

NOTICE OF MEETING

WHO: Nashua Regional Planning Commission

WHEN: Wednesday – December 20, 2023 @ 7:00 P.M.

WHERE: NRPC Conference Room, 30 Temple Street, Suite 310, Nashua, NH. If you are unable to attend in-person, you may participate remotely using the link below:
<https://nashuarpc.zoom.us/j/89527817370>

AGENDA

7:00 pm - Call to Order

1. Welcome and Introductions (7:00)
2. Privilege of the Floor (7:05)
3. Approval of Minutes – September, 2023 (***action required***) (7:10)
4. Statement of Strategy: review of final draft with Robin Leblanc (7:15) (***action item***)
5. MPO Policy Committee (7:35)
 - a. FY2023-26 Transportation Improvement Program (TIP) Amendment 3 (***action required***).
 - b. 2023-2050 NRPC Long Range (Metropolitan) Transportation Plan ([MTP](#)) (***action required***).
 - c. 2024 Highway Safety Performance Measure 1 targets (***action required***).
 - d. Other transportation updates
6. NRPC Project & Staff updates (8:20)
7. Other Business (8:25)
8. Commissioners Roundtable (8:30)
9. Adjourn (9:00)

Next NRPC Commission Meeting: Wednesday, March 20, 2023



**DRAFT – MINUTES
NASHUA REGIONAL PLANNING COMMISSION
September 20, 2023**

Held in-person and via Zoom. Live on Facebook and recorded. An in-person quorum was present.

Members Present:

Will Ludt, Town of Amherst
Danielle Pray, Town of Amherst
Steve Russo, Town of Brookline (virtual)
Tamara Sorell, Town of Brookline
Joe Garruba, Town of Hollis
James Battis, Town of Hudson
Dillon Dumont, Town of Hudson
Ralph Boehm, Town of Litchfield
Micheal Croteau (A), Town of Litchfield
Kimberly Queenan, Town of Litchfield
Charlie Post, Town of Lyndeborough

Karen Elmer, Town of Merrimack
Tom Koenig, Town of Merrimack
Tim Tenhave, Town of Merrimack
Chris Constantino, Town of Milford
Janet Landell, Town of Milford
John Yule, Town of Milford
Tim Berry, Town of Mont Vernon
Camille Correa, City of Nashua
Jaie Bergeron, Town of Pelham
Dave Hennessey, Town of Pelham

NRPC Staff Present:

Jay Minkarah, Executive Director
Camille Pattison, Assistant Director
Matt Waitkins, MPO Coordinator
Ned Connell, Senior Regional Planner
Tyrell Borowitz, GIS Analyst
Kathy Kirby, Administrative Assistant

Others:

William Rose, NH DOT (virtual)
Christa Tsechrintzis, Habitat for Humanity
Mary Ann Melizzi-Golja, Habitat for Humanity

1. Welcome and Introductions

Tim Tenhave opened the meeting at 7:02 p.m. with introductions.

2. Privilege of the Chair - Commissioner Update/Recognitions (7:07)

Tenhave moved agenda item #7 up to #2. Peter Howd, commissioner from the Town of Wilton, has resigned.

Martin Michaelis, former representative of the Town of Amherst, has passed away. Martin had been a NRPC commissioner for many years starting in the e the 1980's.

Resignation – Dave Hennessey (Pelham) is leaving the Commission. This will be his last meeting. Hennessey joined in 2010 and has served on the Executive Committee several times. There is an opening on the Executive Committee. Please send your name to Tim Tenhave if interested.

No members of the public were present to speak.

3. Approval of Minutes – June 21, 2023 (7:11)

- p. 4 last line – Regional *Coordination* Council (delete “Coordinating”)
- p. 5 Line 13 – NH DOT *negotiated* (delete “negotiations.”)
- p. 6: section d. – 7 *open* seats, (delete “opening”)
- p. 1: Lucy St. John – add *NH DOT* after her name to help explain some of her abstentions during some of the meetings. Her abstentions are a personal preference.

Karen B moved, with a second from Chris Constantino:

THAT the minutes of June 21, 2023, be approved as amended and placed on file. A roll call vote was conducted. William Rose, Michael C, Ralph B, Camille C, Jaie, Charlie, Jim, Will, Dave abstained.

The motion **carried**.

4. Presentation – Christa Tsechrintzis, Executive Director, Greater Nashua Habitat For Humanity: Potential Housing Development sites in the NRPC Region. (7:19)

Christa was joined by Maryann Melizzi-Golja, board member. The reason they joined the meeting was to present how they can work together with the NRPC. The Greater Nashua affiliate area covers almost the same area as NRPC. Founded in 1994 with the office in Hollis. Purpose: provide homeownership for local families who must prove they can pay an affordable mortgage at 30% to 60% of their area median level income. Funding comes from a diverse collection of funding (partnerships, donations, volunteers, grants, corporations, events, and partner families own sweat equity. Last year’s duplex was built, and two female vets took ownership. The current Granite St. house is done in partnership. Critical home repairs are provided with free labor and discounted materials from vendors. Reasons – so seniors can age safely, and to those who cannot afford repairs, they provide weatherization, floor repairs, for examples. They partnered with other non-profits for community improvement, such as the United Way and Nashua Food & Shelter.

NRPC can help GNHFH by working together: identify land for purchase or donation. NRPC could provide GNHFH with recommendations for home repairs – GNHFH has done renovations and sold them to families. GNHFH takes other types of referrals. Cars For Home program is an example. They would like referrals to add to the teams to help with the Homebuilds and Critical Repair programs, helping in our office, and the auction event at Nashua Center for the Arts on December 1. They encourage donations (esp. building materials, monetary donations, labor). Melizzi-Golja added that their agency needs labor and will train. They have teambuilding opportunities. Teams (corporate and non-profit organizations) make a monetary donation and build for the day with GNHFH with lunch provided. Interested organizations/groups should contact us to coordinate a team build.

Sites are built one house per year; limitation of land is a factor. GNHFH would love to build triplexes and more duplexes. No projects are in place right now. Granite State Build started last month, a source of funding. Our first referral partnership was with Meals on Wheels, and they started with single family homes. Janet mentioned they see the need in transit and have become

aware of ramp needs passed along. They will be at the Milford Pumpkin Festival and other community events. There are five other Habitats for Humanity in the state of NH. Land purchases are funded through donations. The agency asks for donations first. Funding from the mortgages we hold go into a home fund for land purchases, building, etc. An attorney is available to work with anyone/any town looking to donate land who is very knowledgeable and works pro-bono. Tenhave offered NRPC resources to help narrow down land acquisition opportunities.

5. MPO Policy Committee (7:40)

a. NRPC Title VI Civil Rights Program – update of the NRPC Title VI Plan (*action required*)

Matt Waitkins led the discussion on the Title VI Program Update. NRPC must have a Title VI program because they receive federal funds. Requires non-discrimination for all federal program involvement, specifically no regard for race, color, and national origin. NRPC is ahead of the required three-year review process because they wanted to get all the recipients on the same schedule for compliance, so we are doing it this year instead of next year with NHDOT. RLS & Associates is the consultant group for the NHDOT that NRPC has worked with, and it has been a positive experience. Office of Fed Compliance had a name change.

The update process schedule included a written public comment period which ended 9/19/23. Individuals could also provide verbal comments at the 9/20/23 NRPC meeting. The 2017-21 census survey brought about the updates which include the removal of discrimination identifiers other than race, color, and national origin, and an update to the Language Assistance Plan adding a description of Limited English Proficiency (LEP). A tracking log has been added for complaints. NRPC has not received a complaint in their entire history. Donna Marceau (NRPC) is attending lots of outreach meetings in our region. A summary of the minority population in the region was presented which showed minority residents comprise approximately 16.9% of the NRPC region. Limited English Proficiency is 4.4% of people in the NRPC region. 1,000 or 5% of the LEP population are in the LEP Language Group as threshold “Safe Harbor” above which vital documents should be provided in translation. Thus, NRPC will translate vital documents into Spanish based upon the updated LEP demographics. These are public notices that must be clearly visible on the NRPC website and outside the NRPC office on the bulletin board. NRPC municipalities must post the Spanish translated meeting notices in the same manner. NRPC and its municipalities must consider reasonable requests for additional language translations when reasonable, effective and with reasonable resources. NRPC has a translation function on the NRPC website that towns can access. Title VI limits translation of documents to posted documents. Tenhave asked if anyone from the public wishes to participate? No one from the public responded. Tenhave asked if there are any NRPC members who have any comments? Garruba stated that the purpose of the document and the updates therein outline non-discrimination, yet the document categorizes and identifies demographic based upon race and language. It seems counterintuitive that if you were making decisions about things (translations), it would be better to make decisions

about things without having race and everything included in the document. Tenhave responded that this is the program document explaining how NRPC is going about it and that we understand who those members of our community are. In subsequent documents, we have pledged to not single out or remove any of those bodies or groups.

Garruba responded that the document that Tenhave cited is the metric. NRPC is required to provide Spanish documents.

8:03 p.m. public hearing was closed to act on this item.

Janet Langdell moved, with a second Tim Berry:

THAT the Nashua Regional Planning Commission adopts the updated NRPC Title VI program.

A roll call vote was conducted with Joseph Garruba in opposition.

The motion **carried**.

b. NRPC FY 2023-2050 Metropolitan (long range) Transportation Plan (MTP) Update

Ned Connell, NRPC presented MTP Update. Note: Long Range Plan & MTP are the same. Updates are done every five years. October 3: draft MTP Goals to TTAC; October 11: TTAC Meeting; Review & Approve MTP Goals; November 1: Draft MTP to TTAC; November 8: Review & Approve MTP; November 20 – December 19: 30-day public comment period; December 20: MPO meeting to review & approve MTP. Tenhave mentioned he would like to see the “MTP Update – 2023 to 2050” slide extracted and sent around to show the difference between MTP, TYP, and TIP. Minkarah stated NRPC is the only TMA (Transportation Management Area) in NH. We have local authority over how federal funds are spent and designate projects in our region.

Connell reviewed the Update Schedule for 2023 to 2050 MTP. Key thing – the pipeline of projects. Staff met with all towns to discuss potential projects for inclusion.

Tyrell Borowitz presented the MTP integrative map, a new tool to collect public comments on transportation related issues. It allows anyone to access it at websites where it will be posted and identify an issue or put forth an idea and pinpoint it on the map. Users can see other comments and upvote or leave a reply. Borowitz demonstrated how to use the map and view the list of transportation comments. Click on a comment, the map comes up with the area related to the comment. The location is identified, and leave a reply comment, if desired. Each category (ex: Congestion, Biking, Walking, etc.) has an icon associated with it. Langdell commented that types of public transit are missing. Borowitz stated it can be added. Garruba asked about the categories Biking, Walking & Driving – shouldn’t these categories be part of congestion as well? Minkarah stated that it is indeed related, but NRPC will come up with the right way to phrase it. The map will be in the next newsletter and is already on NRPC’s Facebook page. Borowitz stated NRPC is making a second version of the map (Minkarah said in November). Users will be able to make comments on the MTP project list. The NRPC website has the project viewer and those will be

added for user comments. Langdell pointed out the map makes people aware that there are projects already in the works that they see as necessary. Elmer asked about how NRPC will reach people besides posting it on the NRPC website and newsletter. Suggestions included: communicate perhaps with the Rotaries and other groups; present to the state reps and have them let their constituents know. Langdell suggested the use of QR codes on flyers, local access stations, YouTube videos, etc. As part of the distribution, produce a video tutorial and a description about the purpose of the map. Brainstorming about locations of QR codes ensued to expand participation. Community media should be contacted to broadcast the map.

c. NH FY 2025-2034 Ten Year Transportation Plan – GACIT Hearing Schedule

Waitkins presented the 2025-2034 Ten Year Plan Draft. Over the past 18 months NRPC solicited, prioritized, and submitted projects to the NHDOT. Between December 2022 through February 2023 NH DOT did their review and gave their feedback. In March 2023, the list was reprioritized by NRPC and sent back and in September 2023, the draft plan was released by the NHDOT, and twenty-five GACIT hearings began. There is a public hearing with presentation and commentary scheduled in the NRPC region in Hudson at 7 p.m. on October 16th. It is open to the public and hosted by our Executive Councilor Dave Wheeler. The GACIT meetings are an open opportunity to weigh in on the projects within the region. Jaffrey has the final District 5 meeting on October 17. Janet stated that for your project to have impact, you should go to the Hudson or Jaffrey meeting because our councilor is there. There are five projects that NRPC prioritized that are in the plan totaling \$7.39 million. There are four projects that have been removed from the draft plan. These projects were included in the NHDOT initial plan totaling \$5.26 million, but they have been temporarily removed. It is important to advocate at the GACIT meetings to have the four projects put back into the plan. Minkarah explained in the past councilors had more of a role determining what was included – there was more funding, and it often covered all the projects presented. The councilors should make their decisions on which projects will be added back into the plan with a vote in the December 2023 meeting.

It is important to advocate in person for your projects at the remaining GACIT meetings, but comments will be accepted in writing by the councilors. The governor will review GACIT's amended plan, submits it to the State Legislature for review and public hearings. The Plan will likely be adopted in late June or early July 2024.

d. Nashua, NH-MA Transportation Management Area (TMA) Certification Review

Waitkins updated everyone that NRPC has a quadrennial TMA review (a federal audit) coming up in November. NRPC has been preparing for it.

e. Other Transportation Updates

Connell reminded everyone that DES federal program applications are due on Friday October 13, 2023. Deisel replacement is 80% federal funded and, if replaced with an electric vehicle, it is 95% funding. Electric infrastructure is included. Langdell asked about the EV charging program status. Rose responded that the NHDOT still does not have final program guidance from the federal

government on such programs, and therefore is hesitant to establish contractual relationships for funding without federal guidance. NHDOT is looking to fund projects that make sense as part of CMAQ and other federal programs.

6. Statement of Strategy Update (8:40)

Minkarah stated the NRPC goal is to have a statement of strategy to present at the December meeting. The first step is to develop an updated mission and vision statement. There will be a commissioner-only online session on 9/28 from 6:30 to 8 PM. NRPC will announce it via email. Tenhave urged everyone to attend the online session or send your thoughts on revisions to the mission & vision statements to Minkarah.

7. Other Business (8:43) – none

8. Commissioners Roundtable (8:44)

NHDOT – Rose commended the NRPC staff for doing a great job on the transportation updates and to stay tuned for more Ten-Year Plan news.

Milford - we have a \$16 million upscale apartment complex is almost through the planning board. Unless board members hear objections, they will say yes, and we will have more housing in Milford. The Milford Pumpkin Festival is coming up (a three-day event). The Ghost Train ultra-marathon on the rail trail between Milford & Brookline on October 13 & 14. The Brox property land acquisition by Milford fell apart because the town was not able to obtain state regulatory authorizations. It was for the development of solar power.

Litchfield - the capital improvement planning has been resurrected is back on track which has led to a revision of the impact fees, so we are working with NRPC on that. So, we have a committee for Economic Development. We also now have an Energy Committee. Spooky World is open in the town.

Amherst - there is a partnership between the town and the land trust that has been given approval to purchase a lot for a two-part development; one part includes an 18-unit development of 55+ single family homes. We are still looking for a town planner. We started an energy committee that is looking into electric and solar alternatives. The planning board approved up to 39 units on another piece of land. Old Home Day was a good day with funds raised. Dave Hennessey thanked everyone “for putting up with me all these years.” He will be missed.

Hollis – a flash flood event last week with Route 130 closed for two days. Two housing developments are with the planning board, each with approximately 35 units NRPC has a TMA review (an audit) coming up in November.

Brookline – The CVA has approved a 40–unit senior housing development on Route 13.

Nashua - Commute Smart Challenge: log the most miles without driving alone. Can be done by carpooling, walking, hiking, biking, and working from home. Go to [Commutesmartnh.org](https://commutesmartnh.org) to sign up for the challenge as individuals or groups. There are prizes. Related: Community for Community Transportation in NH and the City of Nashua are celebrating alternative modes of transportation/different types of transit. Minkarah: NRPC will be pushing out messaging for both. Langdell added that Souhegan Valley Transportation Collaborative will be at Lamson Farm on Saturday to celebrate (early) October alternative transportation month and giving out apples.

Hudson – the Target distribution warehouse is moving forward, and the town continues to be involved with that. Traffic studies are ongoing for a new lane for the onramp for the turnpike. Old Homes Day was a success.

Pelham – we are wrapping up our master plan within two months.

Merrimack - lots of apartments going up right now. We are planning for the continued expansion of the Everett turnpike and there are anticipated bottlenecks.

Lyndeborough – we are continuing to update our town’s master plan project and it should be ready by the spring. The town wants to purchase the church in the center. The town has 50% of the funding and is looking for 50% from other funding sources. Our zoning board has a lot of ADU applications and is pursuing those. Six homes are under construction along with the ADU applications. Some efficiencies in our planning board hearings having people come in in advance to discuss complicated matters. Old Home Day was a big success.

Mt. Vernon - Lamson Farm Day on Saturday from 10-3.

Will L: “American 250” is being celebrated in two years (2026) but towns are encouraged to think about how they can participate in the celebration of the signing of the Declaration of Independence. Will asked about the viability of the commuter rail. Minkarah: Nashua is considering what a Nashua-only option would look like.

10. Adjourn

MOTION TO ADJOURN by Dave H/Seconded by Ralph B. Unanimous. (8:56 p.m.)

Next NRPC Commission Meeting: Wednesday, December 20, 2023

Respectfully submitted,

Kathy Kirby, Administrative/Communications Assistant

MEMORANDUM

TO: Nashua MPO Policy Committee
FROM: Matt Waitkins, MPO Coordinator
SUBJECT: FY2023 – 2026 NRPC TIP Amendment #3 - Analysis
DATE: December 15, 2023

The Nashua Regional Planning Commission (NRPC) has received proposed Amendment #3 to the adopted Nashua Metropolitan Area FY 2023 – 2026 Transportation Improvement Program (TIP) from the New Hampshire Department of Transportation (NHDOT). The NRPC is expected to amend the TIP with corresponding updates to the FY2019-2045 Metropolitan Transportation Plan (MTP)

The TIP is a prioritized list of federal and state funded regional transportation projects programmed for the next 4 years. The NRPC is amending the TIP to account for changes to projects within the Nashua region and to maintain consistency with the Statewide TIP (STIP). This process is being conducted in accordance with the Nashua MPO Public Involvement Procedures, and Federal and State Regulations. Amendment #3 impacts projects listed in the FY2023-2026 TIP which is part of the 2019-2045 Metropolitan Transportation Plan (MTP) for the region.

A ten (10) day public comment period for Amendment #3 to the TIP and MTP begins on Friday, December 8, 2023, and ends on Monday, December 18, 2023. During this period, Amendment #3 to the TIP and MTP will be available for public review on the NRPC website (www.nashuarpc.org) and physical copies can be provided upon request to Matt Waitkins, MPO Coordinator at mattw@nashuarpc.org.

Written comments may be submitted through Monday, December 18, 2023, via email to mattw@nashuarpc.org or via US mail to: Matt Waitkins, NRPC, 30 Temple Street, Suite 301, Nashua, NH 03060.

Following the public comment period, and pursuant to the NRPC Public Participation Plan, the NRPC MPO Policy Committee will hold a public hearing to review comments, solicit final public feedback, and consider adoption of Amendment #3 to the TIP and MTP. The public hearing has been scheduled for Wednesday, December 20, 2023, at 7:00 PM at the Nashua Regional Planning Commission, located at 30 Temple Street, Suite 310, Nashua. The public hearing also can be attended via Zoom at the following link:

<https://nashuarpc.zoom.us/j/89527817370>

Meeting ID: 895 2781 7370

Phone: 1 929 205 6099

STIP REVISION PROCEDURES – AMENDMENT THRESHOLDS

- Any change to a project that triggers an Air Quality Conformity Determination.
- Adding or removing a project or phase of a project.
- Making a substantive change in the design concept or scope of a project that uses state or federal funds or any regionally significant projects regardless of the funding source.
- A significant change (>25%) in the total cost of a project within STIP years.
- Officially adding a project that had been previously included for illustrative purposes.

ANALYSIS OF THE PROPOSED CHANGES TO PROJECTS

Regional Projects

- **Amherst (42593):** Amherst Rail Trail – Rail Trail between Baboosic Lake Road and Walnut Hill Road, located on abandoned RR Right of Way.

Proposed changes:

- Add Right of Way Phase in FY 2026.
- As a result, increased cost within the TIP years of > 25%.

Reason for the change:

- To accommodate the most current project schedule.

Analysis: The total cost of this project within the adopted TIP years is increasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. Adding the Right of Way project phase also exceeds a revision procedure threshold. A TIP amendment is therefore required. There is no change to the scope of this project.

- **Bedford – Merrimack (16100):** F. E. Everett Turnpike - Improvement to Bedford Mainline Toll Plaza to Institute All Electronic Tolling.

Proposed Changes:

- Add Preliminary Engineering (PE) phase in FY 2023 and 2024.
- As a result, increased project cost within the TIP years of > 25%.

Reason for the changes:

- To accommodate the most current project schedule.
- Final design is being accommodated through the Preliminary Engineering Phase.

Analysis: The total cost of this project within the adopted TIP years is increasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. Adding the Preliminary Engineering project phase also exceeds a revision procedure threshold. A TIP amendment is therefore required. There is no change to the scope of this project.

- **Merrimack (29174): US 3 Wire Road to Baboosic Brook – (BR.#118/135).**

Proposed Changes: Change project scope

- Approved Scope: Bridge replacement – US 3 over Baboosic Brook – (BR.#118/135).
- Proposed Scope: Bridge replacement over Baboosic Brook - (BR# 118/135) & Reconstruct Wire Road/US 3 Intersection.

Reason for the change:

- To minimize disruption to the corridor by combining 2 Construction projects into 1.

Analysis: The proposal is to change the scope of this project by combining two separate projects. Making a substantive change in the design concept or scope of a project that uses state or federal funds or any regionally significant projects regardless of the funding source exceeds a Revision Procedures threshold. A TIP Amendment is therefore required.

Nashua (10136A): NH101A – Capacity, pedestrian, bike, and transit improvements to NH 101A from Celina Avenue to Somerset Parkway.

Proposed Changes:

- Remove Construction phase from adopted TIP and decrease funding by > 25% as a result.
- The Construction phase is being moved to FY2028-2030 (beyond the current TIP).

Reason for changes:

- To accommodate the most current project schedule.

Analysis: The total cost of this project within the adopted TIP years is decreasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. Adding or removing a

project phase also exceeds a revision procedure threshold. A TIP amendment is therefore required. There is no change to the scope of this project.

- **Nashua (40660): East Hollis Street** - Bike/ped/safety improvements to E Hollis St from Main St east to C Street. (~.8m).

Proposed Changes:

- Remove Construction phase from adopted TIP.
- Decrease funding by > 25% in the TIP years as a result.

Reason for the changes:

- The Construction phase is being removed from the adopted TIP to accommodate the current project schedule.
- The draft NH DOT Ten Year Transportation Plan shows FY 2027 as the proposed construction year (which is beyond the current TIP years).

Analysis: The total cost of this project within the adopted TIP years is decreasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. Adding or removing a project phase also exceeds a revision procedure threshold. A TIP amendment is therefore required. There is no change to the scope of this project.

- **Nashua-Merrimack-Bedford (13761): F. E. Everett Turnpike** - Widening of 2-lane sections from Exit 8 (Nashua) to I-293 (Bedford).

Proposed Changes:

- Add Right of Way (ROW) phase to adopted TIP.
- Increase funding within the TIP years by > 25% as result. The reason for the increase is the addition of the ROW phase to the current TIP. The total project cost (including costs that are outside of the TIP years) has not increased dramatically.

Reason for the change:

- The Right of Way phase is being added to reflect progress that has been made to date on this project.
- Preliminary Engineering has progressed sufficiently enough to allow for identification of Right of Way needs.

Analysis: The total cost of this project within the adopted TIP years is increasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. Adding or removing a project phase also exceeds a revision procedure threshold. A TIP amendment is therefore required. There is no change to the scope of this project.

- **Nashua-Merrimack-Bedford (13761A): F. E. Everett Turnpike** - Widening of 2-lane sections from Exit 8 (Nashua) to Exit 10 (Merrimack).

Proposed Changes:

- Decrease funding within the TIP years by > 25%.

Reason for the changes:

- The reason for the decrease is because of an adjustment to the Construction schedule.
- There will be Construction in 2027, which is beyond the current TIP years. The total project cost has not decreased dramatically.

Analysis: The total cost of this project within the adopted TIP years is decreasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. A TIP amendment is therefore required. There is no change to the scope of this project.

- **Nashua-Merrimack-Bedford (13761C):** F. E. Everett Turnpike - Widening in Merrimack of 2-lane sections from Exit 11 to south of Exit 13.

Proposed Changes:

- Most of the funding is being moved to construction years (2027-2031) that are beyond the current TIP years.
- There is therefore a decrease in funding during the current TIP years of >25%. Decrease funding with

Reason for the changes:

- The reason for the decrease is because of an adjustment to the Construction schedule.
- Most of the Construction will happen beyond the current TIP years.

Analysis: The total cost of this project within the adopted TIP years is decreasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. A TIP amendment is therefore required. There is no change to the scope of this project.

- **Pelham (16145):** Main Street - Main Street over Beaver Brook – Bridge replacement (BR. NO. 110/090) and Culvert replacement (BR. NO. 111/090).

Proposed Changes:

- Add additional Construction years to the current TIP.
- As a result, increase funding by > 25% in the TIP years.

Reason for changes:

- To accommodate the most current project schedule.
- This project is awaiting completion of work on another bridge on the downstream side of this project before construction can commence on this one.
- Updated costs reflect the current construction environment and delays.

Analysis: The total cost of this project within the adopted TIP years is decreasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. A TIP amendment is therefore required. There is no change to the scope of this project.

- **PROGRAM (NTS 5339):** Nashua Transit System (NTS) - FTA 5339 Formula Funds for Bus & Bus Related Equipment & Facilities Capital Projects.

Proposed Changes:

- *Increase funding within the TIP years by > 25%.*

Reason for the change:

- *Additional funding was added because of annual adjustment in the FTA5339 funding apportionment.*

Analysis: The total cost of this project within the adopted TIP years is increasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. A TIP amendment is therefore required. There is no change to the scope of this project.

- **WILTON (15768):** Old County Farm Road - Bridge Replacement-Old County Farm Rd over Blood Brook-Br. #060/118.

Proposed Changes:

- Increase funding within the TIP years by > 25%.

Reason for the changes:

- Updated engineers' opinion of probable construction costs.
- The project was in the Ten Year Plan base on older estimates.

Analysis: The total cost of this project within the adopted TIP years is increasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. A TIP amendment is therefore required. There is no change to the scope of this project.

Statewide Projects

- **NEVI PROGRAM CHARGING (44093):** Statewide – Administer NEVI funds to develop direct current fast charging stations along AFCs.

Proposed Changes:

- Project is being removed from the Statewide Transportation Improvement Program (STIP) as a “stand-alone” project.
- It is still ‘in the STIP’ as part of the EV Infra Programmatic.

Reason for the change:

- The creation of the EV Infra Program will provide NHDOT with more flexibility in the programming of Electric Vehicle charging infrastructure projects.

Analysis: This project is being removed from the adopted STIP. Removing a project from the STIP requires a STIP Amendment, as outlined in the NHDOT STIP revision procedures.

Programmatic Projects

- **PROGRAM (EV_INFRA):** Various – Electric Vehicle Infrastructure Program.

Proposed Change:

- This Program is being added to the STIP.

Reason for the change:

- The creation of the EV Infra Program will provide NHDOT with more flexibility in the programming of Electric Vehicle charging infrastructure projects.

Analysis: This project is being added to the adopted STIP. Adding a project to the STIP requires a STIP Amendment, as outlined in the NHDOT STIP revision procedures.

- **PROGRAM (FLAP):** Various – Improve transportation facilities that access Federal Lands.

Proposed Changes:

- Add “Other” phase to the adopted STIP.

Proposed Changes:

- Request from FHWA that impacted RPCs include details regarding FLAP projects in their region.
- This information will appear as an Appendix in the NRPC TIP.

Analysis: Adding or removing a project phase exceeds a revision procedure threshold. A TIP amendment is therefore required. There is no change to the scope of this project.

- **PROGRAM (FTA5307):** Various – Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

Proposed Changes:

- Decrease in funding within the STIP years of > 25%.
- Change in Scope

Reason for the change:

- FTA Region 1 requested a change in how NHDOT manages these funds in the STIP.
- Past practice was to show all “apportioned” funds as available. The reality is that approximately 90% of apportioned funds are available for programming.

- Additionally, American Rescue Plan (ARP) stimulus funds that are already obligated in FTA grants have been removed from the STIP.

Analysis: The total cost of this project within the adopted TIP years is decreasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. Additionally, the scope of the project is changing. A TIP amendment is therefore required.

- **PROGRAM (FTA5310):** Various – Capital, Mobility Management, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program.

Proposed Changes:

- Increase funding within the STIP years by > 25%.

Reason for the change:

- The funding amount has been adjusted to match actual FTA funding allocations.
- The original amounts were estimates.

Analysis: The total cost of this project within the adopted STIP years is increasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. A STIP amendment is therefore required. There is no change to the scope of this project.

- **PROGRAM (FTA5339):** Various – Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.

Proposed Changes:

- Increase funding within the STIP years of >25%.

Reason for the change:

- Funding adjusted to match actual FTA funding allocations.
- The original amounts were estimates.

Analysis: The total cost of this project within the adopted STIP years is increasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. A STIP amendment is therefore required. There is no change to the scope of this project.

- **PROGRAM (STBG-FTA):** Various – Funds transferred from STBG to FTA to supplement public/human services transportation statewide.

Proposed Changes:

- Decrease funding within the STIP years of >25%.

Reason for the change:

- FY2023 funds have been obligated and are therefore no longer carried in the STIP.

Analysis: The total cost of this project within the adopted STIP years is decreasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. A STIP amendment is therefore required. There is no change to the scope of this project.

- **PROGRAM (TA):** Various Transportation Alternatives Program.

Proposed Changes:

- Increase funding within the STIP years of > 25%.

Reason for the change:

- The updated values are based on an updated programmatic estimate to include available carryover funds.

Analysis: The total cost of this project within the adopted STIP years is increasing by > 25% which exceeds the threshold outlined in the NHDOT STIP revision procedures. A STIP amendment is therefore required. There is no change to the scope of this project.

- **PROGRAM (TRAFMON):** Various - TRAFMON Parent programmatic

Proposed Changes:

- This program is being added to the STIP.
- This is a new program proposed as part of the 2025-2034 Ten Year Plan. The program is intended to ensure that components such as inductive loops, solar panels, piezoelectric sensors, and other ITS devices are proactively replaced as they near the end of their expected service life.
- Funding will be provided for annual calibration of the weigh-in-motion stations and static scales. The funds can also be used for activation and license fees for software that supports the traffic monitoring system, capital projects to expand the system to close existing gaps or meet future Federal requirements, truck weight safety enforcement systems, and to supplement other projects where traffic monitoring improvements are underfunded or not funded at all.
- The program is expected to continue to be funded annually.

Reason for the change:

- Provides NHDOT with flexibility when programming these types of projects.

Analysis: This project is being added to the adopted STIP. Adding a project from the STIP requires a STIP Amendment, as outlined in the NHDOT STIP revision procedures.

- **STATEWIDE 4R PROJECTS (44518):** Various – 4R Pavement Rehab/Reconstruction on the National Highway System.

Proposed Changes:

- This program is being added to the STIP.

Reason for the Changes:

- Provides NHDOT with flexibility when programming these types of projects.

Analysis: This project is being added to the adopted STIP. Adding a project to the STIP requires a STIP Amendment, as outlined in the NHDOT STIP revision procedures.

RECOMMENDATION

The proposed changes made by Amendment #3 to the NRPC TIP and MTP update meet all applicable conformity requirements under the conformity rule. The attached TIP Amendment details these requirements and the NRPC actions to meet these requirements.

Action is required from the TTAC to recommend approval of the proposed TIP amendment by the NRPC MPO at its December 13th meeting. NRPC staff has reviewed this amendment in consultation with the NHDOT, NHDES, US EPA, FHWA, FTA and representatives of the NH MPOs, and recommend approving the amendment changes.

Note: Nashua Transit System, which is the FTA Section 5307(c) applicant, has consulted with the MPO and concurs that the public involvement process adopted by the MPO for the development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications, including the provision for public notice and the time established for public review and comment.

The full TIP Amendment can be found at the following link: [NRPC Draft TIP Amendment 3 2023.pdf \(revize.com\)](https://www.nashuarpc.org/revize.com). additional information can be found at the NRPC website in the news center: <https://www.nashuarpc.org/>

MEMORANDUM

TO: Nashua MPO Policy Committee

FROM: Matt Waitkins, MPO Coordinator and Ned Connell, Transportation Planner

SUBJECT: 2024 Highway Safety Performance (PM1) Targets

DATE: Friday, December 15, 2023

Background

On March 15th, 2016, the Federal Highway Administration (FHWA) published the final rule on the Highway Safety Improvement Program (HSIP). The rule required State Departments of Transportation to set targets for Safety Performance (PM1) by August 31st, 2017, for calendar year 2018. Furthermore, Metropolitan Planning Organizations (MPO) were mandated to set regional targets 180 days after that. The NRPC, in its role as MPO for the Nashua region, initially adopted the statewide targets for 2018 on December 20, 2017. In 2019, the NRPC MPO transitioned to adopting regional targets developed from crash data within the NRPC area. The Safety Targets are adjusted each year and must be approved by the NRPC MPO by the end of February for submission to NHDOT.

The targets deal with 5 safety measures:

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 the total number of fatalities per 100 million Vehicle Miles Travelled (HMVMT) in each 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 the total number of serious injuries per 100 million Vehicle Miles Travelled (HMVMT) in each calendar year.
5. **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 each calendar year.

Data for the establishment of these measures is provided from 3 sources:

- **Fatality Analysis Reporting System (FARS):** FARS Annual Report data is utilized to provide information on fatal crashes within New Hampshire.
- **State Motor Vehicle Crash Database:** Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injury crashes in the NH. Currently, this includes those accidents classified as an "A" on the KABCO scale. Crashes can be aggregated at the state, regional, community, or highway levels.

- **Highway Performance Monitoring System (HPMS):** State Vehicle Miles of Travelled (VMT) data is collected by the NHDOT and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities.

Target Development

Safety is USDOT's top priority. The National Roadway Safety Strategy outlines a comprehensive approach to significantly reducing serious injuries and deaths among all road user types on our Nation's highways, roads, and streets. FHWA shares the vision that zero fatalities on our Nation's roadways is the only acceptable goal. Additionally, it is the policy of the NRPC MPO to prevent traffic related deaths and significant injuries by emphasizing a systemwide approach to safe mobility among all road users. This MPO policy was adopted on September 21, 2022.

FHWA agrees that zero fatalities on our Nations' roads is the only acceptable goal. However, it strongly discourages using aspirational targets for setting annual safety targets. NHDOT and NRPC MPO recognize that reaching zero fatalities will require time and significant effort by many different partner agencies. The Safety PM rule (23 CFR Part 490) is aligned with the "Towards Zero Deaths" vision and represents an important step in helping work toward the goal of eliminating traffic deaths and serious injuries. Annually, NHDOT and NRPC confirm their safety targets are data-driven, realistic, and achievable.

New Hampshire establishes HSIP targets and reports them for the upcoming calendar year in an annual report that is submitted to FHWA by August 31st. NRPC is then required to set regional targets within 180 days. Targets are applicable to all public roads, regardless of functional classification or ownership. Our 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. New Hampshire has the option to also establish any number of urbanized area targets and rural area targets 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 5 FHWA-mandated targets by NHDOT and the MPOs. This involved coordination and consultation between the NHDOT, the Department of Safety, and the 4 MPOs. Currently, fatality, serious injury, and traffic volume data were analyzed to establish 2013-2022 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five-year moving averages were developed from these values and utilized to compute the projected values for 2024.

The NRPC MPO has established Regional Safety Targets in all 5 mandated areas. This presentation of data that supports the regional targets includes statewide crash totals and rates for comparison purposes. The NRPC MPO TTAC voted at its February 13, 2019, meeting to use the *five-year moving average* as the future target in cases where the *Trend* would show a higher number/rate of accidents. The rationale is that we should not accept increasing rates of accidents in the future, and we should at least cap the target at the average of recent years. Where a downward trend exists, the future target is set as a continuation of that trend, resulting in a target lower than the five-year moving average. This methodology was endorsed by the MPO Policy Committee when the 2019 targets were adopted.

NRPC Target Summary

The summary table below presents five-year moving averages for each safety target. The Trend was calculated for the 2013-2022 period for each safety measure and a trendline projection to 2024 was calculated. ***Where the Trend to 2024 falls below the current 5-year moving average, it is selected as the performance target. Otherwise, the 2021 moving average is selected as the target.***

	5-Year Moving Averages Used for Establishing Trends												2024	2024
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Trend	Target
Fatality Total	11.2	10.2	10.8	12.6	12.4	12.6	12.6	11.8	11.8	11.2	10.8	10.6	10.8	10.6
Fatality Rate	0.689	0.635	0.674	0.786	0.774	0.779	0.771	0.711	0.701	0.674	0.653	0.642	0.637	0.637
Serious Injury Total	74.2	75.6	73.2	69.4	68.2	68.6	63.6	59.6	59.4	56.2	50.2	53.2	46.2	46.2
Serious Injury Rate	4.59	4.71	4.57	4.34	4.26	4.23	3.88	3.59	3.54	3.40	3.05	3.23	2.717	2.717
Non-Motorized Fatal + Serious Injuries	6.2	5.4	6.8	7.2	8.2	7.8	8.6	7.4	7.8	6.6	6.4	5.2	6.00	5.2

NRPC Target Detail and Statewide Comparison

Number of Fatalities – 5-year Average

The Federal Fatal Analysis Reporting System (FARS) provides the data necessary for identifying the total number of traffic crash fatalities in New Hampshire and for the NRPC region. Please see Table 1. Five-year rolling averages were computed to provide a better understanding of the trend over time, as well as to provide a mechanism to stabilize a random variable such as fatalities.

The 5-year moving average for fatalities in the NRPC region has remained the same or declined every year since 2016.

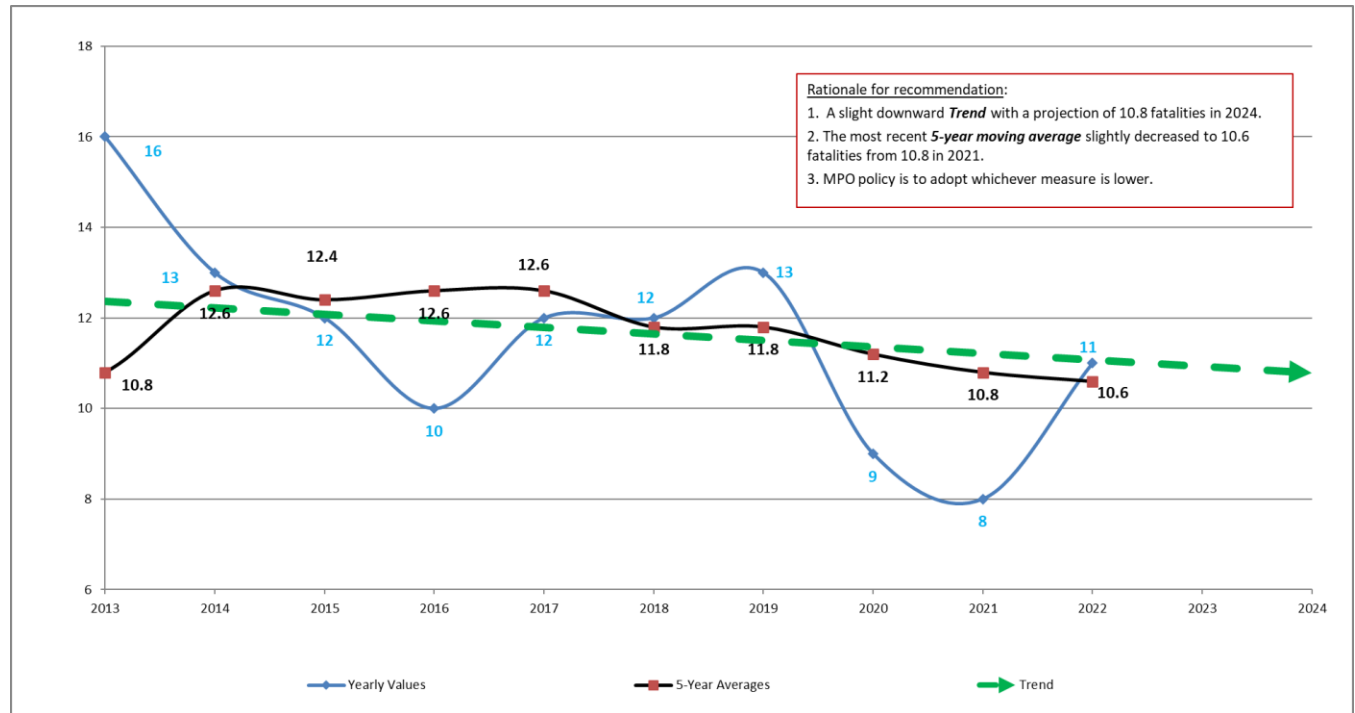
Table 1: Number of Fatalities

Year	State of NH		NRPC Region	
	Fatalities	5-year Average	Fatalities	5-year Average
2007	129	n/a	17	n/a
2008	138	n/a	13	n/a
2009	110	n/a	4	n/a
2010	128	n/a	13	n/a
2011	90	119.0	9	11.2
2012	108	114.8	12	10.2
2013	135	114.2	16	10.8
2014	95	111.2	13	12.6
2015	114	108.4	12	12.4
2016	136	117.6	10	12.6
2017	102	116.4	12	12.6
2018	147	118.8	12	11.8
2019	101	120.0	13	11.8
2020	104	118.0	9	11.2
2021	118	114.4	8	10.8
2022	137	121.4	11	10.6

Number of Fatalities – 2024 Target

The 2024 target of 10.6 fatalities was chosen because the current 5-year moving average is lower than the 2024 Trend of 10.8 fatalities. Additionally, the 2024 target would maintain the downward trend in the longer-term moving average (see the following graph).

Graph 1: Number of Fatalities - 2024 Projection



Rate of Fatalities – 5-Year Average

FARS data is combined with data from the Highway Performance Monitoring System which provides annual HMVMT in NH, each region, and at community level to develop the rate of fatalities safety target. Combining the total number of fatalities in a particular year with the aggregated traffic volume in NH and the NRPC region during that same year provides a fatality rate per HMVMT. This data was then aggregated into 5-year moving averages.

The 5-year moving average fatality rate has declined since 2016 in the NRPC region. Please see Table 2.

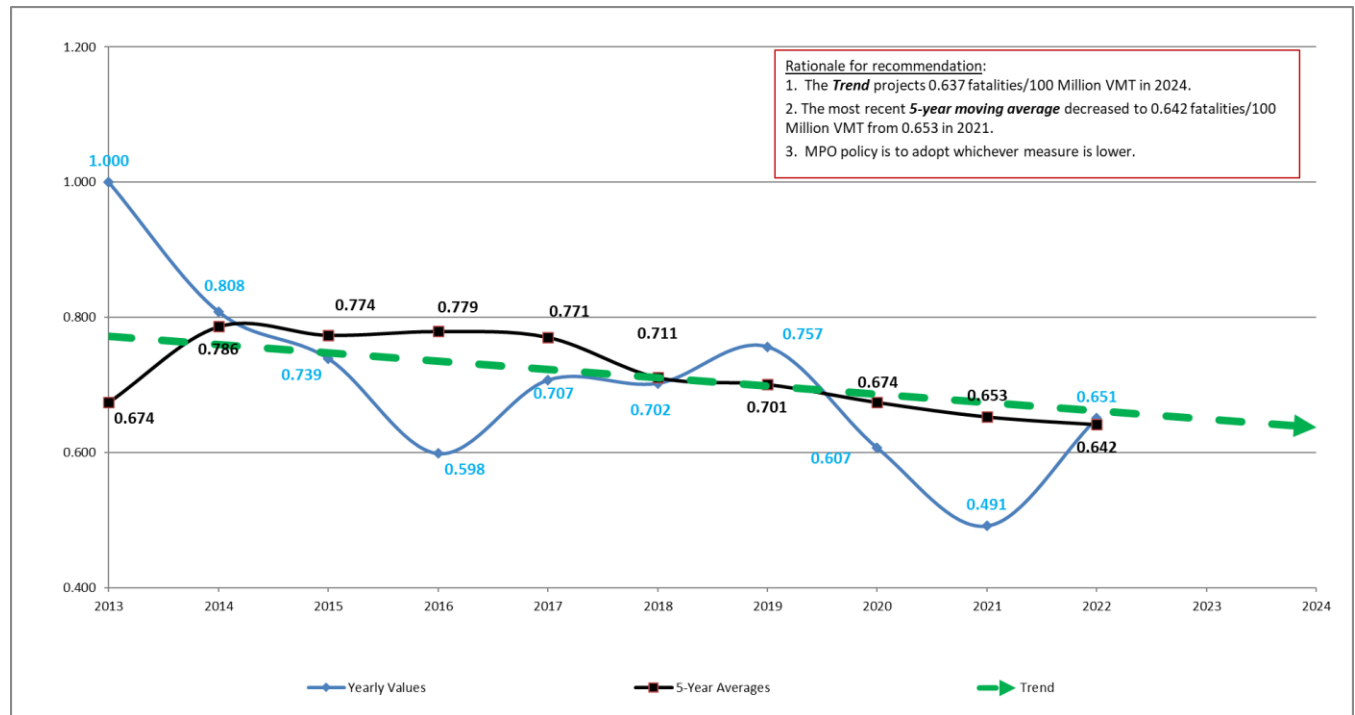
Table 2: Five-year Moving Average Fatality Rate

Year	State of NH		NRPC Region	
	Fatalities	5-year Average	Fatalities	5-year Average
2007	0.958	n/a	1.019	n/a
2008	1.058	n/a	0.804	n/a
2009	0.848	n/a	0.249	n/a
2010	0.980	n/a	0.802	n/a
2011	0.708	0.910	0.571	0.689
2012	0.838	0.886	0.751	0.635
2013	1.046	0.884	1.000	0.674
2014	0.732	0.861	0.808	0.786
2015	0.871	0.839	0.739	0.774
2016	1.009	0.899	0.598	0.779
2017	0.746	0.881	0.707	0.771
2018	1.067	0.885	0.702	0.711
2019	0.729	0.884	0.757	0.701
2020	0.870	0.884	0.607	0.674
2021	0.898	0.862	0.491	0.653
2022	1.005	0.914	0.651	0.642

Rate of Fatalities – 2024 Target

The 2024 target of 0.637 fatalities/HMVMT is an improvement over the previous 5-year moving average. Additionally, the 2024 target would maintain the downward trend in the longer-term moving average. Please see the following graph.

Graph 2: Fatality Rate per HMVMT - 2024 Projection



Number of Serious Injuries – 5-year Average

Serious injuries include those that involve severe lacerations, broken or distorted limbs, skull fracture, crushed chest, internal injuries, unconscious when taken from the accident scene, or unable to leave the accident scene without assistance.

The 5-year moving average for the number of serious injuries had been declining since 2016. However, in 2022 it increased slightly. Please see Table 3.

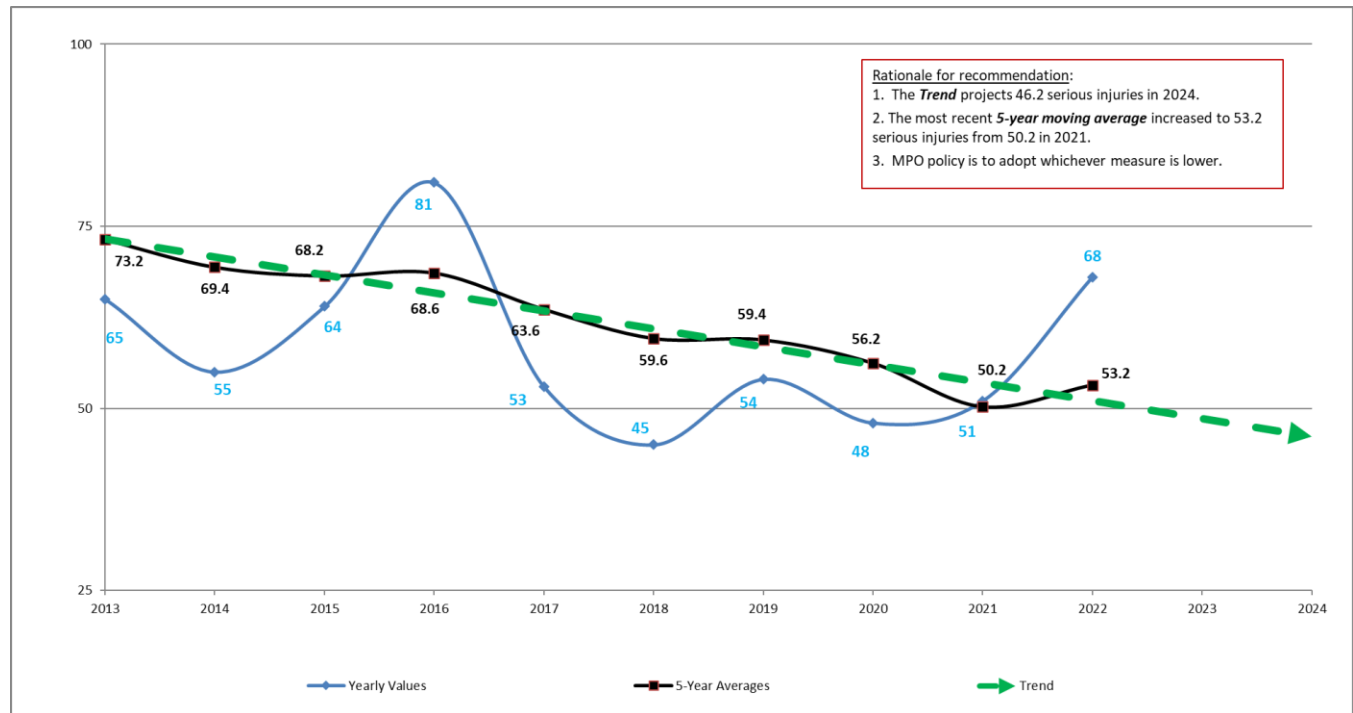
Table 3: Five-year Moving Average for Serious Injuries

Year	State of NH		NRPC Region	
	Fatalities	5-year Average	Fatalities	5-year Average
2007	n/a	n/a	71	n/a
2008	n/a	n/a	77	n/a
2009	667	n/a	74	n/a
2010	528	n/a	70	n/a
2011	462	552.3	79	74.2
2012	623	570.0	78	75.6
2013	489	553.8	65	73.2
2014	451	510.6	55	69.4
2015	459	496.8	64	68.2
2016	477	499.8	81	68.6
2017	410	457.2	53	63.6
2018	451	449.6	45	59.6
2019	485	456.4	54	59.4
2020	512	467.0	48	56.2
2021	482	468.0	48	49.6
2022	626	511.2	68	52.6

Number of Serious Injuries – 2024 Target

The 2024 Trend projection of 46.2 serious injuries is lower than the most recent 5-year moving average of 53.2. Additionally, the 2024 Trend projection maintains the downward tendency in serious injuries which is very different than the actual number of serious injuries in 2022.

Graph 3: Number of Serious Injuries- 2024 Projection



Rate of Serious Injuries – 5-Year Average

The Rate of Serious Injuries is calculated by applying an estimate of annual travel throughout NH to the serious injury totals for the same year. Serious injury crash data is combined with HPMS data to produce a rate of serious injuries per HMVMT. This value is further aggregated into five-year averages to identify longer-term trends and reduce the impacts of the variability of the data.

The 5-year moving average for the rate of serious injuries had declined every year since 2016. However, in 2022 it increased slightly in the Nashua region. Please see Table 4.

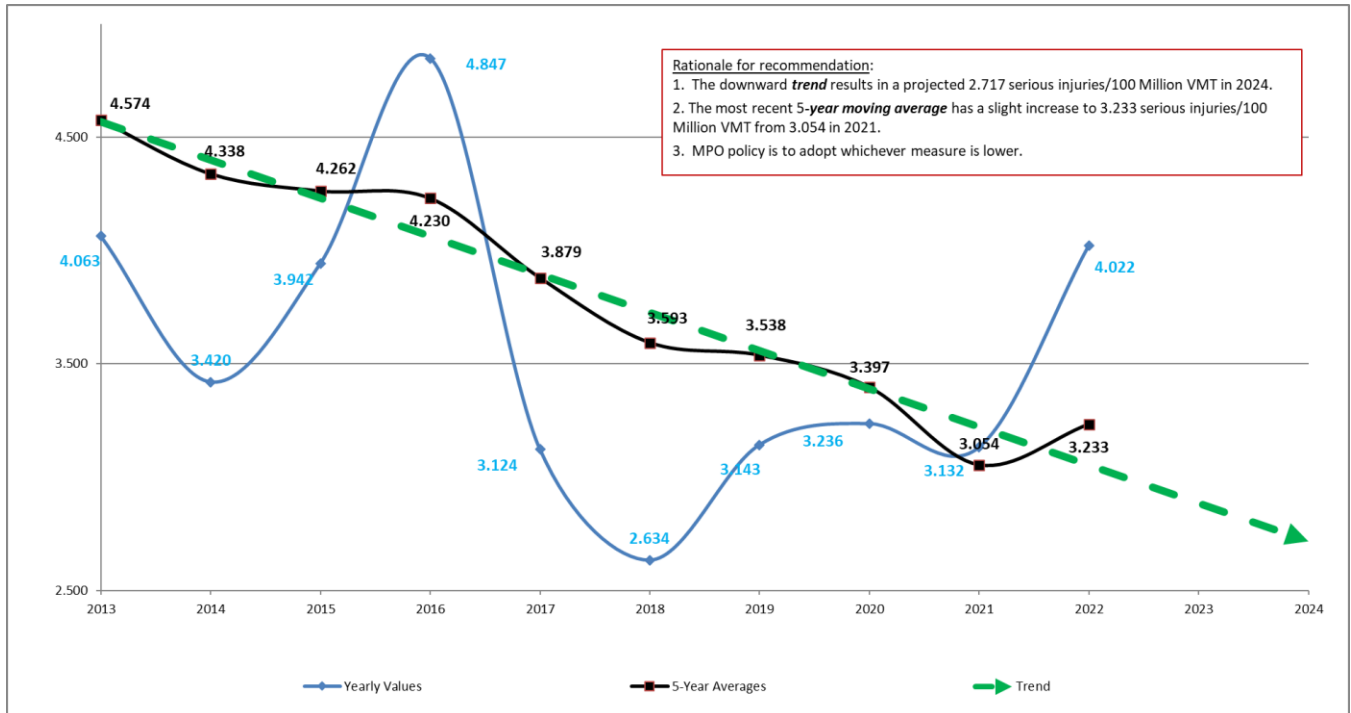
Table 4: Five-year Moving Average Rate for Serious Injuries per HMVMT

Year	State of NH		NRPC Region	
	Fatalities	5-year Average	Fatalities	5-year Average
2007	n/a	n/a	4.254	n/a
2008	n/a	n/a	4.762	n/a
2009	n/a	n/a	4.599	n/a
2010	n/a	n/a	4.321	n/a
2011	3.632	N/A	5.009	4.589
2012	4.832	N/A	4.878	4.714
2013	3.790	4.085	4.063	4.574
2014	3.477	3.933	3.420	4.338
2015	3.505	3.847	3.942	4.262
2016	3.540	3.829	4.847	4.230
2017	2.997	3.462	3.124	3.879
2018	3.270	3.358	2.634	3.593
2019	3.500	3.362	3.143	3.538
2020	4.285	3.518	3.236	3.397
2021	3.670	3.544	3.132	3.054
2022	4.591	3.863	4.022	3.233

Rate of Serious Injuries – 2024 Target

The 2024 target of 2.717 serious injuries per HMVMT. Additionally, the 2024 target would maintain the downward trend in the longer-term moving average (see the following graph).

Graph 4: Serious Injury Rate per 100 HMVMT - 2024 Projection



Number of Non-Motorized Fatalities and Serious Injuries - 5-Year Average

This performance measure utilizes data from both NHTSA's FARS database and the State Crash Records Database which is maintained by the NH Department of Safety. Each dataset is queried for non-motorized vehicle crashes and the results are tabulated below. This data can be analyzed at the state, regional, municipal, or corridor level.

The 5-year moving average for non-motorized fatalities and serious injuries has shown increases and decreases over the past several years.

Table 5: Five-Year Moving Average for Non-Motorized Fatal and Serious Injuries

2007	n/a	n/a	12	n/a
2008	n/a	n/a	2	n/a
2009	n/a	n/a	4	n/a
2010	n/a	n/a	5	n/a
2011	52	52.0	8	6.2
2012	58	55.0	8	5.4
2013	56	55.3	9	6.8
2014	52	54.5	6	7.2
2015	64	56.4	10	8.2
2016	41	54.2	6	7.8
2017	62	55.0	12	8.6
2018	39	51.6	3	7.4
2019	37	48.6	8	7.8
2020	34	42.6	5	6.8
2021	39	42.2	6	6.8
2022	32	36.2	6	5.6

Number of Non-Motorized Fatalities and Serious Injuries - 2024 Target

The 2024 target of 5.2 non-motorized fatalities/serious. Additionally, the 2024 target would maintain the downward trend in the longer-term moving average (see the following graph).

Graph 5: Non-Motorized Fatalities and Serious Injuries- 2024 Projection

