

Nonmetropolitan Areas of NH
Cooperative Public Process for Transportation
Planning Efforts in New Hampshire

New Hampshire Department of Transportation
(NHDOT)



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Introduction

The purpose of this document is to identify the many opportunities that allow for nonmetropolitan local officials' participation and public involvement in the numerous efforts led by the New Hampshire Department of Transportation (NHDOT). Local officials' participation and public involvement at the state, regional and local level is critical to the success of transportation planning and transportation projects in New Hampshire.

Nonmetropolitan as discussed in this document refers to areas not identified as being a part of a Metropolitan Planning Organization (MPO). Both MPO and nonmetropolitan transportation planning is governed by Federal law and applicable state laws. Regardless of the status of the nine Regional Planning Commissions (RPCs) as a nonmetropolitan or MPO public involvement, coordination and cooperation is addressed in the same manner by NHDOT, unless there is a federal regulation that requires separate treatment. All of the RPCs and public officials are consulted equally regardless of their status as a MPO or nonmetropolitan (non-MPO).

The non-MPO RPCs, although not required by federal regulations, prepare long-range transportation plans, that outline recommended approaches for addressing regional transportation needs which may or may not be project specific.

The NHDOT, in coordination with others, is responsible for the development of the federally recognized Long Range Transportation Plan (LRTP), Statewide Transportation Improvement Plan (STIP), the NH Ten Year Plan (TYP), local project selection and ongoing public involvement efforts. The document will identify the many opportunities that allow for nonmetropolitan local officials' participation in the development of these plans and transportation efforts.

For NHDOT the public cooperative process includes all regional planning commissions and public officials regardless of their status as a metropolitan or nonmetropolitan regional planning commission or community. That is whenever statewide transportation planning processes occur, all the regional planning commissions and communities represented are equally able to be fully involvement in the transportation planning process.

Three key plans will be discussed in this document:

1. Long Range Transportation Plan (LRTP)
2. Ten Year Plan (NH TYP)
3. Statewide Transportation Improvement Plan (STIP)

US and NH Department of Transportation (DOT)

The U.S. Department of Transportation (USDOT) was established by an Act of Congress on October 15, 1966. The "Mission" is to ensure America has the safest, most efficient and modern transportation system in the world, which boosts our economic productivity and global competitiveness and enhances the quality of life in communities both rural and urban.

The USDOT includes multiple administrative agencies including the Federal Highway (FHWA) and Federal Transit Administration (FTA). These and other federal transportation agencies work with State Departments of Transportations (DOTs) and others to promote the Mission of the USDOT and compliance with federal legislation. NHDOT is responsible for the administration of transportation planning function of the State.

Federal Transportation Legislation

Over the years the names and provisions of the transportation legislation have changed, and will continue to change. The most recent federal transportation legislation is referred to as the Fixing America's Surface Transportation Act (FAST) ACT. Previous legislation is often referenced in the current legislation. Since the early 1990s the federal transportation legislation has been named the:

- ✓ Intermodal Surface Transportation Act (ISTEA) of 1991;
- ✓ Transportation Equity Act for the 21st Century (TEA-21) of 1998;
- ✓ Safe, Accountable, Flexible, Efficient Transportation Equality Act- A Legacy for Users (SAFETEA-LU) of 2005;
- ✓ Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012;
- ✓ Fixing America's Surface Transportation Act (FAST) of 2015.

The specific provisions of each Act are found in the Code Federal Regulations (CFR) and United States Code (USC), specific to subject matters. For example:

- 23 CFR Part 450- Title 23 Highways, Chapter I- Subchapter E, Part 450 Planning Assistance and Standards, Subpart B- Statewide and Nonmetropolitan Transportation Planning and Programming; Subpart C-Metropolitan Transportation Planning and Programming.
- Title 49- Transportation, Section 5303- Metropolitan transportation planning

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, (Public Law No. 114-94) and expired on September 20, 2020. An extension was passed by Congress in October 2020. This extension allowed for funding and provisions through fiscal year (FY) 2021.

Public Input- Communication and Cooperative Outreach

Nonmetropolitan local officials are one of several key participants in the transportation planning process. Other key participants include individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, private providers of transportation (including intercity bus operators), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, other interested parties and other federal, state and regional planning partners. Nonmetropolitan officials and interested participants are encouraged to become familiar with the RPC or MPO public involvement process and take an active role in the plan and program development in New Hampshire.

NHDOT is committed to fostering improved communication and participation with these and other partners throughout the public involvement process to ensure that the partnerships established by this involvement continue into the future. NHDOT has and will continue work cooperatively with others in accordance with established processes and procedures and where formal processes and procedures are not in place NHDOT will attempt to document the practices followed, and consider comments when future formal processes and procedures are revised or developed. NHDOT is committed to cooperative public involvement.

NHDOT continues to facilitate improving communication and public involvement initiatives. The public involvement approach referred to as "Context Sensitive Solutions" (CSS) has been incorporated into how NHDOT approaches projects development for many years and NHDOT

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will continue this. CSS is an approach to planning and designing transportation projects based on active and early partnerships with communities and project stakeholders. It is a commitment to a process that encourages transportation officials to collaborate with stakeholders so that the design of the projects reflects the goals of the people that live, work and travel in the area. The CSS approach is interactive and engaging and it serves to facilitate local officials and other community input.

Engaging and involving the public is essential to the work that NHDOT and the RPCs do every day. NHDOT works cooperatively with the all of the Regional Planning Commissions and all have an approved Public Involvement Plan (PIP). Each of these plan discusses how the RPC will conduct public outreach. As noted public outreach is accomplished via various outreach initiatives.

NHDOT public outreach is also conducted via various outreach initiatives including but not limited to: regionally specific and statewide press releases, e-mail for distribution of notices, website updates, media blasts, Legislative discussions, public hearings, review by RPC TAC and Policy Committees, formally posted public comment periods, notification in newspapers with statewide circulation, use of social media platforms such as Facebook and Twitter, surveys, message boards and other forums to engage the public. The NHDOT Office of Federal Compliance also coordinates and identifies at risk groups, special interest groups, and other working groups to target specific interest and participants in the public process. The NHDOT is committed to disseminating information and engaging the public by in-person meetings, virtual meetings, and utilizing a range of techniques to meet the needs of the communities and all interested persons and organizations.

Nonmetropolitan and Metropolitan Areas of NH- Regional Planning Commissions (RPC)

New Hampshire is divided into nine Regional Planning Commission (RPC) areas. NH Revised Statutes Annotated (RSA), Title 36 includes specifics on the role, function and responsibilities of the nine RPCs. The RPCs are responsible for identifying transportation concerns and projects through a regional public involvement process.

The nonmetropolitan planning agencies are commonly referred to as the rural regional planning agencies in the State. There are five rural RPCs:

1. Central New Hampshire Regional Planning Commission (CNHRPC)
2. Lakes Region Planning Commission (LRPC)
3. North County Council (NCC)
4. Southwest Regional Planning Commission (SWRPC)
5. Upper Valley Lake Sunapee Regional Planning Commission (UVLSPRC)

The nonmetropolitan areas of the State are those that aren't included in as part of a formally designated and federally recognized Metropolitan Planning area, commonly referred to as part of a Metropolitan Planning Organization (MPO).

Four of the RPCs are designated by the governor as Metropolitan Planning Organizations (MPOs) to meet federal requirements. These include:

1. Nashua Regional Planning Commission (NRPC)
2. Rockingham Planning Commission (RPC)
3. Southern New Hampshire Planning Commission (SNHPC)

4. Strafford Regional Planning Commission (SRPC).

An MPO is defined in simple terms as the policy board of an organization created and designated to carry out the metropolitan transportation planning process. An MPO is essentially a regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. An MPO is responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. MPO boundaries are defined using Bureau of Census population data or in accordance with procedures established by applicable State or local law. More detailed definitions are cited in both FHWA and FTA regulations.

Statewide transportation planning allows all of the regional planning commissions and communities equal opportunity to be fully involved in the transportation planning process. Each RPC has an active role in facilitating and promoting transportation planning efforts in their region in coordination with state transportation planning. Each rural RPC and MPO includes a Technical Advisory Committee (TAC). The TAC is an advisory committee which consists of voting members or a designee appointed by the communities in the RPC region. The TAC also typically include local and state agencies which may serve as non-voting members. The TAC serves to provide general technical guidance and recommendations to staff, the rural RPC Commissioners and Committees, and in the MPO areas to the MPO Policy Committee. The MPO Policy Committee generally consists of the regular appointed Commissioners to the RPC, appointed representatives from any non-member communities, local and regional transit providers, and other federal, state and regional planning partners.

Meetings of the Regional Planning Commissions (RPC), and respective committees, including the TAC and Policy Committees are public meetings. The public may attend these meetings (may attend in person, virtual as permitted) or may submit written comments. Each RPCs and MPO also has a Public Involvement Plan (PIP), outlining their public engagement process. Agendas, meeting minutes and other relevant meeting materials are typically posted on the RPC website. Questions related to the meeting can be addressed to the RPC. Some plans and documents prepared by the NHDOT and or RPCs require a public comment period. Notices of such are posted on the NHDOT and or RPC website respectively.

Federal Regulations

Below are some key provisions of federal regulations regarding the nonmetropolitan transportation planning process and other relevant provisions. Additional details can be found in the Code of Federal Regulations (CFR).

- ❖ Federal regulation 23 CFR 450.206 Scope of the statewide and nonmetropolitan transportation planning process (a) Each State shall carry out a continuing, cooperative and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies and services that will address ten (10) factors, including but not limited to (1) Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity and efficiency; and etc.
- ❖ Federal regulation 23 CFR 450.210 Interested parties, public involvement and consultation states (a)- In carrying out the statewide transportation planning process, including the development of the long-range statewide transportation plan and Statewide Transportation Improvement Plan (STIP), the State shall develop and use a documented

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public involvement process that provides opportunities for public review and comment at key decision points. The regulations also identify the minimum requirements of the State's public involvement process (450.210) (1). NHDOT's current public involvement process is outlined in the NHDOT document- Public Involvement Procedures for New Hampshire Transportation Improvement Project – A Guide to understanding the 21st Century Transportation Project Process in New Hampshire” dated November 2012.

- ❖ Federal regulation 23 CFR 450.210 (3)(b) state “The State shall provide for non-metropolitan local official participation in the development of the long-range statewide transportation plan and the STIP. The State shall have a documented process (es) for cooperating with nonmetropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range statewide transportation plan and the STIP. Although the FHWA and the FTA shall not review or approve this cooperative process (es), the State shall provide copies of the process document(s) to the FHWA and the FTA for informational purposes.
- ❖ Federal regulation 23 CFR, 450. 216 Development of the Long Range Statewide Transportation (2) (h)- For nonmetropolitan areas, the State Shall develop the long-range statewide transportation plan in cooperation with affected nonmetropolitan local officials with responsibility for transportation.
- ❖ Federal regulation 23 CFR 450.324 Development and content of the metropolitan transportation Plan (a)- The MTP planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date.
- ❖ Federal regulation 23 CFR 450. 326 Development and content of the transportation improvement plan (TIP). (a)- The MPO, in cooperation with the State(s) and any affected public transportation operator(s) shall develop a TIP for the metropolitan planning area. The TIP shall the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and Governor.
- ❖ Federal regulation 23 CFR 450. 328 TIP Revision and relationship to STIP.
- ❖ Federal regulation 23 CFR 450.330 TIP action by the FHWA and the FTA.

Long-Range Transportation Plan (LRTP)

The Long-Range Transportation Plan (LRTP) is an essential tool for identifying future transportation needs. NHDOT's Long-Range Transportation Plan (LRTP) is dated July 2010 and will be update per federal regulations. The Plan was prepared as a policy level document outlining how the transportation system will transform to address transportation needs into the future through the identification of a series of long-range transportation goals and objectives. The LRTP requires continuous evaluation and revision. For the 2010 Plan the NHDOT developed a formalized process for communication, review and comment. The plan was developed through an extensive public involvement process which began in 2006. It was NH's first in-the-nation citizens' transportation plan. In preparing the plan, NHDOT coordinated with the nine regional planning commissions to achieve consistency between regional and state transportation plans.

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There were public meetings at both the regional and state level. In addition, public comment periods were announced through the NHDOT website, notification in a newspaper of statewide circulation and hearings and discussions occurred through the Legislature. The final LRTP reflecting the comments of the various communication methods was then adopted by NHDOT.

This process has continued and has been enhanced to reflect changes in federal regulations since 2010. With the advent of virtual technology, new ways of conducting public outreach will be part of the public process, as it is currently today. This may include in-person meetings, hybrid meetings, and other virtual public involvement engagement tools such as mobile apps, project visualizations, mapping tools, videos, surveys, story boards, videos, using crowd source data, and other engagement tools.

As noted earlier in this document, public involvement and engagement efforts are the same for both nonmetropolitan and metropolitan participants. All are welcome and encouraged to participate. NHDOT knows that public involvement is a critical component in the transportation decision making process, and continues to refine and use various engagement tools to continue to enhance the process.

Ten Year Plan (TYP) Process

The NH TYP is prepared pursuant to the laws of New Hampshire, RSA28:99 and RSA 240. The plan is approved by the NH Legislature and signed into law by the Governor. The NH Ten Year Plan is a document prepared by NHDOT and outlines the funding and projects scheduled to be advances in the planning and construction in the next TYP period. The current TYP covers year 2021-2030.

The NHDOT solicits input from the RPCs through a formalized process developed in cooperation of all the nine RPCs. The RPCs serve as key points of contact with both nonmetropolitan and metropolitan public officials. This process begins with input from local officials through their regional planning commission. Each Regional Planning Commission (RPC) engages with their member communities in developing recommendations for changes (including a list of regional priorities) they would like to see added, removed or continued to be part of the Ten Year Plan (TYP) based on regional needs and other transportation planning initiatives and plans. The projects are vetted through input from the TAC and Policy Committees of the non-MPO and MPOs. The RPC submit to NHDOT a list of projects from their region. In more recent years, the RPC process has been enhanced with engineering review comments to assist in developing more accurate project cost estimates, as each RPC submits a list of regionally ranks projects based on their regional allocation.

Improvements to the process have allowed the RPCs to more actively engage their communities in the project selection process, and enhanced their ability to explain how local, regional and state projects are selected for inclusion in the draft TYP for consideration. The process has also afforded the NHDOT an enhanced perspective of the many local and regional transportation needs and desires of local and regional partners.

NHDOT then prepares a draft TYP document which includes the projects recommended by the RPCs, and other statewide programs and projects. The draft TYP is then circulated for public input via a series of statewide hearings held by the Governor's Advisory Commission on Intermodal Transportation (GACIT). The NH Executive Councilors (5), determine the location and number of hearings. The public hearings are posted and advertised per

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applicable requirements and all are open to the public. At the GACIT meetings the NHDOT provides an overview presentation, and the RPCs are provided the opportunity to include information in the presentation or presentation materials. Public comments heard at the public hearings and written comments received by NHDOT become part of the public record. In the most recent update of the 2021-2030 Ten Year Plan the NHDOT prepared a public input survey to solicit additional input on transportation issues important to the public. This proved to be valuable information. Both the public comments and the survey results are summarized to assist decision makers in understanding the input received during this process.

In preparing for the next draft TYP, the NHDOT and RPCs meet and collaboratively discuss the process, criteria and lessons learned so to improve the overall TYP process. These collaborative discussions continue to improve the overall transportation planning process, and serves to provide an enhanced understanding of the many aspects of transportation planning in New Hampshire, including the needs of nonmetropolitan areas.

As noted earlier in this document, public involvement and engagement efforts are the same for both nonmetropolitan and metropolitan participants. All are welcome and encouraged to participate.

Statewide Transportation Improvement Program (STIP)

The STIP is a financially constrained, federally required planning & programming document that identifies projects that are planned over a four- year period. The STIP document contains federally funded projects as well as regionally significant projects that are funded with non-federal sources. In New Hampshire the STIP is updated every two years and is developed through a coordinated statewide and metropolitan planning process in concert with the Department's (NHDOT) Ten Year Plan (TYP). The NHDOT, through cooperation and coordination with all of the regional planning commissions maintains the STIP.

The approved STIP is frequently revised to reflect changes in project status. Changes in project schedules, funding needs, and project scopes require revisions of the approved STIP. These changes may be initiated from the NHDOT or at the MPO level. These changes depending upon their significance and complexity require coordination from several agencies and may also require Federal approval. The process for developing and updating the STIP are documented in the Statewide Transportation Improvement Program (STIP) Revision Procedures. These revision procedures were mostly recently updated in January 2020, and are posted on the NHDOT website.

For the nonmetropolitan areas, the NHDOT is responsible for notifying nonmetropolitan RPCs of project changes which require STIP action and NHDOT holds a public comment period. For the nonmetropolitan areas, the NHDOT utilizes the Transportation Improvement Plan (TIP) prepared by the RPCs. The metropolitan planning process, as defined in 23 USC 134 and 135, 49 USC 5303 & 5304 is carried out by the four MPOs. Each of the MPOs has adopted a metropolitan transportation plan (MTP) and a Transportation Improvement Program (TIP). The MTP is developed in accordance with 23 CFR 450.324. The TIPs were developed and approved in accordance with 23 CFR 450.326 and 450.328. Both the STIP and TIP are financially constrained program of transportation projects within their regions. The MPO TIPs are consistent with the regulations outlined in 23 CFR §450.328, including requirements related to financial constraint, and have been incorporated, without change, most recently into the approved FY 2021-2024 NH Statewide Transportation Improvement Program (STIP).

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Through monthly interagency coordination, whether in person, via teleconference or other virtual meeting platforms, the NHDOT participates with representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), the NH Department of Environmental Services (NHDES), the MPOs and the RPCs to discuss issues, effects of, and requirements regarding revisions of the STIP. In preparation for the Interagency meetings, all the RPCs and the representatives from the State/Federal agencies are provided with (via mail/or email) the meeting agenda, STIP revision reports (showing proposed changes), project estimates supporting the changes, brief explanation of the changes, and instructions on how to attend. Discussion topics for the STIP revisions typically include the MPO and statewide (NHDOT) public comment periods, comments received, financial constraint and air quality conformity determinations. The Interagency meeting affords discussions and updates between the RPCs and state/federal agencies on a range of transportation related subjects.

During the development of the regional TIPs and the STIP, the opportunity for public involvement is open through contact with the RPCs and the NHDOT. After the public comment period is closed, the NHDOT forwards the STIP amendment or update, along with the comments received to the FHWA/FTA for approval. The NHDOT has the approval authority for rural area amendments or updates to the STIP. In this process NHDOT will notify affected transit operators if transit projects are involved.

NHDOT is committed to improving the STIP revision process. As resources allow, NHDOT staff may attend both TAC and Policy meetings of the RPCs/MPOs. The NHDOT staff may include staff from the Bureau of Planning and Community Assistance, the District Engineer, a project manager or other NHDOT personnel. The RPC staff is also afforded the opportunity to attend both TAC and Policy meeting of other RPCs to facilitate improved regional coordination and to facilitate an improved understanding of the statewide and regional processes.

In the cooperative process used by the Department for the development, revision and update of the STIP, all regional planning commissions and public officials are consulted with equally, regardless of their status as a metropolitan or nonmetropolitan regional planning commission or community and regardless of the requirements that govern metropolitan planning organizations that do not govern rural regional planning commissions.

Other opportunities

NHDOT along with all its planning partners continues to facilitate cooperative discussions to address a range of transportation planning subjects. Both the NHDOT and the RPCs use a range of public engagement tools to facilitate and encourage more participation by local officials and the public, this may include in-person meetings as well as using virtual public involvement strategies and a range of strategies to engage public input.

Context Sensitive Solutions (CSS) has been incorporated into how NHDOT approaches projects development for many years and NHDOT will continue this. Numerous NHDOT engineers, planners, project managers and community relations representatives, as well as consultants and community leaders have been trained in Context Sensitive Solutions (CSS) techniques. CSS utilizes a public involvement approach to planning and designing transportation projects based on active and early partnerships with communities and project stakeholders. CSS involves a commitment to a process that encourages transportation officials to collaborate with stakeholders from the community and environmental resource groups so the design of the project reflects the goals of the people who live, work and travel in the area. Such collaboration results in creative and safe transportation solutions. CSS includes discussion on the flexible design process, respectful communication, consensus-building and community participation, negotiation and conflict resolution. All of which serve to

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facilitate and enhance transportation planning efforts.

During the development of projects managed by the Department, there are requirements and numerous opportunities for local cooperation through the development of engineering concepts, during the assessment of environmental studies and impacts, through the identification of preferred design alternatives, public hearings, through final design and construction.

Every two years each RPCs prepare a draft Unified Planning Work Program (UPWP). The development of the draft UPWP is facilitated through the Transportation Planning Collaborative (TPC), which consists of planning staff from NHDOT and all of the regional planning commissions who meet on a regular basis. The TPC was established to provide greater understanding, transparency and consistency among all of the regional planning commission. The UPWP covers a two-year planning period. In developing the draft UPWP documents input is sought from the TAC and Policy Committees, which includes local officials. The format and general content of the UPWP is established by consensus of NHDOT, federal partners, and the RPCs. Jointly the RPCs, NHDOT and federal partners identify transportation subject to be addressed by the RPCs including tasks such as: updates to Master Plan transportation chapters, regional long range transportation, federally identified planning emphasis areas, performance measures, freight planning, travel count program, SADES –road surface management systems and stream crossing data, demographics data, development of maps, geographic information systems (GIS) tools to convey transportation information, travel models, participation in various meetings and other details. A contract is administered by the NHDOT. The contract is formalized and approved through the NH Governor and Council (G&C) process.

NHDOT and the RPCs continue to engage in transportation discussions, and NHDOT is regularly invited to participate in the RPC Executive Director meetings, which are held monthly.

As programs and funding opportunities became available, information is disseminated to the RPCs, and to local officials and municipal staff. The RPC serve in many instances as the point to contact to share information with local municipalities for such program as: Congestion Mitigation Air Quality (CMAQ), Transportation Alternative Program (TA), Road Safety Audits (RSA), Highway Safety Improvement Program (HSIP) projects, Corridor Studies, Statewide Bike and Pedestrian Plan Studies, Local Planning Agency (LPA) projects and a host of other transportation initiatives. The RPCs are afforded the opportunity to provide input on criteria, points assigned to criteria and rank projects for further consideration. The RPCs and local officials are invited to participated in various efforts such as Road Safety Audits.

NHDOT and the RPCs use their websites to post the vast array of public information that is available for review, public comment or for general informational purposes. All public officials and others interested in transportation planning are strongly encouraged to use these resources. NHDOT and each of the RPCs also have Public Involvement Plan (PIP), documenting their outreach efforts and processes. These documents are updated, per federal regulations and are subject to public comments when revisions and updates are prepared. Local officials and the public are encouraged to contact their Regional Planning Commission to learn of their community's representative on the RPC TAC or Policy Committee and to learn more about transportation planning in their region and in the state.

Conclusion

It is clear that the State shall provide for nonmetropolitan local official participation in the development of the Long-Range Transportation Plan, the Ten Year Plan, the STIP, and individual project development. NHDOT has and will continue to provide equal opportunity for nonmetropolitan officials and accessibility for all wanting to be involved. NHDOT remains committed to public engagement and to enhancing the public involvement process, through the use of various tools, technology, and the review and update to procedures and processes to enhance transportation planning.

The NHDOT is confident that its public involvement efforts fulfill the requirements of the federal regulations, but more importantly facilitate an improved understanding of the transportation public involvement process and how each and every interested person can be involved, learn more and share their concerns and comments. NHDOT believes in the importance of early and continuous input regarding how NH invests in its transportation system. All are welcome and encouraged to get involved and to stay involved.

Links to additional resources

Listed below are some additional resources to help local officials and others learn more about transportation planning and how they can get involved.

- NH Long Range Transportation Plan 2010-2030, dated July 2010
<http://www.nh.gov/dot/org/projectdevelopment/planning/lrtbp.htm>
- NH 2021-2030 Ten Year Plan
<http://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>
- NH Revised Statutes Online- NH General Court
<http://www.gencourt.state.nh.us/rsa/html/indexes/default.html>
- NH Statewide Transportation Improvement Program (STIP)
<https://www.nh.gov/dot/org/projectdevelopment/planning/stip/index.htm>
- STIP Revision Procedures
<https://www.nh.gov/dot/org/projectdevelopment/planning/stip/documents/FINALSTIPRevisionProcedures.pdf>
- NHDOT NEPA Public Involvement Manual January 2021
[nhdot-nepa-public-involvement-manual.pdf](http://www.nh.gov/dot/org/projectdevelopment/planning/nhdot-nepa-public-involvement-manual.pdf)
- Public Involvement Procedures New Hampshire Improvement Projects, November 2012.
<https://www.nh.gov/dot/org/administration/ofc/documents/TitleVIpublicparticipationprocess.pdf>
- Locally Administered Projects:
<https://www.nh.gov/dot/org/projectdevelopment/planning/lpa.htm>
- NHDOT Context Sensitive Solutions (CSS) Process:
<http://www.nh.gov/dot/org/projectdevelopment/highwaydesign/contextsensitivesolutions/index.htm>
- NHDOT Rail and Transit
<https://www.nh.gov/dot/org/aerorailtransit/railandtransit/index.htm>
- NH Regional Planning Commissions
<https://www.nharpc.org/>

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- Federal Highway Administration (FHWA)
<https://highways.dot.gov/>
- Federal Transit Administration (FTA)
<https://www.transit.dot.gov/>
- State Implementation Plan (SIP)
<https://www.des.nh.gov/air/state-implementation-plans#:~:text=NH%20State%20Implementation%20Plan&text=SIPs%20are%20the%20mechanism%20by,ambient%20concentrations%20of%20criteria%20pollutants.&text=Also%2C%20the%20state%20must%20have,plan%20requirements%20for%20the%20area.>
- U.S. Department of Transportation
<https://www.transportation.gov/>
- FHWA Virtual Public Involvement
https://www.fhwa.dot.gov/innovation/everydaycounts/edc_6/virtual_public_involvement.cfm

For additional information or questions, please contact:

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