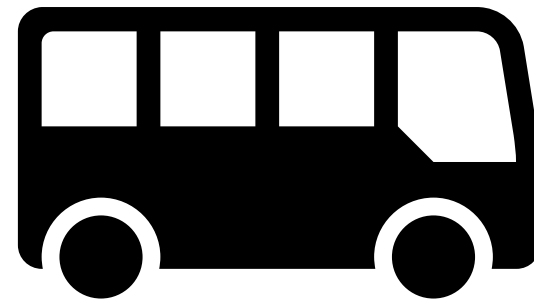




Transportation Advisory Committee Meeting

February 13, 2024





February TAC Agenda

- 1. Call to Order and Roll Call (Name and City/Town)**
- 2. Action on Minutes from October 10, 2023**
- 3. Long-Range Transportation Plan Updates**
4. FY 2025-2034 Ten-Year Plan Updates
 - GACIT updates; comments submitted
5. Public Involvement Plan Updates
6. Updates from Members
7. Other Business
8. Adjourn

February
2024

Long-Range Transportation Plan Updates



The Long-Range Transportation Plan

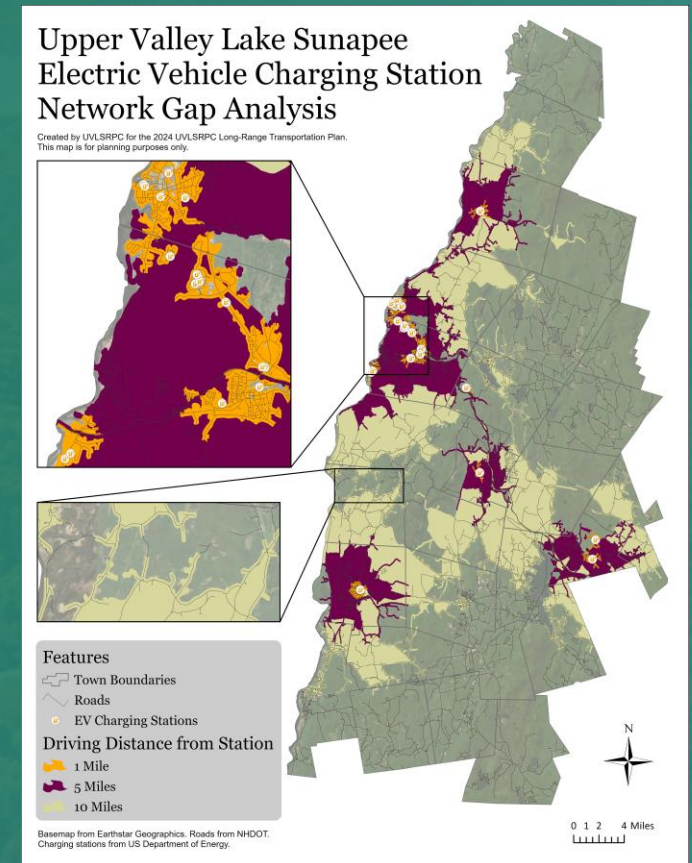
- Foundation for the development of Transportation Improvement Programs (TIPs)
- 15-20-year vision for an improved regional transportation system
- Updated every five years
- Analysis of current transportation system and conditions
- Lists both capital and non-capital improvement projects with prioritization
- Includes Regional Corridor Transportation Plan (2022)

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Common Comments on the LRTP

- Evaluation of Maps (Rethinking Criteria; Other Helpful Network Analyses)
- Additional Information Within Conditions Section
- Infrastructure-Related Questions or Requests
 - More micromobility; bike/ped infrastructure
- Further Insight to Planning of Strategy and Actions
 - How they Changed Over Time with Additional Input
- Incorporating More Details of Public Outreach (both Corridor Plan and Non-Capital Lens)



Changes in the LRTP

- Restructuring Conditions and Action Plan Sections
- Updating with More References to Regional Corridor Transportation Plan
- Highlighting Elements from Action Plan in Executive Summary
- Adding Further Details on Public Outreach
- Providing Updated and Additional Maps for Network Analysis





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What is the Public Involvement Plan?

- Establishes guidance by which UVLSRPC ensures effective public involvement as a democratic process
 - Title VI plan
- Outline for meeting statutory requirements set forth in latest federal and state legislation; NHDOT and USDOT/FHWA requirement
- Meaningful public involvement
 - Understand community demographics
 - Build durable community relationships
 - Understand community wants and needs
 - Involve broad representation of community
 - Use community-preferred engagement techniques
 - Document and share community's impact on decisions
- Under review by NHDOT





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Other Business

[USDOT RAISE Grants](#)

The RAISE program supports multimodal and multijurisdictional rail, road, transit, and port projects that are usually harder to support via traditional USDOT programs. These grants are intended to support projects that reflect national objectives. The previous RAISE grant cycle contributed significant funds toward trail and active transportation infrastructure, helping make walking, biking, and riding more safe and equitable.

[FHWA Bridge Investment Program, Planning and Bridge Project Grants](#)

USDOT is accepting applications for two funding categories: (1) Planning and (2) Bridge Project grants (a project with total eligible costs not greater than \$100 million) for awards under the Bridge Investment Program (BIP). The goals of the program are to 1) improve the safety, efficiency, and reliability of the movement of people and freight over bridges; 2) improve the condition of bridges in the United States; and 3) provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.

[USDOT Rural Autonomous Vehicle Program](#)

Recipients will use Rural Autonomous Vehicle program funding to conduct research regarding the benefits and responsible application of automated vehicles and associated mobility technologies in rural and Tribal communities. One \$15 million award will focus on passenger transportation, and a separate \$10 million award will focus on movement of freight to support and enable automated freight and delivery vehicles serving rural areas.

[NHDES Request for Public Comment on Draft Priority Measures for NH Priority Climate Action Plan](#)

The PCAP is a report that includes a focused list of New Hampshire's near-term, high-priority, and implementation-ready measures to reduce GHG emissions in the state. The PCAP is a pre-requisite for competing in the second phase of the CPRG program, during which EPA will competitively award \$4.3 billion in grants for implementation of measures listed in a PCAP. Comments are due by 4 PM on February 20, 2024

[TRB Report on Critical Issues in Transportation](#)

The report focuses on five goals to meet the major challenges facing society: (1) Mitigating and responding to climate change, (2) Promoting equity and inclusion, (3) Increasing road safety, (4) Advancing public health, and (5) Building and sustaining a strong, competitive economy.



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5. Clean Transportation Transitions
6. Updates from Members
7. Other Business
- 8. Adjourn**