure and rehabilitates the substructure over Forest Lake Outlet on NH 10 in Winchester. The 12' box culvert, which is a red list bridge, was built in 1929 and its deck and superstructure are in poor condition. The bridge was added to the red list in 2009. The project was originally ranked 14<sup>th</sup> by the SWRPC TAC, but since the 13<sup>th</sup> ranked project, a red list bridge on US 202/NH 123 over the Contoocook River, exceeded the target budget assigned by NHDOT to the Southwest Region, the Winchester project is bumped to #13.
- **Fiscal Constraint Assumptions:** The Bureau of Bridge Design estimates the cost of this project at \$.86 million.

Priority #14-Westmoreland-Red List Bridge Replacement on NH 10

- **Project Synopsis:** This project repairs erosion at the southwesterly wing of the bridge and the northerly abutment for the NH 63 bridge crossing the Mill Brook. The project was originally ranked 18<sup>th</sup> by the SWRPC TAC, but due to the limitations of the regional target budget, combined with its low cost, this project is advanced to #14 and the final project is within the \$73 million target budget as assigned by NHDOT to the Southwest Region.
- **Fiscal Constraint Assumptions:** The Bureau of Bridge Design estimates the cost of this project at \$.2 million.

**Background on SWRPC's TYP Prioritization Process**

SWRPC is pleased with the changes that were instituted this year to improve the TYP process. We are hopeful that the standardized project criteria, minimum data requirements for project nominations, and the regional budget target will lead to a transparent, merit-based list of projects in the draft TYP. SWRPC's

recommendations were developed by following guidance provided by NHDOT in your letter dated February 15, 2013 as well as additional correspondence and guidance provided by Bill Watson, Administrator of the Bureau of Planning and Community Assistance.

During the TYP project solicitation process, SWRPC received a total of twenty-four eligible (non discretionary fund) project nominations totaling \$120.58 Million. The project list is the result of a solicitation of all thirty-five communities in the SWRPC Region as well as project nominations from NHDOT's Bureau of Bridge Design, and the Division of Operations Highway Maintenance District IV. Except for a few new projects nominated by NHDOT, all other projects evaluated by SWRPC are the same as those evaluated during the last two TYP cycles.

With the exception of one project proposed by the Bureau of Bridge Design to dismantle the railroad/rail trail bridge in Bennington, all projects are supported by SWRPC's TAC and Board of Directors. This regional support, which is an indicator of need, suggests that the \$73 million planning target budget is able to address approximately 60% of the needs in the Region if all SWRPC recommended projects are funded. This 60% figure should be viewed as conservative since SWRPC has heard from several municipalities in the Region deciding to wait out this cycle in hopes that more progress can be made on the current list of projects.

As requested, SWRPC worked with NHDOT and the other MPOs and RPCs to develop a TYP application form providing key information and data about each project. SWRPC completed the form and developed maps showing key information for each project. New project nominations were required to complete the applications. For those municipalities with project nominations during the most recent TYP update cycle, SWRPC staff completed the applications on their behalf based on our own knowledge of the projects and then asked municipalities to review and edit the applications if necessary.

SWRPC's recommendations for the TYP are based on a thoughtful and methodical review and discussion of all twenty-four projects. Upon receiving the guidance on the TYP development process from NHDOT, the SWRPC TAC met five times to discuss the TYP process and develop project priority rankings. In addition, the rural local officials comprising the SWRPC TAC each volunteered several hours of their own time scoring each project as a step in our process to rank each project. An additional two meetings were held with the SWRPC Board of Directors to discuss the new TYP process and the TAC recommendations.

Based on the guidance in your February 15<sup>th</sup> letter and follow up guidance from the Bureau of Planning and Community Assistance, any projects scheduled for completion prior to 2015 were not applied to the SWRPC target budget since those projects should be already constructed. SWRPC continues to support these projects and assumes that they will be constructed according to schedule. A list of these projects follows in Table 2.

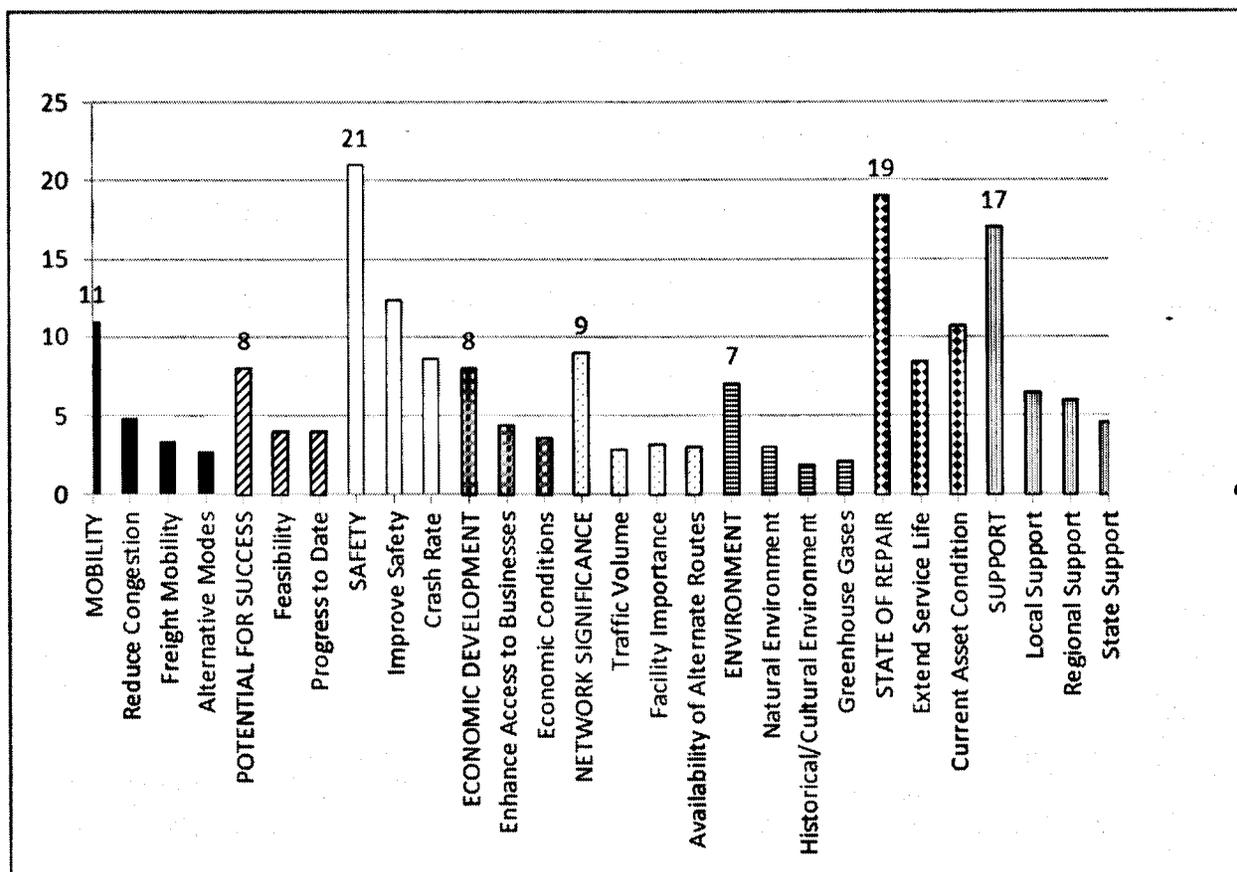
**TABLE 2: Existing Projects to Be Completed Before 2015**

Community	Project #	Project Description	Total Cost (M)	Final Year
Chesterfield	13597	NH 63; Reconstruct to Improve Safety Adjacent to Spofford Lake in the Area of the "S-Curves"	\$ .758	2013
New Ipswich	14465	Replace Bridge Over Souhegan River - 157/093 {Red List}	\$4.135	2014
Winchester/ Swanzey	12906	Replace Bridge Over Ashuelot River - 152/181 {Red List}	\$6.864	2014

Also from your correspondence dated February 15<sup>th</sup>, we learned that projects funded by certain discretionary programs are not to be ranked by RPCs and MPOs. On March 14, 2013, Bill Watson of your department provided additional guidance that projects under the Municipal Urban Projects - Compact Areas (MUPCA) program should not be ranked. As such, SWRPC did not rank an important project in our Region, the reconstruction of Winchester Street in Keene (10309B). It is our understanding that this project will continue to be funded.

In determining project priorities, the regionally assigned weighting factors for the twenty criteria were developed by averaging each TAC member's own individually assigned weighting followed by an examination of the results and refining the weights by consensus. The TAC agrees with NHDOT that "safety" and "state of repair" are top priorities, which are reflected in the SWRPC criteria weighting scheme. From the SWRPC TAC's perspective "support" was a third critical factor. Local, Regional and State support were each given considerable weight with slightly more weight attributed to local support, followed by regional support then state support. Local and regional support are important because they demonstrate the public input and planning that has gone into formulating the purpose and need of projects, they complement land use and economic development plans for the area, and they demonstrate consistency with local master plans and the SWRPC Regional Transportation Plan. The SWRPC criteria weighting scheme is shown in Figure 1 below.

**FIGURE 1: SWRPC TYP CRITERIA WEIGHTING SCHEME**



**TYP Investment in the SWRPC Region and Additional Unfunded Needs**

Making difficult decisions by recommending funding for some projects over others due to a fiscally constrained budget was not a new experience for the SWRPC TAC. We have come to understand the fiscal reality of transportation at the federal and state levels. The prioritized list submitted this year is the

third cycle in a row in which the SWRPC TAC has looked at its needs and recommended a slate of projects for the State to program against a fiscally constrained budget. Through each of these cycles, SWRPC has produced a prioritized list of projects and additionally, has avoided recommending needed projects in order to meet fiscal constraints. As a partner to NHDOT in this process, SWRPC has taken its responsibilities seriously to share the burden of making these difficult decisions.

Regrettably, many of the recommendations brought forward by SWRPC over the last several TYP cycles have not made their way into the Plan, or projects have been postponed to the “out” years of the Ten Year Plan cycle after cycle. SWRPC is hopeful that during this cycle, with improvements made statewide through a LEAN process for the TYP, that SWRPC recommended projects will be evident in the draft TYP spread over the course of the entire ten year period. This would necessarily include the presence of regional priorities in the first four years of the plan as a basis to program the next State Transportation Improvement Program (STIP). We commend NHDOT for creating a regional target budget for all regions of the State based on population and eligible road miles. It is our hope that NHDOT will apply this concept as a guide for developing the TYP so as to ensure that transportation investments are occurring in all parts of the State for the benefit of all taxpayers, all users of our transportation system and indeed all of New Hampshire’s citizens.

Although the costs and rankings of several projects prohibited them from fitting on SWRPC’s prioritized list guided by a regional budget, these additional unfunded projects have SWRPC’s support and remain needs nevertheless. Therefore, should additional funding become available, or should projects from our primary list be deferred, we submit to you the remaining projects that SWRPC reviewed in their ranking order as Table 3. As mentioned previously, a proposal by the Bureau of Bridge Design to dismantle the railroad bridge over the Contoocook River and Antrim Road in Bennington is currently not supported by SWRPC based on feedback from Bennington town officials because it is an important asset for local rail trail users.

**TABLE 3: Additional Unfunded Needs**

Rank	Community	Project #	Project Description	Total Cost (M)
15	Peterborough	N/A	Replace Bridge Over Contoocook River on US 202/NH 123 {Red List}	\$5.00
16	Peterborough	N/A	Replace Bridge Over Brook on NH 136 {Red List}	\$1.00
17	Alstead	20817	Replace Single Span Bridge Over Warren Brook on NH 123A {Red List}	\$2.03
18	Westmoreland	N/A	Replace or Rehabilitate Bridge Over Aldrich Brook on NH 12 {Red List}	\$.80
19	Walpole-Rockingham, VT	12905	Rehabilitate Vilas Bridge Over Connecticut River (Currently Closed) {Red List}	\$6.50
20	Temple	N/A	Remove Concrete Pavement and Reconstruct 3.411 miles from Peterborough TL to Wilton TL on NH 101	\$10.23
21	Dublin	N/A	Remove Concrete Pavement and Reconstruct 3.851 miles from Chesham Rd to Dublin Lake on NH 101	\$11.55
22	Gilsum	N/A	Rehabilitation/Reconstruction of NH 10 due to pavement transverse/tent cracking and heaving in the winter; 2.4 mi.	\$7.20
23	Chesterfield	N/A	Bridge Rehabilitation of Pedestrian Bridge Deck near NH 9	\$3.00
<b>REMAINING UNFUNDED NEEDS</b>				<b>\$47.31</b>

If funding does become available for these projects, the SWRPC TAC feels that it is appropriate for NHDOT to consider negotiations with the State of Vermont for that State to assume a higher cost share of the Vilas Bridge project connecting Walpole and Rockingham, VT. The basis for this recommendation is that the level of need and demand for this project by the communities and businesses of VT is every bit as strong as that of NH.

### **Next Steps**

SWRPC has submitted its scoring/evaluation of each project to the NHDOT Bureau of Planning and Community Assistance on the statewide electronic template. In addition we will submit all back up information and documentation on the SWRPC scoring process and the materials and metrics that were used to inform our project evaluations. We look forward to working with NHDOT in the coming months as you work through the Decision Lens modeling process and develop the draft 2015-2024 TYP for joint review by NHDOT and the MPOs/RPCs prior to submittal to the Governor's Advisory Commission on Intermodal Transportation (GACIT).

Please contact me or J. B. Mack if you have any questions about this correspondence or need additional information.

Sincerely,



Tim Murphy  
Executive Director

cc: Bill Watson, NHDOT Bureau of Planning and Community Assistance  
Bill Oldenburg, NHDOT Bureau of Highway Design  
Mark Richardson, NHDOT Bureau of Bridge Design  
Doug Graham, NHDOT District IV  
Leigh Levine, FHWA NH Division  
Martin Calawa, FHWA NH Division  
Hon. Colin Van Ostern, NH Executive Council  
Hon. Deborah Pignatelli, NH Executive Council  
NH Representatives in the SWRPC Region  
NH Senators in the SWRPC Region  
SWRPC TAC Members (via e-mail)  
SWRPC Board of Directors Members (via e-mail)