



NOTICE OF MEETING

WHO: Nashua Regional Planning Commission

WHEN: Wednesday – March 15, 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://us02web.zoom.us/j/85101026233>

AGENDA

7:00 pm - Call to Order

1. Welcome and Introductions (7:00)
2. Privilege of the Floor (7:05)
3. Approval of Minutes – February 15, 2023 (**action required**) (7:10)
4. MPO Policy Committee (7:15)
 - a. Review and approval of NHDOT FY 25-34 NH Ten Year Plan projects for the NRPC Region – (**action required**)
 - b. Review and approval of the FY 25-28 Congestion Mitigation & Air Quality (CMAQ) Program project list for the NRPC region (**action required**)
 - c. NH Capital Corridor update
 - d. Other transportation updates
5. General Updates: (8:15)
 - a. Regional Housing Needs Assessment
 - b. NRPC Statement of Strategy
 - c. NRPC Annual Forum
6. Commissioners Roundtable (8:30)
7. Adjourn (9:00)

Next NRPC Commission Meeting: Wednesday, June 21, 2023



**DRAFT – MINUTES
NASHUA REGIONAL PLANNING COMMISSION
February 15, 2023**

Held in-person and via Zoom, an in-person quorum was present

Members Present:

Jason Hennessey, Amherst (via Zoom)	Karin Elmer, Merrimack
Will Ludt, Amherst	Tim Tenhave, Merrimack (Chair)
Danielle Pray, Amherst	Camille Correa, City of Nashua
Tamara Sorell, Brookline	Julian Long, City of Nashua (via Zoom)
Bob Larmouth, Hollis (via Zoom)	Jeff Gowan, Pelham
James Battis, Hudson (Treasurer)	Dave Hennessey, Pelham
Kara Roy, Hudson	Peter Howd, Wilton
Ralph Boehm, Litchfield	Kermit Williams, Wilton
Kim Queenan, Litchfield (Vice Chair)	William Rose, NH DOT
Charlie Post, Lyndeborough	

Staff Present:

Jay Minkarah, Executive Director
Camille Pattison, Assistant Director
Matt Waitkins, MPO Coordinator
Kristin Wardner, Administrative Assistant

1. Welcome and Introductions

Tim Tenhave opened the meeting at 7:01 p.m. with introductions.

2. Privilege of the Floor

No members of the public were present to speak.

3. Approval of Minutes – December 21, 2022

Amendments: Last page: Next meeting date should be February 15, 2023.

Jeff Gowan motioned, with a second from Ralph Boehm,

THAT the minutes of December 21, 2022, be approved with changes and placed on file. A roll call vote was conducted. Karin Elmer and Kermit Williams abstained.

The motion **carried**.

4. Nomination to Nashua Regional Planning Commission Foundation Board

Jay Minkarah explained that the Nashua Regional Planning Commission Foundation Board currently has a vacant director-at-large position. Sarah Marchant was selected at the Executive Committee meeting. Minkarah stated that she is a current resident of Brookline was previously Community

Development Director in Nashua and Amherst; she also served previously on the Commission and Executive Committee and she was instrumental in forming the Foundation.

Peter Howd motioned, with a second from Danielle Pray,

THAT Sarah Marchant be appointed to the Nashua Regional Planning Commission Foundation Board. A roll call vote was conducted. William Rose abstained.

The motion **carried**.

5. MPO Policy Committee

a. Public Hearing - NRPC 2023-2026 Transportation Improvement Program (TIP) and 2019-2045 Metropolitan Transportation Plan Minor Update

Tenhave opened the public hearing at 7:11pm.

Matt Waitkins presented on the 2023-2026 Transportation Improvement Program (TIP) and 2019-2045 Metropolitan Transportation Plan Minor Update. He briefly reviewed the transportation planning documents (Transportation Improvement Program, Ten-Year Transportation Improvement Plan, and Metropolitan Transportation Plan) and then reviewed the TIP development process. At the 2/8 TTAC meeting, members recommended the adoption of the TIP by this Commission. Waitkins then reviewed the projects being added, the projects that have been removed or completed, and ongoing projects with changes from the previous TIP.

Kara Roy asked where Waitkins got Hudson's position on the Circumferential Highway project. He stated that he spoke to Elvis Dhima, who spoke to the town administrator, and he has a memo stating it.

J. Hennessey asked a question about highway projects and why they are in the TIP being that they are state projects. Waitkins stated that they are in the TIP because they are regionally significant.

Charlie Post joined the meeting at 7:38pm.

Waitkins reviewed the FY2023-2026 funding available for TIP projects, \$288,229,022, which is comprised of federal, state (including state funds for matching federal dollars as well as turnpike funds), other (included local match), and statewide programs. He stated the draft TIP also incorporates updated system performance targets. He reviewed important dates relative to the TIP process: following MPO approvals, NHDOT has a public comment period from 2/17-24; 2/27-3/3 is NH DES approval; and 3/6-4/6 for federal approval.

Ludt asked who does project scheduling. Rose stated it depends on the source of funding: for example, if it is 100% state funded, the NH DOT project manager would set the schedule. He went into detail on the process. He stated the Ten Year Plan is really main driver. Ludt asked if a town can move up a timeline. Rose states it would start initially with speaking to the NHDOT project manager.

Peter Howd asked about state funding from 2023 to 2024 in the chart presented and the large gap. Rose wasn't sure of the math to back it up and also that it may show as dollars but is actually turnpike toll credits. Those are credits the federal government allows the state to take because they spend their state dollars to maintain and upgrade the turnpike.

The presentation may be viewed here:

https://cms5.revize.com/revize/nrpc/Agendas%20and%20minutes/TIPUpdate_NRPC_MPO_02152_023_V3.pdf

Karin Elmer left the meeting at 7:50pm.

Tenhave closed public hearing at 7:51pm.

Kermit Williams motioned, with a second from Dave Hennessey,

THAT the Nashua Regional Planning Commission and Metropolitan Planning Organization adopt the FY2023-2026 Transportation Improvement Program (TIP) and FY2019-2045 Metropolitan Transportation Plan Minor Update as presented.

The motion **carried.**

b. Performance Measures

i. Pavement & Bridge – PM2

Waitkins explained the Federal Highway Administration requires MPOs to use performance measures to work towards specific goals and targets and periodic updates are required. He explained that NRPC monitors the percentage of pavements on the non-Interstate Highway System in Good and Poor condition, as well as the percentage of National Highway System bridges classified as in Good and Poor condition. Pavement measures are based on 3 factors: International Roughness Indicator, cracking, and rutting and each road segment is graded good, fair, or poor. NRPC uses NHDOT statewide performance targets, and NRPC region pavement conditions are within those targets with 40% of pavement considered Good and 3% considered Poor in 2021. In response to Williams, Waitkins stated this would be for National Highway System roads and bridges. NRPC bridge condition targets are 73% good, 26% fair, and 1% poor, which are also within the statewide targets.

ii. Travel Time Reliability – PM3

Waitkins presented on Travel Time Reliability (PM3) performance measures. He explained that Travel Time reliability is the consistency or dependability in travel times, as measured from day-to-day and/or across different time of the day; it measures the extent of unexpected delay and is not a measure of recurring delay (i.e. morning rush hour). NRPC MPO Policy committee has adopted the statewide 85% target for travel time reliability and are exceeding that for all the years data is available.

J. Hennessey asked if Waitkins was aware about Travel time reliability in other areas, like Boston, and Waitkins did not know that answer. Minkarah stated it would be good information to know to be able to compare to our region.

The presentation may be viewed here:

<https://cms5.revize.com/revize/nrpc/Agendas%20and%20minutes/PM2-PM3%20MPO%2002152023.pdf>

Jeff Gowan motioned, with a second by Danielle Pray,

THAT the Nashua Regional Planning Commission MPO Policy Committee adopt the 2023 Pavement & Bridge Performance Targets (PM2) and Travel Time Reliability Performance Targets (PM3) as presented.

On the question: J. Hennessey asked how compliance is monitored. Waitkins stated the data sets for travel time reliability are available to NRPC and come from cellphones. Ludt asked for clarification on what is number is being adopted; Waitkins stated it is the 85% target. He stated the long range plan is being updated this year and those targets could be updated then.

The motion **carried.**

6. General Updates

Minkarah stated that NRPC, along with 3 other RPCs, has applied for a Safe Streets for all Grant. This would allow NRPC to create safety action plans, which would then allow communities to apply for federal grants to make safety improvements. A consultant would be brought in to do the work for all 4 regions.

Minkarah stated NRPC has a new regional planner, Cassie Cashin. Cassie previously worked for NRPC. Also, a principal transportation planner has been hired and will be starting in April.

7. Commissioners Roundtable

Amherst – Ludt spoke about the GIS webinar that NRPC put on for the Amherst Heritage Commission. Pray stated the Master Plan was approved last month.

Litchfield – Queenan stated with inflation and its impact on the town's tax cap, they are focusing on public safety warrant articles this year. Queenan stated there was a historic house fire in town could not be saved and will need to be demolished. She mentioned Firefighter Todd Berube who passed recently in a traffic accident. Boehm mentioned HB169 which would allow a water connection between Nashua and Litchfield so Pennichuck can serve Londonderry.

Lyndeborough – Post expressed thanks to NRPC for the administrative support they have provided the town.

Wilton – Williams was awarded a HOP grant and signed a contract with NRPC to facilitate it. Howd stated Wilton does Master Plan updates chapter by chapter. Their Natural Resources Chapter is next and then they will focus on economic development and housing to keep in line with the HOP grant. He

also stated he is a SoRLAC commissioner, and they are updating the corridor management plan this year. He talked about improved ecoli testing they will be doing in the Souhegan.

Brookline – Sorell stated there is an over 55 community under construction. Construction has also started on a pedestrian walkway over the bridge on Mason Road.

Pelham - Gowan stated their Master Plan Committee is currently active and there is a community forum is being held on 2/22. D. Hennessey said Pelham recently had their deliberative session.

Merrimack – Tenhave stated Merrimack’s town meeting is held in April which is later than others. Also, the camp in Merrimack is open for school vacations.

Hudson – Roy said they are starting approval process for Master Plan and are going by chapter by chapter.

8. Adjourn

Motion to adjourn was made by Dave Hennessey with a second from Ralph Boehm, all in favor. The meeting ended at 8:24 p.m.

The next Commission meeting will be held on Wednesday, March 15, 2023, at 7:00 p.m.

Respectfully submitted,
Kristin Wardner, Administrative Assistant

TO: NRPC MPO Policy Committee
FROM: Matt Waitkins, MPO Coordinator
SUBJECT: NHDOT FY2025-2034 Ten Year Transportation Plan Project Final Recommendations
DATE: March 9, 2023

Background

NRPC submitted an initial list of prioritized projects for the FY2025-2034 NH Ten Year Plan to NHDOT last November (2022), at the conclusion of the project selection process. Since then, the NHDOT’s internal review committee has been meeting to discuss the submittals and consider implementation issues. NHDOT recently provided a summary of its internal review. The NHDOT comments can be found later in this memo.

NRPC staff has reviewed the NHDOT summary and has the following observations:

- Initial Priority #1: Merrimack – Rehabilitation of the US3/DW Highway Chamberlain Bridge over the Souhegan River.
 - o Project Scope – Initial proposal was to rehab the bridge & put sidewalks on both sides (currently only 1 side). NHDOT has determined that the bridge needs to be *replaced*, which has increased the estimated project cost dramatically.
 - o 2022 NRPC Estimate = \$2,200,000.
 - o 2022 NHDOT Estimate = \$5,600,000.
 - o Year of Expenditure (3.7% inflation) = \$7,945,993.
 - o The Town has been notified by NHDOT that this bridge is eligible for state bridge aid funding & the Town has agreed to apply for funding through that process.
 - o This project will therefore not need to be included in the NRPC final list of proposed Ten Year Plan projects but will be incorporated into the Ten Year Plan via the State bridge Aid program.
 - o The regional funding allocation (\$7.393 Mil) can therefore be used for other projects on the prioritized list.

- Initial Priority # 2: Amherst – NH122 & Merrimack Road roundabout and side path.
 - o Project Scope – Install a modern roundabout at the intersection & a 650-foot-long side path to Benning Street.
 - o 2022 NRPC Estimate = \$854,000.
 - o 2022 NHDOT Estimate = \$2,000,000.
 - o Year of Expenditure (3.7% inflation) = \$2,788,304.
 - o Local match has increased over initial estimate – Town has been notified.

- Initial Priority #3: Hudson – NH102/Derry Road sidewalk
 - o Project Scope – Construct sidewalk to fill gaps St. Patrick Cemetery to Alvirne High School & install rapid flashing beacons near 3 main school entrances.
 - o 2022 NRPC Estimate = \$2,565,000.
 - o 2022 NHDOT Estimate = \$2,565,000.
 - o Year of Expenditure (3.7% inflation) = \$3,640,700.
 - o Local match has increased over initial estimate – Town has been notified.

- Initial Priority #4: Litchfield - NH3A/Corning Road Intersection Improvements.
 - o Project Scope – Widen NH3A to accommodate a SB left turn lane onto Corning Road, realign Corning Road approach to eliminate skew, incorporate traffic signals.
 - o 2022 NRPC Estimate = \$1,001,000.
 - o 2022 NHDOT Estimate = \$1,655,000.
 - o Year of Expenditure (3.7% inflation) = \$2,521,377.
 - o Local match not required.
- Initial Priority #5: Merrimack – Naticook /Camp Sargent Roads intersection improvement
 - o Project Scope – Realign intersection to accommodate a modern roundabout.
 - o 2022 NRPC Estimate = \$796,000.
 - o 2022 NHDOT Estimate = \$1,000,000.
 - o Year of Expenditure (3.7% inflation) = \$1,393,971.
 - o Local match has increased over initial estimate – Town has been notified.
- Initial Priority #6: Pelham - Old Bridge Street sidewalk extension & pedestrian bridge over Beaver Brook
 - o Project Scope – Paved sidewalk with granite curbing along west edge of Old Bridge Street.
 - o 2022 NRPC Estimate = \$1,966,000.
 - o 2022 NHDOT Estimate = \$1,966,000.
 - o Year of Expenditure (3.7% inflation) = \$2,676,675.
 - o Local match has increased over initial estimate – Town has been notified.
- Initial Priority #7: Amherst – Baboosic Greenway Segment North 3
 - o Construct side path along north side of NH122 from NH101 to Courthouse Road.
 - o This project was not reviewed by NHDOT because NRPC was nearly \$10 Mil over the regional allocation.

NRPC staff is providing the following recommended list of projects (in **yellow**) based on our review of NHDOT’s comments.

The NRPC TTAC recommended adoption of the list of projects at the March 8th meeting.

The NRPC MPO Policy Committee will review the recommendations at the March 15th meeting and consider adoption of the proposed projects by the NRPC MPO Policy committee.

NRPC MPO Updated Prioritized List of Projects for the FY2025-2034 NH Ten Year Transportation Plan

Project Description				NHDOT Estimated cost			Rank
Muni.	Project Name	Project Type	Scope	Federal (2034)	Local (2034)	Total (2034 Dollars)	
Merrimack	US3/DW Highway over Souhegan River (Chamberlain Br)	Asset Management & Bike/Ped	Rehabilitation and safety improvements for the Bridge over Souhegan River bridge on DW Highway	\$6,356,794	\$1,589,199	\$7,945,993	1
Amherst	NH122 & Merrimack Rd Roundabout and sidepath	Highway bike-ped	Roundabout at the intersection of NH122 & Merrimack Rd	\$2,230,643	\$557,661	\$2,788,304	2
Hudson	NH/102 Derry Rd sidewalks	Bike-ped	Route 102 (aka Derry Road) sidewalks from residential neighborhoods to Hills Garrison Elementary School, Rogers Memorial Library and Alvirne High School.	\$2,912,560	\$728,140	\$3,640,700	3
Litchfield	NH3A/Corning Rd Intersection improvements	Highway Improvements	Intersection of NH 3A and Corning Road	\$2,017,102	\$504,275	\$2,521,377	4
Biennial Allocation:				\$7,393,412			
Total Federal:				\$7,160,305			
Available Balance:				\$233,107			
Merrimack	Naticook/Camp Sargent	Highway Improvements	Naticook Road/Camp Sargent Road triangle intersection safety improvements. PRELIMINARY ENGINEERING	\$248,715	\$278,794	\$1,393,971	5
Biennial Allocation:				\$7,393,412			
Total Federal:				\$7,409,020			
Available Balance:				-\$15,608			

**NHDOT PROJECT REVIEW COMMITTEE
SUMMARY RECOMMENDATIONS FOR PROJECTS PROPOSED BY
NASHUA REGIONAL PLANNING COMMISSION
FOR THE 2025-2034 NH TEN YEAR TRANSPORTATION PLAN**

Initial Priority #1: US3/DW Highway over Souhegan River (Chamberlain Br) (Merrimack)

Project summary: This bridge is a two-span arch bridge - the eastern half of each span is constructed of a granite stone arch; the western half are reinforced concrete arches; the wingwalls are comprised of granite stone blocks with masonry joints. The reinforced concrete arch has spalling that needs to be repaired and the masonry arch and facias need repointing to prevent water intrusion. The guardrail on the bridge is substandard and needs review. The Town's sidewalk master plan recommends sidewalks on both sides of DW Highway through this corridor - there is currently only a sidewalk on the eastern side of the bridge.

The bridge needs maintenance as it was placed on the Municipal Red List during the last round of inspections. This is the major north/south route for the Town's business/school districts. The Town has/is developing TE/TAP projects north and south of the bridge to meet the Town's sidewalk master plan.

Review Comments

- The NHDOT Review Committee noted that the project proposal focuses on widening and rehabilitating the existing bridge. However, based on our review of the existing conditions, it doesn't appear the bridge can be rehabilitated and provide the additional widening necessary. Rather – this appears to be a bridge replacement project that adds widened shoulders and sidewalks on both sides and was estimated on that basis.
 - Additionally, the committee had questions regarding the extent that Traffic Control Plans – which appear to be somewhat complex – were considered in developing the conceptual estimate.
- The NHDOT Review Committee noted that there is the possibility of a Municipally Owned Bridge Rehabilitation and Restoration (MOBRR) program solicitation going out soon to coincide with the coming 2025-2034 Ten Year Plan development efforts. The review committee noted that this project would seem to be a good candidate for that program.
- The project was identified as being Municipally managed with 80% federal funds participation, and the remaining 20% of the project funded with Town of Merrimack funds.
- The project will require an executed Municipal Agreement to govern the prosecution of the project and detail maintenance obligations once the work is completed.

Review Summary

- The project is recommended to commence with PE in 2030, with ROW planned in 2032 and CON beginning in 2034.
- The proposed project would use **\$6,356,794** (80% of the \$7,945,993 total) of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation
- The project will be funded at 80% federal funds with the remaining \$1,589,198 (20%) coming from the Town as cash match.
- The funding breakdown for the project as estimated:

\$6,356,794 (federal funds) + **\$1,589,198** (Town of Merrimack) = **\$7,945,993** (total project)

Funding

Phase	2022 NRPC Estimate	2022 NHDOT Estimate	YoE
PE	\$400,000	\$500,000	\$ 621,788
ROW	\$ 0	\$ 100,000	\$ 133,730
CON	\$ 1,800,000	\$ 5,000,000	\$7,190,475
Totals	\$ 2,200,000	\$ 5,600,000	\$7,945,993

Initial Priority #2: NH122 & Merrimack Rd Roundabout and side path (Amherst)

Project summary: This proposed project will construct a modern roundabout at the intersection to control traffic and in so doing control speeds and reduce the likelihood of serious crashes. The intersection improvements will also include bike and pedestrian accommodations in the form of paved side paths that circulate around the outside of the roundabout. The proposed raised splitter islands will provide refuge for the crosswalk that cross the approach roads. The circulating side paths are set up so they would accommodate a future sidewalk along the east side of NH122. VHB’s schematic design plan shows the roundabout with a diameter of 120-feet. This segment also includes an approximately 650-foot-long side path from the roundabout to a local residential side street Benning Street. The proposed paved side path will be 8 feet in width and there appears to be adequate right-of-way to provide greater than 5-feet of separation from the road.

Review Comments

- The NHDOT review committee noted that the VHB costs estimate is significantly lower than what NHDOT is currently seeing for costs on these types of these projects.
- The committee expressed concerns regarding the clarity of potential property impacts. Members noted that the proposed roundabout appears to fit within the area – however the location map provided shows potential partial property acquisitions will be required. Estimated ROW funds have been increased as a result.
- The project will be a Local Public Agency (LPA) project managed by the Town of Amherst.
- The project will be funded at 80% federal/20% local cash match.
- The project will require execution of a Municipal Agreement to govern the prosecution of work and all maintenance obligations once construction is complete.

Review Summary

- The project is recommended to commence with PE in 2030, with ROW planned in 2032 and CON beginning in 2034.
- The proposed project would use **\$2,230,643** (80% of the \$2,788,304 total) of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation.
- The project will be funded at 80% federal funds with the remaining \$557,660 (20%) coming from the Town as cash match.
- The funding breakdown for the project as estimated:

\$2,230,643 (federal funds) + **\$557,660** (Town of Amherst) = **\$2,788,304** (total project)

Funding

Phase	2022 NRPC Estimate	2022 NHDOT Estimate	YoE
PE	\$150,000	\$ 400,000	\$ 497,431
ROW	\$10,000	\$ 100,000	\$ 133,730
CON	\$654,000	\$ 1,450,000	\$2,085,238
CE	\$ 40,000	\$ 50,000	\$ 71,905
Totals	\$ 854,000	\$ 2,000,000	\$ 2,788,304

Initial Priority #3: NH/102 Derry Rd sidewalk (Hudson)

Project summary: The primary components of this project are as follows:

1. Construct sidewalk and curbing to fill in gaps in the existing sidewalk system along Derry Road from the commercial district opposite St Patrick cemetery to Alvirne High School.
2. Provide pedestrian crossing facilities that include crosswalks and pedestrian actuated rectangular rapid flashing beacons (RRFB's) near the three main school entrances as shown on the conceptual plans.
3. The introduction of curbing along the edge of road requires the construction of closed drainage systems to collect the roadway and sidewalk runoff. This requires that suitable discharge points exist within a reasonable distance of the project. The existing runoff appears to shed to the adjacent lawns and woods, but the proposed sidewalks and curbing will prevent that unless the water is allowed to travel down adjacent driveways. Based on our review of the project it appears that there are some long segments where there are no obvious low areas to discharge to. It may be necessary to convey the stormwater long distances to discharge points or to create stormwater retention/infiltration ponds in the land adjacent to the road. The drainage installation costs also increase the pavement costs for patching as well as the traffic control related items and project duration. For these reasons the drainage related costs are expected to increase the project costs substantially.

Review Comments

- The NHDOT review committee found the concepts and estimated costs presented by VHB to be reasonable.
- The project will be a Local Public Agency (LPA) project managed by the Town of Hudson.
- The project will be funded at 80% federal/20% local cash match.
- The project will require execution of a Municipal Agreement to govern the prosecution of work and all maintenance obligations once construction is complete.

Review Summary

- The project is recommended to commence with PE in 2030, with ROW planned in 2032 and CON beginning in 2034.
- The proposed project would use **\$2,912,560** (80% of the \$3,640,700 total) of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- The remaining \$728,140 (20%) of the project will be provided by the Town of Hudson.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation.
- The funding breakdown for the project as estimated:

\$2,912,560 (federal funds) + **\$728,410** (Town of Hudson) = **\$3,640,700** (total project)

Funding

Phase	2022 NRPC Estimate	2022 NHDOT Estimate	YoE
PE	\$ 220,000	\$ 220,000	\$ 273,587
ROW	\$ 50,000	\$ 50,000	\$ 66,685
CON	\$ 2,230,000	\$ 2,230,000	\$ 3,206,952
CE	\$65,000	\$65,000	\$ 93,476
Totals	\$ 2,565,000	\$ 2,565,000	\$ 3,640,700

Initial Priority #4: NH3A/Corning Rd Intersection improvements (Litchfield)

Project summary: VHB reviewed the existing intersection alignment, and we are recommending adjusting the Corning Road approach, so it intersects NH 3A in more of a perpendicular manner. This will improve turning vehicle tracking and sight lines whether the intersection is signalized or not.

The primary components of this project are as follows:

1. Widen NH 3A to accommodate a southbound left turn lane into Corning Road.
2. Realign the Corning Road approach with a single approach lane.
3. Include traffic signals since it appears signal warrants may be met by the time the project is funded and designed.

Review Comments

- The NHDOT Review committee had many comments regarding ROW impacts related to this proposal.
- Specific concerns were focused on the proposal elements that involve widening the roadway to the historic house as that approach seems questionable.
- There were additional questions regarding what accesses would remain and where. Reviewers noted that several of the existing access points are in poor locations for a signalized intersection.
- Additional questions regarding the planned access for the “Planned Residential Development” were raised. Specifically – will that access be served by a fourth leg of the intersection at the signal? If not where is that access going to be?
- Reviewers also noted the likelihood that the traffic signal pole and mast arm will be in the front yard of the historic property.
- The committee also had questions related to apparent ROW impacts to the access drive to house in southeast corner being removed. Do the proposed plans contemplate how that property will function in the future?

Review Summary

- The project is recommended to commence with PE in 2030, with ROW planned in 2032 and CON beginning in 2034. The proposed project would use **\$2,521,377** of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation and 10% for NHDOT indirect costs.
- The project will be funded at 100% federal funds with Turnpike Toll Credit (TTC) match.

Funding

Phase	2022 NRPC Estimate	2022 NHDOT Estimate	YoE
PE	\$ 150,000	\$ 400,000	\$ 547,174
ROW	\$ 30,000	\$ 100,000	\$ 147,103
CON	\$ 781,000	\$ 1,100,000	\$ 1,740,095
CE	\$ 40,000	\$ 55,000	\$ 87,005
Totals	\$ 1,001,000	\$ 1,655,000	\$ 2,521,377

Initial Priority #5: Naticook/Camp Sargent roadway improvements (Merrimack)

Project summary: The project proposes to realign this intersection that would provide the driver a more easily understood traffic pattern. Ancillary work would include replacement of existing drainage infrastructure, improvement to stormwater treatment at the outfall to Naticook Lake, and possibly sidewalks as this intersection that is located approximately 400 feet from a town-owned playground.

Review Comments

- The project proposal included 2 proposed design alternatives – a ‘T’ intersection and a modern roundabout.
- The NHDOT review committee identified several significant design challenges presented by the ‘T’ intersection proposal, that were overcome or avoided by the proposed roundabout.
- As a result, the NHDOT review committee focused on the roundabout design alternative.
- The NHDOT review committee noted that the roundabout design as proposed by VHB appeared to be larger than would be necessary for this location – so NHDOT estimates are based on similar (smaller) sized roundabout projects elsewhere in the state.
- The project will be a Local Public Agency (LPA) project managed by the Town of Merrimack.
- The project will be funded at 80% federal/20% local cash match.
- The project will require execution of a Municipal Agreement to govern the prosecution of work and all maintenance obligations once construction is complete.

Review Summary

- The project is recommended to commence with PE in 2030, with ROW planned in 2032 and CON beginning in 2034.
- The proposed project would use **\$1,115,176** (80% of the \$1,393,971 total) of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- The remaining \$278,794 (20% of the total) would be provided as cash match by the Town of Merrimack.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation.
- The funding breakdown for the project as estimated:

\$1,115,176 (federal funds) + **\$278,794** (Town of Merrimack) = **\$1,393,971** (total project)

Funding

Phase	2022 NRPC Estimate	2022 NHDOT Estimate	YoE
PE	\$ 100,000	\$ 200,000 (2030)	\$ 248,715
ROW	\$ 0	\$ 50,000 (2032)	\$ 66,685
CON	\$ 656,000	\$ 700,000 (2034)	\$ 1,006,666
CE	\$ 40,000	\$ 50,000)	\$ 71,905
Totals	\$ 796,000	\$ 1,000,000	\$ 1,393,971

Initial Priority #6: Old Bridge Street Sidewalk Expansion & Pedestrian Bridge over Beaver Brook (Pelham)

Project summary: The proposed paved sidewalk will be adjacent to the existing west edge of the Old Bridge Street pavement. It will be a minimum of 5.5-feet wide including granite curbing. The sidewalk will pick up where an existing sidewalk leaves off at the central entrance to the Pelham Center Cemetery. Old Bridge Street is gently rolling and curvy in nature and is abutted mostly by sparsely settled residential properties. Utility poles line the west side of the road and some of these poles will require minor relocation to provide space for the sidewalk. Note that the new Bridge Street sidewalk will terminate at the Route 38 commercial zone where there are currently no public sidewalks. It is hoped that the completion of this Old Bridge Street sidewalk project will provide the impetus to expanding the Town’s sidewalk network as envisioned in master planning efforts.

Review Comments

- The NHDOT review committee commented that the proposed scope of work and estimated costs seem appropriate for the proposed work.
- The review committee noted that the proposed sidewalk will end on NH38 but NH38 has no existing facility/sidewalk. As a result, the project may want to consider crossing NH38 to the opposite side.
- Committee members noted the project was proposed as a Local Public Agency (LPA) project and would be municipally managed and match funded as a result.
- The project will require execution of a Municipal Agreement to govern the prosecution of work and all maintenance obligations once construction is complete.

Review Summary

- The project is recommended to commence with PE in 2029, with ROW planned in 2031 and CON beginning in 2033.
- The proposed project would use **\$2,141,340** (80% of the \$2,676,675 total) of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation.
- The project will be funded at 80% federal funds/20% Town of Pelham.
- The funding breakdown for the project as estimated:

\$2,141,340 (federal funds) + **\$535,335** (Town of Pelham) = **\$2,676,675** (total project)

Funding

Phase	2021 NRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 260,000	\$ 260,000	\$ 311,794
ROW	\$ 10,000	\$ 10,000	\$ 12,896
CON	\$ 1,646,000	\$ 1,646,000	\$ 2,282,646
CE	\$ 50,000	\$,50,000	\$ 69,339
Totals	\$ 1,966,000	\$ 1,966,000	\$ 2,676,675

Initial Priority #7: Baboosic Greenway Segment -Amherst North 03(Amherst)

Project summary: Construction of a bicycle and pedestrian side path along the north side of Amherst St (NH 122) from the NH101 interchange to Courthouse Rd.

Review Comments

- The NHDOT review committee did not review this project for inclusion in the 2025-2034 Ten Year Plan as the NRPC was already nearly \$10M (\$9,874,679) over its allocation at priority #6 (Pelham).

Review Summary

- The project was not reviewed.

Funding

Phase	2022 NRPC Estimate	2022 NHDOT Estimate	YoE
PE	\$ 210,000	n/a	n/a
ROW	\$ 10,000	n/a	n/a
CON	\$ 1,017,000	n/a	n/a
CE	\$0	n/a	n/a
Totals	\$ 1,237,000	n/a	n/a



MEMORANDUM

TO: NRPC MPO Policy Committee
FROM: Matt Waitkins, MPO Coordinator
SUBJECT: NHDOT FY2025-2028 CMAQ Funding
DATE: March 10, 2023

Background

NHDOT recently provided a significant update regarding the FY2025-2028 CMAQ funding round. The Final Federal rule that provides details on Electric Vehicle Charging Minimum Standards was only recently released. The final rule applies to all FHWA-funded EV chargers, including those funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program. The final rule will help ensure a convenient and reliable charging experience for current and future EV drivers across the country. NHDOT needs time to review the Final Federal Rule to see how it applies to the EV applications so that they can work to make each Electric Vehicle Infrastructure application competitive and successful.

With that in mind, NHDOT has temporarily set aside the EV CMAQ applications and they will not be considered in this current CMAQ funding round. Only the non-EV applications will be considered. Furthermore, NHDOT has said the following:

Non- EV applications:

- We (NHDOT) are prepared to move forward with the 24 non-EV applications immediately. Based on the total requests for these projects, we believe that all of them can be accommodated without the need to prioritize at the RPC/MPO level.
- All 24 will still need to have AQ analyses completed. We (NHDOT) have reviewed the applications ourselves, received feedback from NHDES and will be convening a meeting shortly to get this effort going with the RPCs.
- If a project has a positive AQ analysis, the scope is eligible and the funding is reasonable, the project will be moved forward into the Draft TYP as a CMAQ funded project.

This means the following:

- There is no need for NRPC to proceed with a project prioritization process.
- NRPC staff is in the process of developing an air quality benefits analysis for each project submission.
- If the analysis shows that a project will provide air quality benefits, the project will most likely be funded.

NRPC staff will present the results of the air quality benefits analysis at the March 15th MPO Policy Committee meeting.