

Strafford Metropolitan Planning Organization  
 Technical Advisory Committee Meeting  
 Friday February 4, 2022 from 9:00am - 10:30am  
 Hybrid Meeting (Conference Rm 1A, SRPC Office & via Zoom)

In accordance with RSA 91:A, the Commission requires a minimum of an in-person quorum. To organize this, the Commission staff will confirm the necessary in-person attendance. It is the preference of the Commission that others participate via Zoom, however, guests may attend the meeting at the SRPC Office. All participants, both in-person and virtual, can communicate contemporaneously. View the remote access information below.

Meeting URL: <https://us02web.zoom.us/j/81973155450>  
 Meeting ID: 819 7315 5450  
 Telephone-only Access: +1 646 558 8656

These instructions have also been provided at [www.strafford.org](http://www.strafford.org). If anybody is unable to access the meeting, please email [mtaylorfetter@strafford.org](mailto:mtaylorfetter@strafford.org) or call 603-994-3500 (x115).

Agenda Item	Time	Pre-Meeting Task/Notes
<b>1) Introductions</b> <b>2) Staff Communications</b>	5 mins	none
<b>3) Action Items</b> a) Minutes from November 5th 2021 b) 2021-2024 TIP Amendment 3 draft c) 2022 Highway Safety Performance Targets	20 mins	a) Review minutes b) Review proposed changes in amendment 3 (in packet) c) Review target setting memo (in packet)
<b>4) Discussion Items</b> How can transportation programs under the Bipartisan Infrastructure Law help your community's goals? – Leigh Levine	60 mins	Review BIL program factsheets on FHWA website (link in packet memo)
<b>5) Other Business</b>	10 mins	
<b>6) Citizen's Forum</b> <b>7) Adjourn</b>		none

Reasonable accommodations for people with disabilities are available upon request. Include a detailed description of the accommodation you will need along with your contact info. Please make your request as early as possible; allowing at least 5 days advance notice. Last minute requests will be accepted but may be impossible to fill. Please call (603) 994-3500 or email [srpc@strafford.org](mailto:srpc@strafford.org).



## RULES OF PROCEDURE

*Strafford Regional Planning Commission  
Strafford Metropolitan Planning Organization, and  
Strafford Economic Development District*

### Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise when speaking.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as Citizen Forum, Public Hearings, Public Comment Periods, outreach events, seminars, workshops, listening sessions, etc.



### 2022 Highway Safety Performance Target setting

MPOs are required to set performance targets for safety annually. See the report included in the meeting packet for more information.

### Information on the transportation programs in the Bipartisan Infrastructure Law (BIL) and new Planning Emphasis Areas

Leigh Levine will be in-house to present information on the numerous programs and opportunities in the BIL that can help municipalities fund projects and achieve local goals.

Go to [this FHWA website](#) to find fact sheets on the following programs:

- Apportionment (cross-cutting, describing formula for apportionment of multiple Federal-aid highway programs)
- Bridge Formula Program (BFP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Metropolitan Planning Program
- National Highway Freight Program (NHFP)
- National Highway Performance Program (NHPP)
- Railway-Highway Crossings Program (RHCP)
- Surface Transportation Block Grant (STBG) Program
- Transportation Alternatives (TA)

Leigh will also be describing new Planning Emphasis Areas that are specific to planning efforts by MPOs and State DOTs. These include:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Strafford Metropolitan Planning Organization  
Technical Advisory Committee

**Meeting Minutes**

**Friday, November 5<sup>th</sup>, 2021, 9:00 – 11:00 AM**

Strafford Regional Planning Commission  
Rochester, NH

The meeting was called to order at 9:00am

**1. Introductions**

Chairman Bruce Woodruff called the meeting to order and asked for introductions.

Members Present: Bruce Woodruff, Milton, Arthur Capello, Farmington, Michael Williams, COAST, Chris Parker, Dover, Michele Mears, Somersworth, Marshall Goldberg, Brookfield

Staff Present: Colin Lentz and Jen Czysz of SRPC

Members participating remotely: Katrin Kasper, Lee, Tim White, DES, Shanna Saunders, Rochester, Kim Rummo, DOT, Leah Levine, FHA,

Staff participating remotely: Rachel Dewey, Jackson Rand, Natalie Moles, Megan Taylor-Fetter

Presenters: Julie Murphy, VHB, joining remotely

**2. Staff Communications**

C. Lentz stated that Autumn Scott, formally an intern for SRPC from UNH, has been hired as part time regional planner. He further explained that Autumn, along with recently hired regional planner Blair Haney, are both working as planners under circuit riders.

J. Czysz stated that SRPC is seeking interns and volunteers to assist with municipal records digitization. The scanner is on the way and should be delivered soon. SRPC is coordinating with local high schools to recruit honor students who need volunteer hours.

C. Lentz added that SRPC accountant Kathy Foster has sold her accounting business and is now working as a part time employee performing the same duties but now as an employee.

**3. Action Item(s) [Motion required]**

**3.1. Minutes from August 6, 2021**

C. Parker motioned to approve the August 6, 2021 minutes seconded by M. Williams.

Discussion: M. Williams pointed out that on the 2<sup>nd</sup> page, in discussion item 4, where it states 25% to managed response, it should state demand response. A roll call vote was taken to approve the minutes as amended: A. Capello, M. Williams, C. Parker, M. Mears, M. Goldberg, K. Kasper, T. White, S. Saunders, K. Rummo, L. Levine. The motion passed with all in favor.

**3.2. Recommend targets for Public Transit safety measures**

C. Lentz explained that what is being presented is a new(ish) set of measures that will be incorporated into the planning documents for federally funded public transit providers. COAST has a transit asset management plan that has been approved. These measures are directly from that and include the number and rate of fatalities, number, and rate of injuries number of safety

events, rate of safety events and system reliability. Colin explained that a safety event is something that cannot be treated on site and that COAST has an excellent record so there are very few. Rate targets are based on incidents per 500,000 vehicle revenue miles. System reliability targets are based on the mean distance or number of miles driven between mechanical failures. Colin stated that he recommends the targets in the transit asset management plan and asked members for comments.

M. Williams stated that COAST will have their 2022 targets out in January.

M. Williams motioned, seconded by C. Parker to recommend to the Policy Committee to adopt the public transit safety performance targets as proposed. A roll call vote was taken: A. Capello, M. Williams, C. Parker, M. Mears, M. Goldberg, K. Kasper, T. White, S. Saunders, K. Rummo, L. Levine. The motion passed with all in favor.

#### **4. Discussion Items**

##### **4.1. Travel demand model – How can this tool be used for transportation planning in the region?**

C. Lentz welcomed Julie Murphy from VHB and explained that SRPC hired VHB to work on the project data base as well as the travel demand model update. A while back SRPC used the seacoast model while working on air quality assessments for updates and for project inclusion. Julie Murphy introduced herself and explained that this model includes both Strafford and Rockingham counties. J. Murphy explained that there are two major backbones of a travel demand model which are the roadway network and the TAZ (traffic analysis zone) which hold all the land use. These include information on population and employment.

J. Murphy presented a closer look at the Dover area and outlined the total number of TAZs and their numbers. She outlined the model and gave a summary on what is contained in the model.

B. Woodruff asked if on the volume count comparison, is that used to calibrate the model?

J. Murphy answered yes, there are 2015 counts for daily and peak period in the model so you can compare the counts to the model volumes.

C. Lentz explained that the amount of data decreases as the road size decreases. C. Lentz stated that there is better data on interstates than the smaller roadways. He added that there could be ways to improve that data including supplemental counts to do small scale modeling. Currently the model is fine for corridor analysis but not for intersection analysis.

B. Woodruff asked if municipalities did counts on their roads could that data be incorporated into the model.

J. Murphy answered yes, it is a database, the more counts we have, the more calibration we can look at specific corridors, not just a regional basis. Sometimes the TAZs are too big for localized roads. Much more detail can be done on a location of the centroid connectors, the size of the TAZ if there was additional count information in the region.

L. Levine stated that it looks like there is transit ridership included to make this a mode split model.

J. Murphy replied that there are busses in there, it is a small percentage of the traffic. The walk bike share is done on the density of the TAZ, the model is calibrated more on vehicles. It is estimating the transit as a mode share in the model, but it is a small percentage.

L. Levine stated that with the census 2020 coming out and new information on urbanized areas, it was the plan to look at that and to integrate the data and possible functional reclassification that might come from the data.

B. Woodruff asked where the employment data comes from and what year.

J. Czysz answered that it comes from the NH Employment Agency and is from 2015.

M. Goldberg asked if municipalities conduct their own traffic counts and if the methodology is the same or different.

C. Lentz answered that SRPC is assigned traffic counts through the DOT for all the communities for their data collection. Some municipalities do their own counts but that is not reflected in the model.

R. Dewey stated that SRPC collects 110-130 traffic counts every year and DOT assigns counts on state roads. It's a mix at different locations, some are vehicle class, others volume or direction. The federal highways have a set of rules of what percentage of each road class needs to be classification vs directional vs volume. It's a good mix.

C. Lentz asked, going back the mode split question, can the data from COAST bus be used to validate the data?

J. Murphy answered that if there was information on boarding and ridership, that could be looked at.

M. Williams asked if the transit related outputs are used to syphon off the numbers to keep them out of the road counts.

J. Murphy answered its mostly siphoned off. The total number of daily bus trips is about 9000. The percentage is very small. (1%)

M. Williams asked how covid factored into the data.

C. Lentz answered the model does not show the recent counts that dropped.

B. Woodruff asked is this model is precise enough to use as a tool for large developments that are being proposed.

C. Lentz answered that at this point it is used for larger scale corridor analysis and congestion outputs. For more detail, we need supplemental counts.

J. Murphy added if there was a specific project more detail analysis could be performed.

Further discussion ensued on the potential uses for the model.

M. Williams asked when you think about air quality impacts, are congested areas determined to be increased or decreasing air quality and then fixing that congestion is presumed to increase air quality, does it factor in potential increased vips from induced demands when you remove congested conditions. Does it factor in that balance at all, or does it assume that the increased congestion has no impact on road usage quality.

J. Murphy answered in the regional model no. Induced travel is not incorporated in the model.

#### 4.2. Sharing the cost of infrastructure resilience investment

C. Lentz presented a regional infrastructure resilience planning and funding approach idea. He questioned can we use the model to project a climate impact scenario where we lose a piece of the network, and the model shows what will happen to the traffic pattern. He stated that it is imperative that we do something and focus on areas that are vulnerable and important. Who owns the structure and who would end up paying for it? What is the feasibility of designing a process or a framework for collectively investing in the resilience of that piece of infrastructure if multiple communities and individuals rely on it. He stated he is interested in discussing ways to fund resilience in a targeted way and to decrease the financial burden on individual communities.

W. Burton stated that the first step is to take an inventory of the vulnerable infrastructure and prioritize those. There is a funding mechanism available for bridges that is a municipal agreement with the state and multiple towns, but it is a long process.

The members engaged in a discussion on funding responsibility and opportunities. And expressed concern over already taxed budgets and having their own projects to complete.

J. C. added that with the various appropriation funding bills that are working their way thru congress there is a potential for additional funding. As a region we want to make sure we are well poised to proactively go after those dollars. This as an opportunity for us to identify what is important to us as a region.

The members engaged in discussion on local hazard mitigation plans and how that information could be used.

J. Cysz as part of the contract with VHB, there is their project scoping team, so we have the ability to work on the planning level scopes and budgets for potential transportation budgets. C. Lentz stated the first step is to collect information from existing hazard mitigation plans and inventory and rank vulnerable infrastructure in the region. VHB can provide engineering support for planning level cost estimates and projects. Planning next TAC meeting to talk about that. There are number of things that must happen between now and when we submit another batch of projects to DOT in 2023.

## 5. **Other Business**

C. Lentz stated that for the Ten-Year Plan he is keeping an eye out for when the next public hearings are going to happen. The Ten-Year plan is moving forward, Wednesday night was the final GACIT hearing.

T. White stated that the state put out an RFP for clean diesel on November 11. Understanding that the grants coordinator will be contacting SRPC regarding the possibility of DES doing short presentation and give background on state clean diesel program in anticipation of the possibility of communities in the region submitting projects.

## **6. Municipal Roundtable – Updates from your community**

B. Woodruff stated that he was contacted by a private firm that was trying to identify a site that was eligible for the state RFP for electrical charging stations. The rules of the RFP include that there has to be a parking area that exists and it has to be a certain distance from the Turnpike. B. Woodruff stated that the rules on distance are too stringent. Milton has a parking lot but it was not eligible due to that rule.

C. Parker stated that Dover had feedback from the state regarding the RFP and were told that if 20 miles from major route, so 95 inhibits a lot of communities as does 236 and others. We were looking at the exit 9 park and ride. The hidden costs would be charging costs which would have to be paid for through fees or other options.

T. White stated that on the DES website there is a recent an amendment to the wording in the RFP pertaining to the distance of proposed charging sites from the corridors included in the RFP as well as the spacing between charging sites. T. White encouraged members to go onto the website for the update and other materials.

L. Levine sent a message through CHAT that DOT's transportation asset management plan is online.

M. Williams stated that as of November 13 COAST will be reducing service again solely due to lack of CDL drivers. COAST now needs ten more CDL drivers. COAST is pursuing options to increase the size of the non CDL fleet.

C. Parker stated that on November 13 Dover will be hosting an electric vehicle showcase. C. Parker stated that after five years Dover will be going out to bid for design services for the downtown merge of one way to two way. The cost is estimated at about 20 million. He added that the Dover City Council should be adopting the capital improvements program which includes a roundabout on Dover Point Road and other transportation projects.

M. Mears asked if there is an update on complete streets project to which C. Lentz answered they are still working on it last he heard they were meeting with DOT on alternative analysis.

M. Goldberg stated that in Brookfield Route 109, a state road, seems to be getting more volume, trucks and activity. The town is looking into having the speed reduced but as it is a state road that may be difficult. He asked for feedback on the subject.



C. Lentz answered that SRPC can look at data on counts and has radar counters which give an idea of the speed of vehicles.

S. Saunders informed members that in Rochester phase two at the Ridge is on pause. Economic Development is moving forward with a potential zoning rewrite to allow residential which is a possible reason for the pause. S. Saunders stated that Planning is not in support of that. She stated that the Hoffman building and Old Slims building have both been purchased by a developer. With approval by Historic District Commission and pending approval by the planning board they will tear down those buildings and construct a new building that meets new height ordinance. They are working with the architects on an art deco design. The Hoffman building is the last standing art deco building in Rochester. The new building will consist of 50 residential units and commercial space on the first floor.

7. Citizen's Forum – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements shall be limited to three minutes.  
No citizens were present to provide input.
8. Adjournment  
C. Parker motioned to adjourn seconded by D. Hamann. Motion passed all in favor none opposed.

## NOTICE OF PUBLIC COMMENT PERIOD & PUBLIC HEARING

Regarding Amendments to the:  
***2021-2024 Transportation Improvement Program (TIP)***  
*with corresponding updates to the*  
***2021-2045 Metropolitan Transportation Plan***

The Strafford Regional Planning Commission, functioning as the federally mandated Metropolitan Planning Organization (MPO) for the Strafford Region, is holding a comment period and public hearing for the proposed Amendment #3 to the adopted *2021-2024 Transportation Improvement Program (TIP)*. The TIP is a prioritized list of federal and state funded regional transportation projects programmed for the next four years. The amendment is necessary to account for project changes and to maintain consistency with the *2021-2024 State Transportation Improvement Program (STIP)*. Strafford Regional Planning Commission is conducting this process in accordance with the Strafford MPO's public involvement procedures and federal and state regulations.

Amendment #3 impacts projects listed in the *2021-2024 Transportation Improvement Program* which is part of the *2021-2045 Metropolitan Transportation Plan* for the region. This amendment includes corrections to minor typographical errors in the 2021-2045. Metropolitan Transportation Plan. Full amendments to the Transportation Improvement Program require a 10-30 day public comment period, a public hearing, and approval by the Strafford MPO Policy Committee. A 10-day public comment period for this amendment will begin on **Tuesday, February 8, 2022** and will end at the close of business on **Thursday, February 17, 2022**. **A public hearing will be held by the SRPC Policy Committee meeting at 9:00 am on Friday, February 18, 2022**. The public is encouraged to submit comments before the end of the business day (5:00 pm) **Thursday, February 17, 2022**, or at the public hearing at the Strafford MPO Policy Committee meeting at **9:00 am on Friday, February 18, 2022**.

The public hearing can be attended in-person or electronically. Attend in-person at the address below, and electronically by dialing (646) 558-8656 and use conference ID: 858 0237 2877, or participate online at **Meeting ID: 858 0237 2877**

**Online Access:** <https://us02web.zoom.us/j/85802372877>

**Telephone-only Access:** +1 646 558 8656

Copies of the proposed amendment will be available for review at the Dover, Rochester, and Somersworth public libraries and city halls, as well as the Strafford Regional Planning Commission office and website. Copies can be sent to interested parties upon request. Information about joining the meeting is at the Strafford Regional Planning Commission website ([strafford.org](http://strafford.org)). If anybody has a problem accessing the meeting, please call (603) 994-3500 x102 or e-mail [clentz@strafford.org](mailto:clentz@strafford.org)

As of July 20, 2013 all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (the 2008 ozone standard); the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area.

Copies can be sent to interested parties upon request. Comments can be sent via mail, email, and fax to:

Colin Lentz  
Strafford Regional Planning Commission  
150 Wakefield Street, Suite 12  
Rochester, NH 03867

Phone: (603) 994-3500 (ext. 102)  
Fax: (603) 994-3504  
email: [clentz@strafford.org](mailto:clentz@strafford.org)  
Website: [www.strafford.org](http://www.strafford.org)

**Strafford MPO**  
**2021-2024 Transportation Improvement Program Amendment #3**

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# 2021 - 2024 SRPC Transportation Improvement Program

## 21-24 Amendment 3

Please refer to the 2021 - 2024 TIP document and project listing for detailed COAST transit funding information. NHDOT groups federal funding for statewide public transit in large programs (e.g. FTA 5307); MPOs and RPCs track funding for individual transit providers and projects. Strafford MPO is currently updating its project database and will be incorporating individual project funding for final publication of the 2021 - 2024 TIP.

### Dover 41373

Towns: Dover  
 Road: Rte 155, Rte 108, Bellamy Rd. Daley Dr. Durham Rd (Community Trail)  
 Scope: Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.  
 Acronyms:

#### Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2022	\$20,538		\$0	\$5,134	<b>\$25,672</b>
ROW	2022	\$34,400		\$0	\$8,600	<b>\$43,000</b>
CON	2022	\$113,000		\$0	\$140,384	<b>\$253,384</b>
CON	2023	\$116,164		\$0	\$29,041	<b>\$145,205</b>

#### Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2022	\$20,538		\$0	\$5,134	<b>\$25,672</b>
ROW	2022	\$34,400		\$0	\$8,601	<b>\$43,001</b>

#### Change Notes

NHDOT Description of Changes

#### SRPC Notes

Construction phase moved to FY2025 for TAP program fiscal constraint and to match draft Ten Year Plan. This moves CON phase outside the STIP into the programmatic; local ("non-participating") funds remain showing in STIP. No affect on funding or phases

#### Funding Sources

##### FHWA

TAP - Transportation Alternatives

##### OTHER

Towns

# PROGRAM MOBRR

Towns: Statewide

Road: Various

Scope: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$160,000		\$0	\$40,000	<b>\$200,000</b>
PE	2022	\$80,000		\$0	\$20,000	<b>\$100,000</b>
PE	2023	\$80,000		\$0	\$20,000	<b>\$100,000</b>
PE	2024	\$80,000		\$0	\$20,000	<b>\$100,000</b>
ROW	2021	\$20,000		\$0	\$5,000	<b>\$25,000</b>
ROW	2022	\$44,000		\$0	\$11,000	<b>\$55,000</b>
ROW	2023	\$20,000		\$0	\$5,000	<b>\$25,000</b>
ROW	2024	\$20,000		\$0	\$5,000	<b>\$25,000</b>
CON	2021	\$3,520,000		\$0	\$880,000	<b>\$4,400,000</b>
CON	2022	\$3,576,000		\$0	\$894,000	<b>\$4,470,000</b>
CON	2023	\$3,600,000		\$0	\$900,000	<b>\$4,500,000</b>
CON	2024	\$3,600,000		\$0	\$900,000	<b>\$4,500,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$160,000		\$0	\$40,000	<b>\$200,000</b>
PE	2022	\$80,000		\$0	\$20,000	<b>\$100,000</b>
PE	2023	\$400,000		\$0	\$100,000	<b>\$500,000</b>
PE	2024	\$400,000		\$0	\$100,000	<b>\$500,000</b>
ROW	2021	\$20,000		\$0	\$5,000	<b>\$25,000</b>
ROW	2022	\$44,000		\$0	\$11,000	<b>\$55,000</b>
ROW	2023	\$80,000		\$0	\$20,000	<b>\$100,000</b>
ROW	2024	\$80,000		\$0	\$20,000	<b>\$100,000</b>
CON	2021	\$3,520,000		\$0	\$880,000	<b>\$4,400,000</b>
CON	2022	\$3,576,000		\$0	\$894,000	<b>\$4,470,000</b>
CON	2023	\$5,780,000		\$0	\$1,445,000	<b>\$7,225,000</b>
CON	2024	\$5,780,000		\$0	\$1,445,000	<b>\$7,225,000</b>

## Change Notes

NHDOT Description of Changes

SRPC Notes

The program is being adjusted to accommodate necessary increase changes in expected children project fund amounts. No child projects in the region are being affected.

## Funding Sources

### FHWA

STBG-State Flexible

Bridge Off System

### OTHER

Other

# PROGRAM CRDR

Towns: Statewide

Road: Various

Scope: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$760,000		\$0	\$0	<b>\$760,000</b>
PE	2022	\$400,000		\$0	\$0	<b>\$400,000</b>
PE	2023	\$100,000		\$0	\$0	<b>\$100,000</b>
PE	2024	\$100,000		\$0	\$0	<b>\$100,000</b>
ROW	2021	\$5,500		\$0	\$0	<b>\$5,500</b>
ROW	2022	\$106,700		\$0	\$0	<b>\$106,700</b>
ROW	2023	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2024	\$25,000		\$0	\$0	<b>\$25,000</b>
CON	2021	\$1,459,500		\$0	\$0	<b>\$1,459,500</b>
CON	2022	\$1,870,000		\$0	\$0	<b>\$1,870,000</b>
CON	2023	\$1,243,300		\$0	\$0	<b>\$1,243,300</b>
CON	2024	\$1,190,000		\$0	\$0	<b>\$1,190,000</b>
OTHER	2022	\$5,000		\$0	\$0	<b>\$5,000</b>
OTHER	2023	\$5,000		\$0	\$0	<b>\$5,000</b>
OTHER	2024	\$5,000		\$0	\$0	<b>\$5,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$760,000		\$0	\$0	<b>\$760,000</b>
PE	2022	\$400,000		\$0	\$0	<b>\$400,000</b>
PE	2023	\$100,000		\$0	\$0	<b>\$100,000</b>
PE	2024	\$100,000		\$0	\$0	<b>\$100,000</b>
ROW	2021	\$5,500		\$0	\$0	<b>\$5,500</b>
ROW	2022	\$106,700		\$0	\$0	<b>\$106,700</b>
ROW	2023	\$54,100		\$0	\$0	<b>\$54,100</b>
ROW	2024	\$25,000		\$0	\$0	<b>\$25,000</b>
CON	2021	\$1,459,500		\$0	\$0	<b>\$1,459,500</b>
CON	2022	\$1,870,000		\$0	\$0	<b>\$1,870,000</b>
CON	2023	\$5,408,270		\$0	\$0	<b>\$5,408,270</b>
CON	2024	\$1,594,900		\$0	\$0	<b>\$1,594,900</b>
OTHER	2022	\$5,000		\$0	\$0	<b>\$5,000</b>
OTHER	2023	\$5,000		\$0	\$0	<b>\$5,000</b>

OTHER	2024	\$5,000	\$0	\$0	<b><i>\$5,000</i></b>
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**Change Notes**

NHDOT Description of Changes

SRPC Notes

The program is being adjusted to accommodate necessary increase changes in expected children project fund amounts. No child projects in the region are being affected.

**Funding Sources**

**FHWA**

STBG-State Flexible

STBG-Off System Bridge

National Highway Performance

**NHDOT**

Toll Credit





# PROPOSED 2022 SAFETY PERFORMANCE TARGETS AND METHODOLOGY

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Strafford Regional Planning Commission

February 18, 2022

## BACKGROUND

The Federal Highway Administration (FHWA) implemented the final rule on the Highway Safety Improvement Program (HSIP) effective April 14, 2016. This regulation (23 CFR 490) requires that five safety related performance targets must be set and published annually by State DOTs by August 31st and MPOs within 180 days after the state targets are established. This target setting is intended to coordinate the efforts of the State Department of Transportation (NHDOT), State Office of Highway Safety (NHDOS), and Metropolitan Planning Organizations, as well as the specific planning efforts of the State Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the Highway Safety Improvement Program (HSIP), into measures that help to assess the safety performance of the transportation system. The federally required targets assess and report five factors related to highway safety:

1. **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.

**Number of Non-Motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries



involving a motor vehicle during a calendar year. Data for the establishment of these measures come from three sources:

- Fatality Analysis Reporting System (FARS): FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state.
- State Motor Vehicle Crash Database: Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injuries in the state. This is based on the Federal Model Minimum Uniform Crash Criteria (MMUCC, 4th Edition).
- Highway Performance Monitoring System (HPMS): State Vehicle Miles Traveled (VMT) data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities. SRPC contributes roughly 9% of the statewide VMT.

The process for collecting and analyzing crash data is lengthy and complex and it has an impact on the target setting timeline. Crashes are responded to and reported on by local police officers; most crash reports in NH are submitted on paper forms that have to be entered into the state database. All crash reports are due to NHDOS by the end of each calendar year. As noted elsewhere in this report, people who die from crash-related injuries within 30 days of the crash, may require relevant crash reports to be resubmitted. This lag in data access means that NHDOT does not have complete crash data to calculate their performance from the previous year until late spring/early summer. 2020 is the most recent complete year of crash data that has been reviewed and compiled. MPOs are also required to set targets for the same calendar year as NHDOT.

## TARGET DEVELOPMENT

States establish HSIP targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for the purposes of evaluating and reporting measures. However, those sub-state targets are not included in the significant progress determination that will be made by FHWA.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs. This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety,

as well the four MPOs in the state. Five performance measures trends were established based on crash and volume data from 2007 to the present. Five year rolling averages were developed from these values and utilized to project trends used to set targets for 2022.

### Data Impacts in 2020

The 2020 calendar year saw significant impacts from the COVID-19 pandemic, especially in transportation. Due to shutdowns in response to COVID-19, volumes were much lower in 2020 than in recent years. Despite the lower traffic volumes, the number of fatalities stayed consistent with 2019. If not for the reduction of traffic, the number of fatalities might have been higher in 2020. The continuing pandemic may continue to have long-term impacts on highway safety trends.

### State Targets

The tables on the following pages show the data supporting the targets for the five required measures as well as a graph showing the state targets for 2022. Detailed graphs of statewide data used to develop five-year rolling averages in each target category are displayed on the following pages.

		5-Year rolling averages						2021	2022
		2015	2016	2017	2018	2019	2020	Target	Target
Fatality Total	State	109	118	117	119	120	118.0	120	117.8
	SRPC	12.4	14.4	15.8	14.8	13.6	13.2	13.2	13.0
Fatality Rate	State	.839	.900	.881	.885	.884	0.884	.884	.874
	SRPC	1.065	1.223	1.328	1.225	1.117	1.110		
Serious Injury Total	State	496.8	499.8	457.2	449.6	456.4	465.4	456.4	465.4
	SRPC	74.8	72.8	63.2	61	54.4	54.2	50.2	50.2
Serious Injury Rate	State	3.846	3.825	3.4	3.3	3.4	3.5	3.4	3.5
	SRPC	6.4	6.2	5.3	5.1	4.5	4.5		
Non-motorized fatal + serious injuries	State	56.4	54.2	55	51.6	48.6	42	45.9	38.0
	SRPC	7.4	9	8.2	9	8.2	7.4	6.9	7.4

**Note: SRPC supports the state safety targets but this does not mean the statewide number is acceptable for the region. SRPC will continue working with NHDOT to address highway safety issues in the region in support of statewide performance improvements.**

## MPO Targets

For 2022, Strafford MPO staff are recommending that the MPO support the State of New Hampshire HSIP Targets in all five mandated areas. This does not mean that the statewide number and rate of fatalities and injuries is acceptable for the region. It is simply an acknowledgement that crash locations are largely random and driven by driver behavior, and therefore the MPO region will not contribute more than usual to the statewide totals. In supporting the state targets, the MPO agrees to:

- Conduct regional analysis to identify highway safety hazards and work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the region.
- Coordinate with the State and incorporate safety performance measures and targets Metropolitan Transportation Plan and Transportation Improvement Program. This includes more specific description of the anticipated effect of programmed or proposed projects in achieving safety targets and improving safety outcomes.
- Integrate goals, objectives, performance measures, and targets described in other applicable State transportation safety plans and processes into the MPO planning process.

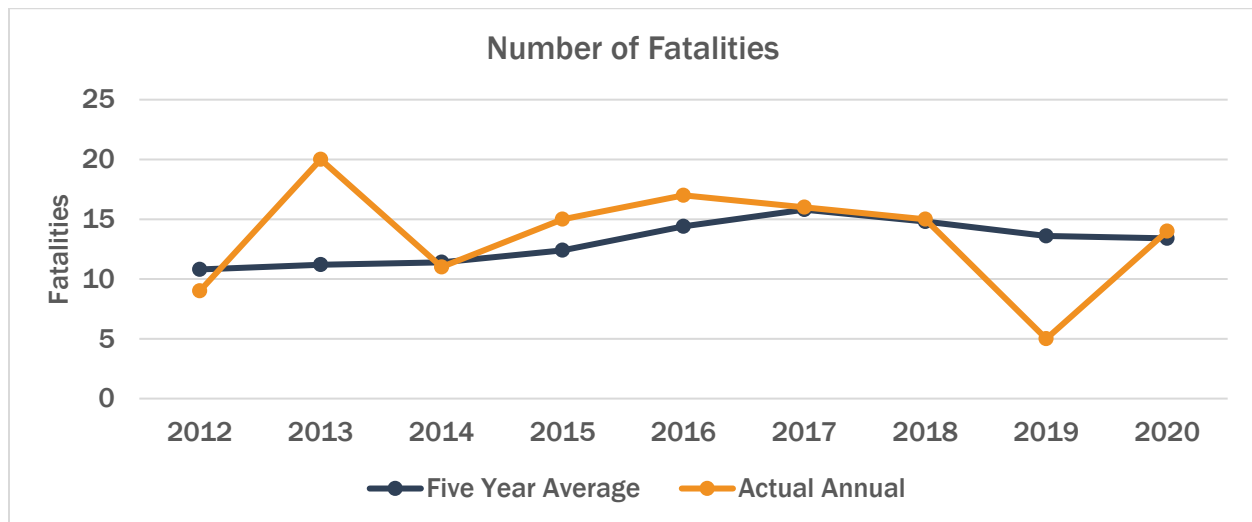
## Number of Fatalities

Fatal crashes are reported to the federal Fatal Analysis Reporting System (FARS) database every year. This database is used to calculate the number of fatalities measure. This measure is the five-year rolling average and targets are based on a minimum five-year trend line. Five-year rolling averages are used to smooth the trend line. They allow for years with exceptionally high or low numbers of severe or fatal crashes without significantly skewing the overall trend line. Rolling averages can still be affected when unusual years are added or lost. 2019 saw a sharp decrease in the number of fatalities in the region. This will draw the rolling average down but could be reversed if fatalities spike in future years. The total number of fatalities in NH for 2021 has the potential to change. Anyone who dies within 30 days of a crash because of injuries sustained in that crash will be included in the final 2021 total.

SRPC is supporting the 2022 state target for this measure.

Year	State		SRPC	
	Fatalities	5-year average	Fatalities	5-year average
2012	108	114.8	9	10.8
2013	135	114.2	20	11.2
2014	95	111.2	11	11.4
2015	114	108.4	15	12.4

2016	136	117.6	17	14.4
2017	102	116.4	16	15.8
2018	147	118.8	15	14.8
2019	101	120	5	13.6
2020	104	118	14	13.4



### Number of Serious Injuries

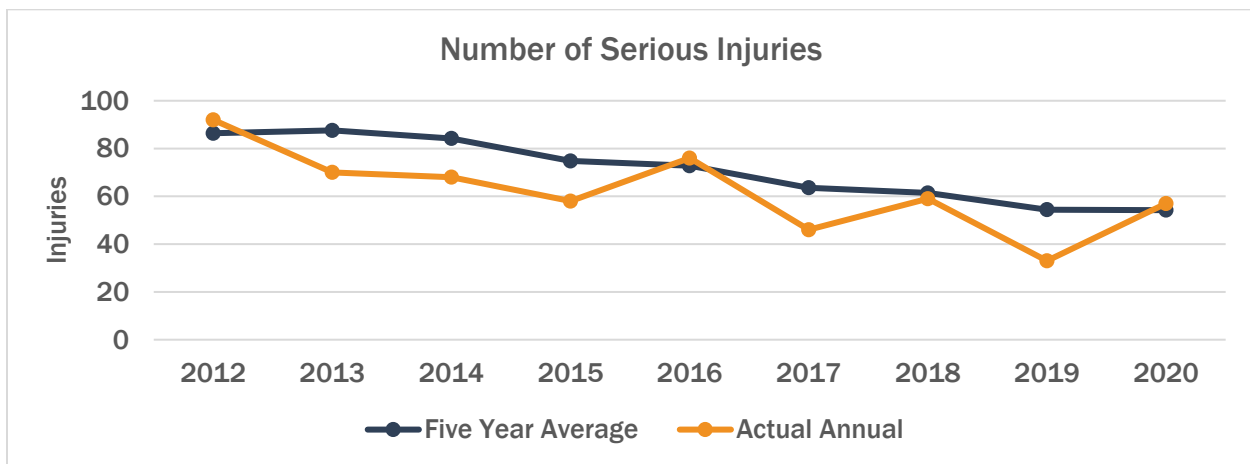
The New Hampshire Division of Motor Vehicles in the Department of Safety maintains a database of crashes in the state. This is the data source for the serious injury measures. A serious injury is one that is incapacitating. These include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconsciousness, and any inability to leave the scene without assistance.

This data is collected on the scene of each crash by the responding police officers. These crash reports may be filled out on paper or electronically, and on varying versions of the form. The data is then sent to the state and manually entered into the database. Early versions of the data might be distributed, and updates did not necessarily make it to everyone with access to the data.

In 2017, the state launched a new database called VISION to house the crash data. VISION is a more consistent and comprehensive database that has improved the data management for the crash data. It is stricter in what is allowed to be reported as a serious injury, and allows for more seamless data distribution. As a result, there is a notable decrease in the serious injury totals in 2017 and 2018. It is assumed that this trend will continue.

Due to consistency and accuracy concerns with the data pre-2017, it is difficult to set realistic targets on the existing data that the MPOs have access to. The State sets targets based on the current data at DOS, but the data provided to the MPOs prior to 2017 show much higher injury numbers because the data is from a different version of the database. Therefore, the SRPC trend should decrease dramatically over the next 2-3 years once the 2016 data is no longer in the five-year rolling average, and the trend line should level off at a lower number.

SRPC will support the 2022 state target for serious injuries.



Rate of fatalities and Rate of serious injuries

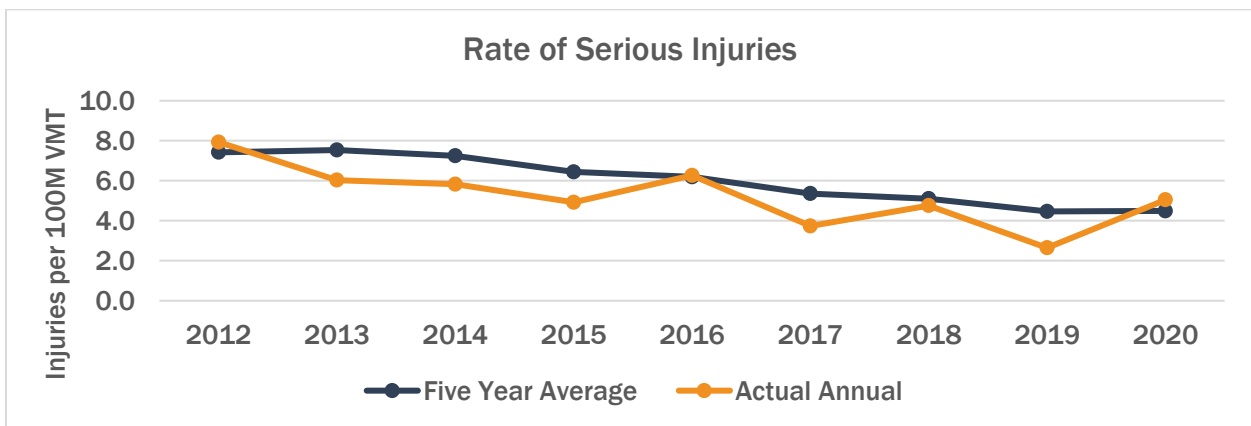
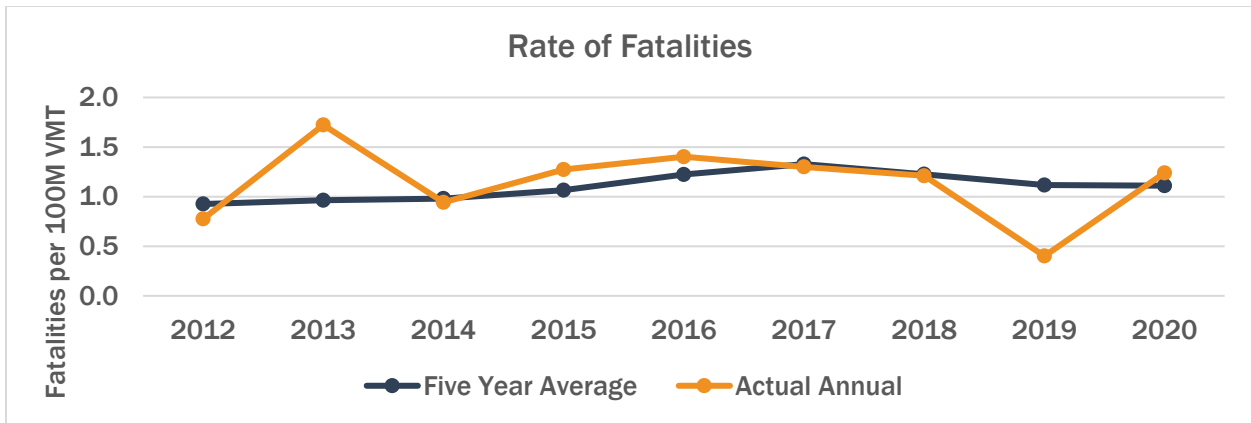
The rate of fatalities and the rate of serious injury measures combine their respective crash data with the vehicle miles traveled (VMT) data from the Highway Performance Monitoring System (HPMS). The NHDOT has calculated regional shares of VMT for the MPOs to use in these calculations.

The rate of fatalities is calculated by dividing the number of fatalities by the VMT. Similarly, the rate of serious injuries is calculated by dividing the serious injuries by the VMT. SRPC's rate of fatalities and rate of serious injuries are both generally a bit higher than the state rates. This is because on average, the regional share of VMT is less than the regional share of fatalities and serious injuries.

SRPC Average Annual Shares		
Fatalities	Serious Injuries	VMT
11%	11%	9%

$$\frac{11\% \text{ of state total people}}{9\% \text{ of state VMT}}$$

SRPC will support the state targets for 2022 for both measures.

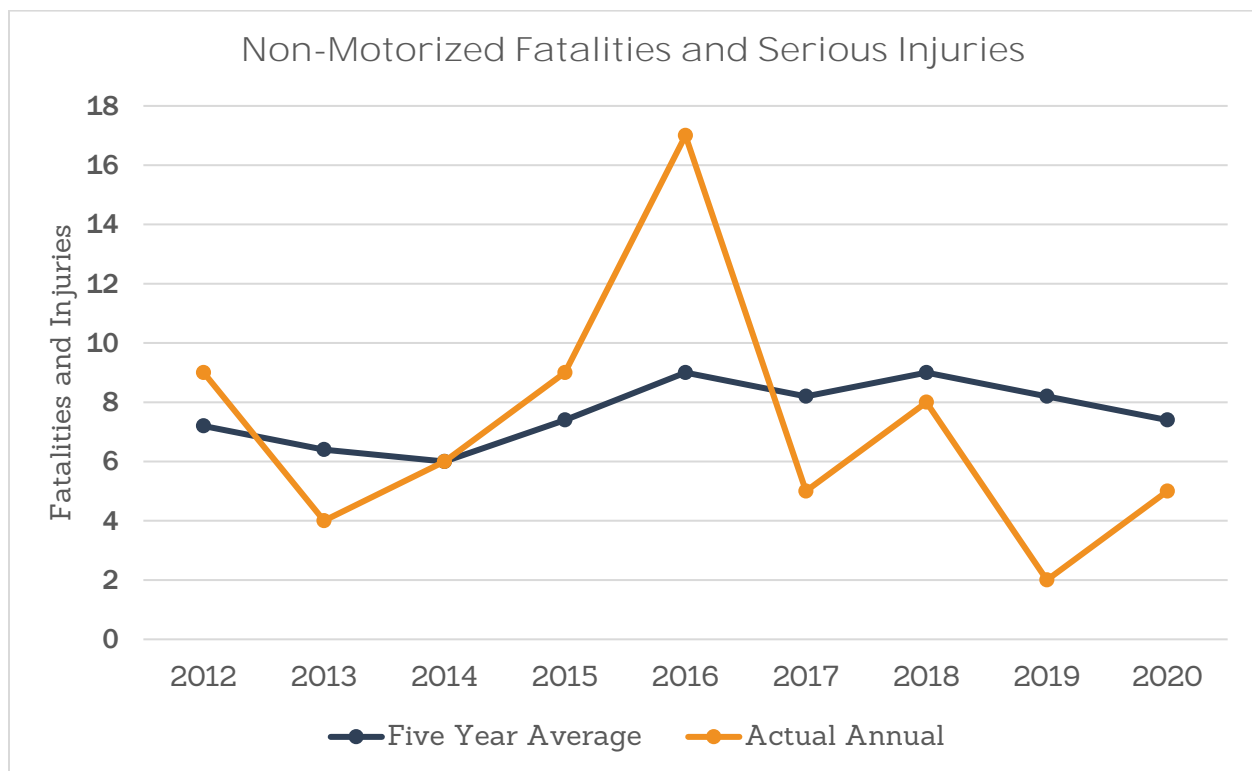


### Number of Non-Motorized Fatalities and Serious Injuries

The non-motorized fatalities and serious injuries measure is the sum of the individuals who were killed or seriously injured while outside of a motor vehicle. This measure includes pedestrians and bicyclists.

As with most crashes, the locations for non-motorized crashes are random. SRPC has seen anywhere from 0-33% of the statewide non-motorized fatalities and anywhere from 6-37% of the serious injuries since 2007. In 2016, SRPC had 3 non-motorized fatalities (21% of the state total that year), and 6 serious injuries (12% of the state total). In 2019, SRPC had 0 non-motorized fatalities and 2 (of the 30 statewide) serious injuries.

Due to the wild fluctuation in these numbers, SRPC will support the state on this measure.





## Emerging Trends

There are several notable issues and trends that may affect future safety performance and warrant monitoring:

- New Hampshire remains the only state without an adult seatbelt law. Past legislative efforts to introduce a primary seatbelt law have all failed but could be expected to improve safety performance.
- Marijuana legalization: Recreational marijuana is not yet legal in New Hampshire but is legal in New Hampshire's three abutting states and the Province of Quebec. Legalization of marijuana in New Hampshire could be expected to worsen safety performance, as has been seen in other states.
- Opioid addiction: Impaired driving continues to be a principal contributor to fatal and serious injury crashes. The ongoing opioid crisis within New Hampshire and the Northeast will continue to pose a hazard to highway safety and can be expected to worsen safety performance.
- COVID-19 Pandemic: The full scale of impacts from the 2020 pandemic cannot be fully determined yet. The massive economic downturn resulted in much lower VMT, but the number of crashes did not decrease significantly.

## Summary

SRPC will support the state for all five safety performance measures for 2022. In supporting the state targets, SRPC will work to achieve the following benchmarks for the Strafford MPO area:

- keep fatalities at or below 11% of the state total (approximately 13 fatalities);
- keep serious injuries at or below 11% of the state's total (approximately 50 serious injuries);
- and non-motorized fatalities and serious injuries should stay at or below 13% of the state's total (approximately 7 fatalities or serious injuries).

As the MPOs and NHDOT adapt to a performance-based approach, measures and targets will be more fully integrated into processes and programs. Safety is a primary goal for the Strafford MPO and staff strive to achieve targets and goals through multiple strategies:

- Conduct regional analysis to identify highway safety hazards and work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the region
- Coordinate with the State and incorporate safety performance measures and targets Metropolitan Transportation Plan and Transportation Improvement

Program. This includes more specific description of the anticipated effect of programmed or proposed projects in achieving safety targets and improving safety outcomes

- Collaborate with local and state law enforcement to improve safety data management and access for analysis
- Integrate goals, objectives, performance measures, and targets described in other applicable State transportation safety plans and processes into the MPO planning process
- Work with municipalities, NHDOT, and FHWA to develop comprehensive Local Road Safety Plans that lay out a strategic and proactive approach to improving safety
- Conduct more detailed analysis of road geometry to identify hazards before they result in a fatality or serious injury (e.g. intersections that have a “Y” shape rather than a “T” shape)



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

Federal Transit  
Administration

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA Regional Administrators

**Subject:** 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez  
Administrator  
Federal Transit Administration

Stephanie Pollack  
Deputy Administrator  
Federal Highway Administration

Enclosure

## **2021 Planning Emphasis Areas:**

### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

*(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)*

### **Equity and Justice<sup>40</sup> in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

### **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

## **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.