

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

Sara Carbonneau
Winchester

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*

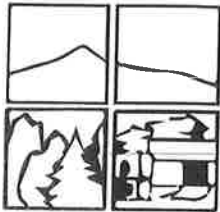
Transportation Advisory Committee

**May 6, 2024
2:00 p.m.**

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

Agenda

- I. Welcome and Introductions
- II. Minutes of March 4, 2024
- III. Transportation Program Updates
- IV. New Hampshire Priority Climate Action Plan Debrief
- V. 2027-2036 Ten Year Transportation Improvement Plan
- VI. Other Matters
- VII. Next Meeting: July 1, 2024 (if needed)
- VIII. Adjourn



Southwest Region Planning Commission

Transportation Advisory Committee

Minutes

March 4, 2024

Present: Kendall Lane, Chair, *City of Keene*; Frank Sterling, Vice Chair, *Town of Jaffrey*; Brian Barden, *Town of Dublin*; Sara Carbonneau, *Town of Winchester*; Michael Kowalczyk, *Monadnock Region Rail Trails Collaborative*; John Kallfelz, *New Hampshire Department of Transportation District 4 (NHDOT)*; Alfred “Gus” Lerandeau, *Town of Swanzey*; Cheryl Mayberry, *Town of Walpole*; Leandra MacDonald, *Town of Peterborough*; Ed Smith, *Town of Hinsdale*; Ruth Ward, *Town of Stoddard*.

Staff members present: Tim Murphy, *Executive Director*; J. B. Mack, *Assistant Director*; Henry Underwood, *Senior Planner*; Jack Ahern, *Associate Planner*.

Guests: Bill Lambert, *NHDOT Traffic Safety Engineer*; Corey Spetelunas, *NHDOT*; Amanda Joe Zatecka, *NHDOT*; William Rose, *NHDOT (remote)*.

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.

Chairman Lane gave thanks to Tim Murphy for his work at SWRPC as Executive Director and congratulated him on his planned retirement.

Motion: To include Tim Murphy’s congratulations in the record.

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

II. Minutes of January 8, 2024

Motion: To approve the minutes of January 8, 2024 as presented.

Motion by Gus Lerandeau, seconded by Brian Barden. Approved by unanimous vote.

III. Transportation Program Updates

Chairman Lane asked the committee if they had any questions about the transportation program updates memo in the meeting packet. There were no questions.

Frank Sterling announced to the TAC members that the NHDOT will hold a public information meeting on Tuesday March 19, 2024, at the Jaffrey Fire Department to inform the community of the status of Route 202 final design and construction in Jaffrey (Project 16307).

J.B. Mack informed the TAC that SWRPC is still negotiating an agreement with the on-call engineering firm, VHB. He then made note that SWRPC is preparing to send out Ten Year Transportation Improvement Plan (TYP) project solicitations to member communities in an attempt to begin the solicitation process earlier than the previous cycle.

IV. Presentation: NHDOT Highway Safety Activities

J.B. Mack introduced Bill Lambert, NHDOT Highway Safety Engineer, to the TAC to give a presentation on the NHDOT's highway safety related programs and projects (attached).

Bill Lambert explained the evolution of the NHDOT's highway safety efforts. Prior to 2007, highway safety was overseen by a safety surveillance team and guided by regional safety conferences. In 2007 the federal government passed new legislation mandating that state DOTs adopt Highway Safety Improvement Programs (HSIP) and create positions for highway safety engineers. Bill Lambert noted his primary role is to oversee the program and move toward reducing roadway fatalities and serious injuries. The HSIP includes infrastructure projects, selected through a data-driven approach, as well as public outreach. The NHDOT set a goal of reducing the number of fatalities and serious injuries by 50% by 2025 and to reach zero fatalities and serious injuries by 2050. Crash statistics have remained flat since the goal was set and are trending upward post-pandemic.

Bill Lambert explained that the NHDOT's strategic highway safety plan was composed of several critical emphasis areas and key action items developed to address them. At intersections, the goal is to increase conspicuity and educate drivers on new forms of traffic control being deployed on roadways. At roadway departures, they plan to systematically install centerline and edge line rumble strips and improve horizontal alignment warning signs. To combat distracted driving, they will build relationships with and support their law enforcement partners. Speed and aggressive driving will be addressed by setting credible speed limits and adopting new road designs. Occupant protection will be pursued by advocating for seatbelt use and other vehicle safety standards. Community transportation initiatives will be bolstered to support older drivers. Education and outreach in high schools and through driving instructors will be used to promote teen traffic safety. Vulnerable road users will be identified through vulnerable road user assessments and protected by the adoption of state level complete streets policies.

Bill Lambert discussed the NHDOT's 2023 Pedestrian and Bicycle Plan. The plan includes updating staff training, improving data acquisition for shoulder widths and other roadway safety elements, developing relevant design guidance and more specific performance measures, improving bicycle and pedestrian volume data collection, and pursuing new funding for non-motorized modes of transportation. Mike Kowalczyk asked if NHDOT subscribes to any of the traffic data collection services offered by private companies. Bill Lambert responded that they are trying to identify which services are most reliable and best suit their needs, but they do currently have a subscription with TomTom.

Bill Lambert then discussed the implementation of Vulnerable Road User (VRU) assessments, which became a federal requirement under the Bipartisan Infrastructure Law of 2021. VRUs are defined as non-motorists and fall into the categories of pedestrian, cyclist or equivalent. The assessments are a data driven process to identify areas of high risk for vulnerable road users by engaging stakeholders at the local level and following the principles of a safe system approach based on understanding human behavior and being proactive. He made note that redundancy is a critical element of safe road design and that overlapping measures function best. Federal regulations mandate that states identify areas of elevated risk for VRUs as

part of the assessments. This is done by developing a High Injury Network which identifies specific locations or corridors where a disproportionate number of severe and fatal traffic injuries occur. NHDOT can then provide technical assistance to local entities to adopt the use of best practices to improve VRU safety.

Bill Lambert described Road Safety Audits and explained that they are applications submitted by municipalities that evaluate a specific safety concern and aim to develop short-, medium- and long-term countermeasures. This process also helps identify and prioritize future transportation projects.

Bill Lambert shifted focus to challenges and opportunities for the NHDOT in coming years. He noted that challenges include shifting motorist behavior, overcoming decades of car-first design practices, balancing limited resources and demand, and improving the quantity and quality of data being collected. Opportunities include the adoption of a state level complete streets policy, tighter collaboration with law enforcement, utilization of AI and data services, and innovative design in transportation infrastructure.

Bill Lambert opened discussion on road safety to the TAC members. Leandra MacDonald asked if crash data is still collected on local level municipal roads. Amanda Joe Zatecka responded that local police departments are required to submit all crash records to NHDOT, but that it is often incomplete or in a form that cannot be easily used. Leandra MacDonald stated that US Route 202 North in Peterborough is much wider than necessary and encourages speeding. She asked if there is an opportunity to narrow lanes and add complete streets elements to make crossing safer.

John Kallfelz noted that people aren't always familiar with new geometries of roadways. He suggested there be a means of educating people on how to properly use roundabouts and other road design features.

Sara Carbonneau brought-up the aging population of the region and how that plays into road safety. Elderly drivers are only required to pass an eye exam, the results of which are largely up to DMV staff discretion. Older drivers with limited visibility and reaction time will be a growing issue for the region. John Kallfelz suggested being cautious about that issue, noting that aggressive and reckless driving affects all age groups and older drivers may only be a small part of the problem. He also noted how prevalent an issue texting while driving has become, and how it is primarily a problem among younger drivers. Chairman Lane stated that as he has aged, he drives slower, but other drivers get impatient and speed around him. John Kallfelz touched on the general phenomenon of drivers being desperate to get in front of other cars even when the speed limit is already being exceeded. Bill Lambert stated that some drivers' behaviors cannot be changed, but defensive driving courses can mitigate the number of drivers who adopt those mentalities.

J.B. Mack asked Bill Lambert to speak about NH Route 12 as a potential corridor for the implementation of rumble strips. He noted that it was important to avoid the issue that arose on Route 9 in Chesterfield where the rumble strips were placed too close to lane markings. Bill Lambert responded that Charlestown, just north of Walpole in Sullivan County, had reached out about implementing rumble strips along their stretch of NH Route 12 due to the occurrence of fatal accidents. This has raised the priority of this potential measure for NHDOT, which would apply the strips to the entire roadway including the section in the Southwest Region. J.B. Mack asked if implementation would be segment specific or follow the entire corridor. Bill Lambert replied that NHDOT guidelines follow a specific protocol and avoid rumble strips in certain areas.

Tim Murphy touched back on the issue of older drivers, mentioning that they make up 30% of VRU fatalities and are the fastest growing age cohort of the region's population. Only 1% of roads in the region are served by transit, which is identified as the action item targeted to older drivers. He made note that transit is something desired by both younger and older people and a key element in attracting people to the region. He suggested that it could be another opportunity area for the NHDOT.

Chairman Lane thanked Bill Lambert for the presentation and opportunity to discuss highway safety.

V. Other Matters

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

VI. Next Meeting: May 6, 2024

J.B. Mack announced that the next meeting of the TAC is scheduled for May 6, 2024 at 2:00 p.m.

VII. Adjourn

The meeting adjourned at 3:23 p.m.

Respectfully submitted,

Jack Ahern
Associate Planner

Highway Safety and Active Transportation

Southwest Regional Planning Commission
 Transportation Technical Advisory Committee
 March 4, 2024

NH
DOT
 New Hampshire Department of Transportation

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Agenda

- Overview of New Hampshire Highway Safety/Active Transportation
- Strategic Highway Safety Plan
- Pedestrian and Bicycle Plan
- Vulnerable Road User Assessment
- Road Safety Audits (RSAs) and Highway Safety Demonstration Projects
- Challenges/ opportunities

NH
DOT
 New Hampshire Department of Transportation

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Highway Safety/Active Transportation

- NHDOT staff
 - Bill Lambert, Highway Safety/Active Transportation Administrator
 - Project Delivery
 - Corey Spetelunas, Highway Safety Project Manager
 - Amanda Joe Zatecka, Senior Highway Safety Engineer
 - Gerry Bedard, Active Transportation Engineer
 - Lilah Flynn, Highway Safety Engineer (CE I)(begins June 14, 2024)
 - Program Management
 - Vacant, Highway Safety Program Manager
 - Vacant, Highway Safety Data Analyst
 - Vacant, Highway Safety Transportation Planner

NH
DOT
 New Hampshire Department of Transportation

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Evolution of highway safety at NHDOT

- Prior to 2007
 - NHDOT "Safety Surveillance Team"
 - State Traffic Engineer, Highway Maintenance Engineer, Highway Design Administrator
 - Statewide "Regional Safety Conferences"
 - Biannual outreach to solicit specific safety concerns
 - Betterment funded intersection improvement projects
 - Monthly Traffic/Highway Maintenance district tours (ongoing)

NH
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Evolution of highway safety at NHDOT

- 2007 to 2013: Stuart Thompson is first "Highway Safety Engineer", eventually adding Tim Harmon
- 2013 to 2017: Michelle Marshall replaces Stuart Thompson
- 2018 to 2022: Reorganization of Highway Design to include new Highway Safety/Active Transportation Section (Mike Dugas, Sally Gunn, Amanda Joe Zatecka, Larry Keniston, etc.)
- 2023 to present: Bill Lambert becomes first "Highway Safety, Active Transportation Administrator"

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Evolution of highway safety at NHDOT

- Purpose of reorganization:
 - Highway Safety and Active Transportation elevated to report to Assistant Commissioner
 - Traditional Civil Engineering positions reclassified to "program management" classifications
 - Allows engineers to focus on project delivery
 - Provides resources to manage SHSP, HSIP Implementation, VRUA, and other plans
 - Opportunity to improve collaboration with safety partners

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Strategic Highway Safety Plan - 2022

- Initial SHSP, 2007
- Updates
 - 2012-2016
 - 2017-2021

Vision
Through a comprehensive, systematic approach we will use data-driven methods to select and implement appropriate countermeasures that will reduce crashes on all New Hampshire roads.

Mission
Foster and sustain collaboration among private and public stakeholders, in the implementation of education, enforcement, engineering, and emergency medical services (EMS) strategies, to create a safety culture where one death on a New Hampshire roadway is too many.

Goal
Reduce the number of fatalities and serious injuries by 30% by 2025, working toward 0 by 2050.



New Hampshire DOT | 2022 | Transportation Planning Commission

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Strategic Highway Safety Plan – 2022 Critical emphasis areas

- Intersections
- Roadway Departure
- Distracted, Impaired driving
- Speed and aggressive driving
- Vehicle Occupant Protection
- Older drivers, Teen traffic safety
- Vulnerable road users
 - Motorized
 - Non-motorized



New Hampshire DOT | 2022 | Transportation Planning Commission

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Strategic Highway Safety Plan – 2022 Key action items

- Intersections:
 - Increase Intersection conspicuity (signing and marking)
 - Educate drivers re: new (?) forms of intersection traffic control
- Roadway Departure:
 - Systemically install and maintain centerline and edge line rumble strips
 - Improve horizontal alignment warnings signs and devices
 - Improve work zone safety
- Distracted Driving:
 - Support law enforcement partners

New Hampshire DOT | 2022 | Transportation Planning Commission

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Strategic Highway Safety Plan – 2022 Key action items

- Impaired Driving:
 - Support law enforcement partners (e.g. Wrong Way Driving action plan)
- Speed and Aggressive Driving:
 - Set credible speed limits using current practice
 - Educate the public of the dangers and consequences of excessive speed
- Vehicle Occupant Protection:
 - Partner with stakeholders to promote increased occupant protection
- Older Drivers:
 - Increase public transit and community transportation services

New Hampshire DOT | 2022 | Transportation Planning Commission

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Strategic Highway Safety Plan – 2022 Key action items

- Teen Traffic Safety
 - Continue education outreach to high schools and driving instructors
- Vulnerable Road Users - Motorized
 - Support behavioral and educational stakeholders in outreach efforts
- Vulnerable Road Users - Non-motorized
 - Institutionalize and implement Complete Streets practices
 - Incorporate best practices for safe pedestrian and bicycle accommodations on roadways
 - Address short- and long-term maintenance of pedestrian and bicycle infrastructure elements

New Hampshire DOT | 2022 | Transportation Planning Commission

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Pedestrian and Bicycle Plan - 2023

- Includes full chapter on "Complete Streets" practices
- Key action items
 - Updated staff (and partner) training
 - Data acquisition for shoulder widths and other MIRE elements
 - Develop relevant design guidance
 - Develop more specific performance measures
 - Improve ped/bike volume data collection
 - Pursue new programmatic funding dedicated to non-motorized modes



New Hampshire DOT | 2022 | Transportation Planning Commission

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Vulnerable Road User Assessment – 2023 Federal Requirements

- 2021 Bipartisan Infrastructure Law (BIL)
- Data-driven process to identify areas of high-risk for vulnerable road users.** Specifically, the State must perform a quantitative analysis of VRU fatalities and serious injuries.
- Consult with local governments, MPOs, and regional transportation planning organizations that represent high-risk areas.**
- Develop program of projects/strategies to reduce safety risks to vulnerable road users in areas identified as high-risk.**
- Consider Safe System Approach**
- Due to FHWA November 15, 2023**

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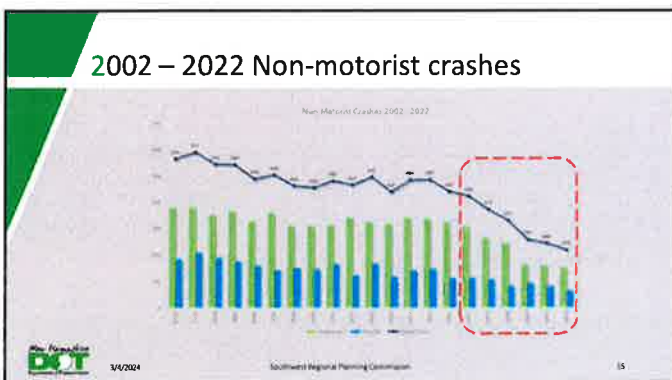
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What is a Vulnerable Road User?

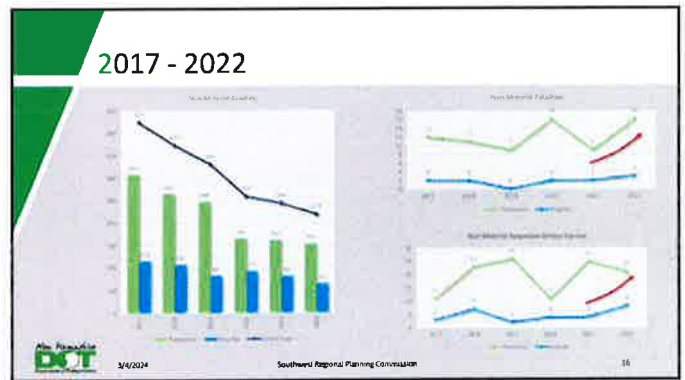
A Vulnerable Road User is defined by FHWA as “a non-motorist with a Fatality Analysis Reporting System (FARS) person attribute code for **pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedal cyclist...**” It is important to note that unlike other organizations including the National Highway Traffic Safety Administration (NHTSA) and the National Safety Council, FHWA does not include motorcyclists among VRUs.

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Crash Severity

1,850 VRU Crashes

FATALITIES	14.73	0.11
SUSPECTED SERIOUS INJURIES	117	0.28
SUSPECTED MINOR/POSSIBLE INJURIES	536	0.282
UNKNOWN	129	0.77
PROPERTY DAMAGE ONLY	380	1.47

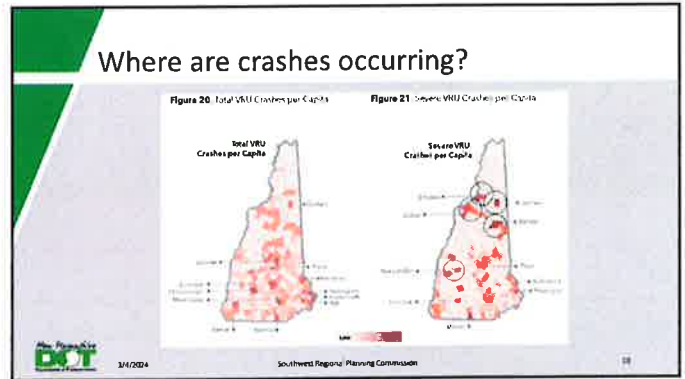
12% SEVERE (FATALITIES + SUSPECTED SERIOUS INJURIES) OF ALL CRASHES

58% of all crashes in which an injured person was reported in some degree

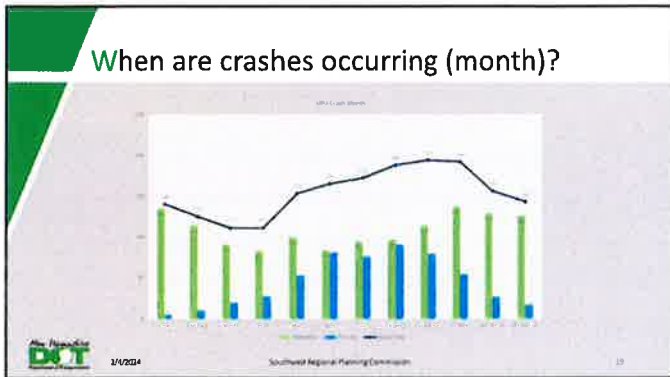
75% possible if unknown number included in injury

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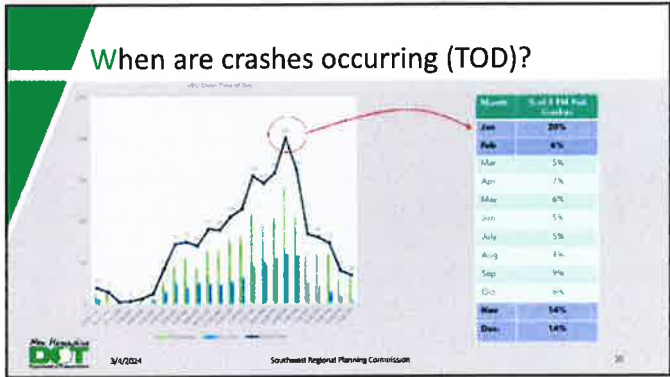
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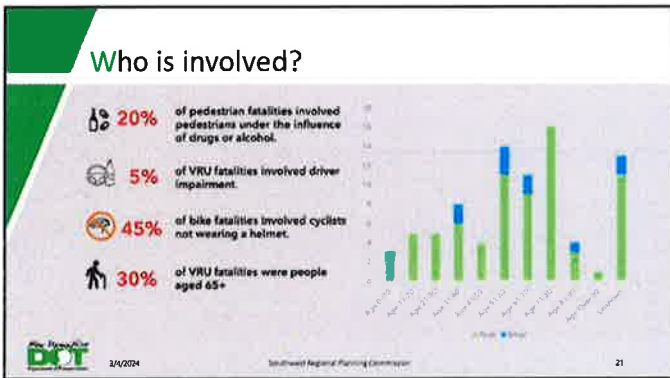
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High Injury Network (HIN)

- Federal regulations mandate that states must pinpoint areas of elevated risk for vulnerable road users as part of the Vulnerable Road User Safety Assessment. Typically, this is done by developing a High Injury Network (HIN) which identifies specific locations or corridors within a region where a disproportionately high number of severe and fatal traffic injuries occur. Once identified, these areas become top priorities for safety interventions.

3/4/2024 SouthWest Regional Planning Commission

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Vulnerable Road User Strategies

Safe Roads/Safe Speeds

- Enhance pedestrian and bicyclist safety along the high injury network.
- Identify, adopt, and encourage the use of best practices.
- Develop a series of programs intended to provide technical assistance to local entities

Safe Road Users

- Educate State, external partners, and the public about the needs of Vulnerable Road Users.

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Vulnerable Road User Strategies

Data Improvements (all five SSA elements)

- Improve data collection, data analysis, and data accessibility/transparency

Future Investments (all five SSA elements)


- Invest in pedestrian and bicyclist safety

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Road Safety Audits (RSAs)

1. Applications submitted by towns/cities in collaboration with planning commissions
2. Multi-disciplinary team evaluation of specific safety concern and development of short-, intermediate-, and long-term safety countermeasures
3. Includes "table-top" discussion and field observation
4. Helps to identify and prioritize projects funded through Highway Safety Improvement Program

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Road Safety Audits (RSAs)



8-STEP RSA Process
RSA Team
Design Team/Project Owner

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Demonstration Projects

- Short-term application of innovative design elements using temporary materials
- Allows observation of alternatives without committing permanent resources
- Facilitates public input
- Provides opportunity for objective decision-making
- Communities should coordinate with planning commissions and NHDOT (typically, Highway Maintenance district office with support from Bureau of Traffic and Office of Highway Safety/Active Transportation)

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Challenges

- Motorist behavior
- Overcoming years of "car first" highway design, construction, maintenance, and operation
- Data
 - Pedestrian and bicycle volumes
 - Crash data quantity and quality
 - Inventory data for network screening
- Reaching consensus
- Resources versus demand




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Opportunities

- Adoption (and implementation) of a Complete Streets Policy
- Collaboration with law enforcement and other highway safety partners
- Big data and Artificial Intelligence
- Dedicated funding the IJJA/BIL
- Innovative design and design alternatives
 - Intersection control (2-way to All-way STOP control)
 - Roundabouts versus traffic signal control
 - Consideration of lesser traffic level of service during peak periods

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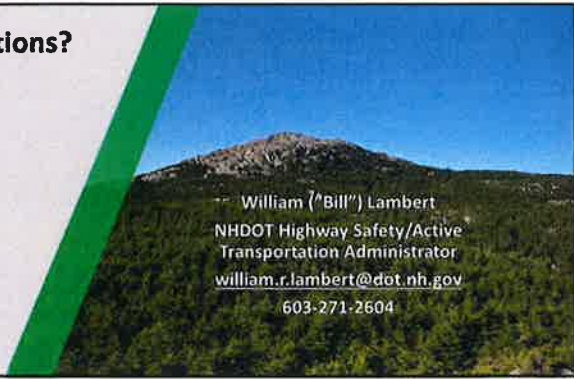
Opportunities Southwest region

- Chesterfield, NH 9 at NH 63
 - [Google Maps](#)
- Fitzwilliam, NH 12 at NH 119
 - [Google Maps](#)
- Keene
 - NH 12 at Wyman Road/Corporate Drive
 - [Google Maps](#)
 - NH 9 at Whitcomb's Mill Road
 - [Google Maps](#)
- Others?


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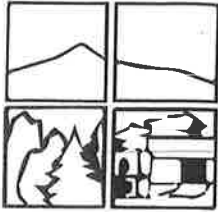
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Questions?



William ("Bill") Lambert
NHDOT Highway Safety/Active
Transportation Administrator
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Southwest Region Planning Commission

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Agenda Item III

Date: May 6, 2024
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 May 6th meeting.

- a. Draft Ten Year Transportation Improvement Plan (TYP), 2025-2034: At the time of writing, HB2024, which is the bill to adopt the draft 2025-2024 TYP, is with the NH Senate with the Transportation Committee. The NH House of Representatives Public Works and Highways Committee reviewed the bill first, conducting hearings on the bill in March and recommending that the bill ought to pass with an amendment. The Committee's amendment added four projects, restored one project and removed eight projects, among other changes. One of the projects recommended for removal is Surry Project #41470, which originally involved rehabilitating the Route 12 bridge over the Cheshire Rail Trail. A NHDOT official reported to SWRPC that the project was removed because there was local interest in adding a northbound left turning lane from NH 12 onto Dump Road. This would have required a reconstruction of the bridge, and not a rehabilitation as planned. The current bridge is not on the red list, and a reconstruction at this time is not possible based on its condition and the priority of other red listed bridges. The accepted plan is to remove the bridge from the program until it reaches a condition where replacement makes sense, and then bring the bridge back into the program at that time.
- b. Planning for an Improved Southwest NH Transit System: Since the March TAC meeting, SWRPC has completed the federal required Qualifications Based Selection procurement process for a consultant to assist with a Federal Transit Administration funded project to assist in making arrangements to identify one or more entities to sponsor or manage a new regional transit service that would expand geographically in phases starting with service to the Greater Keene area. Steadman Hill Consulting, a firm that has had substantial experience working in NH and VT including with SWRPC and Home Healthcare, Hospice and Community Services, was awarded the contract and will start in May.
- c. Monadnock Regional Coordinating Council (MRCC) and Mobility Management: During its April 16th meeting, the MRCC was given a preview of the soon to launch Keep NH Moving (KNHM) website. Expected to launch on May 1st, the KNHM website will be the official website and transportation resource directory for the NH State Coordinating Council for Community Transportation and the Regional Coordinating Councils including the MRCC. The website provides online resources for transportation users to learn about what transportation options exist in the Monadnock Region and across the state, a searchable database of transportation providers, and connections to mobility managers who can assist with meeting transportation needs. Website visitors can also find information about each RCC including membership and meeting information, regional resource documents, project updates, and

transportation providers serving the region. Over the past few months, the MRCC mobility manager has populated regional content to the website. Ultimately, the current MRCC website will be shut down once the KNHM website is fully operational.

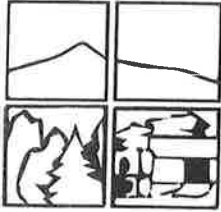
- d. Monadnock Alliance for Sustainable Transportation (MAST): At its April 17, 2024 Steering Committee meeting, MAST decided to offer a Complete Streets Implementation Grant opportunity in 2024 that will be announced later in the spring. The grant is expected to be similar to previous iterations of the program and offer support for local complete streets policy development, engineering and design, and construction projects. In other news, MAST participated in the Monadnock Earth Day Festival on April 20, 2024 in Keene where they promoted the CommuteSmart New Hampshire Spring Challenge, among other things. The Spring Challenge is held each year around the State during May, National Bike Month. Participants are challenged to avoid trips alone in their car by walking, biking, carpooling, using transit or telecommuting. More information on how to participate and win a number of free giveaways is available at commutesmartnh.org.
- e. Westmoreland Culvert and Stream Crossing Inventory: Each year, SWRPC takes on a small number of transportation-related asset management projects for member municipalities like assessments of culverts and stream crossings and road surface management system projects. Last year, Westmoreland requested a project scope and cost estimate to be developed to undertake such a comprehensive culvert inventory and assessment associated with the local road network. In March of this year, Westmoreland successfully raised local match funding for the project, a SWRPC requirement. Activities in the scope of services include meetings with local officials, field research and data collection, and the creation of maps and related inventory documents. The results will provide a number of benefits in support of hazard mitigation planning, stream and habitat restoration activities, capital improvements planning, asset management, and routine maintenance. Project costs will be covered through a combination of SWRPC's contract with NHDOT and a local contribution. Work is expected to begin in the spring following a New Hampshire Stream Crossing Initiative training on May 21st.
- f. Monadnock Region Vulnerability Assessment: Much of the Region's stormwater and roadway infrastructure (e.g. culverts and bridges), is aging and in need of repair, and does not have the capacity to handle the extreme storms and flooding experienced in recent years. Ongoing and future changes to climate are expected to compound these risks resulting in significant impacts on infrastructure and associated maintenance costs. For example, the 2021 *New Hampshire Climate Assessment* found that annual precipitation in New Hampshire has already increased 8.1 inches or 19% since 1901 and 3.7 inches or 8.7% since 1971. At the beginning of the new year, SWRPC staff kicked-off work on the region's first ever transportation infrastructure vulnerability assessment. The assessment will focus on precipitation-related impacts to publicly-owned roads, bridges and culverts. The project will use the Federal Highway Administration's Vulnerability Assessment Scoring Tool to organize and weight many factors including asset condition, age, flood history and probability of being overtopped. SWRPC also plans to summarize information about climate and weather hazards relevant to transportation infrastructure and identify both short-term and long-term strategies (including projects) to address vulnerable infrastructure. Results from the assessment are expected to be available early this summer. For more information, please contact Henry Underwood at hunderwood@swrpc.org or Jason Cooper at jcooper@swrpc.org. Sign-up for future project updates at swrpc.org/vulnerability-assessment.

- g. Environmental Protection Agency Program Development Grant: Earlier this year, the New Hampshire Department of Environmental Services (NHDES) learned they were selected for funding through the Environmental Protection Agency's Wetlands Program Development Grant. Through the award, NHDES will partner with both SWRPC and the Technology Transfer Center at UNH to collect and update stream crossing data in Marlborough and Winchester and develop a streamlined version to be used in decision-making about their maintenance and replacement. SWRPC will also work with project partners to develop a tool to prioritize this work while incorporating information about nearby wetlands. The two-year project is expected to begin in the summer and conclude by March of 2026. For more information, please contact Henry Underwood of SWRPC staff at hunderwood@swrpc.org.
- h. NHDOT and NHDES Call for Charging Sites and SWRPC EV Survey: In March, NHDOT and NHDES informed the New Hampshire regional planning commissions that they were exploring the submittal of a joint proposal for Charging and Fueling Infrastructure (CFI) funding made available by the Federal Highway Administration (FHWA). Currently available federal funding for electric vehicle supply equipment (EVSE, i.e. EV chargers) in New Hampshire is targeted at the development of alternative fuel corridors, including Routes 9 and 101 in the Monadnock Region. If awarded, this grant would help provide funding for the development of charging infrastructure in the many communities not served by these alternative fuel corridors. To strengthen their funding proposal, NHDOT and NHDES requested that the RPCs develop a list of sites and potential number of chargers that could be installed with the CFI program funding. To collect this information, and to learn more about how SWRPC can support Monadnock Region communities in their exploration of EVSE development, SWRPC developed and distributed a survey in April. TAC members are encouraged to take the survey or promote the survey in their communities. The link to the online survey is <https://forms.office.com/r/PXWNGr89dr> and can be accessed on the following SWRPC blog post: <https://www.swrpc.org/swrpc-ev-survey/>.
- i. Traffic Research Season Begins: SWRPC field staff began traffic research activities on April 26th and expect to continue the program through September 2024. This year, NHDOT provided SWRPC with a list of 116 traffic counting sites, 26 of which are intended to collect directional and vehicle classification data. These NHDOT sites are a requirement by the Federal Highway Administration for its Highway Performance Monitoring System (HPMS) program. In addition to the HPMS sites, SWRPC will collect data to address other planning and project development needs as well as take a limited number of requests from municipalities in the SWRPC planning district. SWRPC's traffic research program can assess a variety of needs including but not limited to traffic volumes, speeds, vehicle classification and turning movements, and SWRPC is able to count bicycle and pedestrian traffic as well. Municipalities interested in requesting traffic counts are asked to request data collection services through an online form that can be found on SWRPC's traffic research webpage: <https://www.swrpc.org/programs-services/transportation/traffic-research/>.

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

Recommendation

For your information.



Southwest Region Planning Commission

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Agenda Item V

Date: May 6, 2024
To: Transportation Advisory Committee
From: Staff

RE: 2027-2036 Ten Year Transportation Improvement Plan

Background

One of the key responsibilities of the SWRPC Transportation Advisory Committee is to advise SWRPC staff and its Board of Directors on regional project priorities for New Hampshire's Ten Year Transportation Improvement Plan (TYP), a plan that is updated every two years. Although the 2025-2034 TYP is not expected to be signed into law until June 2024, it is already time to start preparing for the 2027-2036 TYP.

Back in March, SWRPC began preparing for the 2027-2036 TYP by soliciting all thirty-four municipalities in the planning district for project nominations. The deadline for nominations is May 17th. In addition to soliciting project nominations, SWRPC staff have been planning other key activities in order to meet the New Hampshire Department of Transportation's expected November 2024 deadline to submit a preliminary list of regional priority projects. At the May 6th meeting, staff will provide updates on these activities, share a draft schedule for completing TYP associated milestones, and request feedback on a few topics including TAC's preferences for TYP project evaluation criteria weights and staff's proposed process for screening projects for engineering assistance.

Recommendation

Provide SWRPC staff feedback on TYP criteria weights, screening criteria for on-call engineering services and other guidance as needed.