



**North Country  
Transportation Advisory Committee Meeting  
At the  
Bethlehem Public Library  
2245 Main Street, Bethlehem, NH  
And via Zoom  
Tuesday, March 26<sup>th</sup>  
1:30PM to 3:30PM**

**AGENDA**

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1. Call to Meeting and Roll Call
2. Approve Meeting Minutes:
  - a. June 13, 2023 \*\*
  - b. August 23, 2023 \*\*
  - c. December 4<sup>th</sup>, 2023 \*\*
3. TYP Solicitation and Projects
4. Draft Public Participation Plan Objectives
5. Regional Transportation Plan Updates
6. Transportation Challenges
7. Discussion:
  - a. Funding Opportunities
  - b. NCC Field Work & Projects
  - c. Scenic Byways
  - d. Updates from Communities
8. Other Business
9. Adjourn

**Next Meeting: May (tentative)**

**\*\*Indicates vote of the TAC is required**

***An in-person quorum (7) is needed in order to conduct any votes, so please plan to attend if you are willing and able. If this is not possible, please use the information on the following page to attend virtually. While attending in-person, please wear a face covering for the duration of the meeting and keep a safe distance between yourself and others. Thank you.***

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**North Country  
Transportation Advisory Committee Meeting  
At the  
Bethlehem Public Library  
2245 Main St, Bethlehem, NH 03574  
And via Zoom  
Tuesday, June 13<sup>th</sup>, 2023  
10:30AM-12:00PM**

**MINUTES**

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1. Call to Meeting and Roll Call

The Meeting was called to order at 10:36AM.

Carl Martland, Sugar Hill  
Clayton Macdonald, Stratford  
Stan Judge, Shelburne  
Robin Irving, Lancaster  
Chuck Henderson, Senator Shaheen's office  
Ray Gorman, Colebrook  
Stephanie Weiner, Congresswoman Kuster's Office  
Paul Robitaille, Gorham  
Michele Cormier, Randolph

David Campbell, Jackson (Virtual)  
Brigitte Codling, Haverhill (Virtual)  
Jennifer Boucher, Haverhill (Virtual)  
Rosalind Page, Lisbon (Virtual)  
William Rose, NHDOT (Virtual)

2. Approve Meeting Minutes: May 9, 2023 \*\*

Two changes noted by attendees:

Stephanie: Note that my first name is with a PH.

Stan: add: "...As a result of an oilspill" to Shelburne update section on increased activity at the pumping station.

Ray Motioned to approve the minutes from the May 9<sup>th</sup>, 2023, meeting as amended.

Michele Seconded.

Motion Carried.

### 3. Regional Transportation Plan \*\*

Nick presented the Regional Transportation Plan.

Carl: Additional comments regarding the plan:

- Possibly add the details supporting the changes in behavior from COVID.
- Adding the Mountain Road, Weeks State Park to the Scenic Byways section.
- Pie Chart showing cars per person. Insert description/clarification on this data

Members discussed the different statistics and data in the plan. A note that it is imperfect data. Members wanted to see other regionally important routes included int the plan (Freight, etc.).

Nick will double check the statistics moving forward and will include member comments on the list of updates that will be done in the next fiscal year.

### 4. On-Call Engineering & Projects

Nick presented the on-call engineering services. RFQ is out now for the next 2 fiscal years.

### 5. Discussion:

#### a. Funding Opportunities

Nick presented the Funding Opportunities.

Michele: Randolph Energy Commission is moving forward with \$300,000 application for energy system improvements to the town. As a town, working on some FEMA funds dealing with Hazard Mitigation. With the Durand Rd project, anything that deals with ditching and similar, is included. Requires a 25% match.

#### b. NCC Projects

Nick provided an update to the TAC about ongoing NCC projects:

- Traffic Count Program
- SADES/RSMS
- Corridor Management Plans
- Outreach for new members



### c. Scenic Byways

Carl provided an update 5 weeks ago to the TAC about scenic byways activities.

- Corridor Management Plan update is upcoming
- Byway Enhancement Awards

Carl noted that Bethlehem town center is a byway attraction. Area includes a trail right behind and through Main street and numerous historical markers and attractions.

Stephanie: how far up do the markers go?

Carl: About a half mile. Up to the old restaurant near the golf course. A really great area to see historic markers and see the sights.

Nick: Additional information for the CMPs. Will be making one big plan including all the byways. Will also identify historic markers and scenic areas that may need improvement. Effort will include outreach to towns along the byways.

### d. Updates from Communities

David (Jackson): Working on our Capital Improvement Program. Including all our departments. Big question is how to use solar for all of our municipal facilities. Big ticket item is rebuilding the Jackson fire station and upgrading the School. Waiting for the Valley Crossing Bridge to be constructed. Should be a big impact for traffic in/around the Falls. Rain continues to destroy our roads in Jackson and NHDOT has been very active fixing roads.

Rosalind (Lisbon): Believe we successfully submitted our NBRC grant. Had some initial issues submitting but are hopeful in our beginning efforts for downtown revitalization. Nick has provided some conceptual layouts.

Jennifer (Haverhill):

- Approved for a SS4A grant to prepare a Safety Action Plan.
- Will be submitting forms for reimbursement for December storm.
- Over \$100,000 in damage.
- Beginning early stages for looking at safety plan for Police and Fire.
- Received \$1,000,000 for broadband. Looking to serve unserved customers, and will then move to
- Hoping to move a lot forward with the Selectboard.

Carl (Sugar Hill): Peak of the lupine in Sugar Hill. Stop by Pearl lake Rd.

Stan (Shelburne): Energy committee is very active. Studying improvements and upgrades to the Shelburne fire station. Specifically regarding solar power. Town is interested in Community power. Coos County produces more power than it needs, sitting with idle capacity. Member of our Energy Committee is member of state board.

Purchase of Beirut land for conservation (SPNHF). On the border of Gorham and Shelburne. Includes state forest, Appalachian corridor, and sections of the Androscoggin River.

Clayton (Stratford): Ground Array solar installation should be going forward this summer. Waiting for supply chain issues to work themselves out. Anticipate operation by the end of the summer. Municipal structures should be totally solar powered by the end of the year. Looking into the standard energy efficiency upgrades as well.

Transportation-wise: Excited about trying to get sidewalks installed and rebuilt and extended between the different areas of North Stratford Village. A Quebec company is proposing a Boston-Montreal passenger service, have promised to stop in Stratford. This would be a great incentive to put in infrastructure around the stop. An old plywood mill is nearby, which could be converted into housing. Owner of the mill asked why the stop not be at the mill, which could be mixed use development.

- Would require grade separation and many other improvements.
- Unless you build, then nothing is going to happen.

Robin (Lancaster): Submitted two projects to NBRC. Also contacted EPA and other agencies for grant funds. Big thing in Lancaster is housing. Lancaster has applied for HOP grant, currently doing community engagement.

- Clear pattern that 55+ age group do not want people moving in, and want housing to stay the same.
- Lancaster's current zoning doesn't address anything but single family homes. Needs to be addressed.
- Have a few projects that deal with new/innovative housing types. Lancaster is trying for a cottage-community that is sustainable.
- New town website. Want to include mapping updates that have been ongoing. (Tax Maps, Tie Sheets (W/S projects), and other town assets).
- Map Information has been sent off to contractor. Currently mapping service lines (Curbstops to house).
- Looking for capital funds to support a general public works building (and not Water/Sewer/EMS). Difficult to find funds for general municipal buildings.
- Zoning ordinance or downtown area requires commercial operation downstairs, but many have relocated to outside of downtown due to high rents/leases.

Ray (Colebrook): Received a grant for Public Works complex focused on solar operations. Doing a lot of planning for construction for main street for water and sewer.

Stephanie (Kuster): Not a lot from the office. Not a lot of Transportation news. Keeping tabs on things and also the Night Train.

Paul (Gorham): Big change in administration.

- Newly hired Town Manager (Peter Gagnon). Varied background.
- New road agent hired on. Came from NHDOT.
- Have been working with NHDOT on washouts along 114.
- There is huge amount of interest in Gorham. Land sales are through the roof. Four properties being advertised for almost \$1mil.
- Working on HOP Grant application for downtown parking.
- Last vacant lot downtown just been sold, and owners interested in seeing what can be done. This is inside the urban compact so developers can build to the lot lines.
- Received grants on sidewalk improvements. Looking at housing downtown. Want to encourage multi-story buildings (3-4 stories) that are mixed use. This was the historic situation.
- Major discussions on housing, workforce housing, etc. See Manufactured housing as a solution to attempt. Want to start discussing this option with the town and work through options for manufactured homes.

Robin: The manufactured homes of today are not the ones of yesterday. Many different types that are certified in different ways.

Paul: Huge segments of the population are being left out of housing market. Smaller manufactured homes are a way to provide options for everyone.

Michele (Randolph):

- Town Personnel is an issue. We lost our Road Agent to the NHDOT.
- Have a new hire for Road Agent. He is not from in-town so it may pose issues during the winter months understanding the local conditions.
- Town has joined Community Power. If it works out it will benefit the whole town.
- Selectboard has been discussing permitting for solar projects.
- Town recently applied for Special Exception requirement for free-standing solar.
- Durand Rd project will be starting this Summer. Will be doing the project in phases. Town approved up to \$2mil for 1/3<sup>rd</sup> of roadway (this phase). Structured funding to make sure it was balanced across

Members discussed how their ARPA funds have been utilized and saved for future projects and budgeting. Must be used as specific projects.

Carl: Add one thing. Just came back from England. Travelled around using trains and buses. Buses were everywhere. Was able to utilize regular VISA card to tap when getting on the bus. No bus ticket and pre-loaded card required. Very helpful and easy to use.

Paul: Big discussion with HOP discussions have been how do we get people around town if we keep developing the separate “cottage communities” or other dense developments outside of downtown. Ties into discussing how expensive vehicles have gotten. Increasingly expensive and prohibitive for low income workers. We need to stress transportation options and transit to make sure people can get to their jobs, services, and healthcare.

Nick discussed the Vehicle inspection and repair program introduced by the GCRCC and getting them established throughout Coos County.

Michele: Concord Trailways goes to Littleton and Gorham. Connects down to Boston and Concord. Nothing connects to Portsmouth and Dover. Need our northern communities to be able to get to the Main Campus of UNH. The lack of East-West transportation is a big issues in the state.

Nick will add Transit and Transportation discussion to the next agenda to have members drill down on these concerns. Could come up with new work and projects to address transit gaps and concerns.

Chuck: Were there any issues with the Blackhawk demonstration at the Berlin Airport?

Paul: No, none noted, and I was present at the entire event.

Chuck: Note on workforce, in Dover, a nursing home/residential facility had severe workforce issues. Instead of a tiny home community they did a cottage community development. Included public community center for visits and socializing. Innovative concept that is good to consider.

Michele: Conway is building a ton of hotels, but where will the workers come from? Will those hotels be filled? This could open up future housing opportunities.

6. Other Business

7. Adjourn

**Ray Motioned to adjourn.**

**Paul Seconded.**

**Motion Carried.**

**Meeting adjourned at 12:10PM**

***\*\*Indicates vote of the TAC is required***

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**North Country  
Transportation Advisory Committee Meeting  
At the  
Granite State Room  
North Country Resource Center  
629A Main Street, Lancaster, NH 03584  
And via Zoom  
Wednesday, August 23<sup>rd</sup>, 2023  
10:00AM-11:30AM**

**MINUTES**

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1. Call to Meeting and Roll Call

The meeting was called to order at 10:07AM

Paul Robitaille, Gorham  
Carl Martland, Sugar Hill  
Emily Benson, Jackson  
Robin Irving, Lancaster  
Michele Cormier, Randolph  
Ray Gorman, Colebrook (Arrived at 10:17AM)  
Rosalind Page, Lisbon (via Zoom)

Nancy Spaulding, NHDOT District 3  
Stephanie Weiner, Congresswoman Kuster's Office  
Chuck Henderson, Senator Shaheen's Office  
Nick Altonaga, NCC

Mark Gravallesse, HSH (via Zoom)  
Andrew Fabiszewski, HSH (via Zoom)  
William Rose, NHDOT (via Zoom)  
Vanessa Partington, NHDES (via Zoom)

2. Approve Meeting Minutes: June 13, 2023 \*\*

Due to lack of an in-person quorum, no official business was voted on.

### 3. NHDOT Presentation: Statewide Corridor Study

William Rose presented on the NHDOT Statewide Corridor Study Program with HSP.

- 2019-2028 TYP
- \$700k/year
- Created via 50% transfer from CMAQ

Steering Committee was organized and includes NHDOT Asset MGMT & Performance, Bureau of Environment Administrator, State Highway Safety Admin, Chief of Project MGMT, Public Transit Administrator, Bureau of Planning and Community Assistance

Goals:

- Get more strategic in project development process – Identifying challenges and opportunities earlier in the process and within the corridor context.
- Improve information available to project managers
- Understanding Traffic volumes and type
- Feedback from local stakeholders
- Better integration of multimodal opportunities into network. Be strategic vs reactive.
- Improved public input opportunities
- Improve TYP project selection process.

Raymond Gorman arrived at 10:17AM.

Andy from HSH presented on Purpose and Objectives

- Data collection
  - Road data
  - Demographic data
  - Crash Data
  - Driveway permit Data
  - Multimodal data
- Data Analysis
  - Official Routes
  - Prioritized Routes through dataset
- Prioritization
  - 85 Corridors
  - 170 Subcorridors
  - Prioritization Tool development
    - Scoring metric breakdown
      - System Preservation (20%)
      - Mobility(20%)
      - Phys road Attributes (20%)
      - Safety (25%)
      - Socioeconomic (15%)

Carl: It looks like the corridors are all individual State or US highways?

- William: 85 of the non-tier-1 roadways. Tier-2 and below. 170 sub-corridors will be the main level of analysis. Will be combining many of the smaller corridors into a single corridor study.

Carl: Can see now why the RTP has been organized around Corridors. Have had back and forth conversations about what the definition of a corridor is. Importance of Tourism and scenic byways. Need to discuss the multi-modal nature of these roads.

Emily: Appreciate the data-focused presentation. When will the online tool be available online?

- William: No date specifically in mind right now to release to the public.

Emily: Interested to see the change in data over the last few years. Would be interested if that was involved in the program?

- William: We are looking at the data changes over time. Especially for AADT trends statewide.

Robin: Lancaster has been behind data-wise. We recently received funding for data mapping. Will this data be available for us to have an overlay in our system?

- Andy: We can release our GIS layers to you. Many of these datapoints are also available on the NHDOT online system.
- William: All the data we are using is pre-existing within our system. We can work with you or have you work with our Mapping and data team.

Michele: Comment on how the corridors are prioritized. Tend to be bottom-heavy for the state with Manchester and southern areas. Is the data weighted so that corridors across the state are given a fair assessment and balancing?

- William: Traffic volume and population density account for only 10% of the weights, so there is a lot more that comes into the analysis.

Paul: What is the weighting for socioeconomics?

Nick: Does this make the corridors in the RTP obsolete?

- William: No, we have used the initial RTP work done by the regions to help frame this. Think that you should continue with your updates in the way you have already been framing them.

Paul: Are traffic patterns in neighboring states along Corridors taken into account?

- William: Yes, that will be included. We had a few greyed out corridors that have to do with the Freight network. In terms of overall impact, we are looking at all vehicle types.

#### 4. On-Call Engineering Update

Nick reported on where NCC is with the process. Hope to have master agreement approved soon, and can then begin working on Task Orders for current on-call requests.

#### 5. Rural Transportation Challenges

Paul: There are more and more people who are having difficulties with work and life due to vehicle price of repairs and operation. Small taxi services have popped up. Finding a way to get to medical appointments



Stephanie: What is the proper forum for these types of conversations? Have seen some misses and have difficulties with local or regional providers. People are being turned down due to the pre-qualified transportation distances.

Robin: People are sacrificing their private vehicles to fit into their housing options.

Vanessa: Came from background of transitional housing that helped with hospital patients. Even in Concord, there were many misses and gaps in services when arranging Medicaid trips. Even more of a conversation for rural region.

Topics for inclusion in next discussion re: transportation challenges:

- Transportation needs
- Human services
- Housing
- Medical services
- Jails

Emily: Gibson Center has an AARP Age Friendly Communities grant that encompasses 8 communities in the region.

6. Discussion:

a. Funding Opportunities

Nick presented the summary of funding opportunities and that are available. He is willing to assist towns with any possible projects that may want to apply for.

Paul: Could you find any information about the updated EV Charging plans? Heard that a lot of funding is going to Effingham.

NHDES Funding opportunities:

- Granite State Clean Fleets (open until 10/13)
  - \$10,000,000 available
  - Local government eligible
  - Competitive selection
  - Different levels of reimbursement/cost coverage
- NH Clean Diesel Grant (Due 9/15)
  - \$800,000 available
  - Businesses and local government eligible
  - Different levels of funding reimbursement/cost coverage

Vanessa provided her email and some links via the Zoom chat for active NHDES grant programs:

- [Vanessa.k.partington@des.nh.gov](mailto:Vanessa.k.partington@des.nh.gov)
- Granite State Clean Fleets (VW Trust funding) <https://www.des.nh.gov/business-and-community/loans-and-grants/volkswagen-mitigation-trust>
- NH Clean Diesel Grant Program - <https://www.des.nh.gov/business-and-community/loans-and-grants/dera>

Emily: Would a non-state road bridge be eligible for funding?

Nancy: Merrimack County Extension services is assisting in the replacement of a bridge. May be good to reach out to Extension services for possible opportunities.

Michele: Could look into NHDES or FEMA if it impacts the natural environment and river systems etc.

Nancy: NHDES ARM funds are also a possible option.

#### b. NCC Projects

Nick provided general updates about NCC activities:

- Traffic Counts are ongoing.
- NCC can help with RSMS and SADES programs
- Excited about upcoming Bethlehem traffic calming pop-up. Trying to get it done right!

#### c. Scenic Byways

Carl: Updating the Corridor management Plans. Byway Enhancement Awards are open, feel free to apply on behalf of a local group that has done byways work. Dick Mallion passed away earlier this year. Byways Chair Mike Bruno has asked Carl to replace Dick.

#### d. Updates from Communities

Rosalind (Lisbon): Nothing to report today.

Ray (Colebrook): Business as usual. Main Street project with NHDOT. Water and sewer projects ongoing (NHDES). Moving forward.

Carl (Sugar Hill): Just received the reports on engineering costs for replacing sidewalks in the village and costs for updating the area around the historic marker at Lover's Lane. Sidewalk through the center of town costs \$2mil. Cost for Lover's Lane also sizeable.

Chuck: Have been working closely with Whitefield on Union Street Rehabilitation project. NHDOT engineer Kevin Russell has been a huge help. Congressionally designated funding to fix a nasty drainage and road issue.

Emily (Jackson): Lucky with rest of summer rains. Fire station renovation project continues, will be having open houses every Tuesday morning for month of September and October. MWV Bike Path is now open. PB is working on the capital improvement plan.

Robin (Lancaster):

- Rebranding of the town(new signage, etc.). New website with branding. Intern working with CEDC helped with these signs for broader signage AND for wayfinding signs. Want to have any signs along NHDOT right of way reviewed by NHDOT officials.
- Bike racks for town, first discussed during the Ride & Rack program.

- US3 off of Page Hill Rd: Seeking funding to have intersection reengineered to remove traffic island.

Michele (Randolph)

- Durand Rd is being rebuilt. Still mostly on schedule. Current phase should be completed by end of October. Have included a significant amount of ditching with the project. Will be applying for FEMA mitigation funds to support it.
- Restarting the conversation about the Appalachia trailhead and toilets. Want to get partners involved. Hope to have Chuck assist with finding capital costs.
- Question for NHDOT: We have a subdivision that the access will be off of US2. Is it appropriate for the town to ask if the new lots have a combined access point versus multiple? Is this something that NHDOT should step into early?

Nancy: Important to get in touch with District 1 Engineer. James McMahon is Assistant District Engineer. Good for the town to be proactive. There are access points that can be granted, but this will mostly be based off of the lot dimensions and sight distance. Note on shared access: Can have many issues. Need to have very SPECIFIC and CLEAR language for any shared access.

Robin: I copy all site plans and designs along state routes to NHDOT. Good to get their input at that stage.

William: Department does also have an official tool (MOU) to help procedurally work with the town on those driveway permit applications.

Nancy (District 3): July 16<sup>th</sup>, great damage along 140 with storms. Thankful for local contractors to step up and work with all different bureaus and officials to get things fixed. The neighbor-helping-neighbor aspect of the needs really helped get the work accomplished.

Stephanie (Kuster's Office): Touch on a slightly different point. A meeting in Berlin over the summer regarding overdoses. Highlighted the importance of collaboration. Really need to have a multi-department/organizational response to major issues.

- See a multi-group/organization approach to transportation. Need to widen the circle of engagement to assist with Transit and transportation challenges.
- Want to reiterate that we want to hear from local representatives and stakeholders on their issues.

Paul (Gorham): Very successful tourist season for Gorham. I cannot imagine that traffic counts are down. Number of wash-outs along 16 from the recent storms. NHDOT have been great with fixing these problems. With new economic growth in Gorham, anticipate growing pains.

Members discussed the major recreation and tourism traffic at specific sites (Franconia Notch State park, Cog Railway, etc.)

Robin: Has there been more planning done for the Eclipse?

Ray: We have not had much movement on planning since last meeting.

Stephanie: I heard that the Bureau of Safety has taken a main role in planning for the Eclipse.

Members discussed the different groups involved and the different work being done to plan and prepare for the 2024 Eclipse. North Country Health Consortium and a number of the other public health networks are lacking an emergency management coordinator.

#### 7. Other Business

Today is the Kickoff meeting for the 2025-2034 TYP Process. GACIT is meeting today in Hampton. The NHDOT will be presenting the draft TYP to the committee. Schedule anticipated to be 24 meetings throughout September and October.

#### 8. Adjourn

Robin Motioned  
Carl Seconded  
Motion Carried.

Meeting Adjourned at 11:56AM

#### **Next Meeting: October (tentative)**

**\*\*Indicates vote of the TAC is required**

***An in-person quorum (7) is needed in order to conduct any votes, so please plan to attend if you are willing and able. If this is not possible, please use the information on the following page to attend virtually. While attending in-person, please wear a face covering for the duration of the meeting and keep a safe distance between yourself and others. Thank you.***

Join Zoom Meeting

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Meeting ID: 874 5447 3883



**North Country  
Transportation Advisory Committee Meeting  
At the  
AHEAD Conference Room  
262 Cottage St., Littleton, NH 03561  
And via Zoom  
Monday, December 4<sup>th</sup>, 2023  
1:00PM to 3:00PM**

**Minutes**

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1. Call to Meeting and Roll Call

Due to poor weather, the meeting was held primarily virtually. Nick Altonaga was present at the venue in case any members did not receive the notification of a remote meeting.

Paul Robitaille – Gorham  
Robin Irving – Lancaster  
Marc Decoteau – Waterville Valley  
Emily Bensen – Jackson  
Mary Moritz – Bethlehem  
Carl Martland – Sugar Hill  
Stanley Judge – Shelburne  
Michele Cormier – Randolph  
Rosalind Page – Lisbon  
Doug Damko – Littleton

Tala Silver – Region 1 Mobility Manager  
Chuck Henderson – Senator Shaheen’s Office  
Vanessa Partington - NHDES  
Krishna, Kanapareddy – NADO  
Ross Wood – NHDOT District 2 Assistant District Engineer  
William Rose – NHDOT  
Stephanie Weiner – Congresswoman Kuster’s Office

The meeting was called to order at 1:02PM.

2. Approve Meeting Minutes:  
a. June 13, 2023 \*\*

b. August 23, 2023 \*\*

Due to the lack of a quorum, discussion of the meeting minutes will be added to the agenda for the next TAC meeting.

3. Review Final Overage Amount for 2025-2034 TYP Projects\*\*

Nick presented the TYP overage information.

William noted that there is a local match by Gorham, should be factored into the overage information.

4. Rural Transportation Challenges

Nick presented the NADO Task 4 and proposed project deliverables.

Emily: have you reached out to the regional senior centers? Gibson Center and CCRSVP?

- Gibson Center for Senior Services serving MWV and western Maine: <https://www.gibsoncenter.org/transportation/> Marianne Jackson Executive Director, but will soon be new ED David Smolen: [execdirector@gibsoncenter.org](mailto:execdirector@gibsoncenter.org)
- Carroll County RSVP: <http://www.carrollcountyrsvp.org> (Best person to contact Mary Seavey)

Paul: ALL senior centers in the entire region should be looked at. There is the inability of people to access medical facilities and appointments due to a lack of transportation options.

Krishna: Hopes to develop pamphlets for bus racks and for vehicles. They are working with the local transportation providers and will touch base with Nick A to consult on how best to move forward.

Stephanie: An avenue to include is that when patients leave a hospital or doctor's office, many of them leave with follow-up paperwork. Suggested someone could coordinate with the hospital system to add bullet point notes at bottom of page/handout with information for transportation resources for appointments.

- Krishna supports the idea and will report that back to the group.

Emily: "I have also been curious about ways to leverage Uber or Lyft models to be able to compensate volunteers as well as dealing with liability/insurance for drivers."

- Just helping people around town and assisting with Gibson Center and RSVP, reducing redundancy and costs would be huge.

Tala: Teri Palmer, State Mobility Manager trying to implement Uber Health, is having difficulties due to rural nature.

- Compensation needs to be refined and determined.
- At a recent mobility management meeting, they discussed the statewide website that will be a resource for programs across the state. Will get some follow-up information.

Nick presented the idea that "Neighbor helping Neighbor" has been a much more popular idea than the top-down Uber approach.

## 5. NHDES Electric Charging Funding

Vanessa Partington:

- NHDES is working towards a community and fueling infrastructure (CFI) community grant program. NHDES applied in June for \$10million.
- If awarded, we plan to implement a community grant program (80/20 type) for community charging, corridors etc.
- Have established priority areas including rural, underserved, commerce centers, etc.).
- Eligibility – EV chargers, 4 EVs at once, Chargers must be fast chargers.
- Recent public listening session on 10/26 and took feedback. They are analyzing feedback and are developing a website.
- Awaiting word from FHWA on grant. Once funding is approved, they will be working on an RFP to send out to communities.
  - <https://www.des.nh.gov/business-and-community/loans-and-grants/community-electric-vehicle-charging-grant-program>
  - Vanessa Partington Vanessa.k.partington@des.nh.gov / 603-271-8330

Robin: A business in Lancaster received some VW funds.

- Under zoning, EV Charging does not qualify as a structure, we have decided to have property owners and businesses develop a site plan.
- Current conversation on Planning listserv is discussing how charging stations require full site plan review: We would rather fast track these as we are behind, and we are so close to the Canadian border.

Paul: Gorham was once on the list of spots for EVs, but is no longer on there. Is curious as to what happened with that.

Tala: There is a charging station (relatively new) in Colebrook at the IGA

Vanessa: NHDES community charging grant will be more flexible than the originally stated funds.

Robin: One of the conditions of approval mentioned during discussions is training for fire and emergency response services for hazards at charging stations. Not a lot of the North Country area is covered.

- Emily: There are trainings going on for Firefighters and EMS to be aware of the increased amount of these vehicles on the road.

## 6. Discussion:

### a. Funding Opportunities

Nick presented the different funding sources. Emily asked Nick to send just the grants after the meeting.

### b. NCC Projects

Bethlehem Pop-Up

- Went very well. A lot of good data and observations made.

- Presented our final report at the Selectboard a few weeks ago. They are interested in implementing traffic calming measures long term.

On-Call Engineering:

- Currently two requests submitted.
- Met with Engineer last week to go over some questions about the requests.
- Anticipating draft Task Orders this week or next.

Robin: Intersection of Page Hill and Route 3.

- Nick: I will send an updated Request form.

Emily: can I have that form as well?

- Nick: Yes, no problem.

Traffic Count Program:

- Only missed about 5 counts. Asked to be notified if there are any other local spots to add to our list for next year.

Ten-Year Plan – other updates:

- GACIT hearings took place.

Town of Gorham is very interested in the Jefferson project. Worried that Jefferson-Bowman project was removed in favor of I-293 project. Have seen a history of funds reallocated from North Country projects when Southern NH priorities change.

Jefferson-Randolph Project:

- Concerned that there may be a lot of political pushing behind the scenes to kill the project. Route 2 is the major access for the region to I-93 and it is very important to rebuild it.
- Hoping to receive an update on the project and where it is.

Nick will check on the status of the project and where it is in the process.

c. Scenic Byways

- Nick shared the NCSBC update document.
- Carl presented the update.

2015 CMP update in process. – 2015 plan is largely fulfilled. Detailed document is ready for review.

- Byway Enhancement Award – New Attraction Award: Lisbon Area historical Society Museum building
- Byway Enhancement Award – Stratford Grange upgrade and renovation. Now an enticement place for travelers to stop.
- Byway Read the Marker Award – Stratford Log Drives – marker situated right next to the river near kiosk for Stratford River launch and picnic area.

Stewardship reports –

- Carl has been appointed Chief Steward. Will be working to regularly travel the byways.
  - Big question is SHOULD sections still be considered scenic byways?



- What are the SAFETY issues?

Byways Council meeting early next year. Hoping to have some Federal funding for byways.

Robin: Town of Lancaster got an intern to do a wayfinding project for the town.

- Will probably put forward a warrant article to pay for signage.
- Downtown, the walking trails, and other areas that we would like to tie in. (historical markers)

Carl: the state historical markers are a specific state process.

- There is a specific application need from the local level.
- Thornton has a historical society and they have put out a dozen or so markers around town.
  - <https://camptonhistorical.org/site-markers/>

Robin: Wants to que QR Codes to display different languages.

#### d. Updates from Communities

Paul (Gorham)

- Working on the HOP Grant (including a parking study).
  - This has led us to a major study of Railroad street and how to utilize housing in the downtown area. All of those buildings were built a long time ago and had no parking.
  - Zoning code has made it difficult to have long term rentals due to lack of parking.
    - Revamping if the zoning and parking ordinances has allowed greater flexibility for land uses, especially for residences.
    - Current idea is to use railroad street for on-street parking for the adjacent apartments. Hoping to incentivize more housing development in the downtown area.
- Want to thank North Country Council (Kaela Taveres, Tara Bamford).
- Hoping to see more home sales and long term residential use.

Mary (Bethlehem): How has parking permitting been received by businesses and residents?

- Paul: it is a new concept that is difficult for some. People in smaller towns see paid parking unheard of. Reaction has been mixed, but conversations are progressing. There are some people who do not want to see ANY change, but decades ago there were a few hundred people who lived in the downtown area. Would increase business traffic and activity downtown. Might be a model for other areas.

Tala: How are the parking spots labelled or signed?

- Paul: Plan is to have them designated/marked for each building. Windshield stickers.

Mary (Bethlehem)

- Traffic Calming project was a huge success and was a lot of work for NCC.
- Was a huge success due to the data we can use to update main Street.
  - Main St has been a huge safety concern.
- Bethlehem is also participating in the Housing grant and is investigating ADUs and other housing types.
- Met briefly with TCCAP to discuss transportation issues in the Fall.

- Happy to see the active conversation about senior transportation.
  - Would be great to see more workforce transportation .

Emily (Jackson):

- Planning Board has been wrapped up in CIP process.
- Lots of outreach to town departments.
  - Part of it has been work upgrading our Fire Station.
  - Interesting study on northern NH towns located close to libraries.
    - Offered to share data.
- New town administrator, Julie Hoyt stepped up from assistant role.

Black Mountain Ski Area is re-opening in town.

- Looking at EV Charging stations and affordable housing options.
  - Very interesting efforts.

Robin (Lancaster):

- Working on the HOP grant.
  - 26 new units in downtown area alone.
    - It will create parking issues eventually.
    - Have been trying to look for alternatives on behalf of landlords for parking.
    - Town's position is that parking will not be restricted to tenants or private groups.
- As seen on the news, Covered Bridges have been in disrepair.
  - Mount Orne Bridge is partially closed off until repairs are completed.
  - Looking for some solutions to that.
    - Trying to convince the town manager to shut the bridges down to motor vehicles and limit to pedestrians and snowmobiles, ATVs.
- We also have the Water and Sewer project.
  - Heading towards a warrant article.

Doug (Littleton):

- Littleton Selectboard has done EV charging updates.
  - Added parking by renovating and demolishing an existing vacant structure.
- Some issues with enforcement of parking.
  - Police issued an overnight parking permitting program that will go into effect Jan. 1<sup>st</sup>.
    - Meant to control parking.
    - Lot of 2<sup>nd</sup> and 3<sup>rd</sup> story apartments to help control overnight lot users.
- Sidewalk project (TAP) is long delayed. Has had a lot of challenges getting it implemented.
  - Working with NHDOT to get that project revised accordingly.
- Have applied for a RAISE Grant and CDS grant to continue 2009/2010 implementation for Main Street.

Mark (Waterville Valley):

- Walkability project completed this summer. A little over a mile of resurfacing of local roads and inclusion of multi-use pedestrian bike path. Multi-use path replaced sidewalks or installed new sidewalks. Huge improvement for pedestrians.

- Working with Planning Board and Selectboard to choose the next section to install a similar system/design. The design uses removeable plastic delineators that will help with traffic coming off of route 49.
  - Have had a good reaction/impact on traffic slowing down coming into town.
  - The area along Valley Rd used to see 40-50+ MPH before the work.
  - Confident that it will help control traffic speeds.
- Next spring, the town will determine how many delineators will be re-installed but are ready to install them along the entire multi-use path, giving pedestrians a lot more room to walk.

Moving forward, working on HOP Grant, plan to have zoning amendments related to parking. A conceptual plan is in front of the Planning board for a multi-unit housing building (~20 individual apartments) located in a spot close to the multi-use path. Intended for locals and employees. Parking is a very controversial item in town, so unsure if changes will take place. (it is for reducing parking requirements to multi-unit developments). HOP Grant discussions have also dealt with setbacks especially LMI level housing. More affordable housing than the million-dollar condos than we have seen in town lately. Working to get relief from setbacks to open more areas for housing.

Will work with Nick to get more residential areas connected by sidewalks. If more areas are serviced with this type of design, we can connect residences and trails.

- Could greatly increase bike and pedestrian use.

Carl (Sugar Hill):

- Correcting the note about Thronton,
  - CAMPTON has 15 historical markers and has a website that shows the information.
- Engineering has been done for sidewalks throughout the town center area, as well as improvements for Ski School historical marker and scenic viewsheds.
- To get a scenic parking area, it will most likely be on private land.
  - Makes sense to have an official parking area instead of piecemeal illegal parking. Iris farm (THE View),

Nick: Also met with the Selectboard of Sugar Hill to implement the engineering designs completed earlier this year.

Carl: Interesting to see the result of the Waterville Valley approach.

Mark:

- A lot less expense than a curbed sidewalk.
- It may take some work from our Police Department to make sure people won't travel in it.
  - Should give 7-8ft of area for pedestrians to walk in.
  - It will involve some breaking some perceptions about walking against traffic.
  - Even now people have started to use it.
    - With the first big snow storm, we will see how people use it in the winter and plowing operations.

Nick will provide the image to the group.

Stan (Shelburne): Primary issues looking right now.

- FERC has completed receiving input re: relicensing for dam.
  - Releasing an environmental impact statement shortly.
    - Town is eager to provide comments.
    - Especially concerned about lack of public use sites around area under company's control.
- The Energy Committee is active and trying to increase solar permitting.
- The task force continues to work on updating and replacing Fire Stations.
  - Anxious budget times.
    - Our valuation has gone down \$8mil.
    - Otherwise, seem to be active on the local items.
- Interested in the WV road approach, especially re: North Road which has had increasing pedestrian and bicycle use.
  - NHDOT just released a memo about the walkability of town roads.

Rosalind (Lisbon):

- A lot of private landowners are renovating their multi-family buildings.
- Selectboard has finally recognized that they need to up their game with downtown infrastructure.
  - Will be spearheading the search for grant funding to support revitalization studies and work to help downtown activities.
  - Will follow-up with NCC for support.
- Conservation Commission is getting energized about focusing on Ammonoosuc river to do grant funding for boat launches.

Ross (District 2): No specific updates. We have started our winter maintenance operations. Front and center of those in the office.

Stephanie: Looking forward to wrapping up the stage.

## 7. Other Business

The Group had no other business to report.

## 8. Adjourn

**Meeting adjourned at 3:02PM**

**Next Meeting: February (tentative)**

*\*\*Indicates vote of the TAC is required*

***An in-person quorum (7) is needed in order to conduct any votes, so please plan to attend if you are willing and able. If this is not possible, please use the information on the following page to attend virtually. While attending in-person, please wear a face covering for the duration of the meeting and keep a safe distance between yourself and others. Thank you.***

# Ten-Year Plan Process

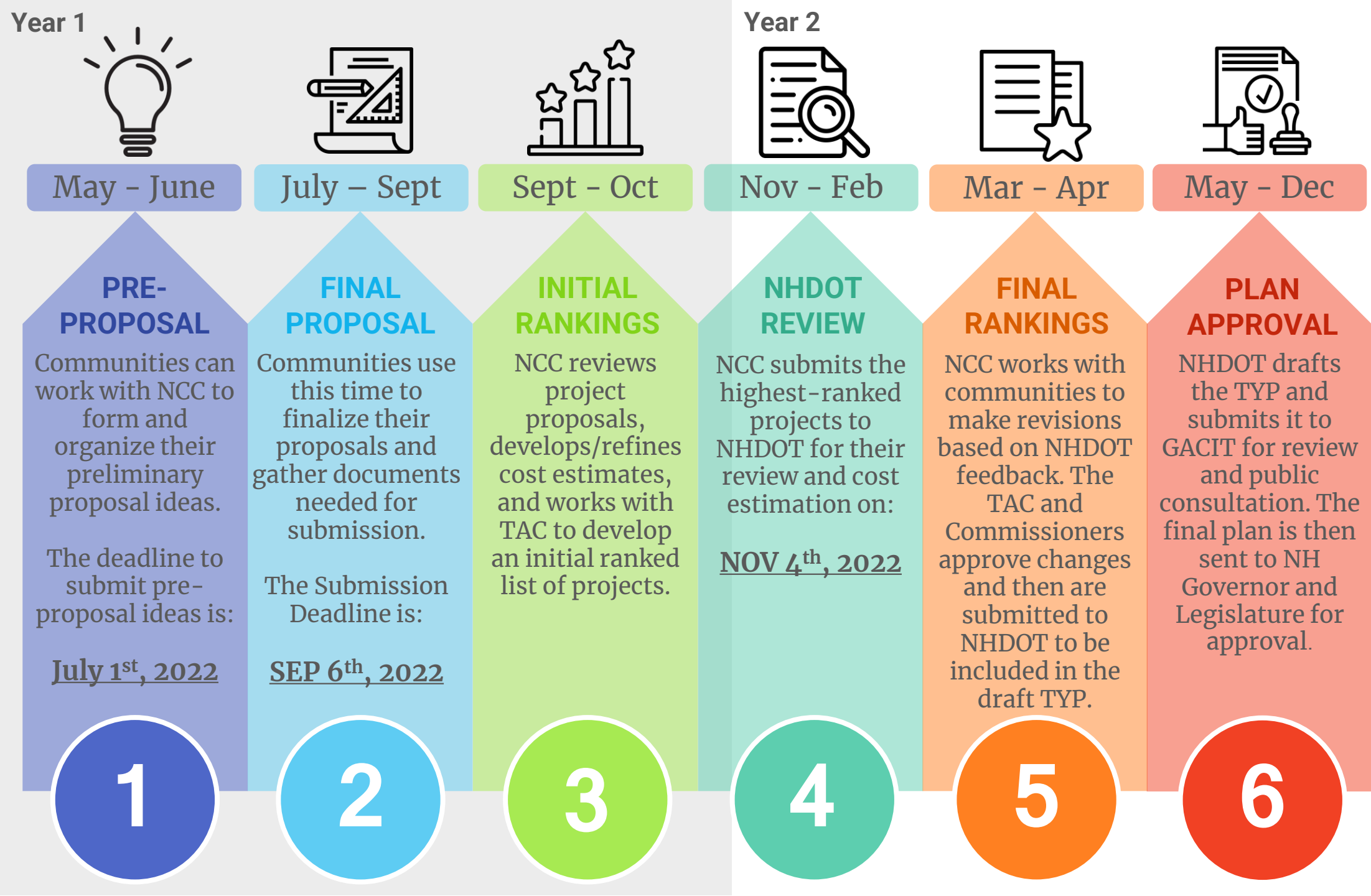
**TYP**  
Ten-Year Plan

**NCC**  
North Country Council

**TAC**  
Transportation Advisory Committee

**NHDOT**  
New Hampshire Department of Transportation

**GACIT**  
Governor's Advisory Commission on Intermodal Transportation



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

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

### REGIONAL EVALUATION CONSIDERATIONS

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.*

### POTENTIAL RESOURCES & DATA SOURCES

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

**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

### 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?

### 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?

## POTENTIAL RESOURCES & DATA SOURCES

### 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*

### 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.



**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

### 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?

### 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?"

## POTENTIAL RESOURCES & DATA SOURCES

### 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

### 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:** 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](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.

**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

#### Motor Vehicles

#### IMPACT

- 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)?

### 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.

## 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.)

**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

### 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)?

### 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?

## POTENTIAL RESOURCES & DATA SOURCES

### 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

### 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](http://www.nccouncil.org/wp-content/uploads/2019/08/NCC-Stream-Crossing-Guide_FINAL.pdf)

**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

**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.



**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/](http://www.cmfclearinghouse.org/))
- AASHTO Highway Safety Manual ([www.highwaysafetymanual.org/](http://www.highwaysafetymanual.org/))
- Completed or pending Road Safety Audits
- FHWA Proven Safety Countermeasures ([www.safety.fhwa.dot.gov/provencountermeasures/](http://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/](https://safety.fhwa.dot.gov/ped_bike/step/resources/))
- Crash Modification Factor Clearinghouse ([www.cmfclearinghouse.org/](http://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/](http://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) 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.



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

## REGIONAL EVALUATION CONSIDERATIONS

### Support

NEED

#### Local Support

- 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.

#### Regional Support

- 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.

#### Statewide Support

- 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.

#### Emergent Needs

- Does the project address an emergent need(s) (*identified after the previous TYP project solicitation*) that could have significant regional impacts if not addressed?

#### Public Involvement

- Has there been recent public discussion or input opportunities regarding this project?
- Do recent public input/discussions show support for the project?

## POTENTIAL RESOURCES & DATA SOURCES

### Resources:

#### Local Support

- Master Plan
- Capital Improvements Plan
- Hazard Mitigation Plan
- Other local plan (Bike-Ped Plan, Sub-Area Plan, etc)
- NHDOT Road Safety Audit reports

#### Regional Support

- 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

#### Statewide Support

- *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*

#### Emergent Needs

Emergent issue/need is documented by one or more of the following:

- Letter from NHDOT District Engineer
- Letters from municipal boards or committees
- Letters from subject-area experts
- Results of studies and assessments

#### Public Involvement

- Minutes and meeting summaries from local board meetings and/or community outreach events
- Other documentation of public involvement

# PUBLIC PARTICIPATION PLAN: TRANSPORTATION PLANNING



**NORTH COUNTRY  
COUNCIL**

Prepared By:

North Country Council  
161 Main Street | Littleton, NH | 03561  
[www.nccouncil.org](http://www.nccouncil.org)

# Contents

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<b>Introduction.....</b>	<b>2</b>
About .....	2
Purpose .....	2
Public Participation Plans.....	3
Opportunities for Participation .....	3
How Public Input Fits into the Planning Process .....	4
<b>Barriers to Participation .....</b>	<b>5</b>
Population & Age .....	5
Minority Populations .....	7
Persons with Disabilities.....	8
Income.....	9
<b>Public Engagement Goals and Objectives .....</b>	<b>9</b>
<b>Public Engagement Goals .....</b>	<b>10</b>
Distribution of Information .....	11
Organization of Meetings .....	11
Accessibility and Equity.....	12
Addressing Public Input.....	12
<b>Resources &amp; Participation Information .....</b>	<b>12</b>
Planning Guidance & Information.....	12

# Introduction

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## About

North Country Council is a Regional Planning Commission covering the North Country of New Hampshire. The region includes all of Coos County and parts of Grafton and Carroll Counties. There are a total of 50 communities and 25 unincorporated places within North Country Council's region.



## Purpose

North Country Council serves as the collective voice for the region's communities in their dealings with state and federal agencies by representing and protecting local and regional interests. North Country Council's mission is to encourage effective community and regional planning in order to achieve goals of economic growth and enhanced quality of life. This is accomplished by providing information, technical assistance, and regional advocacy to the communities within the region.

### **The transportation objectives of North Country Council are:**

- I. To help solve regional transportation issues by providing a unified voice for the communities within the region.
- II. To encourage intergovernmental coordination, linking local, state, and federal government for effective transportation planning.
- III. To promote widespread public understanding and discussion of transportation topics and problems.
- IV. To identify the needs of the towns and counties and propose projects to satisfy such needs.
- V. To provide transportation planning assistance to local communities when requested and when feasible within budget and staff resources.

## Public Participation Plans

A Public Participation Plan (PPP) guides how an organization uses input from the public and how the organization responds to that input. This PPP was developed as part of North Country Council's Unified Planning Work Program (UPWP) and focuses on the process for input from the public about transportation planning within the region.

The primary purpose of collecting public input is to identify the needs and goals of both individual communities and the region as a whole. The input collected as part of this PPP is to identify the transportation project needs and priorities of the region.

Public input is important because it highlights the public opinion for proposed plans or projects and helps identify new projects. Public opinion, specifically when the public is supportive, assists in receiving funding for projects. In addition, public participation enhances the accuracy of regional plans and documents developed by North Country Council.

## Opportunities for Participation

There are a number of opportunities in which the public can get involved in the transportation planning process.

The Transportation Advisory Committee (TAC) is a group of community representatives who have been appointed by their community's select board that meet every other month to discuss transportation planning topics, issues, and needs within the region. The TAC typically meets every other month.

Other groups that meet include the Regional Coordinating Councils (RCCs), which is made up of transit providers who meet together to coordinate the transit services available within the region. There are two RCCs within the North Country Council planning region. Region 1 consists of all of Coos County and the northern portion of Grafton County. Region 1 is known as the Grafton-Coos Coordinating Council (GCRCC) and typically meets quarterly. Region 2 covers the entirety of Carroll County and is known as the Carroll County Regional Coordinating Council (CCRCC). The CCRCC typically meets every other month.

## How Public Input Fits into the Planning Process

At every step North Country Council is available to help participants contribute to the planning processes, whether is it through information sharing, opportunities of input, and implementation which includes public input.

- Review of most recent plan by the public prior to engagement.
  - Familiarize yourself with what's already been done and how well prior policies or investments are performing.
- Call to action for public input by Regional Planning Commission.
  - Release of online and in-person public engagement opportunities.
- Sharing of information from public input findings.
  - Release of public input summary report, outlining the demographics and top priorities of respondents.
- Incorporation of public input into policy draft or project details.
  - Using input from the public, planning commissions are able to better inform the policies and projects they implement.
- Policy or project implementation.
  - Policy documents and projects are more robust and community specific when equipped with public input.





## Barriers to Participation

---

There are a variety of reasons that individuals may not participate such as:

- Work schedules.
- Weather events.
- Not knowing about the meetings.
- Lack of broadband access.
- Feeling like their input won't make a difference.

It is important to minimize these barriers to increase participation by widely advertising outreach events, giving a variety of options for participation, and finding ways to engage more stakeholders.

In addition to these individuals, there are certain groups of people who face additional barriers to participation. Examples may include, but are not limited to the following barriers:

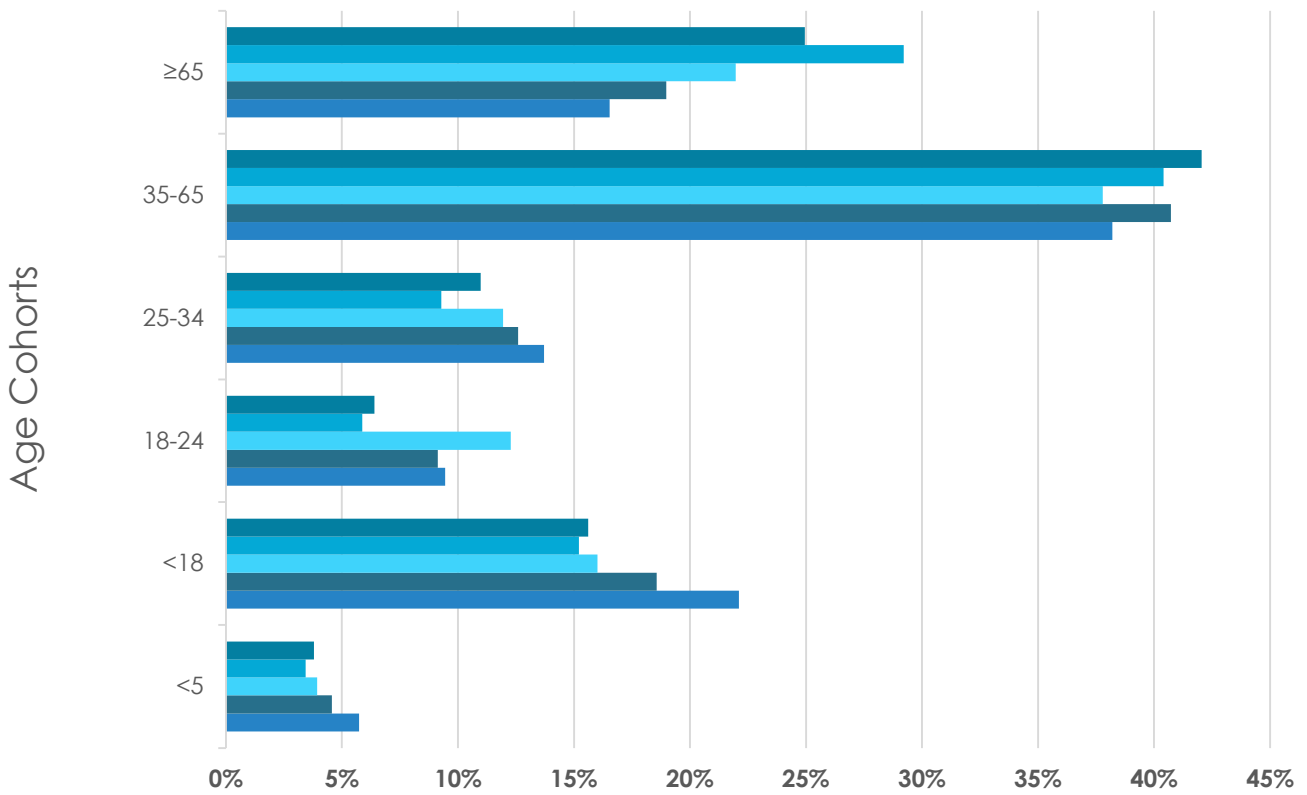
- Older adults.
- Minority groups.
- Persons with disabilities.
- Lower incomes and poverty.
- Youth.

In this document, North Country Council identifies ways to engage the public to ensure that everyone, including those affected by barriers to involvement, have an opportunity to participate in the planning process.

### Population & Age

New Hampshire has an older population than the country's average. Additionally, the counties of Grafton, Carroll, and Coos all have greater population cohorts over 65 years of age than the state average. Therefore, it is recognized that there are likely more members of the public within our region that may experience barriers to participation due to age. These barriers may include inability to drive, difficulty accessing locations that are not ADA accessible, lack of skill or knowledge to participate in online formats, or medical conditions that do not allow them to leave their homes.

Location	Median Age	<5	<18	18-24	25-34	35-65	>65
United States	39	19,004,925	73,213,705	31,282,896	45,388,153	126,475,191	54,737,648
New Hampshire	43	62,919	256,188	173,694	173,694	561,910	261,749
Grafton County	44	3,573	14,548	11,146	10,855	34,333	19,954
Carroll County	54	1,739	7,710	2,977	4,705	20,482	14,805
Coos County	50	1,191	4,907	2,012	3,453	13,218	7,840



	<5	<18	18-24	25-34	35-65	≥65
■ Coos County	3.79%	15.61%	6.40%	10.99%	42.06%	24.94%
■ Carroll County	3.43%	15.21%	5.87%	9.28%	40.42%	29.21%
■ Grafton County	3.93%	16.02%	12.27%	11.95%	37.80%	21.97%
■ New Hampshire	4.56%	18.57%	9.14%	12.59%	40.73%	18.97%
■ United States	5.74%	22.11%	9.45%	13.71%	38.20%	16.53%

2022 5-Year Census estimates sourced from: <https://data.census.gov/cedsci/>

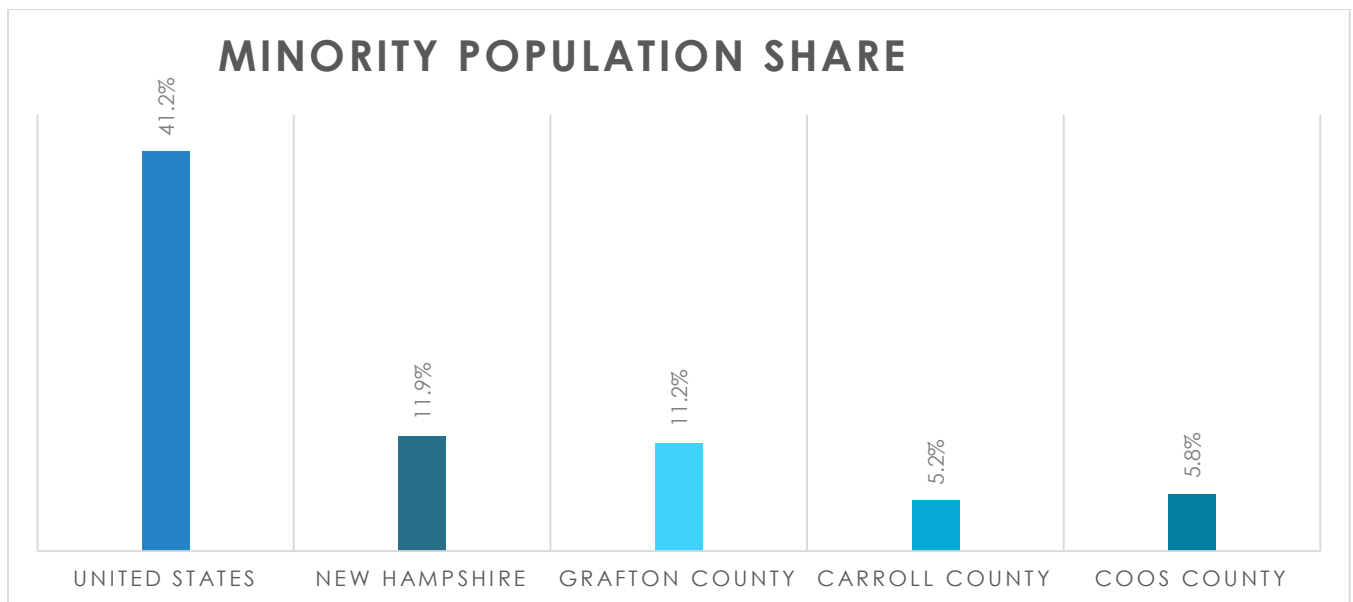


## Minority Populations

The minority population of this data set includes all people of Hispanic or Latino ethnicity (including Hispanic and Latino Caucasians), as well as all races which are not Caucasian. While New Hampshire and the counties of Grafton, Carroll, and Coos all have significantly lower populations of minorities than the country as a whole, it is still important to engage and receive the input of those populations. Some of the barriers that minority groups may face are language barriers and perceptions of exclusion.

Location	Total Population	Non-Hispanic White only	All Non-White and All Hispanic/Latino	Minority Percentage of Population
United States	331,097,593	194,886,464	136,211,129	41.2%
New Hampshire	1,379,610	1,217,710	163,900	11.9%
Grafton County	90,836	80,703	10,133	11.2%
Carroll County	50,679	48,051	2,628	5.2%
Coos County	31,430	29,592	1,838	5.8%

2022 5-Year Census estimates sourced from: <https://data.census.gov/cedsci/>

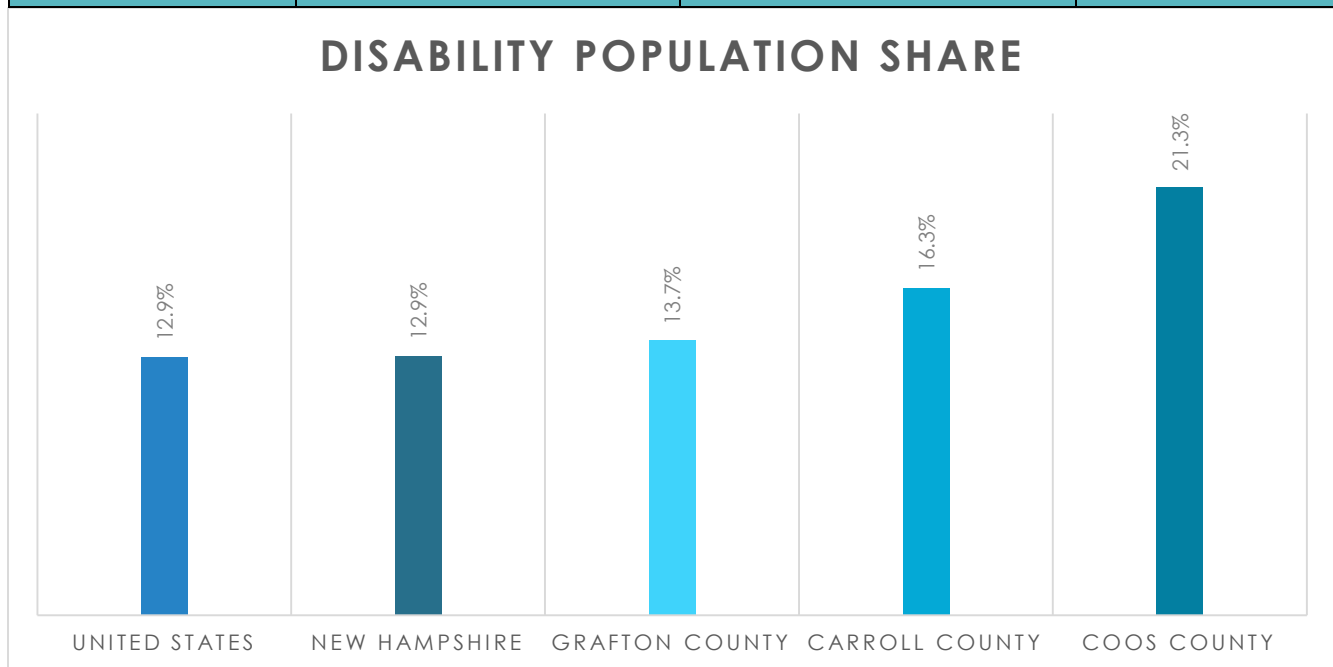


2020 Decennial Census estimates sourced from: <https://data.census.gov/cedsci/>

## Persons with Disabilities

Persons with disabilities includes all people, regardless of sex, age, race, and ethnicity that have either a physical or mental condition that limits their movements, senses, or activities. All three counties within North Country Council's planning region experience higher percentages of persons with disability than that of the state's and country's average. Barriers to involvement for persons with disabilities include an inability to drive, a lack of ADA accessible places, a lack of accessible technology, or medical conditions that make it difficult to leave their homes.

Location	Total Non-Institutionalized	Total Non-Institutionalized with Disability	Percentage with Disability
United States	326,147,510	41,941,456	12.9%
New Hampshire	1,1363,236	176,032	12.9%
Grafton County	89,948	12,310	13.7%
Carroll County	50,277	8,197	16.3%
Coos County	29,606	6,318	21.3%

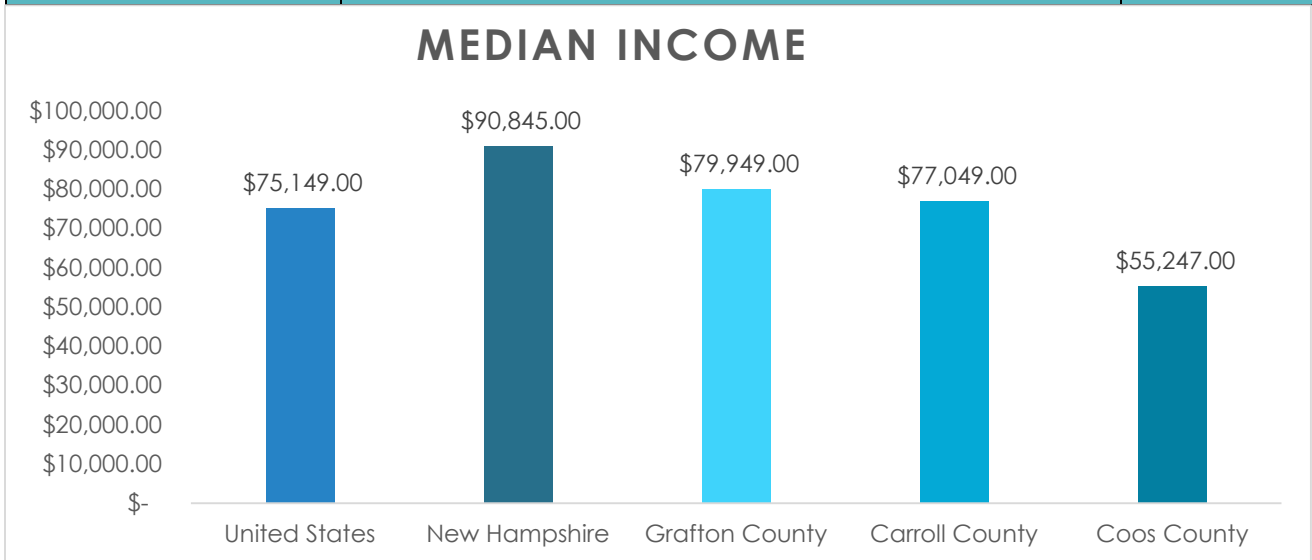


2022 5-Year American Community Survey data sourced from: <https://data.census.gov/cedsci/>

## Income

Though New Hampshire has a median income that is 17% higher and a poverty rate nearly half that of the country's, not all counties within the state reflect this. Coos County experiences a poverty rate similar to that of the country's average, while also having a median income of nearly \$20,000 less than the country's average. Income disparities can result in barriers to participation including a lack of transportation resources, internet service, and time to participate, as well as perceptions of exclusion.

Location	Median Income	Poverty
United States	\$ 75,149	12.5%
New Hampshire	\$ 90,845	7.3%
Grafton County	\$ 79,949	9.9%
Carroll County	\$ 77,049	8.0%
Coos County	\$ 55,247	11.6%



2022 5-Year American Community Survey data sourced from: <https://data.census.gov/cedsci/>

# Public Engagement Goals and Objectives

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North Country Council has established the following goals and objectives to guide our work when engaging with the public. These goals were developed to engage stakeholders of all backgrounds and abilities in the transportation planning process. This section also notes the objectives to reach those engagement goals.

## Public Engagement Goals

### Distribution of Information

To make documents and information accessible.

To widely distribute information about opportunities to provide comments, questions, or input.

### Organization of Meetings

To ensure that there is proper notification of meetings before they take place.

To use a variety of means for outreach.

To hold public meetings in central locations.

To invite and gather a diverse audience of participants.

To offer alternative ways for the public to be involved.

### Accessibility and Equity

To welcome all meeting participants regardless of background.

To host public meetings at locations that are ADA accessible.

To make accommodations for participants whenever possible.

### Addressing Public Input

To document the comments and participation of the public.

To incorporate and use public input to guide the development of plans.

To respond to and/or acknowledge all written public comments.

*The objectives for each goal are listed on the next pages.*

## Distribution of Information

- **To make documents and information accessible:**
  - Simplify information and documents so that they are not time consuming or difficult to read.
  - Present information in a visually pleasing way.
  - Translate documents into other languages when requested.
- **To widely distribute information about opportunities to provide comments or questions:**
  - Use social media, printed, and in-person methods for distributing information.
  - Make a conscious effort to reach all people directly or indirectly affected, especially typically underserved and underrepresented people.



## Organization of Meetings

- **To ensure that there is proper notification of meetings before they take place:**
  - Post notices at least ten days prior to the meetings.
- **To use a variety of means for outreach:**
  - Post notices in a variety of formats, including online and print.
  - Notices will be posted and/or shared to all relevant boards, websites, and pages.
- **To hold public meetings in central locations:**
  - Identify centrally located venues for public meetings that are both geographically and physically accessible.
- **To invite and gather a diverse audience of participants:**
  - Develop a list of contacts for groups that work with populations that may experience barriers to participation in order to reach those stakeholders.
  - Develop creative ways to bring in different types of people that are usually not involved in public meetings and participation.
- **To offer alternative ways for the public to be involved:**
  - Provide access for input through a variety of means, both online and in-person.
  - Explore other means of participation besides attending in-person meetings, such as virtual platforms and phoning into in-person meetings.



## Accessibility and Equity

- **To welcome all participants regardless of age, race, disability, or income:**
  - Be encouraging and engage with every attendee at meetings.
  - Have a clear process for dealing with harassment or discrimination between participants.
- **To host public meetings at location that are ADA accessible:**
  - Only choose venues which are accessible, without exception.
- **To make accommodations for participants whenever possible:**
  - Make text and graphics larger during presentations if participants cannot see.
  - Speak in a loud, clear manner if participants express an inability to hear.
  - Be accommodating to other needs not yet identified.



## Addressing Public Input

- **To document the comments and participation of the public:**
  - Take notes at meetings and make available online.
- **To incorporate and use public input to guide the development of plans:**
  - Use suggestions and ideas from the public to inform and shape local and regional plans.
- **To respond to and/or acknowledge all written public comments:**
  - Provide a note (either electronically or in paper) of acknowledgement to all written comments.



## Resources & Participation Information

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The following information includes resources available to the public, as well as means of staying up to date and how to be involved. Any of the online information listed below can be requested in paper form by contacting us through the following means:

Email: [naltonaga@nccouncil.org](mailto:naltonaga@nccouncil.org)  
Phone: 603-444-6303 ext. 2021  
Mail: 161 Main Street, Littleton, NH, 03561

## Planning Guidance & Information

North Country Council has information guides available on different topics including:

[Parklets](#)

[Complete Streets](#)

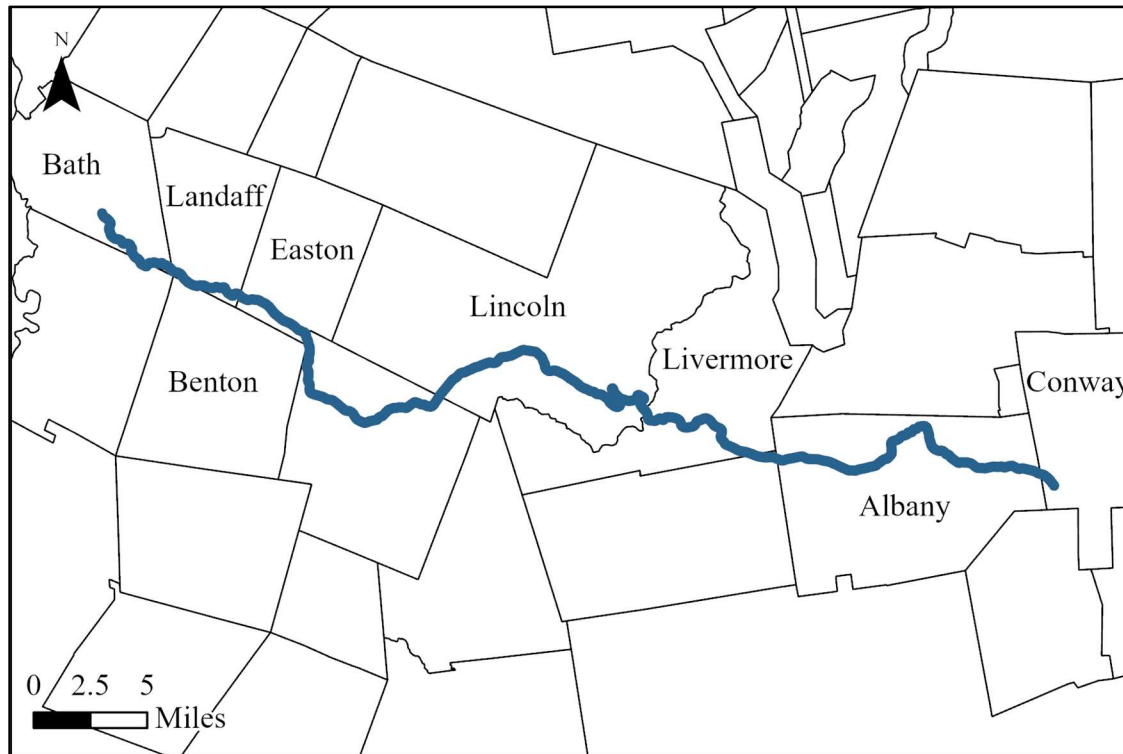
[Stream Crossings](#)

[Park & Ride](#)

[Walking & Cycling](#)

# NH 112 CORRIDOR PROFILE

## Corridor Overview



### Corridor Quick Stats

**Corridor Length:** 27.3 miles

**Towns Covered:** Conway, Albany, Lincoln, Woodstock, Easton, Benton, Landaff, Bath, Haverhill

### Highway Systems

**Connecting Interstates:** I-93

**Connecting Arterial Roads:** US 3, US 302, NH 16

**Connecting Collector Roads:** NH 118, NH 116, Bear Notch Road, Passaconaway Road

### Corridor Overview

NH 112 is one of the few east-west corridors in northern NH, connecting three regional service and employment hubs. (Conway, Lincoln, Haverhill)

NH 112 is one of the primary access routes to Interstate 93 for communities in this corridor.

Communities in the NH 112 corridor are generally rural and have small year-round populations; however, many communities have much larger seasonal populations and see significant seasonal tourist activity.

The population of the NH 112 corridor is projected to increase by 1,097 (6%) between 2020 and 2050.

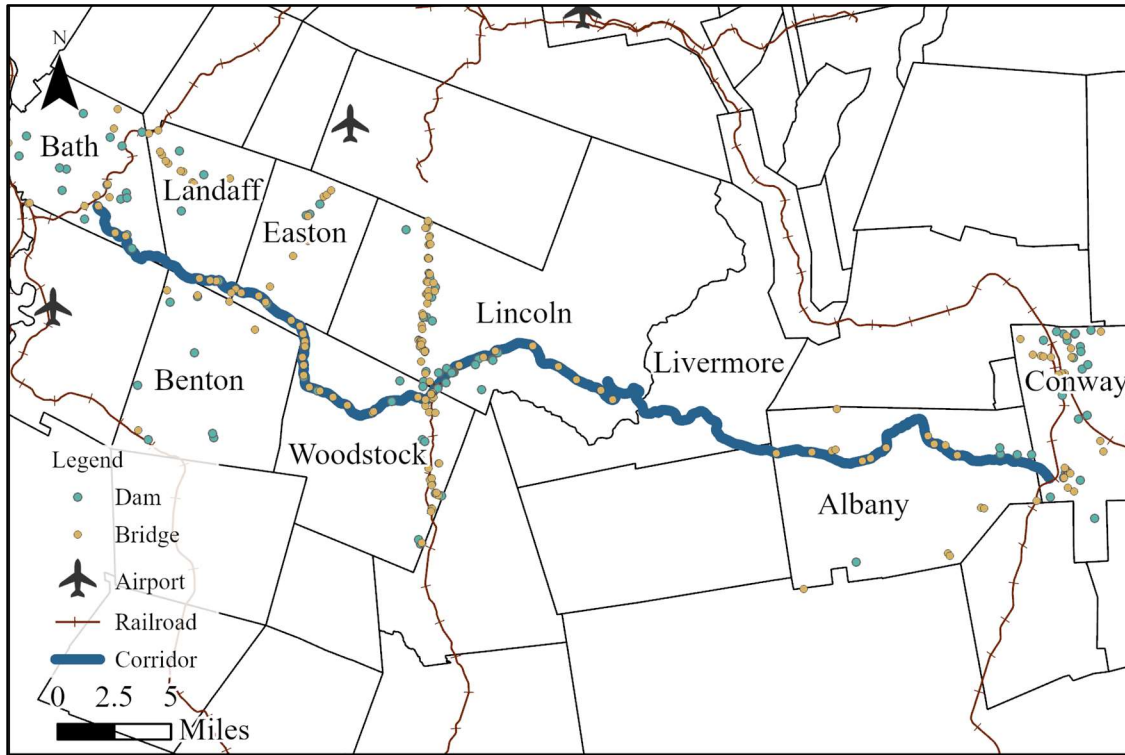
High prices and limited availability of housing contribute to long commutes for workers employed in the corridor.

Periodic traffic congestion issues along town centers on NH 112 can be a challenge for regional mobility.

NH 112 and many of the key collector routes traverse streams with significant flood potential.

# NH 112 CORRIDOR PROFILE

## Bridge and Dam System

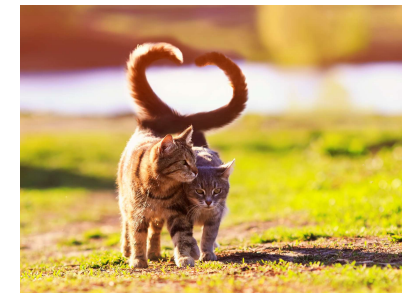


### Bridges

As of 2022 the only state red-listed bridge in the NH 112 corridor was over the Pemigewasset River in Woodstock. Route 112 follows rivers for the majority of its distance. Due to the terrain, there is concern of flooding during major rain events. There is concern that floods can disrupt or damage routes on roads and bridges.

### Dams

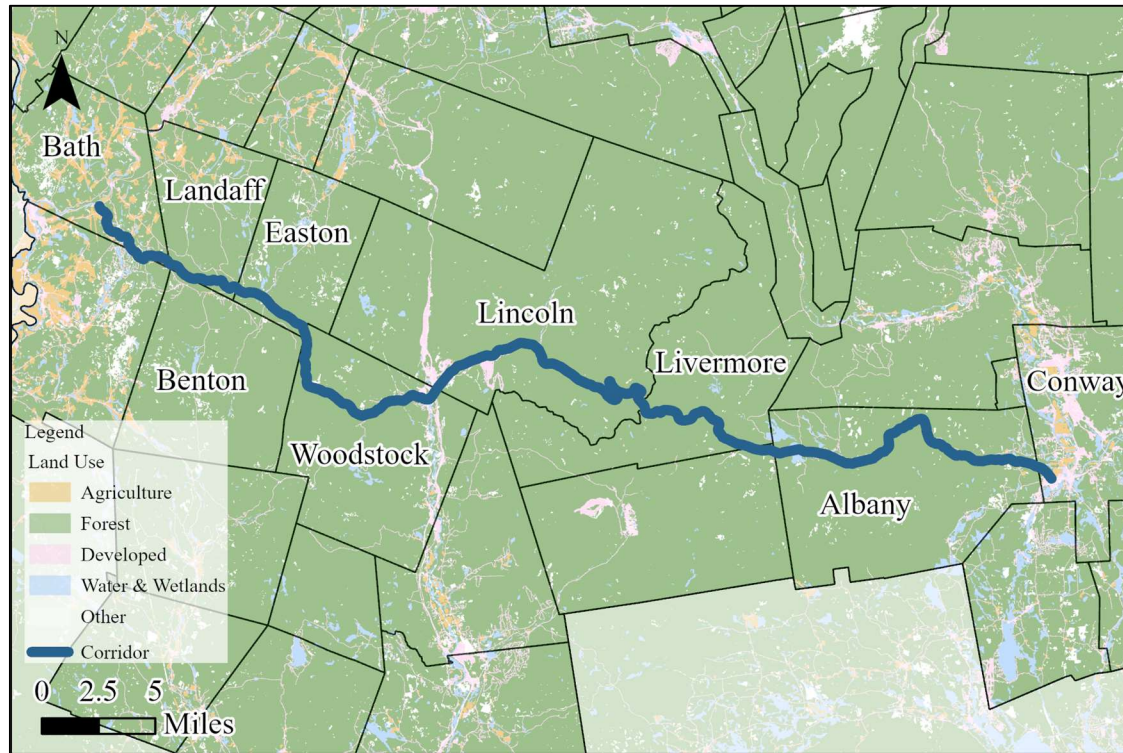
There are no major concerns of dam failure in any towns along the NH 112 corridor. Failure of dams in the area are estimated to have a potential loss value between 1% and 5% of the total structure value.





# NH 112 CORRIDOR PROFILE

## Multi-Modal Transportation Services and Land Use



### Land Use Description

Much of the NH 112 corridor is remote and protected from development by the White Mountain National Forest (WMNF). Most areas outside the WMNF are a mix of rural residences, agriculture, and undeveloped or working forests. NH 112 passes directly through two town centers, Lincoln and North Woodstock, and provides access to employment hubs in Conway and Haverhill.

Many popular outdoor recreation uses exist in the NH 112 corridor. NH 112 intersects with NH 116, NH 118, Bear Notch Rd and Passaconaway Rd. All of which provide access to WMNF destinations (e.g., trailheads, campgrounds, ski areas), including heavily visited locations such as Loon Mountain and Lincoln Woods.

Communities along the NH 112 corridor may be poised for continued economic growth and development given the proximate access to Interstate 93, increased growth in the region's outdoor recreation economy, and continued promotion of the region's tourism economy.

Planning attention may be needed in the NH 112 corridor in locations where regional collector roads pass through town centers with significant development potential.

Housing supply and affordability is an issue along the corridor. Many town centers such as in Lincoln and Conway do not have room for further development for housing or industrial needs.

### Recreation

NH 112 provides access to popular White Mountain National Forest destinations and experiences significant recreational/tourist traffic. Recreational cycling is also popular on NH 112 over Kancamagus Pass, as well as on Bear Notch Road and Passaconaway Road. During warmer months, many visitors flock to rivers along the route for recreation.

### Bike & Pedestrian

Sidewalks are present along Main Street/NH 112 in Lincoln and US 3 in North Woodstock. A shared-use path running along NH 112 provides a separated facility for bicyclists and pedestrians. Passaconaway Road features stretches of very narrow roadway and steep banks along the Swift River. Shoulder widths are undersized on most of NH 112.

# NH 112 CORRIDOR PROFILE

## Demographics

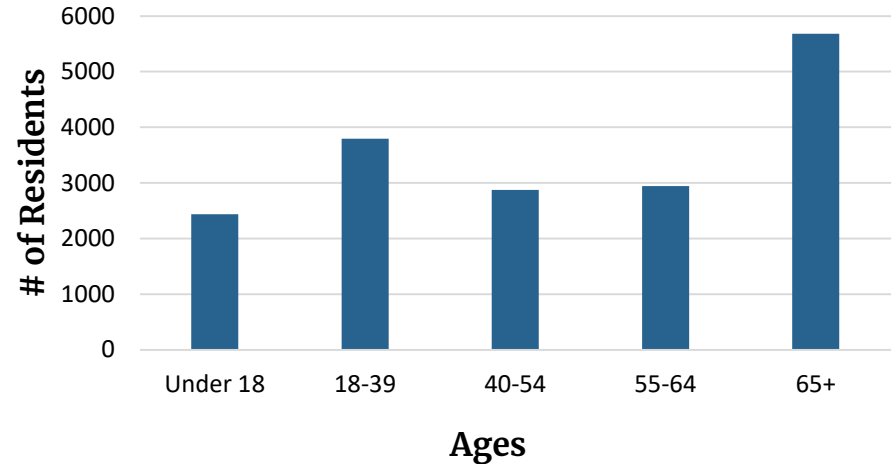
### Demographics

**Population by age:** 32% of corridor residents are above the age of 65, and nearly 50% of the population is 55 years or older.

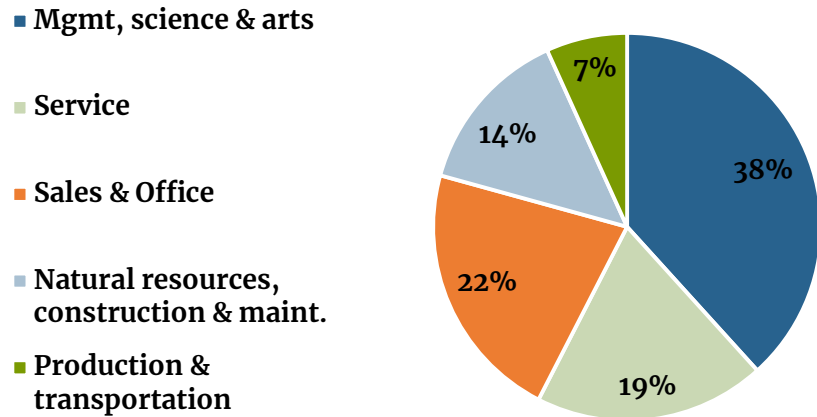
**Occupation:** The majority of the corridor population (38%) work in in either management, or science and arts related fields. 22% work in sales or office jobs, and 19% work in the service industry.

**Disabled Population:** Several communities in the NH 112 corridor (Albany, Bath and Landaff) have a significantly larger percentage of disabled residents than the NH state average (12.9%).

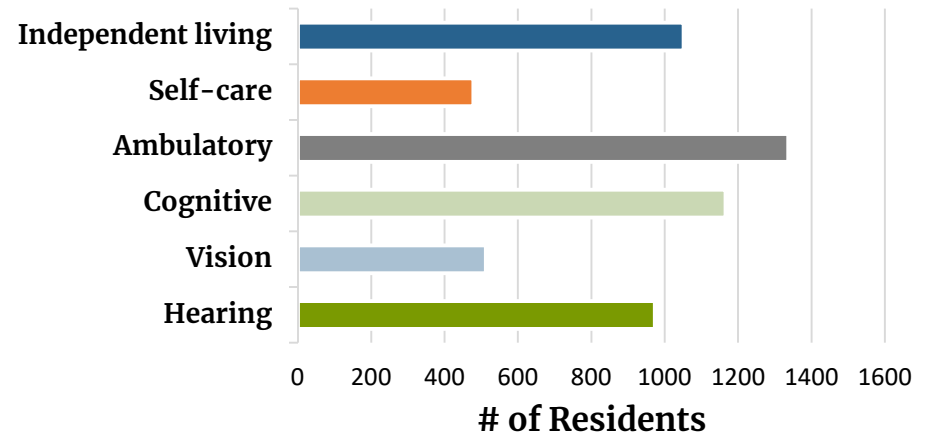
Population by Age



Occupation



Disability Characteristics



# NH 112 CORRIDOR PROFILE

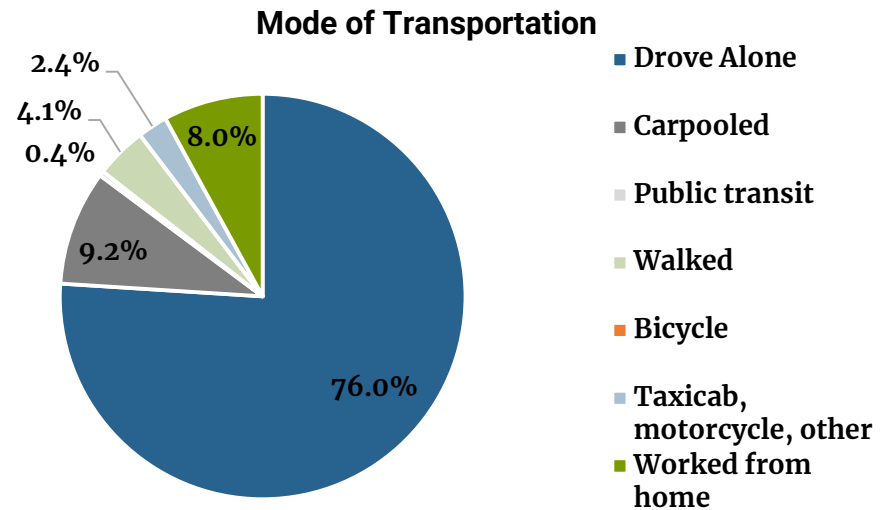
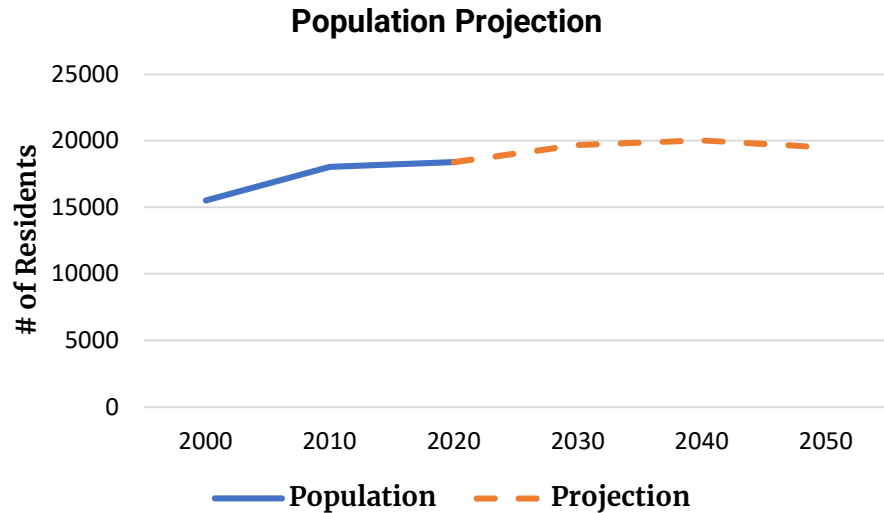
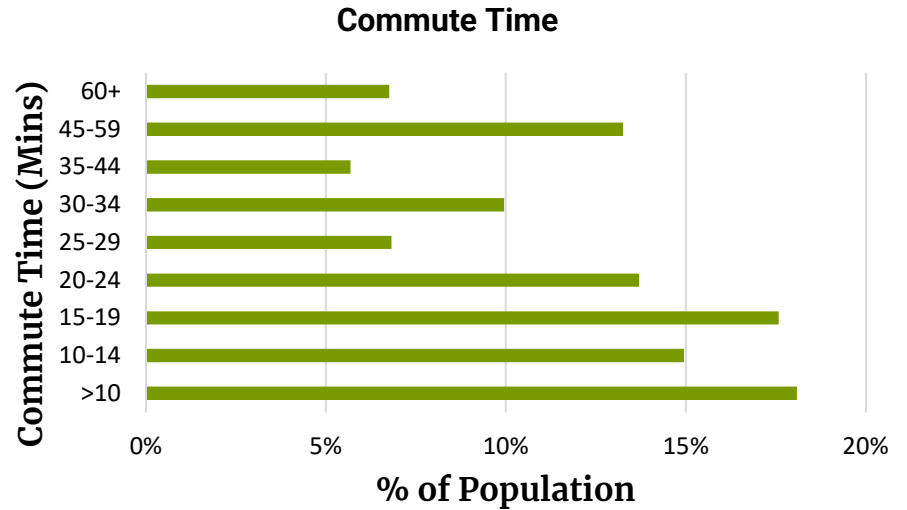
## Demographics Continued

### Demographics, Continued

**Commute Time:** The majority of residents (71%) along the 112 corridor have a commute time of less than a half hour. Only 7% of residents have a commute that is greater than one hour.

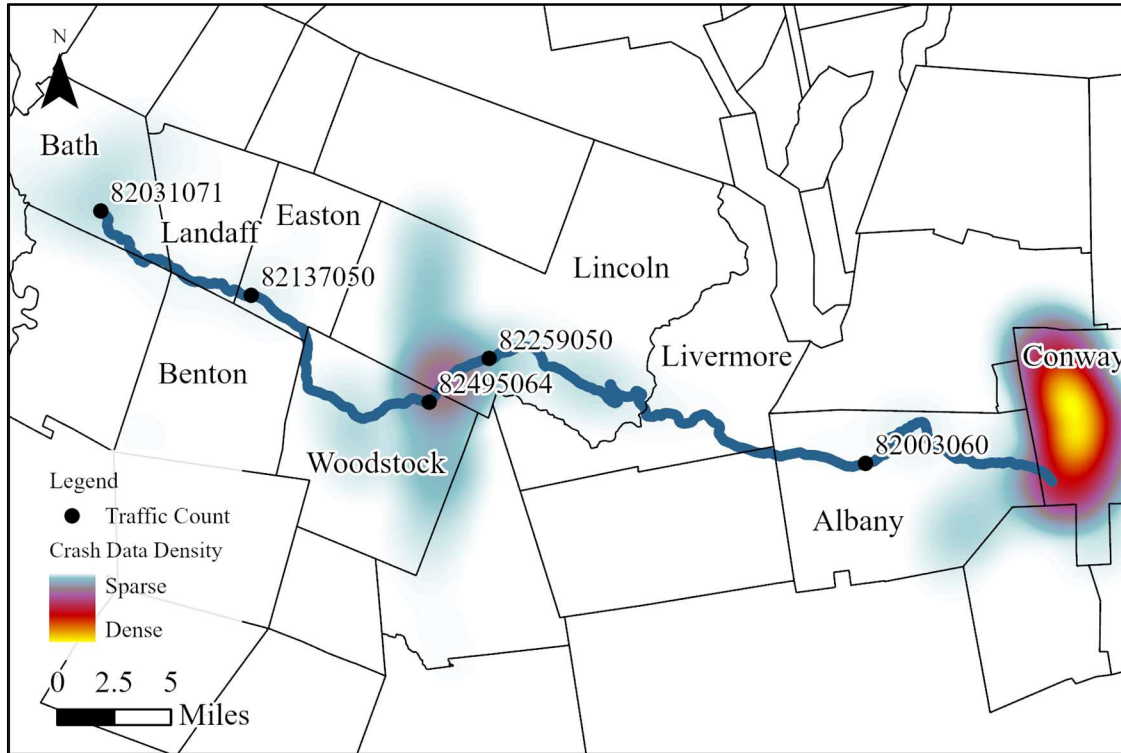
**Population Projection:** The year-round population of each town in the NH 112 corridor grew between 2012 and 2022 (+2% overall) and is projected to grow another 6% by 2040. The most significant population growth has occurred in Bath (+206, +24%) and Lincoln (+196, +15%). These population statistics do not account for the significant seasonal population increases and tourism activity experienced by many NH 112 corridor communities during peak tourism seasons (e.g., summer, fall foliage, ski season).

**Mode of Transportation:** Most corridor residents (85.2%) either drive or carpool to work each day. Only 4.5% of residents use non-motorized forms of transportation.



# 112 CORRIDOR PROFILE

## Traffic & Crash Data



### Traffic Counts

**82031071:** NH 112 at the eastern end in Bath saw a daily average of 1,759 vehicles in 2022.

**8213705:** NH 112, east of Bowen Brook Road in Easton saw a daily average of 1,201 vehicles in 2022.

**82495064:** NH 112 over the Pemigewasset River in Lincoln saw a daily average of 6,813 vehicles in 2022.

**82259050:** NH 112 east of Loon Village Road in Lincoln saw a daily average of 3,061 vehicles in 2022.

**8200306:** NH 112 over Twin Brook in Carroll saw a daily average of 1,855 vehicles in 2022.

### Crash Data

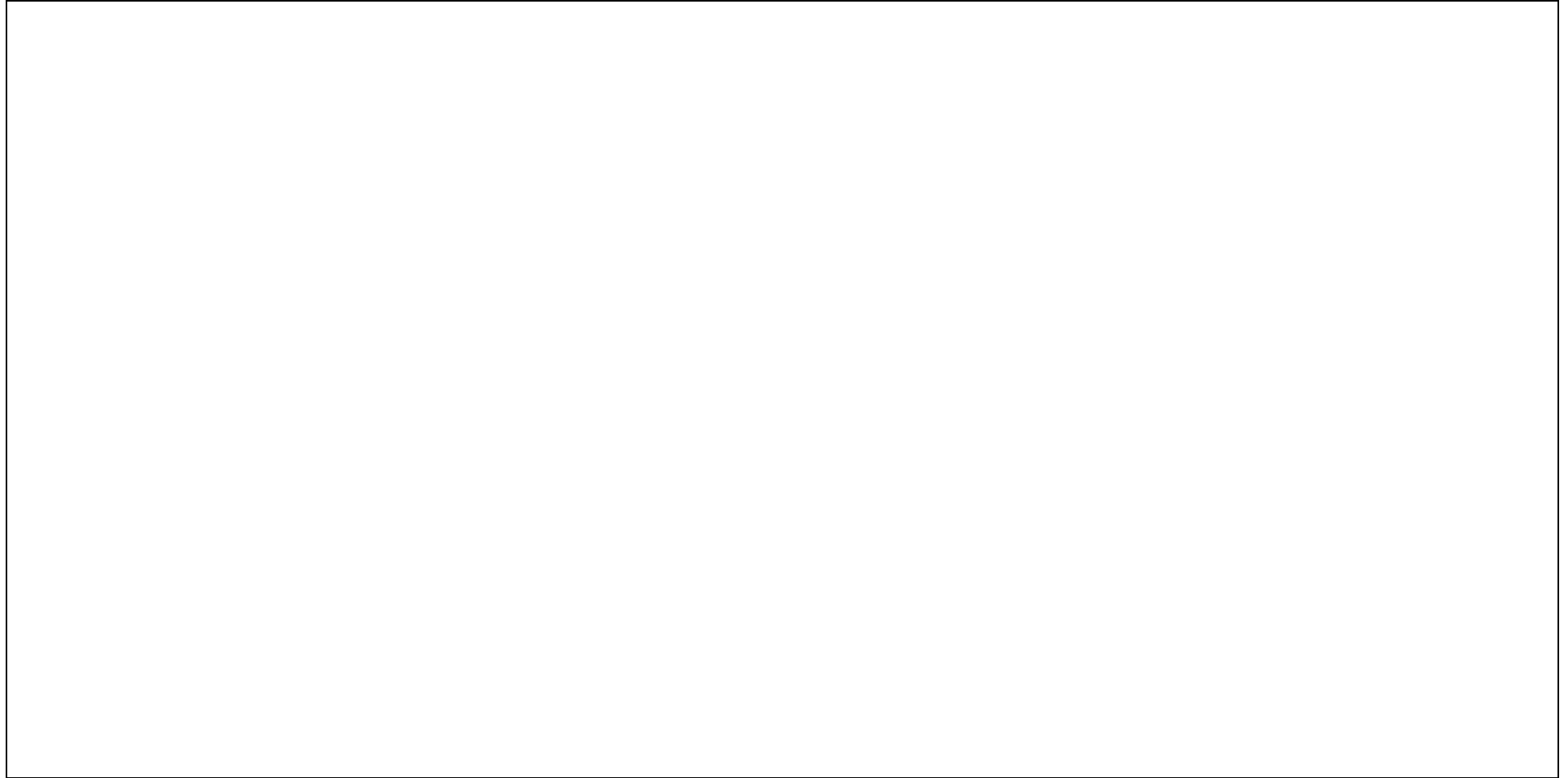
Crash data compiled by NH DOT from 1/1/2017 – 12/31/22 was used to determine factors of concern along the RT 112 corridor. Out of 374 crashes, 187 had determined crash causes.

- Out of the 187 determined causes, collisions with another motor vehicle were the most common category, with 99, or 53% of all incidents.
- Crashes involving stationary objects along the corridor accounted for 49, or 26% of incidents.
- Lincoln and Woodstock had the highest number of crashes, with 269 incidents, or 72% of all recorded crashes. This is largely due to the I-93 interchange bringing travelers into the area.
- Out of the 309 crashes with injury data, only 31% reported any type of injury and less than 4%, or 13, were considered serious.
- Out of these 13 accidents, only one was fatal, indicating that there is effective safety measures and infrastructure along the RT 112 corridor.

## NH 112 CORRIDOR PROFILE

### Transportation-Related Needs, Issues, and Opportunities

This page presents a summary of transportation-related needs, issues, and opportunities in the NH 112 highway corridor. Additional information on specific needs, issues, and opportunities is presented on page **XX**.







# Rural Transportation: Challenges and Opportunities

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## Purpose

Transportation, as it relates to health and health care, is widely acknowledged to have unique features in rural communities, but there is limited research on specific challenges and potential policy interventions to alleviate them. This policy brief uses survey data from 113 key informants across all fifty states to describe challenges and opportunities related to rural transportation.

## Key Findings

- 113 key informants from all fifty states reported rural transportation challenges across six distinct, interrelated themes: infrastructure (mentioned by 63%), geography (46%), funding (27%), accessibility (27%), political support and public awareness (19%), and socio-demographics (11%).
- Most key informants highlighted problems across multiple themes, illustrating the complexity of meeting the transportation needs of rural residents.
- Improving rural access to transportation services is, in the opinion of nearly all key informants, an area of critical importance to rural populations.
- Policy interventions should aim to improve awareness of existing transportation services; address accessibility for all riders; share best practices between states, communities, and health care facilities to improve efficiency; and build partnerships that cross traditional organizational and sector boundary lines.

## Background and Policy Context

Transportation has long been cited as a concern for rural residents, but is rarely the focus of health services research.<sup>1</sup> As a social determinant of health, access to high-quality, affordable transportation is fundamental to mental, physical, and emotional well-being. For individuals with disabilities, those with low incomes, older adults, and others who may not have reliable access to a vehicle or be able to safely drive themselves, public and private transportation is critical to access health services, obtain food and other necessities, and engage with their communities.<sup>2</sup> Medicaid is currently an important source of transportation for individuals who qualify, providing emergency and non-emergency medical transportation. However, exact benefits vary by state, and the Centers for Medicare & Medicaid Services only permit reimbursement for “loaded” miles in which the beneficiary is in the vehicle.<sup>3</sup> This puts rural transportation providers at a distinct disadvantage, since they need to bear the burden of driving more unreimbursed miles to pick up a passenger. The Federal Transit Administration’s Section 5310 and 5311 programs are also important sources of transportation assistance in rural areas, providing federal matching dollars for public transportation for individuals with disabilities and rural areas, respectively.<sup>4</sup> However, these also rely on some funding and coordination at the state level, leading to disparities in access to and quality of transportation programs by state, and they alone may not be sufficient to address all rural transportation challenges.

In both rural and urban settings, transportation clearly impacts the usage of health care services, because individuals without reliable transportation are more likely to delay and forgo necessary appointments, preventive care, and health maintenance activities.<sup>5</sup> A study of more than 1,000 households in North Carolina found that those with a driver’s license had 2.3 times more health visits for chronic care and 1.9 times more visits for regular checkup care than those who did not have a driver’s license, and those who had family or friends who could

provide them with transportation had 1.6 times more visits for chronic care than those who did not.<sup>6</sup> Without reliable options for transportation, older adults are particularly vulnerable to isolation, which can lead to increased risk of morbidity and mortality. For example, feeling socially isolated is associated with significantly worse self-rated mental and physical health, even after controlling for health characteristics.<sup>7</sup> Transportation is also vitally important to the provision of in-home care, including the mobility of the health care workforce throughout rural areas, and to the ability of informal caregivers to reach their loved ones and provide necessary resources and support. The issues of transportation and access to care are exacerbated in rural areas where distances are greater and transportation infrastructure is more limited. Beyond health care access, transportation impacts the well-being of rural residents from issues as varied as accessing food, social support, education, employment, recreation, and community services.

Despite the importance of travel and mobility, transportation services are seriously lacking in many rural areas.<sup>8</sup> Nearly four percent of rural households — almost two million rural residents — do not have access to a car;<sup>9-10</sup> rural areas are also much less likely to have access to public transportation services.<sup>8</sup> Provision of transportation services varies by state and locality, and policies (such as the aforementioned “loaded miles” policy) may act as a disincentive for transportation providers to enter the market. The National Rural Health Association cited transportation as a key policy concern for older adults’ well-being in their 2014 legislative agenda,<sup>11</sup> but research is lacking on specific rural transportation challenges and potential policy solutions.

## Approach

For this study, we surveyed key informants in all fifty states by phone (n=39) and email (n=74). Fifty of those informants were from State Offices of Rural Health, and 63 were from programs funded by the U.S. Administration on Aging and the Centers for Medicare & Medicaid Services, including Aging and Disability Resource Centers and Area Agencies on Aging. The latter programs were selected because they work closely with transportation providers and have trained options counselors to advise about transportation services in local areas. Further, they were chosen because they focus on older adults and people with disabilities, two populations with pronounced difficulty accessing transportation, and because these programs operate on the local level in all fifty states, making it possible to do a national study. We also con-

sulted with state and national experts in this area, from organizations including the Association of Programs for Rural Independent Living (APRIL), the Minnesota Department of Transportation, the Minnesota Department of Human Services, and Liberty Mobility Now (a rural transportation provider).

The surveys were conducted by three of the project team members between November 2016 and May 2017. Telephone surveys lasted an average of 5-10 minutes. The survey included five questions on challenges to rural transportation and potential policy responses. In particular, we asked key informants to describe what they view to be the biggest rural transportation challenge facing their state or rural community. We also asked a follow-up question about whether or not key informants expected transportation issues to change in the coming five years and, if so, how. Following the interviews, we used content analysis techniques to identify common themes across interview responses. Three of the researchers on the team independently coded survey responses and then worked together to find consensus across codes. Several key informants suggested potential policy interventions, which we discuss in the discussion below. We also scoured the literature on federal, state, and local transportation policy to inform our interviews and the policy interventions proposed.

## Results

Six themes emerged from the interviews describing different types of rural transportation challenges: infrastructure (mentioned by 63% of key informants), geography (46%), funding (27%), accessibility (27%), political support and public awareness (19%), and socio-demographics (11%). We describe each of these in detail, along with illustrative quotations, below.

### *Infrastructure*

Transportation infrastructure was the most frequently-cited challenge mentioned among the key informants we interviewed. This included concerns about roads, vehicle and transportation equipment and quality, and sufficient personnel. Seventy-one key informants (63%) cited a lack of equipment and personnel; in particular, several described not having enough vehicles, especially accessible vehicles for individuals with disabilities, and not having enough options for affordable non-medical transportation. Some of the issues with infrastructure were closely related to where services are located; many key informants discussed how existing transportation programs, providers, vehicles, and drivers are concentrated in urban areas,



leaving a dearth of options in rural parts of the state. As a result, some key informants discussed an overreliance by rural populations on emergency departments and ambulance services for non-emergency health care access, because of a lack of other options, including accessible vehicles for individuals with mobility impairments. Illustrative quotes are provided in Box 1.

### *Geography*

Fifty-two key informants (46%) described challenges related to the physical landscape of their communities; for example, traveling over mountains, around water, and across long distances when the rural populations were especially dispersed (e.g., frontier areas). Weather (e.g., snowy conditions in winter) was another common, related geographic barrier. Some key informants cited bad traffic as a transportation challenge in rural areas of their state, owing to tourism in small rural towns with limited options for infrastructure (Hawaii) and, in one state, oil field traffic (Texas). See Box 2 for illustrative quotes.

### *Funding*

Underlying many of the issues we heard about were problems with funding, both lack of public and private investment in transportation programs and personal problems affording the transportation that is available. Thirty-one key informants (27%) lamented issues with transportation funding, including recent or impending federal and state budget cuts for transportation. These also related to affording transportation infrastructure, especially for accessible transportation, mentioned above. Other funding issues included cost-prohibitive services; for many low-income rural residents,

### **Box 1: Infrastructure**

*"People needing to go to out of town appointments have to rely on volunteers. Volunteers aren't plentiful & when available aren't always willing to drive 2 hours to Seattle (for instance)." – Washington*

*"There basically is no provided transportation by local governments or any cab service in our rural areas." – Virginia*

*"If elderly and don't qualify for medical assistance, there is no transportation available." – Pennsylvania*

*"The ruralness of the area and the small numbers of people make it difficult for programs to sustain." – Oklahoma*

*"Half of Alaska lives in rural Alaska, many in small villages with no organized transportation systems. Many folks don't have cars and get around on ATVs." – Alaska*

### **Box 2: Geography**

*"Many, many isolated, very small frontier communities. [There are] no big cities in Wyoming. Largest city is Cheyenne, population 62,000." – Wyoming*

*[There is a] big canyon you have to cross to get to rural areas." – Utah*

*"[The biggest challenge is the] distance between communities. Some counties are 1.5 hours one way." – Ohio*

*Drastic changes of severe weather can greatly challenge the availability of transportation methods, especially in the winter." – Michigan*

*"Our terrain is definitely a unique challenge for our state. There are many places that a bus just can't feasibly drive; if the roads are covered in snow and ice, no one is getting out for possibly days because the mountainous back roads are just too dangerous or impassable." – Kentucky*

*"Close to 90% of our state's population lives in a mountainous area. Getting from point A to point B, even if it is a short distance in mileage, can take twice as long due to the winding, twisting mountainous terrain". – West Virginia*

*"During certain high tourist times, traffic can get very bad in certain rural areas, making even short trips last much longer than expected." – Hawaii*

### **Box 3: Funding**

*"Funding is a primary barrier— rural service is inherently expensive – large geographic coverages, long miles and low productivity." – Oregon*

*"Fuel tax and registration fees are insufficient to provide for maintaining a robust infrastructure, let alone anything for expansion of transit programs. The state has resorted to heavy borrowing which leaves less money available in the segregated fund." – Wisconsin*

*"The state of Maine has reduced or eliminated reimbursement and funding for transportation services due to budget cuts to the Office of MaineCare Services." – Maine*

*"If they're not on Medicaid, there's not a good alternative because a lot of [rural residents] can't afford the non-emergency transportation that's provided." – Georgia*

### **Box 4: Accessibility**

*"I'd say the biggest challenge for the populations I serve, the elderly and disabled, are having transportation routes that accommodate the individual's physical limitations, time restraints, and needs (such as needing to be at the pharmacy in the AM, doctor visit at noon, and senior center for dinner at 5pm before getting home)." – Vermont*

*"Individualized appointments are not an option. Doctor appointments need to be grouped by area. Many of these appointments are with specialized care physicians, which are often an hour or more away. When using the transportation services everyone has to go and come at the same time which makes for a very long day." – Alabama*

*"Very often they begin their ride an hour before the actual appointment as the transportation services transport multiple individuals. On the flip side, they will need to call for return pick up and may spend an additional hour or more getting home. This is tiring." – Connecticut*

*"A lot of people are not able to get on the [public transportation] bus, because they have a wheelchair or need help walking from their door to the bus." – Iowa*

even a relatively low-cost transportation option may be unaffordable. Limitations on what insurance — especially Medicaid — will pay for when it comes to medical transportation affect the usage of those services among rural populations across the country. Box 3 shows illustrative quotes for this theme.

#### *Accessibility*

Even in cases where transportation options were available, several key informants described problems with the accessibility and convenience of that transportation, an issue that was cited by 30 (27%) of the key informants we interviewed. For example, multiple key informants described issues for people with mobility impairments if the transportation options were not door-to-door, and noted that this is particularly an issue in rural areas where sidewalks are less common and public transportation routes are more limited; people with disabilities cannot always travel to the nearest bus stop or pick-up location. Some may not even be able to walk independently to their curb or the end of the driveway to get in the vehicle and options are sparse for transportation that will assist someone from their door into a vehicle. Other key informants described issues related to grouped travel especially for rural populations; because there are so few transportation providers, vehicles, and routes, when people need to use a shared van or bus, they are often grouped with others traveling and may spend the entire day out of their home for one short doctor's appointment or errand. Some existing services only provide patients with one-way transportation to a health care facility, leaving them to arrange for transportation home on their own. See Box 4 for quotes illustrating this theme.

#### *Political Support and Public Awareness*

Twenty-one key informants (19%) discussed barriers related to broader policy problems and public awareness of transportation options. Among these were a lack of federal, state, and local political support for improving transportation and a lack of public awareness of available transportation options and challenges. Providing ongoing, updated public information about transportation in areas without local newspaper, radio, or television is difficult, as there is no local

media to disseminate that information. Although most providers have some kind of online presence, many residents in rural communities do not have access to the Internet, and getting the word out is extremely difficult. In some areas where rural options existed, it was reported that transportation providers were unable or unwilling to cross county or state lines or other designated boundaries due to service area and reimbursement or company policies. Some key informants signaled that this was related to a sense of ownership over the program and its vehicles by individual communities; if they had invested so much into developing a transportation system, why should it leave their boundaries? However, this approach is problematic because it requires coordinating multiple providers to complete travel. These boundary constraints leave many rural residents in the position of having to either cobble together complicated transportation routes to get to farther-away specialist appointments, or forgo that care altogether. Box 5 contains illustrative quotes for this theme.

#### *Socio-demographics*

Finally, transportation challenges are clearly affected by the unique characteristics of the rural population in any given state or community. Twelve key informants (11%) describe rural transportation challenges related to the socio-demographic composition of their community, including populations in their states that are aging, with increasing difficulty driving themselves; those with high rates of poverty that struggle to afford transportation; and large rural populations spread over vast areas. These key informants also described cultural challenges. For example, some rural populations value stoicism, personal pride, and independence to the point where they refuse to ask for assistance and continue to drive, even if their health may make doing so unsafe. Key informants raised concerns about insular communities in rural areas, where people are reluctant to travel to other communities or to share transportation resources between communities. See Box 6 for quotes to illustrate this theme.

## **Discussion and Implications**

In our survey of 113 key informants from all fifty states, we heard myriad challenges related to rural transportation across six distinct, but inter-

### **Box 5: Political Support and Public Awareness**

*"The Rural Transit System has multiple regions and drivers are not allowed to cross regional borders. While the regions are cooperative with each other and work to arrange inter-regional transportation, it is difficult to coordinate transfers between regions." – Texas*

*"The large number of county governments in Georgia (159) may complicate collaborative approaches." – Georgia*

*"It's hard to connect people between towns. While we have lots of transportation options that will drive people within towns, we only have two programs that will take people from one town to another." – Arizona*

*"The challenges include the lack of transportation outside of parish lines so those in rural areas have a very hard time finding transportation to medical appointments outside of their parish." – Louisiana*

*"Callers constantly express frustration regarding the limited route opportunities and the expensive costs charged when traveling from county to county." – Mississippi*

### **Box 6: Socio-Demographics**

*"Approximately one-third of the state's land area is American Indian Reservation land. Because these counties are among the poorest in the nation, they also have a high percentage of people who do not own vehicles." – South Dakota*

*"Arkansas is a poor state with a median annual income that is ranked third lowest of all states in the country, so obtaining some type of transportation with costs involved to the individual would not be an option for most older adults and individuals with disabilities residing in rural areas." – Arkansas*

*"People do not like to ask for help; pride is a barrier." – Michigan*

*"One of the greatest challenges to Alaska transportation is the insular nature of our communities." – Alaska*

related themes: infrastructure, geography, funding, accessibility, political support and public awareness, and socio-demographics. The majority of key informants highlighted problems across multiple themes, illustrating the complexity of meeting the transportation needs of rural residents, especially older adults, people with disabilities, and low-income populations, all of whom face additional challenges related to affordable and accessible transportation.

In a follow-up question in the survey, in which key informants were asked whether they anticipate any changes to transportation issues in the coming five years, several key informants stated that they do not expect the transportation challenges they face to get better. Most key informants despondently suggested they did not anticipate transportation issues changing at all in the next five years, and, if so, transportation problems will only get worse as they face increased budget cuts and an aging population.

However, some key informants offered potential policy interventions that could help to improve transportation in rural communities. On the local level these included the need for creative community solutions, such as:

- Using vehicles across programs (e.g., using a school bus to deliver meals during the day and/or summer break); implementing these approaches will require flexibility on the part of program administrators, communities, and participants. They will also require addressing insurance liability issues and expenses; however, paying for additional insurance may be more cost-effective than implementing a new transportation program from scratch. Additionally, some of these vehicles may not be fully accessible for individuals with mobility impairments, so there may need to be additional reasonable accommodations made to accommodate rural residents with disabilities, especially if these are used for medical transportation.
- Using volunteers to meet transportation needs, although they cautioned that volunteers are aging also, especially those who are retired and have time to help others. Furthermore, the number of volunteers who are willing and able to drive long distances is limited. Lessons learned from other rural volunteer services programs, such as volunteer fire departments and emergency services, may be instructive in designing rural volunteer transportation programs.

On the federal level, several key informants mentioned their hope that telehealth and new technologies will be

useful in addressing some of the transportation challenges faced by rural communities. For example:

- Expanding the use of telemedicine and remote monitoring technology to meet health care needs without needing to travel to clinics or hospitals.
- Broadening the reach of new technologies to provide transportation to rural residents, such as ride-hailing services (similar to Uber and Lyft), and driverless cars.

Improving access to telehealth and technology in rural areas will require improving access to broadband Internet and addressing reimbursement issues for health care delivered remotely.

Key informants cautioned that solutions involving new technologies will need to be implemented with rural-specific issues in mind, such as gaps in access to broadband Internet and addresses and remote roads that may not easily register with GPS technology for driverless cars. They will also need to be implemented with rural socio-demographic challenges in mind, including an aging and lower-income population and potential cultural resistance to adopting new technologies. However, some of this is already happening: Liberty Mobility Now is a new company working to deliver ride-hailing services to rural areas.<sup>12</sup> LibreTaxi is a similar service that is targeting underserved, rural communities around the globe.<sup>13</sup> More research is needed to identify how well such innovation models are doing at addressing rural transportation challenges and where gaps remain.

### *Implications*

Our findings clearly indicate that transportation is an issue of significant concern for rural health stakeholders nationwide. As the median age of rural populations continues to increase, hospital consolidations continue to move a wider range of specialty services from local hospitals to tertiary care centers, and individual expectations for on-demand transportation become increasingly commonplace, transportation will become an even more pressing concern for rural residents, communities, and health care facilities.

Additional research is needed regarding best practices for communicating existing rural transportation services to potential users; sharing model programs between states, communities, and health care facilities to improve efficiency; and building partnerships that cross traditional organizational and sector boundary lines (e.g., between schools and health care facilities, between public, private, and faith-based organizations). Further, as transportation



models change in rural communities, empirical evidence will need to be generated to demonstrate whether, and how, they are working and where gaps remain. Finally, while there are policy interventions identified in this brief, they are not exhaustive and only reflect what we heard from this group of key informants. There are other transportation solutions worth pursuing; for example, health care providers may want to become more involved in providing transportation to reduce missed appointments and increase continuity of care.

Although some of the identified challenges to rural transportation (geography, socio-demographics, culture) are difficult or impossible for policymakers to remedy, others are well-within their reach. Addressing issues of funding, insurance reimbursement, coordinating services, and transportation infrastructure (extending down to basic elements such as transportation routes and availability/accessibility of sidewalks) would potentially have a positive impact on the health and well-being of rural residents. Fully addressing rural transportation issues will also require creative solutions for transporting individuals across city, county, and state lines when necessary.

Moving forward, the key to innovation lies in changing the policy conversation surrounding the intersection of transportation and health from one of convenience to one of necessity. By thinking of and discussing transportation as a primary social determinant of rural health, public support and political will for addressing the issue will more likely reflect the urgency and need indicated by nearly all of our survey key informants who deal with these concerns first-hand on a daily basis. ■

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**R H R C****Rural Health Research  
& Policy Centers**

Funded by the Federal Office of Rural Health Policy

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# Key Notices of Funding Opportunity

In order to provide stakeholders with more visibility into upcoming funding opportunities, DOT is publishing a list of anticipated dates for upcoming Notices of Funding Opportunity (NOFOs) for key programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives. This list is not comprehensive and will be updated periodically with additional programs and revised dates as appropriate.

The [USDOT Discretionary Grants Dashboard](#) provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs.

Opening Date	NOFO	Operating Administration/Office	Closing Date (to be added for each program after the NOFO is issued)
Large Bridge NOFO: September 27, 2023	<a href="#">Bridge Investment Program</a>	Federal Highway Administration	Large Bridge: August 1, 2024
Bridge Projects: December 20, 2023  Bridge Planning Grants: December 20, 2023	<a href="#">Bridge Projects</a>  <a href="#">Planning and other Bridge Projects</a>	Federal Highway Administration	Bridge Project Grants: 11/1/2024  Planning Project Grants: 10/1/2024
January 2024	<a href="#">State Electronic Data Collection</a>	National Highway Traffic Safety Administration	5/1/2024
2/8/2024	<a href="#">Buses and Bus Facilities Program</a>	Federal Transit Administration	4/25/2024
2/8/2024	<a href="#">Low or No Emission (Bus) Grants</a>	Federal Transit Administration	4/25/2024
2/21/2024	<a href="#">Congestion Relief Program</a>	Federal Highway Administration	4/22/2024
2/21/2024	<a href="#">Safe Streets and Roads for All (SS4A)</a>	Office of the Secretary	Planning & Demonstration: 4/4/2024
2/21/2024	<a href="#">Safe Streets and Roads for All (SS4A)</a>	Office of the Secretary	Implementation: 5/16/2024
3/8/2024	<a href="#">Port Infrastructure Development Program</a>	Maritime Administration	5/10/2024
3/8/2024	<a href="#">Asset Concessions and Innovative Finance Assistance</a>	Office of the Secretary	5/10/2024
March 2024	Low Carbon Transportation Materials Grants - State Request for Applications	Federal Highway Administration	

March 2024	Consolidated Rail Infrastructure Safety Improvements (CRISI)	Federal Railroad Administration	
3/19/2024	<a href="#">Active Transportation Infrastructure Investment Program</a>	Federal Highway Administration	6/17/2024
March/April 2024	National Infrastructure Project Assistance (MEGA)	Office of the Secretary	
March/April 2024	Nationally Significant Freight & Highway Projects (INFRA)	Office of the Secretary	
March/April 2024	Rural Surface Transportation Grant Program (Rural)	Office of the Secretary	
April 2024	Pilot Program for Transit Oriented Development Planning	Federal Transit Administration	
April 2024	Ferry Service for Rural Communities	Federal Transit Administration	
April 2024	Electric or Low-Emitting Ferry Pilot Program	Federal Transit Administration	
April 2024	Passenger Ferry Boat Program	Federal Transit Administration	
April 2024	Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) Grants	Pipeline and Hazardous Materials Safety Administration	
April 2024	Federal State Partnership for Intercity Passenger Rail (NEC)	Federal Railroad Administration	
April 2024	Low-Carbon Transportation Materials Grants – Round 2 Non-State	Federal Highway Administration	
Spring 2024	National Culvert Removal, Replacement, & Restoration	Federal Highway Administration	
Spring 2024	Strengthening Mobility & Revolutionizing Transportation (SMART)	Office of the Secretary	
Spring 2024	Thriving Communities	Office of the Secretary	
Spring 2024	Railroad Crossing Elimination	Federal Railroad Administration	
Summer 2024	Rural and Tribal Assistance Pilot Program	Office of the Secretary	
Summer 2024	Neighborhood Access and Equity Grants	Office of the Secretary	
Summer 2024	Reconnecting Communities Pilot Program	Office of the Secretary	
Summer 2024	Strengthening Mobility & Revolutionizing Transportation (SMART) Grants	Office of the Secretary	
Summer 2024	Charging & Fueling Infrastructure Grants (Community charging)	Federal Highway Administration	

Summer 2024	Charging & Fueling Infrastructure Grants (Corridor charging)	Federal Highway Administration	
Summer 2024	National Electric Vehicle Infrastructure (NEVI) 10% set aside	Federal Highway Administration	
Summer 2024	Reduction of Truck Emissions at Port Facilities	Federal Highway Administration	
Summer 2024	Airport Terminal Program	Federal Aviation Administration	
Summer 2024	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Federal Highway Administration	
Fall 2024	Federal-State Partnership for Intercity Passenger Rail (National)	Federal Railroad Administration	
Fall 2024	Local and Regional Project Assistance Grants (RAISE)	Office of the Secretary	

Many grant programs may have similar timing to publication in past years. To view past NOFO calendar dates, click on the links below.

[See key NOFO publication and closing dates from 2023](#)

[See key NOFO publication and closing dates from 2022](#)

Last updated: Tuesday, March 19, 2024



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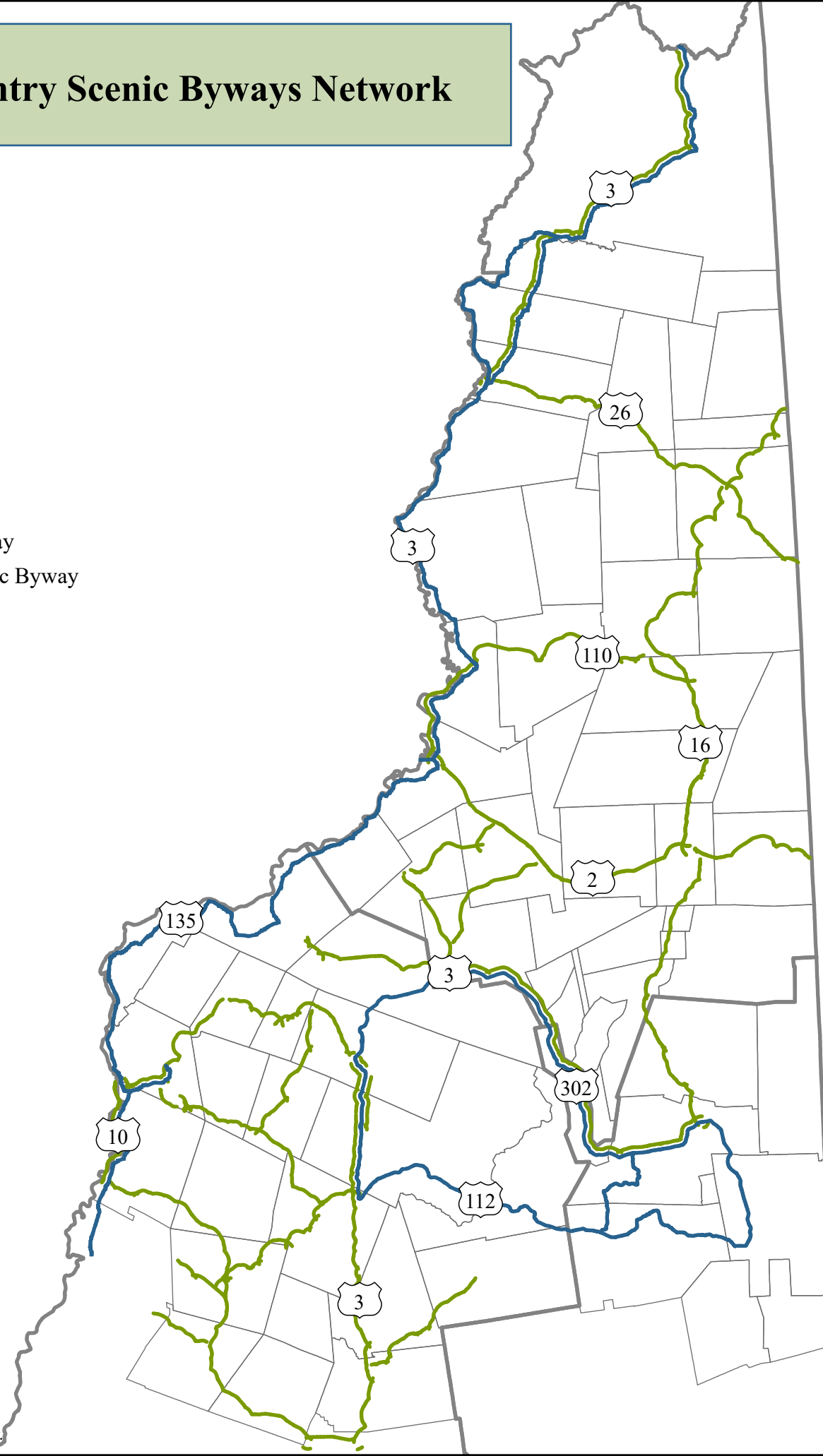
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# North Country Scenic Byways Network

## Legend

-  Federal Scenic Byway
-  North Country Scenic Byway
-  County Boundary
-  Town Boundary



Map prepared by:  
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