



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

**Transportation
Advisory Committee**

Transportation Advisory Committee

**June 5, 2023
2:00 p.m.**

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

Kendall Lane, Chair
Keene

Frank Sterling, Vice Chair
Jaffrey

Susan Ashworth
HCS Community Services

Brian Barden
Dublin

Sara Carbonneau
Winchester

Leslie Casey
Sullivan

Michael Kowalczyk
*Monadnock Region Rail
Trails Collaborative*

Alfred "Gus" Lerandeau
Swanzy

Leandra MacDonald
Peterborough

Cheryl Mayberry
Walpole

Jesse Rounds
Keene

Ed Smith
Hinsdale

Ruth Ward
Stoddard

with

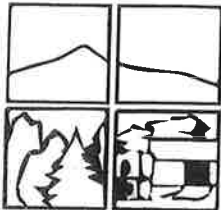
John Kalfelz
NHDOT District 4

and

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

Agenda

- I. Welcome and Introductions
- II. Minutes of April 3, 2023
- III. Transportation Program Updates
- IV. *Southwest Connects Long Range Transportation Plan Update*
- V. Proposed Changes to Federal Functional Classification and Urbanized Areas in the Southwest Region Planning District
- VI. Other Matters
- VII. Next Meeting: September 4, 2023
- VIII. Adjourn



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Southwest Region Planning Commission

Transportation Advisory Committee

Minutes

April 3, 2023

Present: Kendall Lane, Chair, *City of Keene*; Frank Sterling, Vice Chair, *Town of Jaffrey*; Susan Ashworth, *Home Healthcare, Hospice and Community Services*; Brian Barden, *Town of Dublin*; Sara Carbonneau, *Town of Winchester*; Leslie Casey, *Town of Sullivan*; Mike Kowalczyk, *Monadnock Region Rail Trail Collaborative*; Gus Lerandean, *Town of Swanzey*; Leandra MacDonald, *Town of Peterborough*; Cheryl Mayberry, *Town of Walpole*; Ed Smith, *Town of Hinsdale*; Ruth Ward, *Town of Stoddard*; John Kallfelz (ex officio), *NH Department of Transportation (NHDOT)*.

Staff members present: Tim Murphy, *Executive Director*; J. B. Mack, *Assistant Director*; Becky Baldwin, *Office Manager*; Lisa Murphy, *Senior Planner*; Henry Underwood, *GIS Specialist/Planner*.

I. Welcome and Introductions

Chairman Lane called the meeting to order at 2:00 p.m., welcomed those in attendance, and asked for introductions from attendees.

II. Minutes of March 6, 2023

Motion: To approve the minutes of March 6, 2023 as presented.

Motion by Gus Lerandean, seconded by Ed Smith. Approved by unanimous vote.

III. Southwest Connects Long Range Transportation Plan Update

J. B. Mack explained that staff is in the process of updating *Southwest Connects*, the regional long range transportation plan for Southwest New Hampshire. He noted that the Plan was last updated in 2017. Between June 12, 2022 and February 2, 2023 staff conducted nine public meetings to gather input from residents in each of the eight transportation corridors. Public surveys and an interactive map were also utilized to gather information for the Plan's update.

Lisa Murphy provided a presentation that described each of the eight corridors and the major concerns that were identified for each of them as follows:

NH 9 West Corridor - Including Keene, Chesterfield and Hinsdale

- Need to make the intersection of NH Route 9 and Glebe Road safer by finding ways to reduce speed
- Other than a bus system that serves Hinsdale from Brattleboro, VT there is no other transit service in this corridor and options should be explored.

NH 9 East Corridor - Including Alstead, Antrim, Gilsum, Keene, Langdon, Marlow, Nelson, Roxbury, Stoddard, Sullivan, Surry, and Windsor

- Recurring flooding in Alstead, in addition to being costly, has created long detours and delays in emergency response times.
- It was observed that the abandoned rest area in Antrim might be used for electric vehicle charging or commercial development.

NH 10 South Corridor - Including Keene, Swanzey, Winchester, Hinsdale, and Richmond

- Concern was expressed regarding safety at the intersection of NH Route 10 and Base Hill Road in Swanzey which is compounded by large volumes of truck traffic.
- A sharp curve located on NH Route 10 on Manning Hill in Winchester poses a hazard to drivers.

NH 12 North Corridor - Including Keene, Westmoreland, Walpole, Alstead, and Surry

- There are safety concerns at the intersection of NH Routes 12, 123 and Upper Walpole Road in Walpole.
- There is a need for a sidewalk connecting Walpole Elementary School to Hubbard Park and the Shaw's Plaza.
- In Keene the access from Wyman Road to Route 12 poses a danger. Attendees at the meeting suggested the use of traffic calming methods such as a roundabout, traffic signal and a pedestrian crossing with blinking lights.

NH 12 South Corridor - Including Fitzwilliam, Keene, Marlborough, Richmond, Swanzey, and Troy

- Safety concerns at intersections in Keene at Route 12 and Route 32, in Swanzey at Route 12 and Flat Roof Mill Rd. and Fitzwilliam at Route 12 and Route 19 were identified.

NH 101 East Corridor - Including Dublin, Greenville, Harrisville, Keene, Marlborough, New Ipswich, Peterborough, Sharon, and Temple

- The major issue identified in this corridor is the lack of safe bicycle and pedestrian infrastructure from Keene to Peterborough.

US 202 North Corridor - Including Antrim, Bennington, Hancock, Peterborough, and Greenfield

- Concern was expressed that development at a mill building in the downtown area of Antrim will become a safety issue for pedestrians.
- Another concern identified is the intersection of Routes 202 and 31 in Antrim where traffic entering and leaving a gas station on the corner creates a hazard.

US 202 South Corridor - Including Jaffrey, Peterborough and Rindge

- Concerns were expressed regarding bicycle safety on multiple sections of Route 202.

Chairman Lane asked if each of the public meetings was well attended and Lisa Murphy replied that they varied from a couple of people to about a dozen. She added that there had been good feedback from both the surveys and interactive map.

Henry Underwood presented each of the four goals and objectives as they are currently written in *Southwest Connects*. He explained that the goals should be looked at from a "big picture" perspective and their objectives should be specific and measurable. He then presented staff recommended changes to the goals

and objectives. He added that the majority of the proposed changes to the goals and objectives are of a wordsmithing nature.

Henry Underwood also reviewed *Southwest Connects* performance measures noting that being a rural regional planning agency we are not required to include this in our long range transportation plan. However, we chose to include them as a means to establish a baseline in order to track the progress we are making towards meeting our goals and objectives over time.

Copies of handouts that were provided for both the goals and objectives as well as the performance measures are attached to these minutes.

Gus Leraudeau noted that given the population involved, it is concerning that only 50 people responded to the surveys. J. B. Mack explained that it is a constant struggle to get responses to surveys.

Leslie Casey noted that there are 48 potential performance measures on the list provided and Henry Underwood explained that staff is only proposing doing those that are shaded in green. J. B. Mack added that the goal is to pick three measures for each goal.

Ruth Ward noted that jobs should be defined as to their number and how many of them are actually filled.

Sara Carboneau suggested that rail trail usage should be included and Henry Underwood noted that at this point there isn't a way to produce annual data on this since currently only short term counting is conducted. Leandra MacDonald suggested utilizing a QR code system so that trail users could self-report use.

J. B. Mack requested that TAC members take the materials home, review them and provide any feedback to staff by May 1st. Chairman Lane asked that this item be placed on the next TAC agenda for further discussion.

IV. Other Matters

No other matters were brought before the TAC at this time.

V. Next Meeting: June 5, 2023

Chairman Lane announced that the next meeting of TAC is scheduled for June 5, 2023.

VI. Adjourn

The meeting adjourned at 3:10 p.m.

Respectfully submitted,



Rebecca I. Baldwin
Office Manager

Goal 1: The transportation system will support and enhance the regional economy.







Objective 1A: It will foster a reliable business climate for existing and new businesses.

Objective 1B: It will leverage, attract and stimulate new investment.

Objective 1C: It will nurture and support regional economic diversity.

Objective 1D: It will provide cost-effective transportation solutions for households, businesses and communities freeing up scarce resources for other personal, business and community investments.

Potential Performance Measures (Add, Omit, Remove)

#	Name	Description	Desired Trend	Geography	Source	Notes
1	Jobs	Number of jobs.		Region, Corridor Communities, Nodes	United States Census Bureau (OnTheMap or American Community Survey)	Measure focuses on performance of regional economy.
2	Freight Transportation	Daily truck flow, tonnage and value for domestic shipments.		National Highway System segments	United States Department of Transportation Freight Analysis Framework	Measure focuses on performance of regional economy.
3	Housing and Transportation Costs	Housing and transportation costs as a percentage of income.		Corridor Communities, Nodes	Center for Neighborhood Technology	Measure focuses on transportation costs.
4	Rail Trail Trips	Average annual trips per day.		Selected locations	SWRPC, Rails to Trails Conservancy	Measure would require considerable staff to develop annualized data.
5	Rail lines capable of speeds of 40 mph	Number and miles of rail lines Class 3 or better.		Railroad segments	Federal Railroad Administration	Information is not readily available and is not applicable in every corridor.
6	Airport Runway Surface	Average condition.		Selected airports	New Hampshire Department of Transportation	Information is not readily available and is not applicable in every corridor.

Goal 2: The transportation system will preserve and enhance natural, cultural and historic resources.

Objective 2A: It will ensure high quality water, soil and air.

Objective 2B: It will reduce greenhouse gases from transportation emissions.

Objective 2C: It will support existing flora and fauna and their habitat.

Objective 2D: It will preserve the sense of place of its villages, downtowns, parks and other unique cultural and historic destinations.

Objective 2E: It will preserve elements of the Region's transportation history including its historic bridges, trestle bridges, railroad depots, rail rights of way and other resources.

Potential Performance Measures (Add, Omit, Remove)

#	Name	Description	Desired Trend	Geography	Source	Notes
1	Alternative fueling stations	Number of publicly accessible alternative fueling stations by fuel type.		Region, Corridor Communities, Nodes	United States Department of Energy	Measure focuses on air quality and greenhouse gas reductions.
2	Stream crossing aquatic organism passage	Percent of stream crossings with "full passage."		Region, Corridor Communities, Nodes	New Hampshire Geological Survey	Measure focuses on life cycle of fish and other aquatic organisms.
3	Bridges in the State or National Register of Historic Places	Number of bridges compared to the number of eligible bridges.		Region, Corridor Communities, Nodes	United States National Park Service, New Hampshire Division of Historical Resources	Measure focuses on preservation of historic bridges.
4	Emissions reductions	Carbon monoxide emissions reductions from Congestion Mitigation Air Quality Program (CMAQ) projects.		Region, Corridor Communities, Nodes	New Hampshire Department of Transportation	Measure is a federal reporting requirement for the State. However, there are relatively few CMAQ projects.
5	Environmental mitigation	Projects with mitigation requirements.		Region, Corridor Communities, Nodes	New Hampshire Department of Transportation	It is unknown whether the information is readily available.

Goal 3: The transport system will provide timely access to goods, services, recreation, entertainment and companionship to people of all ages, abilities and income levels.

Objective 3A: It will preserve mobility and reliability on backbone arterial highways.

Objective 3B: It will maintain access to pathways, roads, bridges, and railways by addressing causes of unreasonable delays and detours due to asset condition, design, failure or other restrictions.

Objective 3C: It will offer convenient alternatives to driving to destinations inside and outside of the Region.

Objective 3D: It will support local efforts to improve street, sidewalk, bicycle path and virtual connectivity as well as land use practices that reduce overreliance on building transportation capacity or requirements for long-distance transportation solutions.

Potential Performance Measures (Keep, Add, Omit, Remove)

#	Name	Description	Desired Trend	Geography	Source	Notes
1	Intercity bus	Route miles and stops of intercity bus service.	↑	Region, Corridor Communities, Nodes	Southwest Region Planning Commission	Measure exists in the current plan.
2	Park & ride lots	Number of park and ride lots and spaces.	↑	Region, Corridor Communities, Nodes	New Hampshire Department of Transportation	Measure exists in the current plan.
3	Multi-use paths	Number of jobs and residents within ¼ mile of multi-use paths maintained year-round for walking and biking.	↑	Region, Corridor Communities, Nodes	New Hampshire Department of Transportation	Measure better demonstrates infrastructure access.
4	Improved rail trails	Miles of former railbeds improved with unpaved and paved surfaces.	↑	Region, Corridor Communities, Nodes	New Hampshire Department of Transportation, New Hampshire Department of Natural and Cultural Resources, Municipalities	Measure speaks to rail trail improvements directly.
5	Sidewalks	Number of jobs and residents within ¼ mile.	↑	Region, Corridor Communities, Nodes	New Hampshire Department of Transportation	Measure better demonstrates infrastructure access.

#	Name	Description	Desired Trend	Geography	Source	Notes
6	Bike lanes	Number of jobs and residents within ¼ mile.	↑	Region, Corridor Communities, Nodes	New Hampshire Department of Transportation	Measure better demonstrates infrastructure access.
7	Shoulder width	Lane miles of road shoulders 5' or greater.	↑	Region, Corridor Communities, Nodes	New Hampshire Department of Transportation	Measure tracks a safe alternative to bike lanes and sidewalks.
8	Fixed route bus	Number of jobs and residents within ¼ mile of the route.	↑	Region, Corridor Communities, Nodes	New Hampshire Department of Transportation	Measure better demonstrates infrastructure access.
9	Average travel time to work	Average travel time in minutes for workers 16 years and over who did not work from home.	↑	Region, Corridor Communities, Nodes	United States Census Bureau American Community Survey	Measure tracks work trip lengths in minutes.
10	Volunteer driver program unmet need	Number of unfulfilled trips according to annual Federal Transit Administration 5310 Program reports.	↑	Region	Community Volunteer Transportation Company, Keene Senior Center	Measure tracks use of an alternative to driving alone.
11	Households with broadband	Percent of households with a broadband subscription.	↑	Region, Corridor Communities, Nodes	United States Census Bureau American Community Survey	Measure tracks relative capacity for virtual connectivity.
12	Reliable person-miles travelled	Ratio of the 80 th percentile travel time to "normal" (50 th percentile) travel time.	↑	National Highway System segments	United States Department of Transportation National Performance Management Research Data Set	Measure is a federal reporting requirement. However, SWRPC lacks access as a rural regional planning agency.
13	Volunteer driver program volunteers	Number of volunteer drivers.	↑	Region, Corridor Communities, Nodes	Community Volunteer Transportation Company	The measure was seen as less desirable compared to tracking unmet demand for rides.
14	Walking to work	Percent of people that walk to work.	↑	Region, Corridor Communities, Nodes	United States Census Bureau American Community Survey	Measure tracks use of an alternative to driving alone but is limited to work trips.
15	Biking to work	Percent of people that bike to work.	↑	Region, Corridor Communities, Nodes	United States Census Bureau American Community Survey	Measure tracks use of an alternative to driving alone but is limited to work trips.
16	Public transportation to work	Percent of people that take a bus to work.	↑	Region, Corridor Communities, Nodes	United States Census Bureau American Community Survey	Measure tracks use of an alternative to driving alone but is limited to work trips.

#	Name	Description	Desired Trend	Geography	Source	Notes
17	Carpooling	Percent of people that carpool to work.		Region, Corridor Communities, Nodes	United States Census Bureau American Community Survey	Measure tracks use of an alternative to driving alone but is limited to work trips.
18	Intermodal facilities	Number of intermodal facilities		Region, Corridor Communities, Nodes	Varies	Measure is not applicable to most corridors.
19	Sidewalks	Miles of sidewalks.		Region, Corridor Communities, Nodes	New Hampshire Department of Transportation	Measure exists in the current plan.
20	Bike lanes	Centerline or lane miles of bike lanes.		Region, Corridor Communities, Nodes	Southwest Region Planning Commission	Measure exists in the current plan.
21	Fixed route bus	Route miles and stops of fixed route bus service.		Region, Corridor Communities, Nodes	Southwest Region Planning Commission	Measure exists in the current plan.
22	Multi-use trails	Miles of improved multi-use trails.		Region, Corridor Communities, Nodes	New Hampshire Department of Transportation	Measure exists in the current plan.

Goal 4: The transportation system will eliminate fatalities and injuries as well as increase all users' comfort and sense of safety.

Objective 4A: It will address the unique safety challenges of special populations including but not limited to older adults, people with disabilities, and youth.









Objective 4B: It will eliminate safety risks associated with poor transportation asset conditions.

Objective 4C: It will feature designs that include effective safety countermeasures and strategies designed for all road users.

Objective 4D: It will proactively mitigate potential dangers associated from severe storm events and other causes of potential hazards.

Potential Performance Measures (Keep, Add, Omit, Remove)

#	Name	Description	Desired Trend	Geography	Source	Notes
1	Bridges in poor condition	Number and percent of bridges in poor condition.		Region, Corridor Communities, Nodes, Arterials, Collectors Agency	New Hampshire Department of Transportation	Measure exists in the current plan.
2	Transit vehicle life	Percent of vehicles exceeding useful life.		Region, Corridor Communities, Nodes, Arterials, Collectors	National Highway Traffic Safety Administration	Measure is applicable to City Express and The Moover. Proposed measure is similar to current measure and a federal reporting requirement for the State.
3	Fatalities	Number of motor vehicle crash-related fatalities (5-year average)		Region, Corridor Communities, Nodes, Arterials, Collectors	National Highway Traffic Safety Administration	Measure is in line with federal reporting requirement for the State.
4	Non-motorized fatalities	Number of motor vehicle crash-related fatalities (5-year average).		Region, Corridor Communities, Nodes, Arterials, Collectors	New Hampshire Department of Transportation	Measure helps to quantify the risk to roadways from rainfall events.
5	Stream Crossing Hydraulic Vulnerability	Number of stream crossings expected to overtop during a 10-year rainfall event.		Corridor Communities	SWRPC	Measure counts planning processes with similar objectives.
6	Complete streets policies	Number of municipalities that have adopted complete streets policies.		Region, Corridor Communities, Nodes, Arterials, Collectors	New Hampshire Department of Transportation	Audits do not always result in a construction project.
7	Road Safety Audits	Number of submitted Road Safety Audit applications.		Region, Corridor Communities, Nodes, Arterials, Collectors	New Hampshire Department of Transportation	

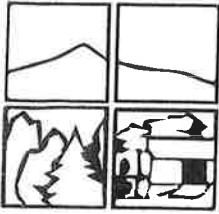
#	Name	Description	Desired Trend	Geography	Source	Notes
8	Highway Safety Improvement Program	Number of projects and funding.		Region, Corridor Communities, Nodes, Arterials, Collectors	New Hampshire Department of Transportation	Measure "overlooks" safety improvements from other sources.
9	Non-motorized Serious Injuries	Number of motor vehicle crash-related serious injuries (5-year average).		Region, Corridor Communities, Nodes, Arterials, Collectors	New Hampshire Department of Transportation	Information is not reliably available.
10	Bridges in good condition	Number and percent of bridges in good condition.		Region, Corridor Communities, Nodes, Arterials, Collectors	New Hampshire Department of Transportation	Measure is less of a priority compared to bridges in poor condition.
11	Transit facilities	Percent of facilities rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.		Agency	Agency	Information is not readily available and is not applicable in every corridor.
12	Road Surface Management Systems	Number of municipalities that have conducted an assessment in the last 5 years.		Region, Corridor Communities	University of New Hampshire Technology Transfer Center	Measures number of planning projects as opposed to improvement in asset condition.
13	Serious injuries	Number of motor vehicle crash-related serious injuries (5-year average).		Region, Corridor Communities, Nodes, Arterials, Collectors	New Hampshire Department of Transportation	Information is not reliably available.
14	Pavement in good condition	Number and percent of centerline or lane miles in good condition.		Region, Corridor Communities, Nodes, Arterials, Collectors	New Hampshire Department of Transportation	Information frequently changes is not reliably available.
15	Pavement in poor condition	Number and percent of centerline or lane miles in poor condition.		Region, Corridor Communities, Nodes, Arterials, Collectors	New Hampshire Department of Transportation	Information frequently changes is not reliably available.

Existing

Proposed

<p>Goal 1: The transport system will be managed to support and enhance the regional economy.</p>	<p>Goal 1: The transportation system will support and enhance the regional economy.</p>
<p>Objective 1A: It will be managed to foster a reliable business climate for existing and new businesses.</p>	<p>Objective 1A: It will foster a reliable business climate for existing and new businesses.</p>
<p>Objective 1B: It will be managed to leverage, attract and stimulate new investment.</p>	<p>Objective 1B: It will leverage, attract and stimulate new investment.</p>
<p>Objective 1C: It will be managed to nurture and support regional economic diversity.</p>	<p>Objective 1C: It will nurture and support regional economic diversity.</p>
<p>Objective 1D: It will provide transportation efficiency solutions for households, businesses, and taxpayers and free up scarce resources for personal, business and community investments.</p>	<p>Objective 1D: It will provide cost-effective transportation solutions for households, businesses and communities freeing up scarce resources for other personal, business and community investments.</p>
<p>Goal 2: The transport system will be managed to help preserve and enhance natural, cultural and historic resources.</p>	<p>Goal 2: The transportation system will preserve and enhance natural, cultural and historic resources.</p>
<p>Objective 2A: It will be managed to ensure high quality water, soil and air.</p>	<p>Objective 2A: It will ensure high quality water, soil and air.</p>
<p>Objective 2B: It will be managed to reduce greenhouse gases from transportation emissions.</p>	<p>Objective 2B: It will reduce greenhouse gases from transportation emissions.</p>
<p>Objective 2C: It will be managed to support existing flora and fauna and their habitat.</p>	<p>Objective 2C: It will support existing flora and fauna and their habitat.</p>
<p>Objective 2D: It will be managed to preserve the sense of place of its villages, downtowns, parks and other unique cultural and historic destinations.</p>	<p>Objective 2D: It will preserve the sense of place of its villages, downtowns, parks and other unique cultural and historic destinations.</p>

Existing	Proposed
<p>Goal 3: The transport system will provide people of all ages and abilities timely access to goods, services, recreation, entertainment and companionship.</p> <p>Objective 3A: It will preserve mobility on all backbone arterial highways identified in all 8 corridors of the SOUTHWEST CONNECTS Plan.</p> <p>Objective 3B: It will maintain public access of existing public infrastructure that currently causes or is expected to cause unreasonable detours.</p> <p>Objective 3C: It will improve mode of transport choices as well as the quality of existing alternative choices inside the region and with outside destinations.</p> <p>Objective 3D: It will support and encourage local efforts to improve street, sidewalk, bicycle path and virtual connectivity as well as land use practices that reduce overreliance on building transportation capacity or requirements for long-distance transportation solutions.</p>	<p>Goal 3: The transport system will provide timely access to goods, services, recreation, entertainment and companionship to people of all ages, abilities and income levels.</p> <p>Objective 3A: It will preserve mobility and reliability on backbone arterial highways.</p> <p>Objective 3B: It will maintain access to pathways, roads, bridges, and railways by addressing causes of unreasonable delays and detours due to asset condition, design, failure or other restrictions.</p> <p>Objective 3C: It will offer convenient alternatives to driving to destinations inside and outside of the Region.</p> <p>Objective 3D: It will support local efforts to improve street, sidewalk, bicycle path and virtual connectivity as well as land use practices that reduce overreliance on building transportation capacity or requirements for long-distance transportation solutions.</p>
<p>Goal 4: The transport system will be designed and managed to eliminate fatalities and injuries as well as provide reassurance to the traveling public that they are safe.</p> <p>Objective 4A: It will be designed and managed to address the unique safety challenges of special populations including but not limited to senior citizens, the disabled and the youth.</p> <p>Objective 4B: It will eliminate safety risks associated with poor transportation asset conditions.</p> <p>Objective 4C: It will address safety concerns of “incomplete streets” and its effect on the traveling public’s comfort level while walking, biking or using transit.</p> <p>Objective 4D: It will proactively mitigate potential dangers associated from severe storm events and other causes of potential hazards.</p>	<p>Goal 4: The transportation system will eliminate fatalities and injuries as well as increase all users’ comfort and sense of safety.</p> <p>Objective 4A: It will address the unique safety challenges of special populations including but not limited to older adults, people with disabilities, and youth.</p> <p>Objective 4B: It will eliminate safety risks associated with poor transportation asset conditions.</p> <p>Objective 4C: It will feature designs that include effective safety countermeasures and strategies designed for all road users.</p> <p>Objective 4D: It will proactively mitigate potential dangers associated from severe storm events and other causes of potential hazards.</p>



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Agenda Item IV

Date: June 5, 2023
To: Transportation Advisory Committee
From: Staff

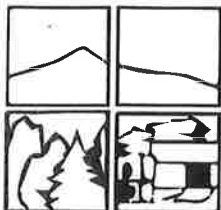
RE: *Southwest Connects Long Range Transportation Plan Update*

Background

At the June 5th meeting, staff will present its final recommendations for goals, objectives and performance measures to be included in the update of the *Southwest Connects Long Range Transportation Plan* based on the Transportation Advisory Committee's feedback.

Recommendation

To approve the proposed changes to the *Southwest Connects Long Range Transportation Plan's* goals, objectives and performance measures.



Southwest Region Planning Commission

37 Ashuelot Street, Keene, NH 03431

603-357-0557 Voice

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Agenda Item V

Date: June 5, 2023
To: Transportation Advisory Committee
From: Staff

RE: Proposed Changes to Federal Functional Classification and Urbanized Areas in the Southwest Region Planning District

Background

Following the completion of each decennial census, the Federal Highway Administration (FHWA) requires all States and Metropolitan Planning Organizations to re-evaluate their respective highway system's federal functional classification as well as the urbanized areas in their jurisdiction. The purpose of this exercise is to account for functional changes to highways and changes to urban growth that occurred during the past decade. As part of the process, State departments of transportation are required to consult with local and regional stakeholders regarding proposed changes that are submitted to FHWA. After the 2020 decennial census was finalized, the NH Department of Transportation (NHDOT) developed preliminary recommendations on changes to the functional classification of highways and urbanized areas and then shared those recommended changes with each of the State's regional planning commissions for feedback.

At the June 5th meeting, staff will provide a presentation on the guidance that FHWA provides for making changes to the highway system's federal functional classification and urbanized areas. Staff will also summarize NHDOT's recommended federal functional classification changes and urbanized area boundaries as well as feedback on those changes by SWRPC staff. Although NHDOT's deadline for submitting comments is May 31st, they will consider feedback provided by SWRPC staff as a result of the June 5th TAC meeting.

Recommendation

For your information.



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Agenda Item III

Date: June 5, 2023
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 at the June 5th meeting.

- a. FY 24-25 Unified Planning Work Program (UPWP): Every two years, SWRPC submits a transportation planning work program proposal to the New Hampshire Department of Transportation (NHDOT), also known as the UPWP. SWRPC recently submitted its latest work program, in support of program activities over the period July 1, 2023 to June 30, 2025. Like previous UPWPs, the agreement covers six task series under the headings “administration and training”, “policy and planning”, “public involvement and coordination”, “plan support”, “technical assistance and support”, and “transit planning efforts”. In addition to sustaining numerous ongoing transportation planning program activities, such as staff facilitation of Transportation Advisory Committee meetings, the work program includes an increased focus on electric vehicle planning, conducting a region-wide transportation infrastructure vulnerability assessment, and exploring the feasibility of short- to long-term changes to a regional transit operating model.
- b. Congestion Mitigation Air Quality Program (CMAQ): At the request of the NHDOT, SWRPC recently completed a vehicle emissions impact analysis of the proposal to reduce idling at the “T” intersection of Routes 9/10/12/101 in Keene by replacing the current intersection configuration with a roundabout. SWRPC staff utilized the Federal Highway Administration’s CMAQ Emissions Calculator Toolkit using the traffic flow improvements-roundabout module. The analysis projects that a roundabout would reduce a number of harmful emissions including carbon monoxide (CO), particulate matter (PM)_{2.5}, PM₁₀, nitrogen oxide (NO_x), and volatile organic compounds (VOC). The analysis also estimates a daily reduction of approximately 347 kilograms of carbon dioxide CO₂ equivalent, which according to an EPA Greenhouse Gas Equivalencies Calculator is the equivalent to 890 miles driven by an average gasoline powered vehicle.
- c. Recreational Trails Program (RTP): The federal RTP is an annual program that offers funding for trail projects and is administered by the NH Department of Natural and Cultural Resources. Depending on the type of project, up to \$80,000 in grant funds are available. A 20% local match is required be it through cash, in-kind labor, use of equipment, or other grants. Applicants may be non-profit organizations, private groups, educational institutions, or government entities. The program held a mandatory informational workshop on May 17th and May 24th. SWRPC staff are aware of applications being prepared by the Town of Swanzey for the Ashuelot Rail Trail and by the Town of Marlborough for a section of the Cheshire Rail Trail. This year,

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

projects awarded funds in the previous round will be implemented on rail trails in Swanzey, Walpole and Surry. More information about the RTP is available at <https://bit.ly/3olerUK> or by contacting Jay Scarborough at jay.a.scarborough@dncr.nh.gov or (603) 271-3254.

- d. Monadnock Region Coordinating Council (MRCC) and Mobility Management: A number of landmark achievements were reached during the first quarter of calendar year 2023 through the MRCC and the Mobility Management efforts of SWRPC. \$379,110 in federal Transportation Equity project funds have been distributed and earmarked to launch new and sustain existing community transportation and mobility management services in the region. These projects contributed to a 70% increase in the number of public transportation trips provided during the period April 2022 to March 2023 as compared to the same period the previous year. Significant gains in Volunteer Driver Program services occurred with increases in the number of volunteer drivers from 32 to 60 and number of individual riders from 222 to 324. Over 50 outreach activities and events were conducted to increase public awareness of the MRCC's efforts to expand community transportation services contributing to a 78% increase in MRCC membership. Outreach to municipalities resulted in the adoption of a resolution by the Town of Jaffrey in support of the NH Public Transportation Coalition's activities to increase funding for transit services in the State budget for the two-year biennium beginning July 1, 2023. In addition, the MRCC established a Community Transportation Collaborative Advisory Workgroup to explore creating a transportation service, the management and cost of which would be shared by multiple organizations. The goal of the Workgroup is to reduce the costs of providing transportation services to youth and other transit-dependent groups.
- e. Monadnock Alliance for Sustainable Transportation (MAST): MAST is preparing to announce a 2023 Complete Streets Implementation Grant opportunity in support of construction projects, engineering and policy development. The application is forthcoming and will be available in the coming weeks at the MAST website (www.mastnh.org) as well as announced through SWRPC's newsletters and correspondence to municipal staff. The grant opportunity will be featured at MAST's Annual Meeting on July 19th at Whitcomb Hall in Swanzey starting at 4:30 p.m. Attendees will have an opportunity to hear about past projects awarded funding through the program as well as learn about the application process and what to expect during implementation. Individuals interested in the implementation grant and Annual Meeting are encouraged to contact Henry Underwood of Commission staff for more information.

In addition to the above, SWRPC staff and TAC members may suggest other transportation related updates during the June 5th meeting.

Recommendation

For your information.