

NOTICE OF MEETING

WHO: Nashua Regional Planning Commission

WHEN: Wednesday – December 15, 2021 @ 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://us02web.zoom.us/j/89565456531?pwd=OU94a3h1Yk1DdHRDOWNmNmcmweXlFdz09>

AGENDA

1. 7:00 pm - Call to Order, Welcome and Introductions
2. Privilege of the Floor (7:05)
3. Approval of Minutes – September 22, 2021 (**action required**) (7:10)
4. Election of Commissioner to the NRPC Executive Committee to replace current vacancy (**action required**) (7:15)
5. Election of Executive Committee Officer to replace current Vice Chair vacancy (**action required**) (7:20)
6. Election of NRPC Foundation Board Officer to fill vacant NRPC Commissioner position (**action required**): (7:25)
7. MPO Policy Committee (7:30)
 - a) Public Hearing: Approval of TIP Amendment #3 to the adopted Nashua Metropolitan Area 2021-2024 Transportation Improvement Program (TIP). NRPC will also amend the 2019-2045 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list (**Action Required**).
 - b) FY 2022 Safety Performance Target (**Action Required**).
 - c) Transportation Project Updates:
 - i. Draft NH Ten Year Transportation Improvement Plan
 - ii. NH Capital Corridor Passenger Rail Project
 - iii. Transportation Mobility Management
 - iv. Other
8. Presentation – Camille Pattison, Project Manager: COVID-19 Economic Recovery Plan Update (7:50)

9. Other Business/Items of Information (8:20)

- a. Staffing Updates
- b. Website update
- c. HB 1275 *relative to municipal representation on regional planning commission*

10. Commissioners Roundtable (8:30)

11. Adjourn (9:00)

***Next Meeting – The next NRPC Commission meeting is scheduled for
Wednesday, March 16, 2022, at 7:00 pm***



**DRAFT – MINUTES
NASHUA REGIONAL PLANNING COMMISSION
September 22, 2021
Held in-person and via Zoom, an in-person quorum was present**

Members Present:

Mike Dell Orfano, Amherst
Tamara Sorell, Brookline
Bob Larmouth, Hollis
Venu Rao, Hollis
James Battis, Hudson
Kara Roy, Hudson
Kim Queenan, Litchfield
Mike Croteau, Litchfield
Karin Elmer, Merrimack

Lon Woods, Merrimack
Tim Tenhave, Merrimack
John Shannon, Milford
Tim Berry, Mont Vernon
Camille Correa, Nashua
Dave Hennessey, Pelham
Hal Lynde, Pelham
Peter Howd, Wilton
Kermit William, Wilton

Others Present:

Tim White, NHDES
Robin LeBlanc, Plan NH
Tom Christensen

Staff Present:

Jay Minkarah, Executive Director
Sara Siskavich, Assistant Director
Matt Waitkins, Senior Transportation Planner
Caleb Cheng, Regional Planner III
Emma Rearick, Regional Planner II
Kate Lafond, Business Manager

Welcome and Introductions

Battis opened the meeting at 7:01 p.m.

Privilege of the Floor

No members of the public were present to speak.

Approval of Minutes – June 16, 2021

Hennessey motioned to approve as amended with a second from Berry.

Tenhave commented on Page 5 it should state 250th anniversary, not 275th.

THAT the minutes of June 16, 2021, be approved as amended and placed on file. A roll call vote was conducted. Williams, Woods, Sorell, and Larmouth abstained.

The motion **carried**.

Presentation

Robin H. LeBlanc, Executive Director, Plan NH: Charrette Program

Minkarah introduced LeBlanc as Executive Director of Plan NH. LeBlanc informed that she is no longer Executive Director of Plan NH. She chose to step down and believing it was time for new energy. The role has been filled by Tiffany Tononi McNamara from the Midwest who moved to Portsmouth. McNamara's background in community development and programming.

LeBlanc provided a presentation about Plan NH's Community Design Charrette program which is in its 25th year. Two charrettes are planned for the end of October, one in Wolfeboro which is the 70th charrette conducted. The other charrette is for Castle in the Clouds.

LeBlanc explained that the charrette program is primarily for municipalities but occasionally they will be done for a non-profit that has support from the community. LeBlanc indicated that Plan NH is a non-profit and described the vision, mission, and strategy of the organization. LeBlanc went on to explain the charrette program. Communities identify a problem or a need and apply to the charrette program. Applications are accepted on a rolling basis. The program is a series of brainstorming sessions with the community and a team of interdisciplinary volunteers. Once a community applies it takes 8 to 12 weeks to complete. A team is established, the charrettes are marketed through community outreach. Community involvement is important. Charrettes are always held on a Friday and Saturday. LeBlanc explained in further depth what can be expected on the day of the charrette and the 2nd day which includes a solution reveal.

Williams indicated that Plan NH held a charrette for the town of Wilton and it was an eye-opener. 18 professionals, 100+ residents participated, and NRPC. Williams went on to explain Wilton's scenario which resulted in a plan for a Riverwalk. The town has built 3 portions of the Riverwalk so far. Williams highly recommends the Plan NH charrette program to other towns.

Berry asked if Plan NH only conducts the charrette if there is support from the town. LeBlanc noted that often there is a great divide in ideas but as long as there is support from the Board of Selectmen Plan NH can conduct the charrette program and facilitate dialogue.

Tenhaven asked if there are metrics on how many plans come to fruition. LeBlanc noted that Plan NH has not tracked that but encourages people to visit the Plan NH website and check out past charrettes.

Minkarah asked about the cost of the charrette program. LeBlanc stated that the base cost is \$6,000, depending on the complexity of the problem it can be more. LeBlanc added that the interdisciplinary professionals that volunteer their time to participate in the program save the towns \$50,000 to \$200,000 in professional service fees. Funding of the charrette can come directly from the town or by grant, donation.

MPO Policy Committee

Public Hearing: Approval of TIP Amendment #2 to the adopted Nashua Metropolitan Area 2021-2024 Transportation Improvement Program (TIP).

Battis opened the public hearing at 7:40 p.m.

No members of the public were present to speak.

Battis closed the public hearing at 7:41 p.m.

Waitkins referenced the memo provided in the meeting agenda packet and summarized that amendment #2 was received from the New Hampshire Department of Transportation (NH DOT) and NRPC is expected to amend the TIP to account for changes to projects within the Nashua region and to maintain consistency with the Statewide TIP (STIP). NRPC would also amend the 2021 – 2045 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list. Waitkins noted a public comment period was held Sept 10th through 21st. Waitkins proceeded to summarize the changes to the TIP described in the memo.

Minkarah explained that in order for federal dollars to be spent on the outlined projects the State TIP and the NRPC TIP need to align.

Williams motioned with a second from Hennessey

THAT the TIP Amendment #2 to the adopted Nashua Metropolitan Area 2021-2024 Transportation Improvement Program (TIP) be approved and to amend the 2019-2045 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list.

The motion **carried**, all in favor

Presentation – Matt Waitkins: Regional Bicycle & Pedestrian Plan Update

Minkarah indicated that the Board may recall the draft 2021 Regional Bicycle & Pedestrian Plan update was presented at the June meeting. Since that time NRPC staff, the Regional Complete Streets Advisory Committee, and the TTAC have reviewed the plan and provided final comments.

Waitkins referenced the memo provided in the meeting agenda packet and summarized the changes to the draft plan which include

- The phrase “Active Transportation” has been added to the Plan title to clarify that the Plan attempts to address the needs of bikers and walkers, as well as other self-powered transportation modes, users of rolling motorized devices for the disabled, E-bikes, and E-scooters.
- The existing conditions chapter has been updated to include additional information.
- A proposed regional active transportation network has been identified.
- An implementation strategy with goals, objectives, recommendations, implementation timeline, and responsible entities has been fleshed out

Waitkins noted that this plan’s purpose is to guide the planning, development, and implementation of safe, usable facilities for walkers, bicyclists, and other motorized alternative transportations such as motorized wheelchairs and e-bikes/e-scooters.

Discussion ensued regarding what types of motorized devices are allowed on multi-use paths.

Dell Orfano motioned with a second from Roy.

THAT the Regional Bicycle, Pedestrian & Active Transportation Plan for the Greater Nashua Region plan is adopted.

Tenhaven suggested that the plan be disseminated through the region.

The motion **carried**, all in favor

Presentation – Caleb Cheng: Nashua Inter-Regional Transit Expansion Study

Minkarah introduced Cheng and the study which looks at the feasibility of transit in and out of the region into Massachusetts.

Cheng presented the study and explained how prior studies have informed this study. Additionally, Cheng noted NTS customers and UMass Lowell students, and employees were surveyed. Cheng discussed the input analysis methodology and findings then presented proposed routes and services to be studied. Routes include Nashua to:

Lowell Gallagher
Alewife MBTA
UMass Lowell
Bedford/Burlington

Elmer noted that there is not enough parking at the Park & Ride at Exit 8. Cheng acknowledged that as an impediment and noted that travel time can be another impediment if there are too many stops along the way. Hennessey proposed another route to connect to Lowell/Gallagher. Cheng thanked Hennessey for input and noted that there are other opportunities to explore. Cheng went on to discuss ridership and cost estimates which include fare pricing. Cheng noted that anticipated fares come close to covering operating costs on some routes but that additional funding would be necessary. He concluded that in addition to funding, further strategies for implementation need to be explored. Minkarah commented that employer contributions could help subsidize the routes.

CSX/Pan Am Merger

Minkarah stated that the merger is in the process, there is not much in the way of updates at this time. This agenda item will remain as a placeholder as the process continues.

General Updates

Regional COVID-19 Economic Recovery Plan

Minkarah stated that a steering committee is in place and NRPC is nearly halfway through the planning process and noted that a lot of data is being pulled together. Minkarah pointed out that a standalone page on the NRPC website has been created which includes three surveys (workforce, entrepreneurship, and restaurant/retail) that have been developed to glean feedback from the community.

Regional Housing Needs Assessment

Minkarah informed the Commission that funding has been awarded to update the Regional Housing Needs Assessment (RHNA). NRPC's RHNA is currently up to date however the Governor has established a council on housing stability and all nine RPCs are receiving \$100,000 over two fiscal years for the update effort. Minkarah noted that there has never been this level of funding before which

will allow for a deeper comprehensive assessment. Additionally, all the RPCs are working together on this effort for consistency in data inputs which has not been done before.

Commissioners Roundtable

Pelham – Lynde noted that two major road projects are commencing that are funded with federal grants. Additionally, there is one final historic bridge repair that needs to be completed. That process is moving along.

Wilton – Kermit stated that Wilton's largest employer is closing, and the property is for sale. Another tiny piece of land close to Riverwalk has cyanide buried. With NRPC assistance through the EPA Brownfields grant, an analysis was completed. DES is interested in the project and is bringing in the EPA to look at the site for potential clean-up.

Nashua – Correa noted that the City finished a housing study and will be presenting financial feasibility to the City Council. The Imagine Nashua Master Plan is going to the Planning Board and then the City Council for approval. Additionally, the federal mask mandate has been extended to January 18th, 2022, both in the transit center and on the busses. Finally, paving is being done at the transit center and interior renovations are upcoming all of which should be complete by April.

Amherst – Dell Orfano explained that the now elected Planning Board has had an appeal of one of its decisions and they will need to rehear that case.

Brookline – Sorell noted that fiber optic internet is coming to town.

Pelham – Hennessey indicated that there have been 3 remands from the Housing Appeals Board in the last 5 months.

Merrimack - Tenhave updated that a roundabout is being constructed in town.

Litchfield - Queenan noted that the Planning Board is focusing on updating the 30-year-old land use laws in the commercial sector for warrant articles.

Hudson – Roy explained that the Selectboard once again has 5-members. Also, the Planning Board has been busy, have gotten through the Amazon project, and are starting to update the Master Plan

Litchfield – Croteau followed up on Queenan's comments adding that the town is working on amendments to the zoning ordinance. Some of the issues have to do with warehouses and commercial/industrial land. On the Conservation Commission side, the town is working with NRPC on a conservation master plan.

Adjourn

Motion to adjourn was made by Williams with a second from Berry. The meeting ended at 9:01 p.m.

The next Commission meeting will be held on Wednesday, December 15, 2021, at 7:00 p.m.

Respectfully submitted,
Jay Minkarah, Executive Director

MEMORANDUM

TO: NRPC MPO Policy Committee
FROM: Gregg Lantos, MPO Coordinator
SUBJECT: 2021 – 2024 TIP Amendment #3
DATE: December 9, 2021

The Nashua Regional Planning Commission (NRPC) has received proposed Amendment #3 to the adopted Nashua Metropolitan Area 2021 – 2024 Transportation Improvement Program (TIP) from the New Hampshire Department of Transportation (NHDOT). The NRPC is expected to amend the TIP to account for changes to projects within the Nashua region and to maintain consistency with the Statewide TIP (STIP). The NRPC will also amend the 2021 – 2045 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list.

A public comment period is being held from December 3 through December 15 and a public hearing will be held on **Wednesday, December 15, 2021** at 7:00 PM at the Nashua Regional Planning Commission, located at 30 Temple Street, Suite 310, Nashua. The public may also participate via Zoom online access at:

<https://us02web.zoom.us/j/83789649558?pwd=RHFVWEN6NGRIK1A2dEtGTDJNS0Zldz09>

or by phone: +1 929 205 6099 Meeting ID: 837 8964 9558 Passcode: 630343

ANALYSIS AND RECOMMENDATION

Two non-motorized projects in Milford (42883) and (42884) have construction phases delayed for several years due to the status of project readiness. The changes were initiated through the TYP update and have previously been presented to TTAC.

The Nashua Heritage Rail Trail East project (41742) has construction funds increased for additional items and is delayed one year. The changes were initiated through the TYP update and have previously been presented to TTAC.

The Nashua CMAQ project to implement improvements and circulation changes to the Main-Lowell-Canal Streets area has funding added and construction is delayed from 2023 to 2026 due to the status of project readiness. The changes were initiated through the TYP update and have previously been presented to TTAC.

FEE Turnpike widening from Exit 8 in Nashua to I-293 in Bedford requires an additional PE phase for 2023 for the purpose of final design.

The Pelham CMAQ project for two NH 128 intersections at Sherburne Rd and NH 111A has a three year construction delay required to complete the NEPA process and obtain easements.

Statewide programs for culvert replacement, FTA Boston Urbanized Area funding and municipal-owned bridges are receiving funding increases.

The proposed changes made by Amendment #1 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 NRPC MPO Policy Committee to approve the proposed TIP amendment by the NRPC MPO at its December 15th 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.

TIP Amendment 3 was presented to the NRPC Transportation Technical Advisory Committee at its meeting of December 8th, 2021. A physical quorum was not present, which precluded a vote. Two concerns were raised by committee members, as follow:

Julie Chizmas, Nashua, stated she desired to discuss the proposed one-year construction delay for the Heritage Rail Trail East project with the City's consulting engineers. She followed up by communicating that the FY 2023 construction date is acceptable to the City.

Lincoln Daley, Milford, expressed concern over the postponement of construction for the two Milford CMAP projects to FY 2028. He inquired whether NHDOT would be amenable to advancing the construction date prior to 2028 should the Town be prepared to move ahead with that phase. Subsequent to the TTAC meeting, a GACIT meeting was held at NHDOT, attended via webinar by NRPC, in which the removal of both CMAQ projects was proposed, citing the Town's inability to secure the required local funding for the project. GACIT endorsed all project changes in the TYP. NRPC will endeavor to resolve this issue to the satisfaction of the Town. The short term action to amend the project in the STIP does not facilitate pending action to remove the project from the TYP and, therefore, NRPC does not propose objecting to the amendment, which merely shifts the construction period for the project.

Given there were no other concerns raised, NRPC staff recommends MPO approval of TIP Amendment 3.

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.

SUMMARY OF THE PROPOSED CHANGES TO PROJECTS

Regional Projects

- **Milford (42883):** Construct a 5-foot sidewalk and bicycle lane off Osgood & Armory Rds.
 - Construction start is moved from FY 2023 to FY 2028, moving the project out of the 2021-2024 STIP, due to project readiness.
- **Milford (42887):** Construct sidewalks along Nashua St.
 - Construction start is moved from FY 2024 to FY 2028, moving the project out of the 2021-2024 STIP, due to project readiness.

- **Nashua (41742):** Construct the Heritage Rail Trail east
 - Construction moved from FY 2022 to 2023 and funding increased by \$302,592. Additional funding is required for drainage items, traffic control items, Rectangular Rapid-Flashing Beacons (RRFBs) and erosion control items.
- **Nashua (42882):** Intersection and roadway improvements at the Canal St/Franklin St/Main St intersection
 - Construction start is moved from FY 2023 to 2026, moving the project out of the 2021-2024 STIP, due to project readiness.
- **Nashua-Merrimack-Bedford (13761):** FEE Turnpike widening of 2-lane sections from Exit 8 (Nashua) to I-293 (Bedford)
 - \$6,168,000 added for PE in 2023, needed for final design.
- **Pelham (41751):** Intersection improvements at the intersection of NH 128 & Sherburne Rd and Mammoth & NH 111A
 - Construction start is moved from FY 2023 to 2026, moving the project out of the 2021-2024 STIP. Additional time is needed for the NEPA process and to obtain easements.

Statewide Programs

- **PROGRAM (CRDR):** Culvert replacement/rehabilitation & drainage repairs
 - ROW increased by \$29,100 in FY 2024; construction increased by \$4,569,870 for FY 2023-24 to accommodate necessary increases in child project fund amounts.
- **PROGRAM (FTA5307):** Boston Urbanized Area FTA Section 5307 apportioned funds for NHDOT transit projects
 - Funds increased by \$14,538,686 due to American Rescue Plan and carryover moved from FY 2021 to 2022.
- **PROGRAM (MOBRR):** Municipal owned bridge rehabilitation & replacement projects
 - Funds increased by \$6,400,000 to accommodate necessary increased changes in expected child projects.
- **STATEWIDE (41756):** Evaluate 61+ traffic control signals and develop & implement signal timings to improve traffic flow.
 - Change scope to: Evaluate signalized intersections and develop & implement signal timings to improve traffic flow.

Project changes are detailed on the following pages:

Revision Report

Pending Approval

A03

11/18/2021

Approved Dollars

MILFORD (42883)

All Project Cost: \$773,945

Route/Road/Entity: Various

Scope: Construct a 5' sidewalk and bicycle lane off of Osgood Road and Armory Road.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$62,720	\$0	\$15,680	\$78,400	Congestion Mitigation and Air Quality Program, Towns
PE	2023	\$27,633	\$0	\$6,908	\$34,541	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$12,336	\$0	\$3,084	\$15,420	Congestion Mitigation and Air Quality Program, Towns
Construction	2023	\$516,467	\$0	\$129,117	\$645,584	Congestion Mitigation and Air Quality Program, Towns
		\$619,156	\$0	\$154,789	\$773,945	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-33

RPC: NRPC

Proposed Dollars

MILFORD (42883)

All Project Cost: \$879,908

Route/Road/Entity: Various

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$62,720	\$0	\$15,680	\$78,400	Congestion Mitigation and Air Quality Program, Towns
PE	2023	\$27,633	\$0	\$6,908	\$34,541	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$12,336	\$0	\$3,084	\$15,420	Congestion Mitigation and Air Quality Program, Towns
		\$102,689	\$0	\$25,672	\$128,361	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-33

RPC: NRPC

Revision Report

Pending Approval

A03

11/18/2021

Approved Dollars

MILFORD (42887)

All Project Cost: \$864,533

Route/Road/Entity: Rte 101A/Nashua St.

Scope: Construct sidewalks along Nashua Street.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$97,866	\$0	\$24,466	\$122,332	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$12,681	\$0	\$3,170	\$15,852	Congestion Mitigation and Air Quality Program, Towns
Construction	2024	\$581,080	\$0	\$145,270	\$726,350	Congestion Mitigation and Air Quality Program, Towns
		\$691,627	\$0	\$172,907	\$864,533	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-33

RPC: NRPC

Proposed Dollars

MILFORD (42887)

All Project Cost: \$934,555

Route/Road/Entity: Rte 101A/Nashua St.

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$95,200	\$0	\$23,800	\$119,000	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$12,336	\$0	\$3,084	\$15,420	Congestion Mitigation and Air Quality Program, Towns
		\$107,536	\$0	\$26,884	\$134,420	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-33

RPC: NRPC

Revision Report

Pending Approval

A03

11/18/2021

Approved Dollars

NASHUA (41742)

All Project Cost: \$1,144,894

Route/Road/Entity: Herriage Rail Trail East

Scope: Construct the Heritage Rail Trail East

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$7,357	\$0	\$1,839	\$9,196	Congestion Mitigation and Air Quality Program, Towns
PE	2022	\$29,697	\$0	\$7,424	\$37,121	Congestion Mitigation and Air Quality Program, Towns
Construction	2022	\$775,440	\$0	\$193,860	\$969,300	Congestion Mitigation and Air Quality Program, Towns
		\$812,494	\$0	\$203,123	\$1,015,617	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-33

RPC: NRPC

Proposed Dollars

NASHUA (41742)

All Project Cost: \$1,523,134

Route/Road/Entity: Herriage Rail Trail East

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$7,357	\$0	\$1,839	\$9,196	Congestion Mitigation and Air Quality Program, Towns
PE	2022	\$29,697	\$0	\$7,424	\$37,121	Congestion Mitigation and Air Quality Program, Towns
Construction	2023	\$1,078,032	\$0	\$269,508	\$1,347,540	Congestion Mitigation and Air Quality Program, Towns
		\$1,115,086	\$0	\$278,771	\$1,393,857	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-33

RPC: NRPC

Revision Report

Pending Approval

A03

11/18/2021

Approved Dollars

NASHUA (42882)

All Project Cost: \$1,538,217

Route/Road/Entity: Various

Scope: Intersection & Roadway Improvements at the Canal St/Franklin St/Main St intersection.

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$108,000	\$0	\$27,000	\$135,000	Congestion Mitigation and Air Quality Program, Towns
PE	2023	\$74,016	\$0	\$18,504	\$92,520	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$20,560	\$0	\$5,140	\$25,700	Congestion Mitigation and Air Quality Program, Towns
Construction	2023	\$1,027,998	\$0	\$256,999	\$1,284,997	Congestion Mitigation and Air Quality Program, Towns
		\$1,230,574	\$0	\$307,643	\$1,538,217	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-51

RPC: NRPC

Proposed Dollars

NASHUA (42882)

All Project Cost: \$1,668,751

Route/Road/Entity: Various

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$108,000	\$0	\$27,000	\$135,000	Congestion Mitigation and Air Quality Program, Towns
PE	2023	\$74,016	\$0	\$18,504	\$92,520	Congestion Mitigation and Air Quality Program, Towns
ROW	2023	\$20,560	\$0	\$5,140	\$25,700	Congestion Mitigation and Air Quality Program, Towns
		\$202,576	\$0	\$50,644	\$253,220	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-51

RPC: NRPC

Revision Report

Pending Approval

A03

11/18/2021

Approved Dollars

NASHUA-MERRIMACK-BEDFORD (13761)

All Project Cost: \$19,800,000

Route/Road/Entity: FE Everett Turnpike

Scope: F.E.E.Turnpike widening of 2-lane sections from Exit 8 (Nashua) to I-293 (Bedford).

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$1,000,000	\$0	\$1,000,000	Turnpike Capital
PE	2022	\$0	\$3,000,000	\$0	\$3,000,000	Turnpike Capital
ROW	2021	\$0	\$4,000,000	\$0	\$4,000,000	Turnpike Capital
		\$0	\$8,000,000	\$0	\$8,000,000	

Regionally Significant: Yes

Managed By: DOT

CAA Code: N/E

RPC: NRPC, SNHPC

Proposed Dollars

NASHUA-MERRIMACK-BEDFORD (13761)

All Project Cost: \$25,968,000

Route/Road/Entity: FE Everett Turnpike

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$1,000,000	\$0	\$1,000,000	Turnpike Capital
PE	2022	\$0	\$3,000,000	\$0	\$3,000,000	Turnpike Capital
PE	2023	\$0	\$6,168,000	\$0	\$6,168,000	Turnpike Capital
ROW	2021	\$0	\$4,000,000	\$0	\$4,000,000	Turnpike Capital
		\$0	\$14,168,000	\$0	\$14,168,000	

Regionally Significant: Yes

Managed By: DOT

CAA Code: N/E

RPC: NRPC, SNHPC

Revision Report

Pending Approval

A03

11/18/2021

Approved Dollars

PELHAM (41751)

All Project Cost: \$1,972,579

Route/Road/Entity: NH 128 & Sherburne Rd

Scope: Intersection improvements at the intersection of NH128 & Sherburne Rd and Mammoth & NH111A

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$40,391	\$0	\$26,928	\$67,319	Congestion Mitigation and Air Quality Program, Towns
ROW	2022	\$90,000	\$0	\$60,000	\$150,000	Congestion Mitigation and Air Quality Program, Towns
Construction	2023	\$956,040	\$0	\$637,360	\$1,593,400	Congestion Mitigation and Air Quality Program, Towns
		\$1,086,431	\$0	\$724,288	\$1,810,719	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-51 RPC: NRPC

Proposed Dollars

PELHAM (41751)

All Project Cost: \$2,134,442

Route/Road/Entity: NH 128 & Sherburne Rd

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$40,391	\$0	\$26,928	\$67,319	Congestion Mitigation and Air Quality Program, Towns
ROW	2022	\$90,000	\$0	\$60,000	\$150,000	Congestion Mitigation and Air Quality Program, Towns
		\$130,391	\$0	\$86,928	\$217,319	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-51 RPC: NRPC

Approved Dollars

PROGRAM (CRDR)

All Project Cost: \$56,096,666

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$760,000	\$0	\$0	\$760,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$400,000	\$0	\$0	\$400,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$5,500	\$0	\$0	\$5,500	National Highway Performance, Toll Credit
ROW	2022	\$106,700	\$0	\$0	\$106,700	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$1,459,500	\$0	\$0	\$1,459,500	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$1,870,000	\$0	\$0	\$1,870,000	National Highway Performance, Toll Credit
Construction	2023	\$1,243,300	\$0	\$0	\$1,243,300	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$1,190,000	\$0	\$0	\$1,190,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2022	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$7,300,000	\$0	\$0	\$7,300,000	

Regionally Significant: No

Managed By: DOT

CAA Code: ALL

RPC: Undetermined

Proposed Dollars

PROGRAM (CRDR)

All Project Cost: \$62,096,666

Route/Road/Entity: Various

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$760,000	\$0	\$0	\$760,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2022	\$400,000	\$0	\$0	\$400,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2023	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2024	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2021	\$5,500	\$0	\$0	\$5,500	National Highway Performance, Toll Credit
ROW	2022	\$106,700	\$0	\$0	\$106,700	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2023	\$54,100	\$0	\$0	\$54,100	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2024	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2021	\$1,459,500	\$0	\$0	\$1,459,500	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2022	\$1,870,000	\$0	\$0	\$1,870,000	National Highway Performance, Toll Credit
Construction	2023	\$5,408,270	\$0	\$0	\$5,408,270	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2024	\$1,594,900	\$0	\$0	\$1,594,900	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2022	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2023	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2024	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$11,898,970	\$0	\$0	\$11,898,970	

Regionally Significant: No

Managed By: DOT

CAA Code: ALL

RPC: Undetermined

Revision Report

Pending Approval

A03

11/18/2021

Approved Dollars

PROGRAM (FTA5307)

All Project Cost: \$65,761,878

Route/Road/Entity: Boston Urbanized Area (UZA)

Scope: Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$6,169,773	\$1,542,443	\$0	\$7,712,216	FTA 5307 Capital and Operating Program, Toll Credit
Other	2022	\$4,261,313	\$1,065,328	\$0	\$5,326,641	FTA 5307 Capital and Operating Program, Toll Credit
Other	2023	\$2,353,758	\$588,440	\$0	\$2,942,198	FTA 5307 Capital and Operating Program, Toll Credit
Other	2024	\$2,400,834	\$600,208	\$0	\$3,001,042	FTA 5307 Capital and Operating Program, Toll Credit
		\$15,185,678	\$3,796,419	\$0	\$18,982,097	

Regionally Significant: No

Managed By: DOT

CAA Code: E-21

RPC: CNHRPC, NRPC, RPC, SNHPC, SRPC

Proposed Dollars

PROGRAM (FTA5307)

All Project Cost: \$93,525,176

Route/Road/Entity: Boston Urbanized Area (UZA)

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$7,712,216	\$0	\$0	\$7,712,216	FTA 5307 Capital and Operating Program, Toll Credit
Other	2022	\$10,210,908	\$0	\$0	\$10,210,908	FTA 5307 Capital and Operating Program, Toll Credit
Other	2023	\$5,842,198	\$0	\$0	\$5,842,198	FTA 5307 Capital and Operating Program, Toll Credit
Other	2024	\$5,959,042	\$0	\$0	\$5,959,042	FTA 5307 Capital and Operating Program, Toll Credit
		\$29,724,364	\$0	\$0	\$29,724,364	

Regionally Significant: No

Managed By: DOT

CAA Code: E-21

RPC: CNHRPC, NRPC, RPC, SNHPC, SRPC

Approved Dollars

PROGRAM (MOBRR)

All Project Cost: \$60,675,200

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$160,000	\$0	\$40,000	\$200,000	Other, STBG-State Flexible
PE	2022	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
PE	2023	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
PE	2024	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
ROW	2021	\$20,000	\$0	\$5,000	\$25,000	Other, STBG-State Flexible
ROW	2022	\$44,000	\$0	\$11,000	\$55,000	Other, STBG-State Flexible
ROW	2023	\$20,000	\$0	\$5,000	\$25,000	Other, STBG-State Flexible
ROW	2024	\$20,000	\$0	\$5,000	\$25,000	Other, STBG-State Flexible
Construction	2021	\$3,520,000	\$0	\$880,000	\$4,400,000	Other, STBG-State Flexible
Construction	2022	\$3,576,000	\$0	\$894,000	\$4,470,000	Other, STBG-State Flexible
Construction	2023	\$3,600,000	\$0	\$900,000	\$4,500,000	Other, STBG-State Flexible
Construction	2024	\$3,600,000	\$0	\$900,000	\$4,500,000	Other, STBG-State Flexible
		\$14,800,000	\$0	\$3,700,000	\$18,500,000	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ALL

RPC: Undetermined

Proposed Dollars

PROGRAM (MOBRR)

All Project Cost: \$101,925,200

Route/Road/Entity: Various

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$160,000	\$0	\$40,000	\$200,000	Other, STBG-State Flexible
PE	2022	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
PE	2023	\$400,000	\$0	\$100,000	\$500,000	Other, STBG-State Flexible
PE	2024	\$400,000	\$0	\$100,000	\$500,000	Other, STBG-State Flexible
ROW	2021	\$20,000	\$0	\$5,000	\$25,000	Other, STBG-State Flexible
ROW	2022	\$44,000	\$0	\$11,000	\$55,000	Other, STBG-State Flexible
ROW	2023	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
ROW	2024	\$80,000	\$0	\$20,000	\$100,000	Other, STBG-State Flexible
Construction	2021	\$3,520,000	\$0	\$880,000	\$4,400,000	Other, STBG-State Flexible
Construction	2022	\$3,576,000	\$0	\$894,000	\$4,470,000	Other, STBG-State Flexible
Construction	2023	\$5,780,000	\$0	\$1,445,000	\$7,225,000	Other, STBG-State Flexible
Construction	2024	\$5,780,000	\$0	\$1,445,000	\$7,225,000	Other, STBG-State Flexible
		\$19,920,000	\$0	\$4,980,000	\$24,900,000	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ALL

RPC: Undetermined

Revision Report

A03

Scope Only Changes

Pending

11/18/2021

STATEWIDE (41756)

All Project Cost: \$331,540

Route/Road/Entity: Various

Approved Scope: Evaluate 61+ traffic control signals and develop&implement signal timings to improve traffic flow

Proposed Scope: Evaluate signalized intersections and develop & implement signal timings to improve traffic flow.

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$22,000	\$0	\$0	\$22,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2022	\$253,000	\$0	\$0	\$253,000	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2023	\$56,540	\$0	\$0	\$56,540	Congestion Mitigation and Air Quality Program, Toll Credit
		\$331,540	\$0	\$0	\$331,540	

Regionally Significant: No

Managed By: DOT

CAA Code: E-52

RPC: Undetermined

Revision Report

A03

Scope Only Changes

Pending

11/18/2021

STATEWIDE CBI (40759)

All Project Cost: \$815,981

Route/Road/Entity: Statewide

Approved Scope: ---

Proposed Scope: Statewide Complex Bridge Inspections child project for FY 2017, FY 2018, and FY 2019

Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$60,000	\$0	\$5,981	\$65,981	Maine, STBG-5 to 200K, Toll Credit
		\$60,000	\$0	\$5,981	\$65,981	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: Undetermined

MEMORANDUM

TO: NRPC MPO Policy Committee
FROM: Gregg Lantos, MPO Coordinator
SUBJECT: 2022 Highway Safety Performance Targets
DATE: December 9, 2021

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 by August 31st, 2017 for calendar year 2018, and Metropolitan Planning Organizations (MPOs) to set regional targets 180 days after that. The NRPC, in its role as MPO for the Nashua Area, initially adopted statewide targets for 2018 on December 20, 2017. The Safety Targets are re-set each year and must be approved by the MPO by the end of February for submission to NHDOT. In 2019 the MPO transitioned to the adoption of regional targets developed from crash data for the NRPC area.

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

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

- **Fatality Analysis Reporting System (FARS):** FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state.
- **State Motor Vehicle Crash Database:** Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injury crashes in the state (currently those classified as “A” on the KABCO scale). Crashes can be aggregated at the state, region, community, or highway level.

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

Target Development

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

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs. This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2007-2020 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 rolling averages were developed from these values and utilized to compute projected values for 2022.

The Nashua MPO establishes Regional Safety Targets in all five mandated areas. The presentation of data that supports the regional targets does include statewide crash totals and rates for comparison purposes. The Nashua MPO TTAC voted at its February 13, 2019 meeting to use the five-year moving average as the future target 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; the goal should be to at least cap the target at the average of recent year. Where a downward trend exists, the future target is set as 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 table below presents five-year moving averages for each safety target. A best fit of data is calculated in Excel for the 2011-2020 period for each safety measure and a trendline projection from 2020 to 2022 is calculated. Where the extended trend to 2022 falls below the current five-year moving average, it is selected as the performance target. Otherwise, the 2020 moving average is selected as the target.

Recommendation

The data analysis and proposed targets were presented to the NRPC Transportation Technical Advisory Committee at its meeting of December 8, 2021. A physical quorum was not present to formally adopt the targets, but no issues were raised regarding the proposed targets, which are calculated per the previously approved procedure by the MPO Policy Committee.

	5-Year Moving Averages Used for Establishing Trends										2022	2022
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Trend	Target
Fatality Total	11.2	10.2	10.8	12.6	12.4	12.6	12.6	11.8	11.8	11.2	12.3	11.2
Fatality Rate	0.689	0.635	0.674	0.786	0.774	0.779	0.771	0.711	0.701	0.674	0.735	0.674
Serious Injury Total	74.2	75.6	73.2	69.4	68.2	68.6	63.6	59.6	59.4	56.2	54.8	54.8
Serious Injury Rate	4.59	4.71	4.57	4.34	4.26	4.23	3.88	3.59	3.54	3.40	3.27	3.27
Non-Motorized Fatal + Serious Injuries	6.2	5.4	6.8	7.2	8.2	7.8	8.6	7.4	7.8	6.8	8.2	6.8

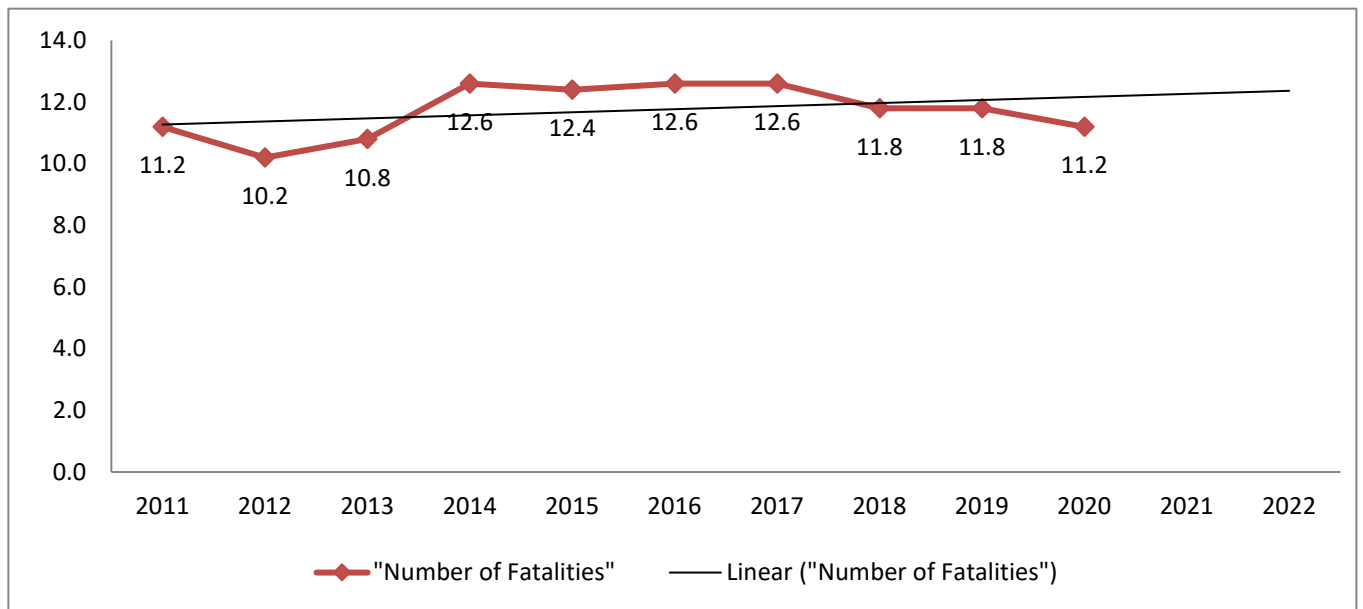
NRPC Target Detail and Statewide Comparison

Number of Fatalities

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 MPO region. Five-year rolling averages are computed to provide a better understanding of the overall data over time without discarding years with significant increases or decreases, as well as to provide a mechanism for regression to the mean for a random variable such as fatalities. A significantly lower fatality total in 2020 reduced the 5-year average to 11.2. This establishes the 2022 safety target for this measure, as the long-term trend produces a fatality five-year average of 12.3 in 2022.

State of NH			NRPC Region	
Year	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

NUMBER OF FATALITIES & TRENDLINE, NRPC REGION

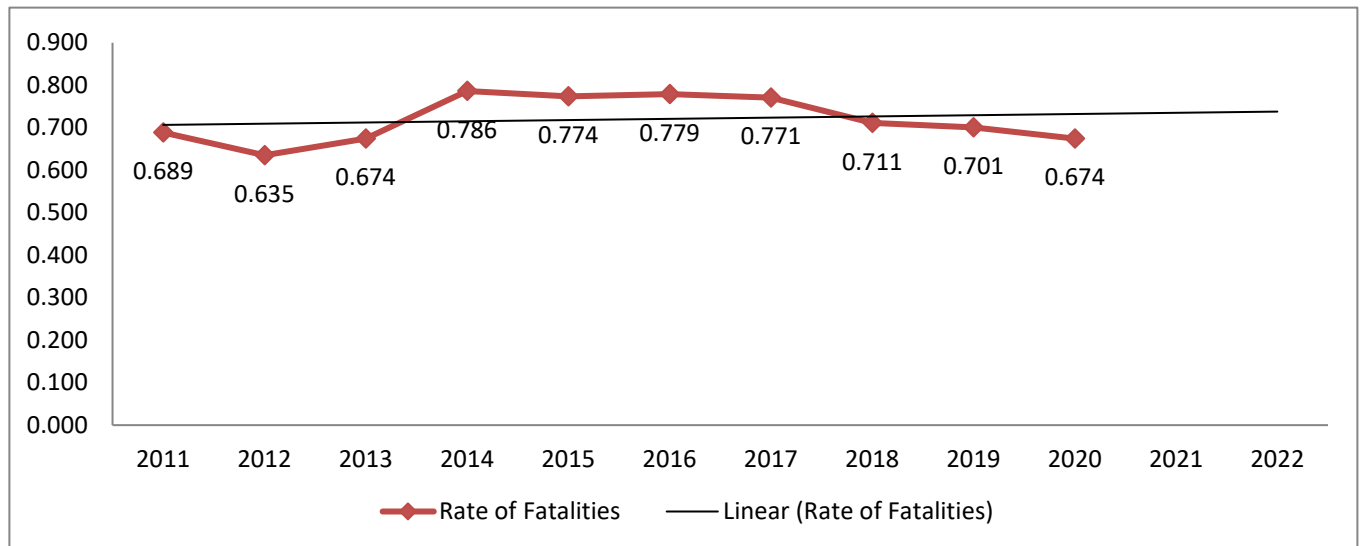


Rate of Fatalities

FARS data is combined with data from the Highway Performance Monitoring System (HPMS) which provides annual Vehicle Miles of Travel (VMT) at the State and community level to develop the next safety target. Combining the total number of fatalities in a particular year with the aggregated volume of travel in the state during that same year provides a fatality rate per 100 Million VMT. This data is then aggregated into 5-year moving averages. This average declined for the sixth straight year to 0.674 fatalities per 100M VMT. The trendline to 2022 is higher at .735, therefore the former rate is selected as the performance target.

State of NH			NRPC Region	
Year	Rate of Fatalities	5-year Average	Rate of 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

FATALITIES RATES PER VMT & TRENDLINE, NRPC REGION

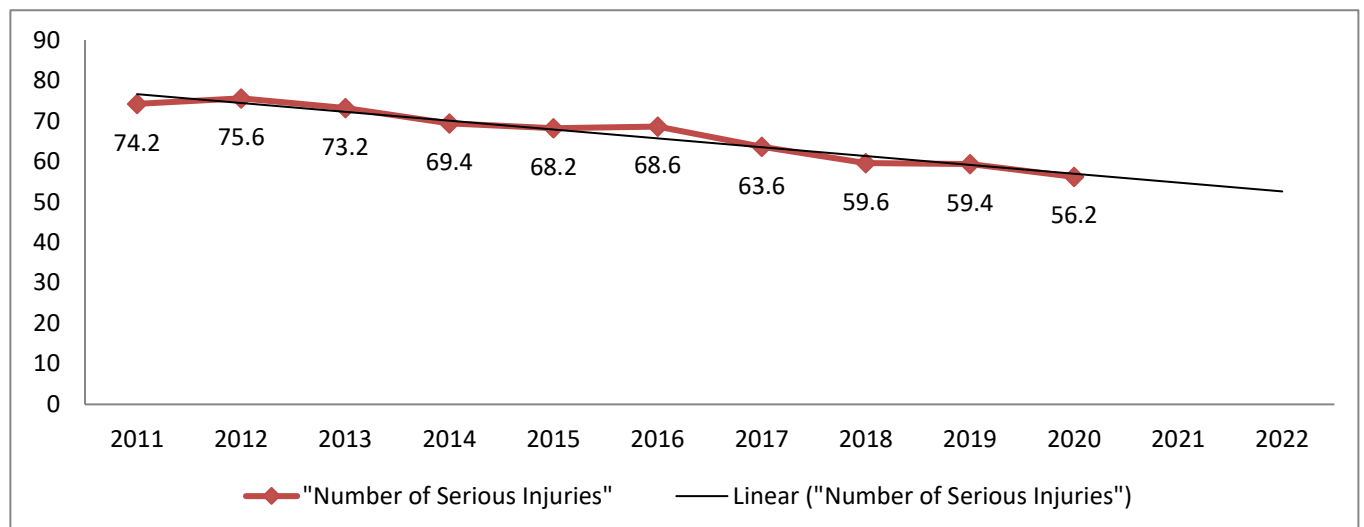


Number of Serious Injuries Serious injuries include those that involve severe lacerations, broken or distorted limbs, skull fracture, crushed chest, internal injuries, unconscious when taken from the accident scene, or unable to leave the accident scene without assistance.

The NRPC region five-year average for serious injuries continued to decline for the fourth straight year, with the moving average falling from 68.6 in 2016 to 56.2 in 2020. The long-term downward trend extrapolates to 54.8 in 2022, which establishes the safety target for that year.

State of NH			NRPC Region	
Year	Serious Injuries	5-yr Ave	Serious Injuries	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

NUMBER OF SERIOUS INJURIES & TRENDLINE, NRPC REGION



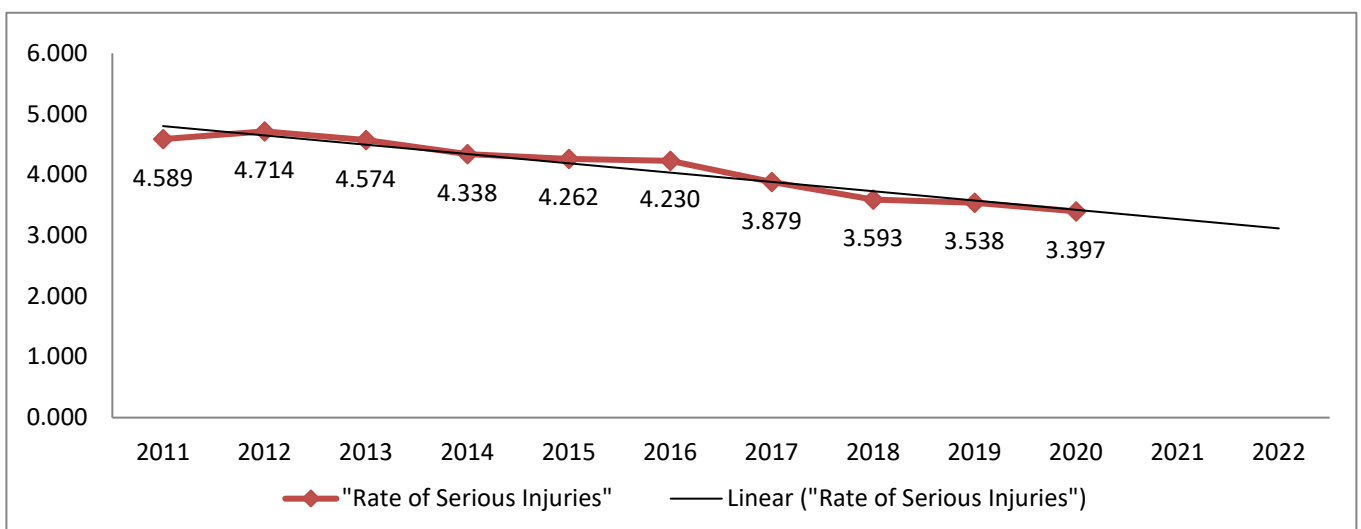
Rate of Serious Injuries

The Rate of Serious Injuries is calculated by applying an estimate of annual travel in the state to the serious injury totals for the same year. As was done for fatality rates, serious injury crash data is combined with HPMS data to produce a rate of serious injuries per 100 Million VMT. 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 trendline projection for 2022 is 3.27, which is lower than the current moving average of 3.40, and therefore is selected at the future target.

State of NH			NRPC Region	
Year	Rate of Serious Injures	5-yr Ave	Rate of Serious Injures	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

SERIOUS INJURY RATES PER VMT & TRENDLINE, NRPC REGION



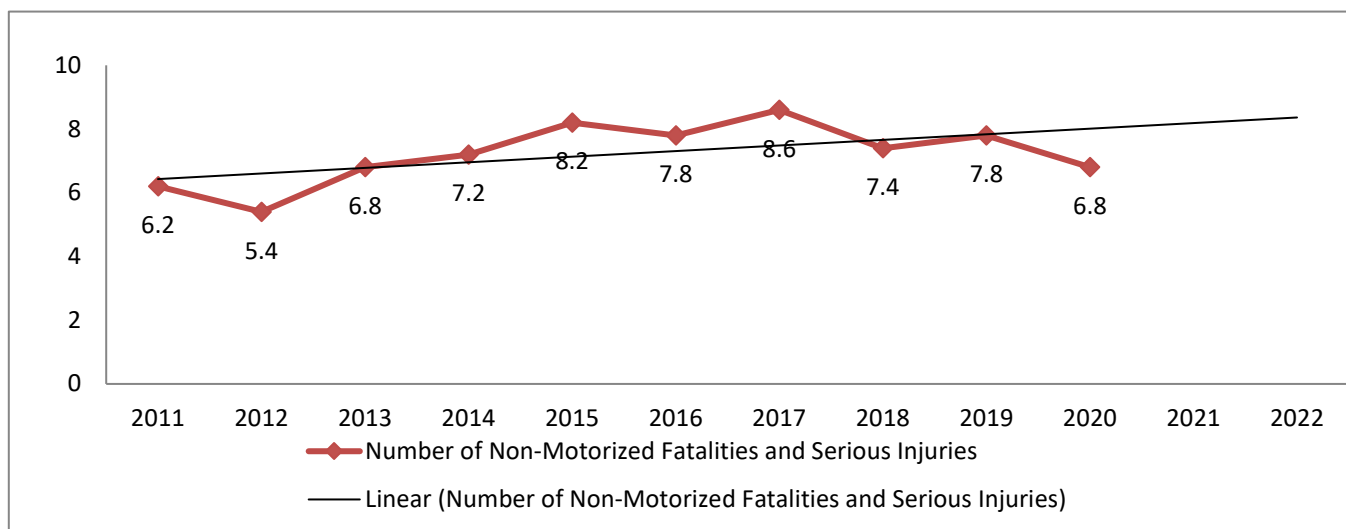
Number of Non-Motorized Fatalities and Serious Injuries

This performance measure utilizes data from both NHTSA's FARS database and the State Crash Records Database which is maintained by the New Hampshire 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.

This category results in a lower average of incidents than fatal crashes for most years and tends to show more variability. A declining average has been sustained for three years in a row, bringing the current average of 6.8 to its lowest point since 2013. This establishes the 2022 target, as the extended trend rises to 8.2.

State of NH			NRPC Region	
Year	Non-Motorized Fatalities & Serious Injuries	5-yr Ave	Non-Motorized Fatalities & Serious Injuries	5-year Average
2007		N/A	12	N/A
2008		N/A	2	N/A
2009		N/A	4	N/A
2010		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

NUMBER OF NON-MOTORIZED FATAL/SERIOUS INJURIES & TRENDLINE, NRPC REGION



THE NASHUA-MANCHESTER PASSENGER RAIL (CAPITOL CORRIDOR) PROJECT

Summer 2021

What is the Nashua-Manchester Passenger Rail (Capitol Corridor) Project?

The Nashua-Manchester Passenger Rail (Capitol Corridor) Project extends the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail service 30 miles from Lowell, Massachusetts to Manchester, New Hampshire. The proposed service will use approximately 10 miles of MBTA railway from Lowell, MA to Nashua, NH, and 20 miles of MBTA trackage rights on Pan Am Railways (Pan Am) Northern Branch northward into Manchester.

The project is currently in the development phase. Key steps to be completed in this phase include preliminary design engineering, State and Federal environmental review and development of the financial plan.

Where is the Project Located?



Project Goals



Transportation and Mobility: Leverage the existing transportation network to improve access and mobility within the corridor and throughout the region.



System Integration: Invest in transportation improvements that complement the existing multi-modal transportation network.



Economic Development and Land Use: Support the vision for growth laid out in local/regional development plans.



Sustainability: Support transportation investments that contribute to an environmentally, economically, and socially sustainable community.

Project Purpose

The purpose of the Nashua-Manchester project is to diversify mobility options that connect the Southern New Hampshire region with the population, employment, and commercial centers in the Greater Boston area, reduce congestion, emissions, and travel time, and provide mobility options that promote equity and support demographic trends and travel preferences in the project corridor.

Project Needs

- Provide an alternative to roadway congestion from projected population growth.
- Connect Southern New Hampshire's transportation network to existing modes.
- Invest in transportation infrastructure that provides additional travel options for passengers and goods.
- Improve transportation options to attract employers to New Hampshire and improve employment options for New Hampshire residents.
- Improve transit connectivity to support attraction and retention of residents in the project area.
- Provide alternatives to passenger vehicle travel as aging workers and retirees become less willing or able to confront congestion on the regional roadway network.
- Invest in transit-oriented development in targeted areas adjacent to rail corridor infrastructure.
- Invest in multi-modal alternatives to passenger use to reduce emissions and fuel consumption.

Infrastructure and Service Features of the Project

- ✓ Approximately 30-miles of upgraded track
- ✓ Signal system upgrades with Positive Train Control (PTC)
- ✓ Four new passenger stations and one new layover facility
- ✓ Upgraded rail bridges and at-grade crossings
- ✓ Commuter rail service frequency comparable to existing MBTA Lowell Line

Financial Plan

A feasible and sustainable financial plan is central to the success of the project. Building upon prior work, the financial plan will explore alternative funding sources, cost-sharing with Massachusetts, financing mechanisms, and opportunities for private sector participation. The plan will assess the potential for Transit-Oriented Development (TOD) to generate value capture to help pay for related project costs, such as the stations and the surrounding land use.

For More Info

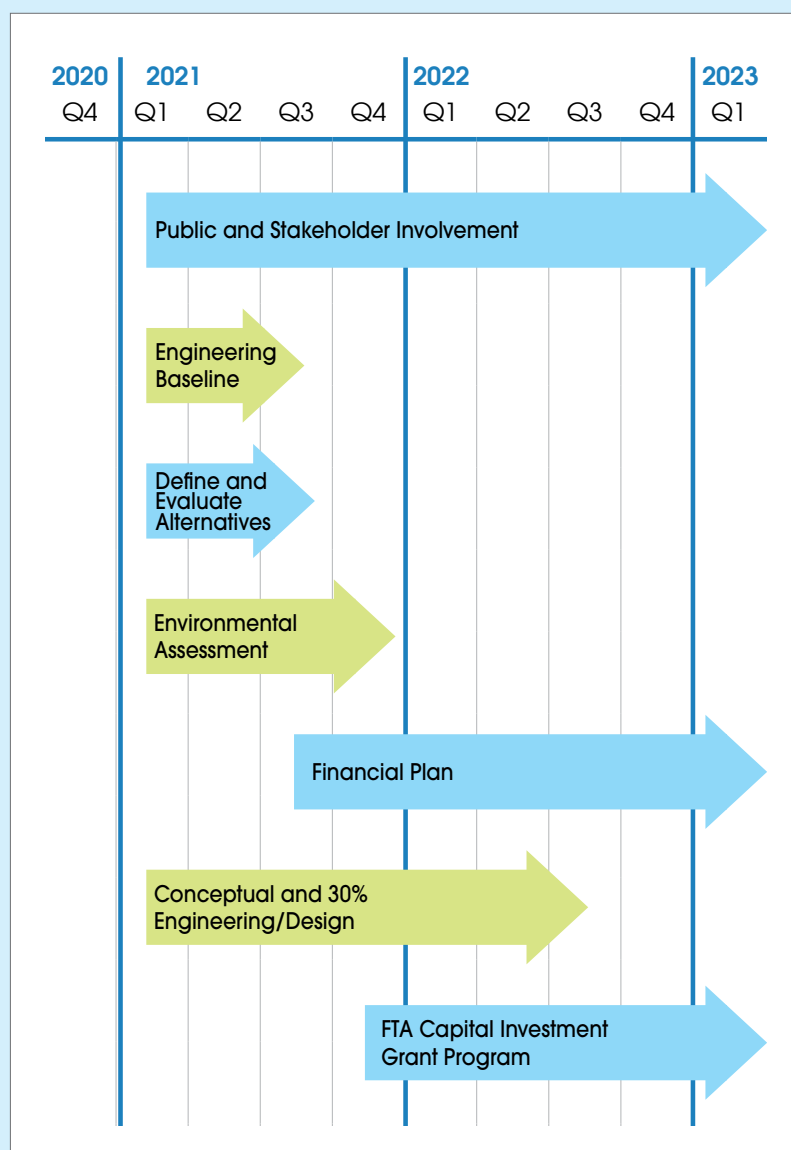


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www.nh.gov/dot/projects/nashuamanchester40818/index.htm

Project Timeline





THE GENERAL COURT OF

New Hampshire

NEW HAMPSHIRE LEGISLATIVE SERVICE REQUESTS (LSR)

HB 1275 - AS INTRODUCED

2022 SESSION

22-2832

11/04

HOUSE BILL **1275**

AN ACT relative to municipal representation on regional planning commissions.

SPONSORS: Rep. Wilhelm, Hills. 42; Rep. Berry, Hills. 44; Rep. Cornell, Hills. 18; Rep. Mangipudi, Hills. 35; Rep. Amanda Bouldin, Hills. 12; Sen. Rosenwald, Dist 13; Sen. Cavanaugh, Dist 16; Sen. Soucy, Dist 18

COMMITTEE: Municipal and County Government

ANALYSIS

This bill modifies the municipal representation on regional planning commissions.

Explanation: Matter added to current law appears in ***bold italics***.

Matter removed from current law appears ~~[in brackets and struckthrough]~~

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

22-2832

11/04

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Two

AN ACT relative to municipal representation on regional planning commissions.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 Regional Planning Commissions; Formation; Membership. Amend RSA 36:46, III to read as follows:

III. Each municipality which shall become a member of a regional planning commission shall be entitled to ~~[2 representatives]~~ ***one representative*** on said commission. ~~[A]~~ ***Each*** municipality ~~[with a population of over 10,000 but less than 25,000]~~ shall be entitled to have ~~[3 representatives on said commission and a municipality with a population of over 25,000 shall be entitled to have 4 representatives on said commission]~~ ***one representative on said commission for every additional 10,000 residents residing within each municipality.*** Population as set forth in this section shall be deemed to be determined by the last federal census. Representatives to a regional planning commission shall be nominated by the planning board of each municipality from the residents thereof and shall be appointed by the municipal officers of each municipality. Representatives may be elected or appointed officials of the municipality or county. In any county or counties in which a regional planning commission has been formed, the county may, by resolution of its county commissioners, become a member of said regional planning commission and shall be entitled to appoint 2 representatives on said commission. The terms of office of members of a regional planning commission shall be for 4 years, but initial appointments shall be for 2 and 4 years. In municipalities entitled to 3 or more representatives, initial appointment shall be for 2, 3 and 4 years. Vacancies shall be filled for the remainder of the unexpired term in the same manner as original appointments. Municipalities and counties may also appoint alternate representatives. A representative to a regional planning commission shall, when acting within the scope of his official duties and authority, be deemed to be acting as an agent of both the regional planning commission and of the municipality or county which he represents. In addition, regional planning commissions are encouraged to consult, at their discretion, with agencies and institutions operating within the region whose activities influence planning and development in that region.

2 Effective Date. This act shall take effect 60 days after its passage.

HELPFUL LINKS

Committees of
Conference
Ethics Committee
Statutory/Study
Committees
Voting Records
Driving Directions
IT Help Desk

DOCUMENTS & MEDIA

House Streaming
Senate Streaming
ADA Compliance
Notice
Sexual Harassment
Policy
Accessibility Policy
Privacy Policy

OTHER RESOURCES

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