

Southwest Region Planning Commission
37 Ashuelot Street, Keene, NH 03431 603-357-0557 Voice 603-357-7440 Fax

**Transportation
Advisory Committee**

Kendall Lane, Chair
Keene

Frank Sterling, Vice Chair
Jaffrey

Susan Ashworth
HCS Community Services

Brian Barden
Dublin

Leslie Casey
Sullivan

William Faulkner
Pathways for Keene

Dale Gray
Winchester

Leandra MacDonald
Peterborough

Cheryl Mayberry
Walpole

Ed Smith
Hinsdale

Bruce Tatro
Swanzey

Ruth Ward
Stoddard

with

John Kallfelz
NHDOT District 4

and

Lucy St. John
*NHDOT Bureau of
Planning & Community
Assistance*

Transportation Advisory Committee

**June 6, 2022
2:00 p.m.**

**Southwest Region Planning Commission
37 Ashuelot Street
Keene, NH**

Attendees may also attend the meeting online:

<https://bit.ly/Jun6TAC2022>

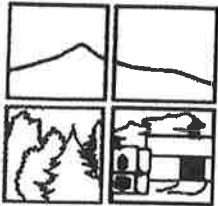
Meeting ID: 826 6979 6366

Password: 246890

Telephone: (646) 558-8656

Agenda

- I. Welcome and Introductions
- II. Minutes of April 4, 2022
- III. Transportation Program Updates
- IV. Draft 2025-2034 Ten Year Plan Guidance
- V. On-Demand Engineering Services Update
- VI. Next Meeting: July 11, 2022
- VII. Adjourn



Southwest Region Planning Commission

Transportation Advisory Committee

Minutes

April 4, 2022

Present: Kendall Lane, Chairman, *City of Keene*; Susan Ashworth, *Home Healthcare, Hospice and Community Services* (remote) Brian Barden, *Town of Dublin*; Leslie Casey, *Town of Sullivan*; William Faulkner, *Pathways for Keene* (remote); Leandra MacDonald, *Town of Peterborough*; Ed Smith, *Town of Hinsdale*; Frank Sterling, *Town of Jaffrey*; Bruce Tatro, *Town of Swanzey*; John Kallfelz (ex officio), *NH Department of Transportation (NHDOT)*; Lucy St. John (ex officio) *NHDOT* (remote).

Staff members present: Tim Murphy, Executive Director; Rebecca Baldwin, Office Manager; J. B. Mack, Principal Planner.

Guests present: Leigh Levine, *NH Division of the Federal Highway Administration*; Jay Kahn, *NH State Senator* (remote).

I. Welcome and Introductions

Chairman Lane called the meeting to order at 2:00 p.m. and welcomed those in attendance. He acknowledged that a quorum of the membership was attending in-person with three attending remotely. He announced that the meeting was being recorded and that all votes would be taken by roll call.

II. Minutes of February 7, 2022

Motion: To approve the minutes of February 7, 2022 as presented.

Motion by Leandra MacDonald, seconded by Frank Sterling. Minutes were approved by unanimous roll call vote.

III. Transportation Program Updates

J. B. Mack reported that he had an update to the transportation program updates handout that was provided regarding the request for qualifications for on-call engineering services. He noted that three proposals had been received and the On-Call Engineering Services Work Group comprised of himself, Leandra MacDonald, Cheryl Mayberry, John Kallfelz, and Henry Underwood will be reviewing and scoring them next week. He explained that this is a new element to our UPWP and involves assistance from engineers to help assess and evaluate transportation projects. It is conceptual engineering that will assist with cost estimates and impacts. Chairman Lane noted that it will help the smaller towns that don't have engineering services available to them.

IV. Presentation: Bipartisan Infrastructure Law

J. B. Mack introduced Leigh Levine from the NH Division of the Federal Highway Administration who had offered to speak with each of the nine regional planning commissions regarding the federal Bipartisan Infrastructure Law (BIL). Mr. Levine explained that the bill was passed into law on November 15, 2021 and his presentation would provide a broad overview of the programs involved since the entire bill is 1,039 pages long. The BIL, also known as the Infrastructure Investment Jobs Act, represents \$550 billion in federal infrastructure investments and represents the largest investment ever in transportation infrastructure. It is a five year authorization creating over two million jobs per year during FY22/26. The BIL includes more than a dozen new highway programs that are both formula and discretionary. The focus is on safety, bridges, climate change, resiliency, and project delivery. With this law there are more opportunities for both local governments and non-traditional entities than previous transportation laws.

Mr. Levine reviewed changes that have been made to various existing transportation programs including the Transportation Alternative, Highway Safety Improvement and Congestion Mitigation and Air Quality Improvement programs which are seeing increases in funding.

Two new programs have been created under the Safety category that include the *Safe Streets and Roads for All*, which is a discretionary program that will support initiatives designed to prevent transportation-related deaths and serious injuries on roads and streets. The second program in this category is called the *Wildlife Crossing Pilot Program*, which is another discretionary program designed to help reduce the number of wildlife-vehicle collisions. The law also includes provisions that Complete Streets standards and policies be developed at the State and MPO level.

Four new programs were introduced through the BIL addressing climate change and resilience. The *Carbon Reduction Program* provides funding for projects that will reduce transportation emissions or develop carbon reduction strategies. The *PROTECT Formula Program* will assist with planning and resilience improvements such as the development of evacuation routes and improvements to at-risk coastal infrastructure. *Charging and Fueling Infrastructure* will assist with deploying electric vehicle and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors, and the *National Electric Vehicle Formula (NEVI) Program* will assist with the deployment of electric vehicle charging infrastructure. With the NEVI Program, a plan will also need to be developed regarding how the funds will be used. Tim Murphy asked who will be charged with developing the plan and Mr. Levine responded that the NHDOT will be in charge of that task. Frank Sterling asked how many charging stations we have in our region right now and J. B. Mack responded we have one each in Hancock and Swanzey and two in Keene. He added that SWRPC is currently involved in discussions with other RPC's, NH Department of Environmental Services, Federal Highway Administration, and NHDOT on the development of an electric vehicle toolkit that can serve as a resource to local communities. Jay Kahn noted that we have a couple of good locations for charging stations in Cheshire County at the former State Welcome Center and the liquor store in Chesterfield. J. B. Mack noted that funds from the Volkswagen Settlement will also be used for electric vehicle projects.

The BIL has two new programs related to bridges. The *Bridge Formula Program* deals with the replacement, preservation and construction of bridges on public roads and the *Bridge Investment Program* addresses bridge and culvert safety, efficiency and reliability.

The BIL also has programs that address equity issues. The *Reconnecting Communities Pilot Program* restores community connectivity by addressing barriers to community connectivity such as highways that bifurcate neighborhoods. *Rural Surface Transportation Grants* is a new program designed to improve connectivity, safety and reliability in rural areas. Another new program entitled *Local and Regional Project Assistance Program* is designed to benefit projects that have a significant local or regional impact. The *Transportation Access Pilot Program* can be used in the development of data sets that will assist in the

improvement of transportation planning. Frank Sterling asked if this program can assist with corridor studies and it was noted this would be a good use of any funding.

Ed Smith noted it would be interesting to know how much of the total funding will be used for administration and if there is anything we can do to not be the lowest recipient of funds as we've been in the past. Chairman Lane asked how long it will be before the local communities will be able to see any of the funding. It was noted that it will be some time before the rules are fully developed and funds can be released on several of the programs.

J. B. Mack asked if TAC members would like to receive more information on the new programs that were discussed during the presentation and they expressed interest particularly on items to do with electric vehicle charging stations.

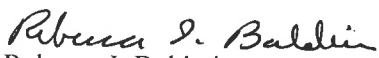
V. Next Meeting: June 6, 2022

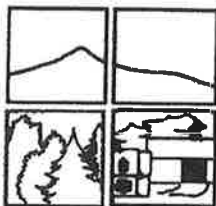
J. B. Mack announced that the next meeting of TAC is scheduled to take place on June 6, 2022 at 2:00 p.m.

VII. Adjourn

The meeting adjourned at 3:30 p.m.

Respectfully submitted,


Rebecca I. Baldwin
Office Manager



Southwest Region Planning Commission

37 Ashuelot Street, Keene, NH 03431

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Agenda Item III

Date: June 6, 2022
To: Transportation Advisory Committee
From: Staff

RE: Transportation Program Updates

Background

Several transportation-related items of interest are summarized below. These items can be discussed further during the June 6th meeting.

- a. Transit and Shared Ride Feasibility Study: Since the April TAC meeting, SWRPC's consultant, Via Mobility, Inc. (Via) has been wrapping up an existing conditions analysis examining transit need and services in Southwest New Hampshire. On April 26th, Via presented its scope of work and the preliminary results of its existing conditions analysis to a newly formed Transit and Shared Ride Feasibility Work Group. With the assistance of SWRPC and Home Healthcare Hospice and Community Services, Via is now developing various fixed route and microtransit scenarios that it will present in a series of public meetings scheduled for mid-July. Preliminary scenarios include new fixed routes and microtransit zones in Keene, Greater Keene, and the Contoocook Valley as well as several intercity bus routes involving Keene, Peterborough and Brattleboro, VT. For more information about this study, visit <https://www.swrpc.org/featured-projects/transit-and-shared-ride-improvement-feasibility-study/>.
- b. Monadnock Region Coordinating Council (MRCC): The MRCC recently approved a total of \$51,000 in funding for Home Healthcare, Hospice & Community Services (HCS) to expand its shopping shuttle services for those who rely on public transportation for food shopping. The shuttles support people of all ages to access food in a safe manner, but focuses particularly on older adults, people with disabilities and families with children with no access to a vehicle. The project will be implemented in two phases. Phase one involves expanding service in Keene from biweekly to weekly and has resulted in a doubling of ridership in one month. Phase two involves conducting a study to determine the feasibility of providing Shopping Shuttle services in communities along the Route 10 corridor between Keene and Winchester and then expanding services if the study indicates the need. Funding for the project comes from the approximately \$390,000 that has been made available to the MRCC through the NH Department of Health and Human Services Rural Transportation Equity Project. The purpose is to support community transportation projects that address disparities among populations who have experienced difficulty accessing essential services, testing and vaccinations during the COVID-19 pandemic.
- c. Monadnock Alliance for Sustainable Transportation (MAST): MAST will sponsor a 2022 Complete Streets Implementation Grant opportunity, made possible by a donor through the *You Have Our Trust* fund. Through the grant round, up to \$95,000 dollars will be available to support complete streets construction projects and non-infrastructure activities (planning,

preliminary engineering, “pop-up” events, development of complete streets policies, etc.) in the Monadnock Region of New Hampshire. MAST partners, with help from SWRPC and Cheshire Medical Center’s Center for Population Health, hope to begin advertising the program to communities in the first half of June. Later this summer on July 20, 2022, MAST will host their Annual Meeting to promote networking and information sharing between MAST partners, elect a Steering Committee and to learn about achievements and challenges associated with the MAST Action Plan.

- d. **Planning for Electric Vehicles:** With the help of Clean Energy New Hampshire (CENH), NH Department of Environmental Services (NHDES), and transportation planning staff from across the state, SWRPC has developed a survey to understand local need for technical assistance on issues related the electrification of public fleets and installation of charging stations (commonly referred to as electric vehicle supply equipment, or EVSE). Data collected through this survey will allow SWRPC and partners to identify roadblocks preventing EV adoption and EVSE implementation in the region, whether it be zoning, funding, procurement, or general confusion about EVSE operation. These challenges will be addressed through blog posts, stakeholder meetings and a forthcoming municipal EV/EVSE toolkit that will identify best practices and strategies for fleet electrification and charging station installation. You can take the survey at https://bit.ly/nh_ev_resources or share with interested municipal partners.

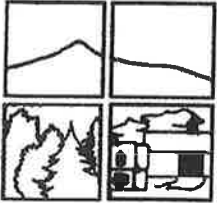
In a separate effort, the New Hampshire Department of Transportation (NHDOT) is developing a new, comprehensive statewide plan to guide the placement of new charging stations at strategic locations throughout the State using funding from the Bipartisan Infrastructure Law’s new National Electric Vehicle Initiative program. NHDOT is currently seeking comments regarding appropriate locations for EVSE and well as ideas to ensure locations are equitable. To send comments please email ev-infrastructure@dot.nh.gov or write to Michael Mozer, Project Manager, at NHDOT, P.O. Box 483 Concord, NH 03302. The deadline to submit written comments is June 10, 2022.

- e. **Road Surface Management System (RSMS):** SWRPC is wrapping up a RSMS technical assistance project with New Ipswich and is scheduled to complete its work in June 2023. RSMS is a data-driven process for managing paved roads that incorporates pavement-preservation principals into the process of planning for pavement maintenance. SWRPC is currently in discussions with the Town of Greenville to initiate a RSMS project in their community.
- f. **Data Collection Program:** Recently SWRPC received NHDOT’s annual request for collecting traffic data for the federal Highway Performance Monitoring System program. It will involve counting 133 different locations this year throughout Southwest New Hampshire. In addition to conducting traffic counts for NHDOT, SWRPC has scheduled counts for municipalities, several bicycle and pedestrian counts, freight monitoring counts, and rideshare studies.

In addition to the above, SWRPC staff and TAC members may suggest other transportation related updates during the June 6th meeting.

Recommendation

For your information.



Southwest Region Planning Commission
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Agenda Item IV

Date: June 6, 2022
To: Transportation Advisory Committee
From: Staff

RE: Draft 2025-2034 Ten Year Plan Guidance

Background

The New Hampshire Department of Transportation (NHDOT) has released draft guidance relating to the 2025-2034 Ten Year Plan (TYP). Attached to this memo please review the following items in advance of the June 6th meeting:

- 2025-2034 NH TYP Regional Planning Commission Process
- RPC 2025-2034 TYP Approach
- NH TYP: Regional Project Review Criteria
- Draft Projected Regional Allocations for New Projects in the 2025-2034 NH TYP - \$50 Million Allocation Scenario and \$60 Million Allocation Scenario

At the June 6th meeting SWRPC staff will provide a brief summary recap of this information, and with NHDOT's assistance, try to answer any remaining questions about the draft 2025-2034 TYP guidance from the TAC. In addition, SWRPC will present a draft schedule proposing meeting and milestone dates for the TAC's involvement in developing regional criteria weights, reviewing TYP projects, presenting priority project lists to NHDOT, and other associated activities relating to the draft 2025-2034 TYP.

Recommendation

For your information.

2025-2034 NH Ten Year Plan Regional Planning Commission Process

16 May 2022

MAY-SEPTEMBER 2022:

- RPC review/questions/comments on 2025-2034 TYP criteria, process & schedule.
- RPCs complete criteria weighting efforts and provide details to potential applicants.

SEPTEMBER 2022 – NOVEMBER 2022:

- RPCs work to confirm existing project listings in their respective regional TIPs – or make revisions. Prepare individual project information sheets for each project proposed for inclusion in the 2025-2034 NH Ten Year Plan.
- RPCs evaluate all proposed regional Ten Year Plan projects using the TPC developed criteria and application form.

Please note: all project applications must be complete for all projects submitted to NHDOT and project evaluations must be done with the consistent application of all TPC developed criteria.

- RPC complete *initial* ranking and estimating.
- RPCs submit complete candidate package for NHDOT engineering & cost estimating review.

To avoid multiple votes of the TAC/TTAC/Policy Committee, NHDOT recommends that the initial submittal be submitted as a draft candidate list and not the 'final' list of projects from the RPC to NHDOT for review and comment. Project list = initial list of projects estimated to be within the regional allocation + 2 additional priority projects.

PLEASE NOTE: All Ten Year Plan project candidates must have been vetted by licensed professional engineering staff prior to consideration for inclusion in the 2025-2034 Ten Year Plan.

NOVEMBER 11, 2022

- All RPCs will submit candidate projects to NHDOT for scope/estimate review by November 11, 2022.

NHDOT project/estimate review committee reviews proposed projects for:

- Completeness of project scope
- Accuracy of proposed project cost estimate
- Other NHDOT comments on proposals for RPC consideration (potential programmatic, to be addressed by another NHDOT, identification of potential project overlaps, etc.)

JANUARY – FEBRUARY 2023:

Individual RPC meetings with NHDOT scheduled to discuss:

- Results of NHDOT review of proposed projects
- NHDOT strategy re: development of the draft 2025-2034 NH TYP
- RPC questions regarding the 2025-2034 TYP efforts
- Proposed approach to the GACIT process for the 2025-2034 TYP

MARCH 2023:

RPCs finalize (TAC/TTAC/Policy Committee) their formal 2025-2034 TYP submittals to NHDOT.

MARCH 31, 2023:

Final prioritized listing of projects due from RPCs. Meetings to discuss any outstanding issues/questions as necessary.

JUNE 2023:

NHDOT finalizes work on draft 2025-2034 NH Ten Year Transportation Plan

JULY 2023:

GACIT Kick-off meeting – start of NH statewide transportation consultation process.

RPC 2025-2034 Ten Year Plan Approach

16 May 2022

1. **Confirmation of continued support for existing Ten-Year Plan projects:** As with past TYP rounds, we are asking that RPCs confirm that existing projects in the TYP are still regional priorities.
 - a. If there are projects proposed to be removed, please provide confirmation that this is acceptable to the RPC(s) and town(s) impacted.
 - b. Projects that are no longer priorities may be removed from the TYP, and existing projects may be advanced in the TYP within the dollars for the removed projects and/or funding can be reallocated to new projects.
2. **Anticipated regional programming allocation:** We are at the earliest ever start of the process for this Ten-Year Plan – with the 2021-3030 TYP in effect and the proposed 2023-2032 TYP still working its way through the legislative approval process. Based on that status, NHDOT is recommending initial focus on the same \$50M funding target as we used for the 2023-2032 TYP.

That said, we are also still discussing the potential for additional funding internally here at NHDOT, and a second scenario has been developed using a \$60M regional allocation target. This amount reflects the roughly 20% increase we received through the Bipartisan Infrastructure Legislation (BIL). To aid in our internal consideration, we would appreciate RPC input regarding the following scenarios if we were to allocate an additional \$10M for the coming TYP round:

- Providing the \$10M in additional funds as part of the regional allocation that is allocated based on population and FAE lane miles, or
 - Providing the \$10M in additional funds as a standalone pot of funding to be awarded via a competitive process for larger regional projects.
3. **Calculation of the Programming Allocation for each Region:**
 - a. NHDOT proposes to use the same methodology as was used for the 2023-2032 TYP to allocate funding based on 50% Regional census population and 50% Federal-Aid Eligible (FAE) Lane Miles.
 - b. The budget allocation applies to new and existing, underfunded projects in the 2023-2032 TYP.
 - c. All new projects will be targeted for CON phase programming in 2033 & 2034. NHDOT will make recommendations on other necessary phases (PE/ROW/OTHER) based on appropriate project schedules and available funds to accomplish this.
 - d. All new project proposals must account for annual inflation (2.80%) and indirect costs (10%) in the proposed estimates.

4. **Engineering review required for all new projects:**

All new projects proposed by RPCs for inclusion in the 2025-2034 TYP *must* have undergone engineering review by a licensed professional engineer for completeness and accuracy. This means that NHDOT will provide additional review and comment *only* for those projects with engineer-reviewed scopes and cost estimates.

NHDOT provided an additional \$20K to each of the 9 UPWP contracts to support the retention of these services to assist with the refinement of concepts proposed for the 2025-2034 TYP.

5. **Evaluation criteria:**

- a. All proposed TYP projects for the 2025-2034 TYP will be evaluated utilizing the project evaluation criteria and application form developed by the TPC. Those criteria are attached to this document.
- b. All 9 RPCs will apply all of the project evaluation criteria to proposed projects consistently to evaluate those projects.
Please note: Each RPC maintains the ability to weight criteria based on respective regional priorities.
- c. Each RPC prioritizes new projects to TYP by the criteria and weights and submit to NHDOT by November 11, 2022.
Submittals *must* include a completed project application for each project submitted along with an initial understanding of project ranking using the evaluation criteria.
- d. November 2022 -February 2023 NHDOT estimate review committee will review top projects from each region to vet the scope and estimates. Comments from the Estimate Review Committee will be provided to RPCs for consideration in developing final list of regional projects.
- e. Individual RPCs meet with NHDOT over January - February 2023 to discuss:
 - Results of the NHDOT review of proposed projects.
 - NHDOT strategy re: development of the draft 2025-2034 NH TYP, including proposed approach to GACIT for 2025-2034 TYP.
 - RPC questions regarding the 2025-2034 TYP efforts
- f. Final list of regional priorities due to NHDOT by March 31, 2023.

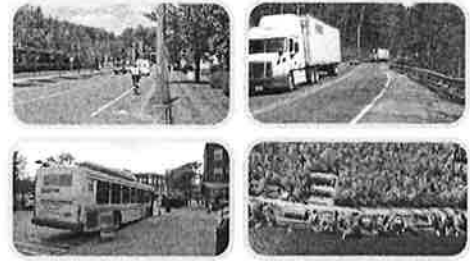
6. **Presentation to Commissioner's Office:** Final list of projects to be presented to Commissioner's Office for their consideration by end of May 2023.

NH TEN YEAR PLAN: *Regional Project Review*

NEW HAMPSHIRE'S "TEN YEAR PLAN"

The *New Hampshire 10-Year Transportation Improvement Plan* ("Ten Year Plan") is a fiscally-constrained program of state- and federal-funded transportation projects. The *Ten Year Plan* is updated biennially, pursuant to the requirements of New Hampshire RSA 240.

The *Ten Year Plan* includes projects related to roadway improvements, bicycle and pedestrian travel, public transportation, aviation, and natural hazard resiliency.



REGIONAL PROJECT REVIEW PROCESS

As part of the biennial update of the *Ten Year Plan*, each of the nine New Hampshire Regional Planning Commissions (RPCs) leads a process to identify and prioritize transportation projects in their respective regions for inclusion in the *Plan*.

Projects eligible for consideration through the regional review process:

- ⇒ **Asset management projects** (e.g., bridge rehabilitation, bridge replacement, pavement/base/subbase repair/replacement);
- ⇒ **Bicycle and pedestrian improvements** (e.g., sidewalks, bike trails, multi-use paths; traffic calming improvements);
- ⇒ **Infrastructure-related travel demand management projects** (e.g., park and ride lots, transit or HOV lanes, priority signalization, bus shelters, intermodal transportation centers);
- ⇒ **Planning studies** assessing the need for future projects;
- ⇒ **Roadway improvements** (e.g., operational improvements, access management, intelligent transportation systems, widening, technology operation improvements).

FEDERAL HIGHWAY SYSTEM PERFORMANCE MEASURES

Under the *Fixing America's Surface Transportation Act* (FAST Act), state DOTs and Metropolitan Planning Organizations (MPOs) are required to use **performance measures** to work toward specific targets in support of **national goals for transportation management** in all federally-funded projects and programs.

The Ten-Year Plan Criteria detailed in this packet reflect these federal performance measures. Relevant federal performance measures are noted with each criterion.

PROJECT REVIEW CRITERIA

The criteria included in this packet are intended to help RPC's prioritize projects in their respective regions. A list of criteria is provided in the table to the right.

Each RPC may assign weights to different criteria to reflect regional priorities. Weights should be assigned to criteria prior to scoring projects.

For each project, a score should be assigned for each criterion in order to develop an overall project score. **Detailed scoring procedures are provided on page 2 of this packet.**

Each RPC should clearly define the specific scoring process that will be used prior to scoring projects.

CRITERION	SUB-CRITERIA
Economic Development	Local & Regional; Freight Movement
Equity, Environmental Justice, & Accessibility	Equity & Environmental Justice; Accessibility
Mobility	Mobility Need & Performance; Mobility Intervention
Natural Hazard Resiliency	Hazard Risk; Hazard Mitigation
Network Significance	Traffic Volume; Facility Importance
Safety	Safety Performance; Safety Measures
State of Repair	State of Repair; Maintenance
Support	n/a

For each criterion, the following reference table is provided in order to standardize & guide project reviews:

REGIONAL EVALUATION CONSIDERATIONS	POTENTIAL RESOURCES & DATA SOURCES
------------------------------------	------------------------------------

This column includes the factors that should be considered in order to evaluate and rank proposed Ten Year Plan projects. *Depending on data availability, some considerations may not be evaluated for all projects.*

This column includes data and established resources for best practices that can be used to justify project rankings. *Not all sources of data will be available for each project. It is left to the discretion of each RPC as to which sources to consult.*

Note: project review criteria and associated scores are intended to inform the regional project prioritization process. RPCs may consider other factors, such as project costs and timelines, when deciding final regional priorities.

NH TEN YEAR PLAN: *Regional Project Review*

PROJECT SCORING PROCEDURES

A score shall be assigned for each criterion. Criteria scores should then be multiplied by criteria weights. The weighted criteria scores should then be summed to develop the final project score.

RPCs should make reasonable attempts to assign a defensible score to each project for each criterion. *Criteria shall not be skipped when scoring a project.* If a defensible score cannot be developed for a particular criterion due to data/information limitations, RPCs should 1) use their best judgement to assign a score; and 2) record any relevant data/information limitations.

If a criterion is irrelevant to the project, a score of 1 out of 10 should be assigned for that criterion.

EVALUATING PROJECT NEED & PROJECT IMPACT

There are two types of project evaluation criteria: 1) criteria that assess the need for a project; and 2) criteria that assess the impact of a project. For example, looking at the history of crashes at an intersection can help evaluate the need for a safety improvement project, while looking at Crash Modification Factors for the proposed improvements can help evaluate the impact that the project will have on safety.

The table below presents the project scoring scales for evaluating project need and project impact. Additionally, each criterion in this packet is labeled to indicate if it is evaluating need or impact.

PROJECT SCORING SCALES

SCORE	PROJECT <u>NEED</u>		PROJECT <u>IMPACT</u>		CRITERION RELEVANCY
10	There is a very high need for the project under this criterion.	OR	The proposed project would deliver a significant improvement under this criterion.	-	---
5	There is a moderate need for the project under this criterion.	OR	The proposed project would deliver a moderate improvement under this criterion.	-	---
1	There is minimal/no need for the project under this criterion.	OR	The proposed project would deliver minimal/no improvement under this criterion.	OR	The proposed project is not relevant to this criterion.
0	---	-	The proposed project would result in a negative impact under this criterion.	-	---

Definition: 1) a historical analysis of the **safety performance** (i.e. crash history) of a location over the past five (5) year period for all modes, and; 2) a forward-looking analysis of how the **countermeasures** proposed as part of a project would improve safety performance for all modes.

REGIONAL EVALUATION CONSIDERATIONS

Safety Performance

NEED

Crash data considerations (past 5 years):

- What is the number of passenger vehicle crashes at the location?
- What is the severity of passenger vehicle crashes at the location?
- What is the crash rate at the location?
- What is the number of non-motorized (pedestrian and bicycle) crashes at the location?
- What is the severity of non-motorized (pedestrian and bicycle) crashes at the location?
- What is the number of transit vehicle crashes at the location?
- What is the severity of transit vehicle crashes at the location?

Additional safety performance considerations:

- Was the location identified through local, regional, or statewide network screening?
- Was the location the subject of a previous Road Safety Audit due to crash history?
- Was the project referred to the TYP from the HSIP program due to scope/cost?
- Were improvements implemented over the past five-year period that have changed (or could change) the safety performance of the location?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Crash data

- State (NHDOS) Crash Database
- Fatality Analysis Reporting System (FARS) Database
- Crash Reports from Local Police Departments
- Crash Data from Local Transit Agencies

Additional safety considerations

- Network Screening Summaries from the NHDOT Bureau of Highway Design
- Completed and Pending Road Safety Audit (RSA) Reports
- HSIP Program Summaries from the NHDOT Bureau of Highway Design

Federal Performance Measures Addressed

Federal Highway Administration (FHWA) Safety Performance Measures: 1) number of fatalities; 2) rate of fatalities; 3) number of serious injuries; 4) rate of serious injuries; 5) number of non-motorized fatalities and serious injuries.

Federal Transit Administration (FTA) Performance Measures: 1) number of reportable public transportation fatalities and public transportation fatality rate per total vehicle revenue miles by mode; 2) number of reportable public transportation injuries and public transportation injury rate per total vehicle revenue miles by mode; 3) number of reportable public transportation events and public transportation event rate per total vehicle revenue miles by mode; 4) mean distance between major public transportation mechanical failures by mode.

Safety (continued)

Definition: 1) a historical analysis of the **safety performance** (i.e. crash history) of a location over the past five (5) year period for all modes, and; 2) a forward-looking analysis of how the **countermeasures** proposed as part of a project would improve safety performance for all modes.

REGIONAL EVALUATION CONSIDERATIONS

Safety Measures

IMPACT

Highway and Bridge Safety Measures:

- How significant/effective are the Crash Modification Factors (CMFs) for key project design elements?
- Has a Benefit-Cost analysis been developed as part of a Road Safety Audit or other special study? If so, how compelling is the Benefit-Cost ratio?
- Are Proven Safety Countermeasures (as sanctioned by the FHWA Office of Safety) included in the project's design?

Rail & Transit Safety Measures:

- Does the project involve safety improvements to an existing at-grade Railway-Highway crossing?
- Does the project eliminate an existing at-grade Railway-Highway crossing?
- Does the project implement improvements identified in a local or statewide Public Transit Agency Safety Plan (PTASP)?

Pedestrian Safety Measures:

- Are Safe Transportation for Every Pedestrian (STEP) countermeasures (as sanctioned by the FHWA Office of Safety) included in the project's design?
- How significant/effective are the pedestrian-related Crash Modification Factors (CMFs) for key project design elements?

Bicycle Safety Measures

- Would the project improve Bicycle Level of Traffic Stress (LTS) from a Level 3 or 4 to at least Level 2?
- How significant/effective are the bicycle-related Crash Modification Factors (CMFs) for key project design elements?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Highway and Bridge Safety Measures:

- Crash Modification Factor Clearinghouse (www.cmfclearinghouse.org/)
- AASHTO Highway Safety Manual (www.highwaysafetymanual.org/)
- Completed or pending Road Safety Audits
- FHWA Proven Safety Countermeasures (www.safety.fhwa.dot.gov/provencountermeasures/)

Rail & Transit Safety Measures:

- NHDOT Bureau of Highway Design Railway-Highway Crossing Improvement Priorities
- Local or Statewide Public Transit Agency Safety Plans (PTASPs)

Pedestrian Safety Measures:

- FHWA Safe Transportation for Every Pedestrian (STEP) Countermeasures (https://safety.fhwa.dot.gov/ped_bike/step/resources/)
- Crash Modification Factor Clearinghouse (www.cmfclearinghouse.org/)

Bicycle Safety Measures

- Bicycle LTS Model Data (as developed by MPOs or as developed for rural areas in the NH Statewide Pedestrian and Bicycle Transportation Plan).
- Crash Modification Factor Clearinghouse (www.cmfclearinghouse.org/)

Federal Performance Measures Addressed

Federal Highway Administration Safety Measures: 1) number of fatalities; 2) rate of fatalities; 3) number of serious injuries; 4) rate of serious injuries; 5) number of non-motorized fatalities & serious injuries.

Federal Transit Administration Safety Measures: 1) number of reportable public transportation fatalities and public transportation fatality rate per total vehicle revenue miles by mode; 2) number of reportable public transportation injuries and public transportation injury rate per total vehicle revenue miles by mode; 3) number of reportable public transportation events and public transportation event rate per total vehicle revenue miles by mode; 4) mean distance between major public transportation mechanical failures by mode.

Definition: 1) an historical analysis of the mobility **need** and **performance** of a location for all modes, and 2) a forward-looking analysis of how **interventions** proposed as part of a project would improve the mobility performance for all modes.

REGIONAL EVALUATION CONSIDERATIONS

Mobility Need & Performance

NEED

Facility Purpose

- What is the federal functional classification of the project area (i.e., is high mobility an underlying function of the facility)?
- Is the facility a local, regional, or statewide connection?

Planning

- Are the mobility needs in the project area defined in a local, regional, or state plan?

Motor Vehicles

- For projects addressing mobility need for vehicle travel, what is the project area's performance relative to congestion or delay, and if available, what is person throughput for a defined time period?

Rail and Transit

- For projects addressing mobility need for rail and transit, what is transit's performance relative to congestion or delay, and if available, what is ridership for a defined time period (throughput)?

Bicycle and Pedestrian

- For projects addressing mobility need for bicycle and pedestrian travel, what is project area's performance relative to delay, and if available, what is traffic for defined time period (throughput)?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Functional Classification

- Federal Functional Classification (NHDOT GIS Roads Layer)
- FHWA Highway Functional Classification Guidance: https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classification/section00.cfm

Planning

- Master Plans, Corridor Studies, Long Range Transportation Plans, MPO Congestion Management Process, etc.

Motor Vehicles

- Level of Travel Time Reliability (LOTRR) based on FHWA's National Performance Management Research Data Set (NPMRDS).
- Level of Service (LOS) related measures such as volume to capacity ratio, average travel speeds, average vehicle spacing, average delay at signal, field observation of traffic flow characteristics based on Highway Capacity Manual guidance.
- Throughput analyses based on local average vehicle occupancy data, regional model vehicle occupancy data or National Highway Travel Survey vehicle occupancy data multiplied by traffic data for defined time period.
- Regional and Statewide ITS architectures

Rail and Transit

- For projects addressing rail & transit mobility: Rail or transit operator report regarding on-time performance, ridership data, passenger surveys.

Bicycle and Pedestrian

- For projects addressing bicycle & pedestrian mobility: pedestrian/bicyclist intercept surveys, pedestrian signal timing data, pedestrian/bicyclist activity through project area for defined time period; bicyclist level of traffic stress.

Federal Performance Measures Addressed

Federal Highway Administration (FHWA) System Performance Measures: 1) reliable person-miles traveled on the Interstate System; 2) reliable person-miles traveled on the non-Interstate National Highway System.

Mobility (continued)

Definition: 1) an historical analysis of the mobility **need** and **performance** of a location for all modes, and 2) a forward-looking analysis of how **interventions** proposed as part of a project would improve the mobility performance for all modes.

REGIONAL EVALUATION CONSIDERATIONS

Mobility Intervention

IMPACT

Motor Vehicles

- For projects addressing motor vehicle mobility, to what extent will the project provide congestion relief or mobility benefits?

Rail and Transit

- For projects addressing transit mobility, to what extent will the project impact a transit service's on time performance and/or improve transit user throughput (ie. the number of transit users moving through the project area in a given time period)?

Bicycle and Pedestrian

- For projects addressing bicycle or pedestrian mobility, to what extent will the project reduce bicyclist/pedestrian delay and/or improve bicyclist/pedestrian throughput (ie. the number of bicyclists/pedestrians moving through the project area in a given time period)?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

RPC/MPO, NHDOT or independent evaluation of mobility interventions expressed in scope of work and project purpose. Including but not limited to the interventions listed below.

Motor Vehicles. Including but not limited to:

- *Intersection improvements:* signal optimization, roundabouts, addition of turning lanes, etc.
- *Road improvements:* HOV lanes, addition of breakdown lanes or shoulder widening, add lanes in merge areas, widen ramps, add exit lanes, ITS speed harmonization, ramp metering, etc.
- *Mode shift measures:* transit, park and ride lots, bike lanes, etc.
- *Capacity improvements:* adding lanes, access management measures [curb cut consolidation, left turn lanes, two way left turn lanes, medians, etc.]

Rail & Transit. Including but not limited to:

- Transit signal priority; dedicated transit lanes; improvement to sidewalk or bicycle connectivity to transit stops; transit stop improvements.

Bicycle and Pedestrian. Including but not limited to:

- *Bicycling interventions:*
 - ◆ New/improved bike lane
 - ◆ Widening of outside lane/shoulder
 - ◆ New off-street or parallel facility
 - ◆ Access management improvements (medians, elimination/consolidation of curb cuts)
 - ◆ Sight distance improvements
 - ◆ Intersection improvements for bicyclist
 - ◆ Improvements to speed differential between on street bicyclists and vehicles
 - ◆ Signage and road markings
- *Pedestrian interventions:*
 - ◆ New/improved sidewalk
 - ◆ New/improved off-street or parallel facility
 - ◆ Intersection improvements for pedestrians (new or improved crosswalks, medians/pedestrian refuges, new or improved pedestrian signals)
 - ◆ Access management (medians, limitation of curb cuts)
 - ◆ Removal of pedestrian conflicts (utility poles, etc.)
 - ◆ New or improved buffer between road and pedestrian facility (green buffer, on-street parking, trees, etc.)

Federal Performance Measures Addressed

Federal Highway Administration (FHWA) System Performance Measures: 1) reliable person-miles traveled on the Interstate System; 2) reliable person-miles traveled on the non-Interstate National Highway System.

Network Significance

Definition: the extent to which the project area is regionally-significant based on 1) **traffic volume**; and 2) the **importance of the facility** to the local and the regional transportation system.

REGIONAL EVALUATION CONSIDERATIONS

Traffic Volume

NEED

Vehicular volume

- What is the present-day traffic volume in or near the project area?
- How does the traffic volume in the project area compare to other traffic volumes in the region?
- Have traffic volumes increased, decreased, or stayed about the same over time?

Bicycle & pedestrian volume

- What is the measured or estimated present-day bicycle and pedestrian volume on or near the impacted facility?
- What is the relative demand for pedestrian and bicycle trips based on development density, presence/lack of current ped-bike facilities, etc.?

Facility Importance

NEED

Origins and Destinations

- Does the facility move people or goods between major locations/destinations?
- Is the project area proximate to key transportation facilities, such as airports or transit/intermodal facilities?

Network Centrality

- To what degree is the project area "central" to the local and regional transportation network?
- Would traffic increase on other areas of the transportation network if the project is not implemented (e.g., would more drivers use alternate routes)?

Alternate Routes

- What would be the increase in travel time if travelers were detoured around the project area?
- Is the proposed project located on a defined or obvious evacuation route?

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Vehicular volume

- NHDOT Transportation Data Management System <https://nhdot.ms2soft.com/tcds/tsearch.asp?loc=nhdot>
- Regional Planning Commission traffic count databases

Bicycle & pedestrian volume

- Regional Planning Commission bicycle & pedestrian count databases
- Pedestrian & Bicycle Information Center; Counting & Estimating Volumes <http://www.pedbikeinfo.org/topics/countingestimating.cfm>
- Congestion Mitigation & Air Quality (CMAQ) analysis tools
- Strava data

Resources:

Origins and Destinations

- Local, regional and statewide transportation planning documents
- Priority pedestrian and bicycle transportation corridors identified in the *Statewide Pedestrian and Bicycle Transportation Plan*
- Transit system maps
- Bicycle network/route maps
- Sidewalk network maps
- Online isochrone tools

Network Centrality

- Regional Planning Commission transportation model (if available)
- RPC review of road networks
- GIS database with "Network Analyst" license/module

Alternate Routes

- Google Maps Travel Time calculator
- RPC travel time analysis (if available)
- Documentation of evacuation route designation or other connectivity-related metric in statewide, local or municipal plans

State of Repair

Definition: 1) the degree to which the project improves infrastructure condition in the project area (**state of repair**); and 2) the degree to which the project impacts NHDOT and/or municipal **maintenance**.

REGIONAL EVALUATION CONSIDERATIONS

POTENTIAL RESOURCES & DATA SOURCES

State of Repair

NEED

- What is the condition of the infrastructure that is being addressed? For roadways, this includes pavement, sub-base, and base materials.
- Does the project address the underlying causes of current infrastructure conditions?

Resources:

- NHDOT Pavement Condition Index (if current)
- SADES assessment data
- Geotechnical studies/reports
- Information requests from NHDOT offices: District Engineers, Bridge Maintenance Bureau, etc
- *NHDOT Transportation Asset Management Plan*

Maintenance Considerations

IMPACT

- Does the project address an infrastructure issue that currently requires increased maintenance activity/costs due to poor or dangerous infrastructure conditions?
- Does the project propose **significant** new/expanded transportation assets that will add **significant** new/additional maintenance liabilities for NHDOT (e.g., new roadway/bridge construction)?
- Are there buried utilities (water, sewer, drainage) in the project area? If so, are any needed upgrades/maintenance incorporated into the overall project scope? *Note: buried utility improvements are typically not Ten Year Plan-eligible (funded locally).*

Resources:

- NHDOT Pavement Condition Index (if current)
- SADES assessment data
- Geotechnical studies/reports
- Information requests from NHDOT offices: District Engineers, Bridge Maintenance Bureau, etc.
- Narrative from applicant
- Utility capacity/condition studies
- Capital Improvements Plans

Federal Performance Measures Addressed

Federal Highway Administration State of Repair Measures: 1) percentage of pavement on the Interstate System in good condition; 2) percentage of pavement on the Interstate System in poor condition; 3) percentage of pavement on the non-Interstate National Highway System (NHS) in good condition; 4) percentage of pavement on the non-Interstate National Highway System (NHS) in poor condition; 5) percentage of bridges on the National Highway System (NHS) in good condition; 6) percentage of bridges on the National Highway System (NHS) in poor condition.

Federal Transit Administration Transit Asset Management Measures: 1) percentage of rolling stock revenue vehicles meeting or exceeding their useful life benchmark; 2) percentage of non-revenue service vehicles meeting or exceeding their useful life benchmark; 3) percentage of facilities rated below 3.0 on the Transit Economic Requirements Model (TERM) scale; 4) percentage of track segments with performance restrictions.

Natural Hazard Resiliency

NH TEN YEAR PLAN
Regional Project Review

Definition: 1) an analysis of the **natural hazard risks** (i.e. flood history) to a transportation facility, and; 2) a forward-looking analysis of how the **natural hazard mitigation** measures proposed as part of a project would reduce hazard risks.

REGIONAL EVALUATION CONSIDERATIONS

POTENTIAL RESOURCES & DATA SOURCES

Natural Hazard Risk

NEED

Hazard Risk

- Are natural hazards in the project area documented in a plan, study, or database?
- Have natural hazards previously impacted transportation infrastructure and/or mobility in the project area? How frequently?
- Are natural hazard risks anticipated to increase in severity/impact (for example, due to anticipated impacts of climate change)?

Resources:

Hazard Risk

- Local plans: Hazard Mitigation Plans, Master Plans, Capital Improvement Plans, Emergency Operations Plans, etc.
- Regional plans: Regional Transportation Plan, Corridor Studies, River Corridor Management Plans, Watershed-Based Plans, Regional Plan, Comprehensive Economic Development Strategy, etc.
- Local and Regional Vulnerability Assessments
- Results of studies or assessments, such as geotechnical studies, fluvial geomorphology studies, SADES-based assessments, etc
- Hydraulic capacity modeling results/reports
- FEMA Flood Hazard Maps
- Regional studies on anticipated impacts of climate change on natural hazard risk

Natural Hazard Mitigation

IMPACT

Hazard Mitigation - All Projects

To what extent does the project mitigate or adapt to known natural hazards in the project area? Does the project propose in-kind replacement of hazard-prone infrastructure?

- Mitigate (highest score): project eliminates or substantially reduces risk from known natural hazard (e.g., relocates infrastructure away from flood hazard area).
- Adapt (moderate score): project addresses known natural hazard but does not entirely mitigate risk (e.g., reinforces infrastructure in place).
- In-kind (lower score): project simply replaces hazard-prone with same/similar infrastructure (e.g., replace stream culvert with culvert of same dimensions).

Hazard Mitigation - Additional Stream Culvert & Bridge Project Considerations

- Is the project responsive to stream characteristics, such as flood propensity, slope, bankfull width, and orientation to roadway?

Resources:

Hazard Mitigation - All Projects

- RPC review of project scope
- Section 6.4 of FHWA's *HEC 17: Highways in the River Environment - Floodplains, Extreme Events, Risk, and Resilience, 2nd Edition* <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/hif16018.pdf>
- Section 3.4 FHWA's *HEC 25: Highways in the Coastal Environment: Assessing Extreme Events: Volume 2 - 1st Edition* <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/nhi14006/nhi14006.pdf>

Hazard Mitigation - Stream Culvert & Bridge Projects

- NH SADES stream crossing assessment data
- Hydraulic capacity modeling results/reports
- North Country Council *Stream Crossings for Flood Resiliency & Ecological Health*: http://www.nccouncil.org/wp-content/uploads/2019/08/NCC-Stream-Crossing-Guide_FINAL.pdf

Equity, Environmental Justice, & Accessibility

Definition: the degree to which 1) a project benefits traditionally-underserved populations (**equity & environmental justice**); and 2) ensures **accessibility** by all potential users.

REGIONAL EVALUATION CONSIDERATIONS

POTENTIAL RESOURCES & DATA SOURCES

Equity & Environmental Justice

IMPACT

- Would the project provide transportation infrastructure benefits to an identified concentration area for minority population, low-income population, limited English proficiency population, disabled population, or other traditionally-underserved population group as identified in a local, regional, or statewide Title VI or Environmental Justice Program?
- Would the project expand transportation choices or enhance alternative modes of transportation in an identified concentration area for minority population, low-income population, limited English proficiency population, disabled population, or other traditionally-underserved population group?
- Does the project implement transportation-related recommendations resulting from a local, regional, or statewide Community Health Improvement Plan (CHIP) or other comprehensive public health analysis?
- What is the impact of the project on air quality? Are air quality impacts disproportionately affecting traditionally underserved populations?

Resources:

- Regional and Statewide Title VI and Environmental Justice Programs
- Community Health Improvement Programs
- Region-specific Demographic Analyses
- US 13 CFR Part 301.3 Economic Distress Criteria (<https://www.govinfo.gov/content/pkg/CFR-2018-title13-vol1/xml/CFR-2018-title13-vol1-part301.xml#seqnum301.3>)
- Northern Border Regional Commission annual distress criteria reports
- CMAQ air quality analysis tools
- MPO regional emissions analyses
- RPC review of project scope

Accessibility

IMPACT

- Does the project incorporate Universal Design considerations to ensure that all users, including those with mobility impairments, visual impairments, hearing impairments or other disabilities can fully access and utilize the facility?
- Does the project incorporate accessibility upgrades or remove barriers to access?
- Does the project improve coordination between transportation service providers or between modes of transportation to improve access to essential services, particularly for elderly and disabled populations?"

Resources:

- Conceptual Designs for Proposed Projects
- Local, Regional, or Statewide ADA Transition Plans
- Public Transit-Human Service Transportation Coordination Plans

Federal Performance Measures Addressed

Federal Highway Administration System Performance Measures: 1) on-road mobile source emissions reduction.

Definition: the degree to which a project supports economic development needs and opportunities at the 1) **local** and 2) **regional** level; and 3) the degree to which the project impacts the movement of goods (**freight**).

REGIONAL EVALUATION CONSIDERATIONS

POTENTIAL RESOURCES & DATA SOURCES

Local & Regional Economic Development IMPACT

- Does the project directly relate to a documented community revitalization or economic development effort?
- Does the project improve mobility and/or accessibility to and from a regional employment hub?
- Does the project improve mobility and/or accessibility to and from a regional tourism destination?
- Does the project support the implementation of a regional economic development plan?

Resources:

- Local, regional and statewide economic development plans and documents
- Transit system maps
- Bicycle network/route maps
- Sidewalk network maps
- Online isochrone tools
- Regional *Comprehensive Economic Development Strategies*
- Economic-related chapters and goals of *Regional Plans*

Freight Movement IMPACT

- Does the project implement a high priority freight improvement project as identified in the NH State Freight Plan or an adopted Regional Transportation Plan?
- Does the project improve a freight bottleneck location as identified in the NH State Freight Plan or an adopted Regional Transportation Plan?
- Would the project improve freight transportation on a Critical Urban Freight Corridor (CUFC) or Critical Rural Freight Corridor (CRFC) candidate location as identified in the NH State Freight Plan (or as previously recommended by a MPO/RPC for future inclusion in the NH State Freight Plan)?
- Would the project improve Truck Travel Time Reliability on the Interstate system or other National Highway Freight Network Route?

Resources:

- State Freight Plan
- Regional Long-Range Transportation Plans
- Critical Urban Freight Corridor (CUFC) Candidate Location List
- Critical Rural Freight Corridor (CRFC) Candidate Location List
- Truck Travel Time Reliability (TTTR) Index Data from the National Performance Management Research Data Set (NPMRDS)

Federal Performance Measures Addressed

Federal Highway Administration System Performance Measures: 1) truck time travel reliability on the Interstate System.

Support

Definition: the degree of **support** for the project at the local, regional, and statewide level.

REGIONAL EVALUATION CONSIDERATIONS	POTENTIAL RESOURCES & DATA SOURCES
<p>Support</p> <p><u>Local Support</u></p> <ul style="list-style-type: none"> Does the project support goal(s) of locally-adopted plan? Higher scores given to projects that are specifically defined in plans, and/or address specific plan goals/needs/issues. <p><u>Regional Support</u></p> <ul style="list-style-type: none"> Does the project support goal(s) of a regional plan? Higher scores given to projects that are specifically defined in plans, or address specific plan goals/needs/issues. <p><u>Statewide Support</u></p> <ul style="list-style-type: none"> Does the project support goal(s) of a statewide plan? Higher scores given to projects that are specifically defined in plans, or address specific plan goals/needs/issues. <p><u>Emergent Needs</u></p> <ul style="list-style-type: none"> Does the project address an emergent need(s) (<i>identified after the previous TYP project solicitation</i>) that could have significant regional impacts if not addressed? <p><u>Public Involvement</u></p> <ul style="list-style-type: none"> Has there been recent public discussion or input opportunities regarding this project? Do recent public input/discussions show support for the project? 	<p>Resources:</p> <p><u>Local Support</u></p> <ul style="list-style-type: none"> Master Plan Capital Improvements Plan Hazard Mitigation Plan Other local plan (Bike-Ped Plan, Sub-Area Plan, etc) NHDOT Road Safety Audit reports <p><u>Regional Support</u></p> <ul style="list-style-type: none"> Long Range Transportation Plan/Regional Transportation Plan Corridor Study Coordinated Public Transit and Human Services Transportation Plan Regional Plan Scenic Byway Corridor Management Plan Transit Operations Plan River Corridor Management Plan MPO Congestion Management Process Plans <p><u>Statewide Support</u></p> <ul style="list-style-type: none"> Statewide Long-Range Transportation Plan Statewide Strategic Transit Assessment Statewide Pedestrian and Bicycle Transportation Plan Strategic Highway Safety Plan Statewide Freight Plan Statewide Rail Trail Plan NHDOT Transportation Asset Management Plan <p><u>Emergent Needs</u></p> <p>Emergent issue/need is documented by one or more of the following:</p> <ul style="list-style-type: none"> Letter from NHDOT District Engineer Letters from municipal boards or committees Letters from subject-area experts Results of studies and assessments <p><u>Public Involvement</u></p> <ul style="list-style-type: none"> Minutes and meeting summaries from local board meetings and/or community outreach events Other documentation of public involvement

DRAFT Projected Regional Allocations for New Projects in the 2025-2034 NH TYP

\$50 Million allocation scenario

RPC	FAE Lane Miles	%	Population	%	50% By FAE Lane Miles	50% Population	Total available for 2033-2034 Projects	RPC	2023-2032	Delta
NCC	1,537	18%	83,107	6%	\$ 4,475,902.61	\$ 1,508,262	\$ 5,984,165	NCC	\$ 6,106,086	\$ (121,921)
UVLSRPC	721	8%	90,554	7%	\$ 2,098,923.30	\$ 1,643,414	\$ 3,742,337	UVLSRPC	\$ 3,770,185	\$ (27,848)
LRPC	958	11%	130,459	9%	\$ 2,791,250.79	\$ 2,367,627	\$ 5,158,878	LRPC	\$ 5,109,680	\$ 49,198
SWRPC	804	9%	100,307	7%	\$ 2,343,237.86	\$ 1,820,415	\$ 4,163,653	SWRPC	\$ 4,289,235	\$ (125,582)
CNHRPC	762	9%	120,515	9%	\$ 2,218,648.21	\$ 2,187,159	\$ 4,405,807	CNHRPC	\$ 4,419,996	\$ (14,189)
SNHPC	1,243	14%	285,230	21%	\$ 3,621,987.27	\$ 5,176,479	\$ 8,798,466	SNHPC	\$ 8,553,635	\$ 244,831
NRPC	760	9%	217,543	16%	\$ 2,213,110.57	\$ 3,948,066	\$ 6,161,176	NRPC	\$ 6,175,897	\$ (14,721)
RPC	1,066	12%	198,870	14%	\$ 3,104,006.63	\$ 3,609,180	\$ 6,713,187	RPC	\$ 6,673,836	\$ 39,351
SRPC	732	9%	150,944	11%	\$ 2,132,932.75	\$ 2,739,398	\$ 4,872,331	SRPC	\$ 4,901,449	\$ (29,118)
Totals	8,582	100%	1,377,529	100%	\$ 25,000,000	\$ 25,000,000	\$ 50,000,000		\$ 50,000,000	\$ 0

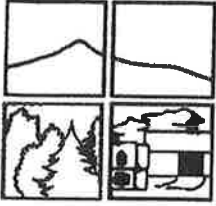
\$ 25,000,000 \$ 25,000,000

DRAFT - Projected Regional Allocations for New Projects in the 2025-2034 NH TYP

\$60 Million allocation scenario

RPC	FAE Lane Miles	%	Population	%	50% By FAE Lane Miles	50% Population	Total available for 2033-2034 Projects	RPC	Delta vs. 50M	2023-2032	Delta vs. 23-32
NCC	1,537	18%	83,107	6%	\$ 5,371,083.13	\$ 1,809,915	\$ 7,180,998	NCC	\$ 1,196,833	\$ 6,106,086	\$ 1,074,911
UVLSRPC	721	8%	90,554	7%	\$ 2,518,707.96	\$ 1,972,096	\$ 4,490,804	UVLSRPC	\$ 748,467	\$ 3,770,185	\$ 720,620
LRPC	958	11%	130,459	9%	\$ 3,349,500.95	\$ 2,841,153	\$ 6,190,653	LRPC	\$ 1,031,776	\$ 5,109,680	\$ 1,080,973
SWRPC	804	9%	100,307	7%	\$ 2,811,885.43	\$ 2,184,498	\$ 4,996,384	SWRPC	\$ 832,731	\$ 4,289,235	\$ 707,148
CNHRPC	762	9%	120,515	9%	\$ 2,662,377.85	\$ 2,624,591	\$ 5,286,969	CNHRPC	\$ 881,161	\$ 4,419,996	\$ 866,973
SNHPC	1,243	14%	285,230	21%	\$ 4,346,384.73	\$ 6,211,775	\$ 10,558,160	SNHPC	\$ 1,759,693	\$ 8,553,635	\$ 2,004,524
NRPC	760	9%	217,543	16%	\$ 2,655,732.68	\$ 4,737,679	\$ 7,393,412	NRPC	\$ 1,232,235	\$ 6,175,897	\$ 1,217,514
RPC	1,066	12%	198,870	14%	\$ 3,724,807.96	\$ 4,331,016	\$ 8,055,824	RPC	\$ 1,342,637	\$ 6,673,836	\$ 1,381,988
SRPC	732	9%	150,944	11%	\$ 2,559,519.30	\$ 3,287,277	\$ 5,846,797	SRPC	\$ 974,466	\$ 4,901,449	\$ 945,348
Totals	8,582	100%	1,377,529	100%	\$ 30,000,000	\$ 30,000,000	\$ 60,000,000		\$ 10,000,000	\$ 50,000,000	\$ 10,000,000

\$ 30,000,000 \$ 30,000,000



Southwest Region Planning Commission
37 Ashuelot Street, Keene, NH 03431 603-357-0557 Voice 603-357-7440 Fax

Agenda Item V

Date: June 6, 2022
To: Transportation Advisory Committee
From: Staff
RE: On-Demand Engineering Services Update

Background

With the assistance of TAC members and staff SWRPC successfully completed its federally required Qualifications Based Selection Process to obtain the services of an on-demand transportation engineering consultant. Three qualified firms responded to SWRPC's Request for Qualifications. SWRPC is currently negotiating with the top scoring candidate on a consulting services agreement.

The maximum amount of funding available for on-demand engineering services is \$20,000. The consultant's role will be to screen all new 2024-2035 TYP project nominations that are eligible for federal funding, paying particular attention to reasonableness, feasibility, cost, and environmental and historical impacts. In addition, the consultant may be tasked with assisting SWRPC member communities seeking technical assistance with project ideas that have not benefited from engineering assistance to date. At the June 6th meeting, SWRPC staff will present a proposed process for screening this second category of project nominations and other anticipated program parameters.

Recommendation

For your information.