



NOTICE OF MEETING

WHO: Nashua Regional Planning Commission

WHEN: Wednesday – March 17, 2021 – 7:00 P.M.

WHERE: Remote Meeting via Zoom

AGENDA

1. 7:00 pm - Call to Order, Welcome and Introductions
2. Privilege of the Floor (7:05)
3. Approval of Minutes – December 16, 2020 (**action required**) (7:10)
4. Presentation – Robin H. LeBlanc, Executive Director, Plan NH: Municipal Technical Assistance Grant (MTAG) Program (7:15)
5. MPO Policy Committee (7:35)
 - a) Approval of Minutes – Special MPO Policy Committee, February 24, 2021 (**action required**)
 - b) State of New Hampshire FY 2023 to 2032 Ten Year Transportation Plan project proposals (**action required**)
 - c) CSX Acquisition of Pan Am Railways: status update and discussion of NRPC comment as an interested party
 - d) TAP Grant Applications
 - e) Transportation Project Updates
6. Project Updates (8:00)
 - a. Regional COVID-19 Economic Recovery Plan
7. General Updates: (8:20)
8. Commissioners Roundtable (8:30)
9. Adjourn (9:00)

***Next Meeting – The next NRPC Commission meeting is scheduled for
Wednesday, June 17, 2021 at 7:00 pm***



**DRAFT – MINUTES
NASHUA REGIONAL PLANNING COMMISSION
Held via Zoom
December 16th, 2020**

Members Present:

Susan Ruch, Amherst
Mike Dell Orfano, Amherst
Tamara Sorell, Brookline
Robert Larmouth, Hollis
Venu Rao, Hollis
James Battis, Hudson
Kim Queenan, Litchfield
Burton Reynolds, Lyndeborough
Bill Boyd, Merrimack
Karin Elmer, Merrimack

Tim Tenhave, Merrimack
Tim Berry, Mont Vernon
Chris Constantino, Milford
Janet Langdell, Milford
Sarah Marchant, Nashua
David Tencza, Nashua
Ed Weber, Nashua
Dave Hennessey, Pelham
Hal Lynde, Pelham

Others Present:

Chris Buchanan,
William Rose, NHDOT
Tim White, NHDES

Staff Present:

Jay Minkarah, Executive Director
Sara Siskavich, Assistant Director
Gregg Lantos, Principal Transportation Planner/MPO Coor.
Matt Waitkins, Senior Transportation Planner
Ryan Friedman, Senior GIS Planner
Mason Twombly, Regional-Environmental Planner

Welcome and Introductions

Ruch opened the meeting at 7:02 p.m. A roll call attendance of staff was conducted.

Privilege of the Floor

No members of the public wished to speak.

Approval of Minutes – September 16th, 2020

Queenan commented on page 5, 3rd sentence the date should read 2020, not 2021.

Tenhave motioned to approve as amended with a second from Weber,

THAT the minutes of September 16th, 2020, be approved as amended and placed on file. A roll call vote was conducted. Tim Berry, David Tencza, and Bill Boyd abstained.

The motion **carried**.

Presentation – Chris Buchanan and Matt Waitkins: Souhegan Valley Rail Trail Concept Proposal

Minkarah introduced Chris Buchanan from Amherst who will present a proposed rail trail that would follow the existing Hillsborough branch of the Pan Am freight line. This rail trail is getting a lot of buzz.

Buchanan introduced himself as a Fire Captain in Amherst, a member of the Amherst Bicycle Advisory Committee, and a Department of Safety employee.

Waitkins indicated that he and Chris Buchanan are colleagues on the Friends of the Souhegan Valley Rail Trail and the Nashua Region Complete Streets Advisory Committee. Waitkins noted that complete streets are streets designed for safe access by motor vehicles, pedestrians, bicycles, and transit users. Waitkins continued that Route 101A between Nashua and Milford and 101A out to Wilton is great at accommodating motor vehicles but not pedestrians and bicycles. The committee has been discussing the feasibility of developing a shared use bike path alongside the active rail line to accommodate various modes of transportation.

Buchanan reviewed a PowerPoint presentation that reviewed the need for alternative transportation and the benefits to the local economy, health, and community. The presentation displayed the proposed route from 25 Crown Street in Nashua which is a park and ride and following the rail northwest into Merrimack and Amherst then into Milford and connecting to Wilton center. Buchanan reviewed the next steps and indicated that the Friends of the Souhegan Valley Rail Trail is a new organization that meets on the 1st Tuesday of the month.

Minkarah asked if people are interested in participating who should they contact. Buchanan stated that people can reach out to him or Matt Waitkins. People can also visit www.souheganvalleyrailtrail.org for more information or to complete the form to volunteer.

Berry stated that he thinks this is a really good idea and asked if the right of way had been assessed to see if the area is serviceable for a rail trail. Buchanan indicated that is a priority for the next step, they can obtain good estimates from GIS maps, but he knows the right of way is variable along the proposed route. Berry voiced his support for the project and wished the Friends of the Souhegan Valley Rail Trail luck.

Ruch raised Hennessey's comments from the Zoom chat that the Route 122 crossing is very dangerous, and it will be interesting as this project progresses if the new rail owner will improve this section.

Weber asked if anyone has walked the entire distance. Buchanan indicated not to his knowledge and noted that much is private property with no trespassing signs. Buchanan however has driven alongside, captured aerial views, and studied intersections.

Minkarah noted that the extension of the Nashua Heritage Rail Trail would intersect this proposed trail as well as the improvements/completion of the Nashua Riverwalk.

Boyd stated that one of the exciting things about this proposed rail trail is that there are amenities all along the route which presents an urban benefit. He foresees this to be a busy connection and a great idea.

Ruch asked Minkarah to circulate the link for commissioners who are interested in getting more involved.

Berry further discussed other factors the Friends of the Souhegan Valley Rail Trail may want to consider. Buchanan thanked Berry for his input and acknowledged that the circumstances surrounding the railroad are evolving and will impact the proposed project.

Presentation – Ryan Friedman: NRPC Metropolitan Transportation Plan Project Web Viewer

Minkarah introduced Ryan Friedman, NRPC's Senior GIS Planner. Friedman presented an overview of the MPO project viewer which can be found here:

<https://storymaps.arcgis.com/stories/04584d07ad6d4785b8fbc24524ca59ce>

Friedman indicated that NRPC recognized the need for a better way to retrieve and share information about the various transportation plans. Federal reviews have also encouraged more innovative ways to disseminate information. As a result, NRPC developed an online application that fits our GIS data in the framework of a story map. Friedman relayed that to the left is a narrative describing each plan. Each plan has an associated interactive map. The map is labeled with DOT project numbers which provide a pop-up with more specific project information and a picture. The map also includes a legend that depicts the map features categorization such as the type of project. The viewer includes the TYP, TIP, and MTP. The map does not include all that is included in the transportation plans such as state-wide initiatives, but Friedman noted that the viewer is evolving, and the intent is that it will be continually updated. Friedman showed where on the NRPC website the viewer can be accessed, there is an icon on the homepage, and it can be accessed from the Transportation and GIS dropdown menus. From the viewer, commissioners can share the viewer on Facebook and Twitter or share the URL on their town's website.

Ruch stated that the viewer looks very user-friendly and a really good product. Marchant agreed that the viewer looks incredibly useful. Friedman hopes that it is a tool that can be used to quickly access information at meetings and as needed.

Weber asked if an NRPC icon is on every town/city website. Minkarah thought maybe as a link but not an icon. Siskavich stated that it is a good thought to develop an NRPC icon that links to the NRPC website for towns to add to their websites.

MPO Policy Committee

Nashua UZA Memorandum of Understanding

Lantos indicated that this is the 3rd time before the commission for consideration. The 1st MOU was with NHDOT and NH MPO's which established planning responsibilities, incorporated performance measures, and TMA-specific sub-allocation authority of MPO's. Which was a corrective action from the 2015 federal certification review. The 2nd MOU dealt with the Boston UZA that includes 3 MPO's in NH and NHDOT, this general agreement included data sharing. The 3rd MOU, which is the one proposed tonight, addressed the corrective action from the last certification review which is to enact the Nashua UZA MOU. The UZA extends slightly into Massachusetts and requires a new MOU. Lantos highlighted the MOU parties and new provisions including a few performance targets. Lantos stated that signatures have been received on the document however the document requires adoption by the MPO Policy Committee.

Boyd motioned with a second from Battis:

THAT the Nashua Regional Planning Commission MPO Policy Committee approves the Nashua UZA Memorandum of Understanding.

A roll call vote was taken. The motion **carried**, all in favor.

State of New Hampshire FY 2023 to 2032 Ten Year Transportation Plan project proposals

Lantos described the proposal process which was initiated on May 22. As previously reported after the initial application submission from the towns, funds were remaining. NRPC extended the submission deadline and reached back out to towns. Unfortunately, there were no other eligible projects. Lantos provided an overview of the list of projects and informed the commission that with the remaining funding allocation NRPC has included an unfunded project from the last Ten-Year Transportation Plan round and is proposing a regional project for state highway traffic signal improvements. Lantos added that NRPC staff ranked the projects, and they are now under review by NHDOT. Ruch stated she is pleased that NRPC was able to determine a viable project that will leave no money on the table.

Boyd questioned the local dollar amount listed for the Merrimack project, indicating that the number does not match the CIP. Lantos stated that the project dollar amount comes from the town and the local match is 20%. Minkarah indicated that NRPC can reach back out to the town to ensure accuracy. Boyd asked if the project breakdown displayed could be sent to him.

Transportation Project Updates

Lantos stated that NRPC is making progress on the Interregional Transit Study which evaluated surface alternatives into Massachusetts which had been delayed due to COVID-19. NRPC is developing the UPWP for the next two years which included the Merrimack Exit 12 interchange study which was deferred this year due to COVID. NRPC is also updating performance targets for the TIP update which is also underway. Minkarah noted that because of the TIP update a special meeting will be planned for February.

Electric School Bus Discussion – Venu Rao

Rao presented a PowerPoint regarding electric school busses which can be found here:

Include URL once added to the website.

Rao's presentation describes the health and environmental benefits of switching to electric school busses. There is also the potential for revenue from vehicle to grid selling electricity back to the electric company. Rao's presentation informs of two pending house bills regarding electric school busses. Rao stated that this initiative may be too costly for each town to do individually and a joint or regional effort may be more feasible if commissioners are interested in working together.

White discussed some potential funding opportunities and is aware of 6 school districts in the state that are working towards implementing electric busses. White empathized the importance of involving the local utility companies in these efforts. White is willing to provide information and answer questions.

Minkarah clarified that Rao is proposing a collaborative of more than one school district. Rao agreed that he is proposing a joint effort, perhaps a pilot program. Ruch suggested that perhaps there is a role

for NRPC in convening a workshop with potential partners and other community representatives to share ideas. Rao suggested including subject matter experts also. Weber thinks that the solar banks are an important part of implementing electric buses and suggested looking to other communities who have had success to also participate in the discussion.

Boyd indicated that he doesn't disagree with the idea and supports reducing carbon footprint, but he would like to know the performance of electronic busses in the winter before really embarking on this. Ruch suggests that the topic be included in the proposed workshop. White added that he does have information from Massachusetts that he can provide to Minkarah to be passed along to commissioners. Ruch would like to see the conversation advance. Minkarah can pull together a working group to move the conversation forward.

Four Hill Landfill Discussion – Ed Weber

Weber noted that the Four Hill Landfill is going to run out of room in the next 15 to 25 years. Some incinerators do not throw toxins into the air, but a facility would have to be regional to be cost-effective. This is something that he would like to be on Nashua's mind and perhaps do a study, but at this point, he would like to share the situation and get input. Ruch indicated that certain states and countries have new waste combustors, New England has older combustors. Ruch agrees that it is not too early to think about what is going to happen in the future, adding that there may be a private market interest. Berry noted that Mont Vernon, Brookline, Milford, and Amherst are currently in a collaborative and burn waste, he is sure a new facility would be better served than an old one. Sorell agreed that it is a good idea to pursue a regional effort and is happy to be involved in the conversation. Sorell added that public opposition is the largest obstacle.

General Updates

Minkarah informed that NRPC has welcomed a new Regional Planner, Caleb Cheng.

Commissioners Roundtable

Nashua – Weber updated that the Master Plan update is underway, and the city is in the process of soliciting public input regarding the community vision for the city.

Litchfield – Queenan noted that a member of the Board of Selectmen is questioning rate increase from Pennichuck East and is curious if other towns are experiencing the same. Over the next few weeks, the Selectmen will be gathering input from other communities before reaching out to Pennichuck. Tencza believes that the PUC sets the rates.

Merrimack – Boyd stated that he is mourning the loss of Dick Hench. The NH Speaker of the House was very involved in the community and state. Saint-Gobain matters are ongoing. Regarding Pennichuck, 30% of the town's water is from Pennichuck with agreements between them and the outlets and Anheuser-Busch.

Milford – Langdell noted that two sidewalk projects do not have the Selectmen support, hopefully, that can be turned around.

Due to the time, several commissioners simply wished each other happy holidays.

Adjourn

Motion to adjourn was made by Hennessey with a second from Boyd. The meeting ended at 9:06 p.m. The next Commission meeting will be held on Wednesday, March 17th, 2021, at 7:00 p.m.

Respectfully submitted,

Jay Minkarah, Executive Director



DRAFT – MINUTES
NASHUA REGIONAL PLANNING COMMISSION
Held via Zoom
February 24th, 2021

Members Present:

Susan Ruch, Amherst	Tim Tenhave, Merrimack
Mike Dell Orfano, Amherst	Peter Howd, Wilton
Tamara Sorell, Brookline	Janet Langdell, Milford
Robert Larmouth, Hollis	Ed Weber, Nashua
Venu Rao, Hollis	Dave Hennessey, Pelham
James Battis, Hudson	
Kim Queenan, Litchfield	
Burton Reynolds, Lyndeborough	
Bill Boyd, Merrimack	
Karin Elmer, Merrimack	

Others Present:

William Rose, NHDOT
Tim White, NHDES
Camille Pattison, NTS
Betsy Gamrat, Resident

Staff Present:

Jay Minkarah, Executive Director
Gregg Lantos, Principal Transportation Planner/MPO Coor.

Welcome and Introductions

Ruch opened the meeting at 6:35 p.m. A roll call of attendance was conducted.

Public Hearing: Approval of a Minor Update to the adopted Nashua Metropolitan Area 2019-2022 Transportation Improvement Program (TIP) and the 2019-2045 Metropolitan Transportation Plan (MTP)

Ruch opened the Public Hearing at 6:40.

Minkarah thanked MPO Policy Committee members for attending the special meeting and apologized for the delayed start. Minkarah acknowledged Gregg Lantos, Principal Transportation Planner/MPO Coordinator, who provided an overview of the proposed updates. Lantos provided an overview of the NRPC FY 2021-2024 TIP Infrastructure Condition Investments, NRPC FY 2021-2024 TIP Highway Safety Investments and NRPC FY 2021-2024 TIP System Performance Investments followed by an overview of MTP projects including State of New Hampshire Ten Year Plan Projects, Nashua MPO Recommended Fiscally Constrained Projects, and Nashua MPO Illustrative Projects (Not Fiscally Constrained). Lantos explained that the MTP projects list is more comprehensive since the TIP only covers a four-year period.

Hennessey asked for clarification on the split between the Boston UZA and Nashua UZA in relation to Pelham. Hennessey then asked whether Boston UZA funds could be used to pay for improvements in the portions of Pelham within the Boston UZA. Lantos explained that the state does receive a share of Boston UZA funds. Boyd questioned why the Bedford Road bridge project was included since the

project is complete. Lantos explained that it was constructed during FY 2021 and therefore included in the MTP. It will be removed with the next MTP update when the TIP is next amended. It was noted that funding for the Capital Corridor Project Development Phase was included in the last TYP but does not show-up in the project list. Lantos explained that it is listed under statewide programmatic funds. Lantos read email comments into record from Betsy Gamrat.

“I read through the list of projects and there are several major projects related to adding lanes and creating new roadways. These should be canceled, and the money allocated to rail, bus and micro mobility. The project evaluation criteria should not include reduce congestion and traffic volume, because the outcome is more asphalt and induced demand. It is time to make driving expensive and inconvenient, and provide comfortable alternatives using public transit - frequent, safe and accessible - helping people get around without cars.

"Widening of NH 101A in Nashua is a capacity project which will reduce congestion, thereby promoting fuel conservation and reduced air emissions." This is a perfect example of induced demand – “the phenomenon that after supply increases, and there is sufficient demand, price declines and more of a good is consumed” making it easier to drive will increase fuel consumption and emissions. City planner Jeff Speck has called induced demand "the great intellectual black hole in city planning, the one professional certainty that everyone thoughtful seems to acknowledge, yet almost no one is willing to act upon."

“At any given time the latent demand to be on a busy road is very high, so if you make it easier to travel on that road, all you’re going to do is attract some of the people who would be on the road but for the congestion levels,” said UCLA Luskin School of Public Affairs urban planning professor Mike Manville. “So you have a road that is every bit as congested just wider.”

Lantos replied that he did not believe induced demand would be a significant factor and noted that traffic volumes have fallen due to increased work from home. Discussion continued.

Ruch asked if there were any members of the public who wished to speak.

There being no one, Boyd motioned with a second from Tenhave to close the public hearing.

Boyd motioned with a second from Dell Orfano:

THAT the Nashua Regional Planning Commission MPO Policy Committee approve the Minor Update to the adopted Nashua Metropolitan Area 2019-2022 Transportation Improvement Program (TIP) and the 2019-2045 Metropolitan Transportation Plan (MTP)

A roll call vote was taken. The motion **carried**, all in favor.

Adoption of Performance Measure Targets, including Public Transportation Agency Safety Target, Transit Asset Management Target, and Highway Safety Target

Lantos explained that public transportation providers, State Departments of Transportation and MPOs are required under federal law to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the National Public Transportation Safety Plan (NSP). SPTs must be developed for each transportation mode in the following in four categories: Fatalities, Injuries, Safety Events, System Reliability. Lantos then provided an overview of the Safety

Performance Target Summary for the Nashua Transit System (NTS). Pattison explained that most of the injuries related to NTS involves falls while boarding or on the vehicle.

Lantos reviewed the Transit Asset Management Target. Webber asked whether NTS is planning to convert its fleet to electric vehicles. Pattison replied that most of the vehicle fleet has now been replaced with hybrid vehicles are relatively new.

Lantos reviewed the Highway Safety Targets. He noted that the targets address five factors: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, Rate of Serious Injuries and the Number of Non-Motorized Fatalities and Non-motorized Serious Injuries. Lantos noted that the targets are set based on a five-year historic average, however, if the average would result in an increase, the target remains level.

Boyd motioned with a second from Battis:

THAT the Nashua Regional Planning Commission MPO Policy Committee adopt the Performance Measure Targets, including Public Transportation Agency Safety Target, Transit Asset Management Target, and Highway Safety Targets

A roll call vote was taken. The motion **carried**, all in favor.

Adjourn

Motion to adjourn was made by Dell Orfano with a second Boyd. The meeting ended at 7:40 p.m. The next Commission meeting will be held on Wednesday, March 17th, 2021, at 7:00 p.m.

Respectfully submitted,

Jay Minkarah, Executive Director

MEMORANDUM

TO: NRPC MPO Policy Committee

FROM: Gregg Lantos, MPO Coordinator

SUBJECT: Draft FY 2023 – 2032 Ten Year Plan Project Priorities

DATE: March 11, 2021

Project solicitation to NRPC municipalities for the State of New Hampshire Ten Year Transportation Plan (TYP) update to FY 2023 – 2032 was initiated on May 22, 2020 with requests to communities to consider project needs which might be addressed through inclusion in the plan. Follow up correspondence was provided on July 10 to provide a link to the online project proposal form and additional information, including project selection criteria, scoring procedures and the TYP process schedule.

Per agreement between the NHDOT and Regional Planning Commission Executive Directors, a distribution formula is used to allocate \$50 million in Federal Highway Administration funding for new regional projects in FY 2031 and 2032. For the NRPC region, this resulted in a regional allocation of \$6,175,897.

At the December 20, 2020 meeting of the NRPC MPO Policy Committee, staff presented the list of candidate projects which had been submitted to NHDOT on November 6, 2020 for scope and cost estimate review by the Department's engineering staff. The project list was as follows:

- **Brookline** – Improve the safety of the intersection of NH 13 and Mason Road by elevating the road surface of Mason Road as it approaches NH 13. This will improve the line of sight for vehicles on Mason Road, which was impaired by recently replaced guardrail at the intersection. Northbound motorists on NH 13 will have improved visibility for taking a left turn onto Mason Road, as well.
- **Brookline** – Improve the intersection of NH 13 and Ruonala Road by relocating the existing catch basin and addressing the depression in the intersection. Modifying the intersection to a 90-degree angle should also be considered.
- **Merrimack** – Replace the existing, failed, superstructure of the pedestrian bridge over the Souhegan River just east of the F.E. Everett Turnpike Marauders Bridge. The NHDOT Existing Condition Report has determined that partial repairs would be more costly than replacement of the bridge structure. In addition, there is a need to create a better pedestrian access from the West Chamberlain Road entrance.
- **Nashua** – Improvements to Canal St. and Bridge St. that will make better use of the available street for motorized and non-motorized users. A study will determine final project components, which will likely involve pavement replacement, curb adjustments and replacement of sidewalks

and handicapped ramps. New pavement markings will re-assign how the street will be used for motorists, bicyclists and parked vehicles.

- **Nashua** – Improvements to Nashua Transit System bus stop locations along existing routes in Nashua and potential service extension areas. These include replacement of some existing bus shelters, construction of new ones, additional benches, lighting and other passenger amenities.
- **Wilton** – Construct a pedestrian bridge spanning Stony Brook, including the abutments and approaches, as well as the alignment of the approaches to the Riverwalk. This will create an alternative route for middle school and high school students to walk or bike home and, in general, will create a safer, more walkable, downtown.
- **Regional** – Optimize traffic signals on State highways throughout the NRPC region (outside of Urban Compact areas) including, but not limited to, NH 101, NH 101A, NH 111, NH 102, NH 3A and NH 38. Flashing yellow left turns and adaptive signal technology will be key improvements to be evaluated and implemented.

Projects were scored and ranked by NRPC staff utilizing a process that had been developed earlier in 2021 by a statewide committee that included representatives from regional planning commissions and NHDOT. Because the total cost of projects submitted did not exceed the regional allocation, the project rankings were not a determinant for inclusion in the final project submission to NHDOT.

Ten Year Plan candidate projects were added to the Metropolitan Transportation Plan via a Minor Update by the NRPC MPO Policy Committee on February 24, 2021. This action was in accordance with 23 CFR 450.322, 450.324 and 450.328, which detail the MPO process for seeking federal funding for eligible transportation projects.

The NHDOT conducted a project scope and cost review for the submitted projects and provided a summary overview of the findings for proposed projects. Cost estimates incorporate inflation and indirect costs for Year-of-Expenditure. The NHDOT review team met with NRPC staff on February 5, 2021 to review the results of the review, which is attached to this memo.

The review found that the Brookline NH 13/Mason Road intersection improvement project would entail a cost substantially greater than anticipated. The project would use \$2,110,893 of the regional allocation, compared with the \$145,000 estimated by the Town of Brookline in the project application. Through subsequent communications with the Town of Brookline, it was agreed that the project would be dropped from the TYP submission and an alternative low-cost solution sought. NRPC proposed to NHDOT that since recently installed guardrail had caused the visual blockage at the intersection, an effective and low-cost solution might be to restore the lower guardrail where needed to restore proper sight lines. NHDOT is amenable to taking this approach into consideration. It is likely that a modified project could be implemented with statewide programmatic funds within a much shorter time frame than the ten year wait period for TYP projects.

The draft project priority list, shown below, was revised per the findings of the NHDOT and presented to the NRPC Transportation Technical Advisory Committee (TTAC) for consideration at its March 10, 2020 meeting. The TTAC voted to recommend adoption of the TYP project list by the MPO Policy Committee. Upon MPO approval, the project list will be transmitted to the NHDOT for inclusion in the NHDOT Ten Year Plan submission to the Governor’s Advisory Committee on Intermodal Transportation (GACIT).

PROJECT PRIORITIES FOR 2023 - 2032 NH TEN YEAR HIGHWAY PLAN

<u>Rank</u>	NRPC Year of Exp. Estimate			<u>Score</u>		
		<u>Federal</u>	<u>Local</u>		<u>Total</u>	
1	Nashua	Bridge and Canal Sts Complete Streets	\$1,882,137	\$470,534	\$2,352,671	6.6
2	Nashua	NTS Bus shelters, lighting, benches, other	\$445,600	\$111,400	\$557,000	5.8
3	Merrimack	Replace Ped Bridge over Souhegan River	\$948,800	\$237,200	\$1,186,000	5.2
4	Wilton	Pedestrian bridge spanning Stony Brook	\$728,480	\$182,180	\$910,660	5.0
5	Regional	State Hwy Traffic Signal Improvements	\$1,349,980	\$0	\$1,349,980	4.2
6	Brookline	Reconstruct NH 13/Ruonala Rd intersect	\$527,000	\$0	\$527,000	2.2
<i>Add unfunded balance from previous round:</i>						
	Nashua	Kinsley St sidewalks	\$293,900	\$73,470	\$367,370	
	Total		\$6,175,897	\$1,074,784	\$7,250,681	



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

Jay Minkarah, Executive Director
Nashua Regional Planning Commission
30 Temple Street, Suite 310
Nashua, NH 03060

February 2, 2021

Dear Mr. Minkarah –

Thanks again for your assistance, as well as for the assistance of your regional planning commission staff, RPC committee members and municipal staff for your efforts to assist NHDOT in developing the draft 2023-2032 NH Ten Year Transportation Plan.

As you know, the NHDOT proposed to set-aside \$50M in FHWA funding to program against new projects in years 2031 and 2032 of the draft 2023-2032 Ten Year Transportation plan. The NHDOT with agreement from the RPC Executive Directors utilized a similar distribution approach to that employed in existing multi-party MOUs, that being:

- 50% of the available funds allocated on the basis of Census population
- 50% of the funding allocated on the basis of Federal Aid Eligible lane miles

For the Nashua Regional Planning Commission's planning area, this resulted in a regional allocation of **\$6,175,897** for the 2023-2032 Ten Year Plan.

Since the NRPC submitted a list of potential projects and initial priority ranking based on the application of the 2023-2032 NH Ten Year Plan Ranking criteria in November, the NHDOT's internal committee has been meeting to discuss the submittals and consider implementation issues including:

- The assumptions related to work required to carry out the project scope.
- The estimated costs for Engineering (PE), Right-of-Way (ROW) and Construction (CON).
- Estimated schedule to carry out the work to accomplish the proposed project and plan financially

The NHDOT's internal committee is made up of the following individuals:

- | | |
|---|--|
| • Bill Oldenburg, Chair – Assistant Director of Project Development | • Loretta Girard Doughty, Administrator of Bureau of Bridge Design |
| • Pete Stamnas, Director of Project Development | • Mike Dugas, State Safety Engineer |
| • Jim Marshall, Administrator of Bureau of Highway Design | • Tobey Reynolds, Roadway Section Chief |
| • Ted Kitsis, Administrator of Bureau of Construction | • Don Lyford, Project Manager |
| | • William Rose, Policy & Planning Manager |

The committee has been meeting weekly since November to review and discuss the project submittals from the RPCs.

The details provided by NRPC in the project submittal forms have been assistive to the Committee's understanding of the project area, needs and other necessary items to appropriately scope, schedule and budget proposed TYP projects.

What follows in this document is:

- A summary overview of the committee's findings related to your RPC's proposed 2023-2032 TYP projects.
- NHDOT thoughts on programming for Year-of-Expenditure, which will include inflation and indirect costs as appropriate.

We're providing these comments in advance of our planned meeting in order to enable a discussion as opposed to a NHDOT presentation. We want NRPC staff to feel comfortable and confident in presenting the proposed project details to your TAC and full Commission for final endorsement to include in the draft Ten Year Transportation Plan that will be presented to GACIT later this year.

Please review the document in full, and we look forward to the opportunity to meet and discuss these projects. As always, should you have any questions, please don't hesitate to contact me at 271.6581, or via email at William.A.Rose@dot.nh.gov.

Sincerely,

William Rose

William Rose
Policy & Planning Manager

Cc: Gregg Lantos, NRPC
Bill Watson, NHDOT
Glenn Davison, NHDOT
Pete Stamnas, NHDOT
Bill Oldenburg, NHDOT
John Kallfelz, NHDOT D-4
Rich Radwanski, NHDOT D-5

**NHDOT PROJECT SCOPE AND SCHEDULE REVIEW TASK FORCE
SUMMARY RECOMMENDATIONS FOR PROJECTS PROPOSED BY
NASHUA REGIONAL PLANNING COMMISSION
FOR THE 2023-2032 NH TEN YEAR TRANSPORTATION PLAN**

Initial Priority #1: Bridge & Canal Streets Complete Streets Improvements (Nashua)

Project summary: The project proposes to study and implement improvements along Canal Street from Railroad Square (near Main Street intersection) and continues east over the Canal Street bridge and continues towards Veterans Memorial Park and Taylor Falls Bridge. Total distance is about 4,800 LF

Improvements would include:

- Pavement replacement
- Curb adjusting
- Sidewalks and handicapped ramps re-built
- New drainage structures and pipe to correct drainage issues.
- New pavement markings to re-assign roadway use (e.g vehicle lanes, bike lanes, etc..)
- Minor pavement and deck repairs anticipated to bridge over the Nashua River near Jackson Avenue

Review Comments

- Traffic control would likely involve phased construction (long term work) using alternating one-way traffic during off peak hours.
- Aerial utilities including power, telephone and cable will require relocation.
- 2 lanes (one lane each direction from Railroad Square to Jackson Avenue, basically the bridge over the Nashua River) – No change proposed
- 3 lanes from Jackson Avenue to D Street. (1 lane west bound towards Main Street, 2 lanes east bound towards Hudson) – No change proposed
- Sidewalks exist on both sides of Canal Street the entire project length. They are in varying widths and varying states of disrepair. Some with granite curb, some with concrete curb. Most intersections have no or old ADA curb ramps,
- Assume sidewalk reconstruction for full length of project.
- Existing signalized intersections at: Lowell Street (NH101A), Nashua Drive, Candler Street, Jackson Avenue, Armory Street, and D Street (span wire)
- Existing Railroad Crossing just east of Jackson Street (between Jackson Street and Sanders Street).
- Assume no work on the Nashua River bridge structure (besides pavement and maybe minor deck work)
- Assume the work will stay within ROW limits and no widening will occur – no public hearing (for acquisition purposes)
- Federal funds participation on this project would be capped as shown below, if necessary, adjusting the project scope/limits to stay within this funding amount. This seems to match the City’s intent since the eastern project limits were not well defined. The City would also have the option of maintaining the scope and increasing its share of the project costs to maintain the proposed scope as well.
- A maintenance agreement regarding the ongoing maintenance responsibilities for bike/ped infrastructure would be required.

Review Summary

- The project is recommended to commence with PE in 2027, with ROW planned in 2030 and CON beginning in 2032.
- The proposed project would use **\$1,882,137 (80%)** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.80%/year to account for inflation

- The project will be funded at 80% federal funds with the remaining 20% (\$470,534) coming from the City as cash match.

Funding

Phase	2021 NRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 0	\$ 300,000	\$ 344,419 (2027)
ROW	\$ 0	\$ 25,000	\$ 31,181 (2030)
CON	\$ 0	\$ 1,500,000	\$ 1,977,072 (2032)
Totals	\$ 1,360,000	\$ 1,825,000	\$ 2,352,671

Initial Priority #2: NTS Bus Shelters (Regional)

Project summary: Various bus shelter improvements along existing and future bus routes at isolated bus stop locations in Nashua, Merrimack, Amherst, Milford, and Hudson.

Review Comments

- NHDOT assumes that a comprehensive review of bus shelter needs will take place and proposed improvements would be prioritized, ranked and solutions to existing issues will be studied.
- NHDOT proposes that the federal aid funds involvement in this project would be capped at the 80% value shown below and project improvements will be tailored to match funding allocated.
- Estimate: \$445,600 Fed (80%), \$111,400 City Match (20%), Total = \$557,000
- Inflated by 2.8% to FY 2032 totals = \$557,000 (no indirects)
- Assume cost break down as follows:
 - o PE: \$100,000
 - o ROW: \$7,000
 - o CON: \$450,000

Review Summary

- The project is recommended to commence with PE in 2027, with ROW planned in 2030 and CON beginning in 2032.
- The proposed project would use **\$445,600 (80%)** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.80%/year to account for inflation
- The project will be funded at 80% federal funds with the remaining 20% (\$111,400) coming from the City as cash match.

Funding

Phase	2021 NRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 0	\$ 84,731	\$ 100,000 (2027)
ROW	\$ 0	\$ 5,612	\$ 7,000 (2030)
CON	\$ 0	\$ 341,414	\$ 450,000 (2032)
Totals	\$ 557,000	\$ 431,757	\$ 557,000

Initial Priority #3: Pedestrian bridge replacements (Merrimack)

Project summary: The purpose is to replace the existing, failed, pedestrian bridge superstructure for a pedestrian Bridge over the Souhegan River

Review Comments

- NHDOT review noted that this project would be more appropriate as a Transportation Alternative Program (TAP) project and the Town should consider submitting an application for the current round.
- NHDOT estimate assumes that the proposed bridge will use same abutments
- NHDOT estimates assume that the bridge length and width will remain the same = 135’ long and 6’ wide. (810 sf)
- NHDOT notes that the design process for this proposed pedestrian bridge should include an alternatives analysis for removing the existing bridge and installation of the new bridge to ensure all options have been considered before moving to a solution that involves utilizing the existing FE Everett Turnpike Bridge for this purpose.
- Project would be a Local Public Agency project managed and match funded by the Town.
- Project would be 80% federal funds/20% municipal match funded.

Review Summary

- The project is recommended to commence with PE in 2027, with ROW planned in 2030 and CON beginning in 2032.
- The proposed project would use **\$948,800** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.80%/year to account for inflation
- The project will be funded at 80% federal funds with the remaining 20% (\$237,200) coming from the City as cash match.

Funding

Phase	2021 NRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 0	\$ 254,192	\$ 300,000 (2027)
ROW	\$ 0	\$ 4,811	\$ 6,000 (2030)
CON	\$ 0	\$ 667,654	\$ 880,000 (2032)
Totals	\$ 1,186,000	\$ 926,657	\$ 1,186,000

Initial Priority #4: Pedestrian Bridge (Wilton)

Project summary: The project proposes to complete Phase 2 of the Wilton Riverwalk project with a pedestrian bridge spanning Stony Brook and completing the riverwalk loop on the western section of town.

Review Comments

- NHDOT reviews assume 100’ long and 9’ wide pedestrian bridge.
- The project design will likely require geotech, design and abutment installation. NHDOT assumes that a pre-fabricated bridge structure would be the constructed alternative.

- NHDOT is unclear whether the Town has acquired easements/property rights? It appears that the bridge begins and ends on private property meaning the work will require ROW acquisition/easements and a potential public hearing.
- NHDOT did not note sidewalk on the north side of Forest Road to accept the trail. Will the project also include construction of new sidewalk on Forest Road or Mid-blocking crosswalk to get to the other side where there is a sidewalk?
- This project would be better suited as a Transportation Alternative Program (TAP) funded project and the Town is encouraged to apply in the current funding round.
- A municipal agreement regarding ongoing maintenance responsibilities related to any sidewalks constructed as part of this project.
- Project would be funded with 80% federal funds and 20% municipal cash match.

Review Summary

- The project is recommended to commence with PE in 2027, with ROW planned in 2030 and CON beginning in 2032. The proposed project would use **\$728,480 (80%)** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.80%/year to account for inflation
- The project will be funded at 80% federal funds with the remaining 20% (\$182,120) coming from the Town as cash match.

Funding

Phase	2021 NRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 0	\$ 140,000	\$ 160,729 (2027)
ROW	\$ 0	\$ 20,000	\$ 24,945 (2030)
CON	\$ 0	\$ 550,000	\$ 724,926 (2032)
Totals	\$ 660,000	\$ 710,000	\$ 910,600

Initial Priority #5: Traffic signal improvements (region wide)

Project summary: Regional State Highway Traffic Signal Improvement Program along State highways outside of urban compact areas, with emphasis on NH 101, NH 101A, US 3, NH 111, NH 102 and NH 38. Considerable travel delay is caused by inefficiencies in the arterial traffic signal system, which the project seeks to alleviate through implementation of traffic signal coordination, adaptive signal control and flashing yellow signal phases.

Review Comments

- NHDOT review assumes NHDOT uses the study produced by NRPC as implementation plan.
- NHDOT estimate assumes no re-work by NHDOT.
- NHDOT review notes that the Bureau of Traffic has a Signal Optimization project in the works to conduct this type of work on 40-65 intersections, mostly in southern NH, so some overlap may exist with this proposal.
- This project may be better suited to a Congestion Mitigation and Air Quality (CMAQ) program funded project instead of a TYP project.
- Assumes 35 intersections can be completed as a starting point.
- Federal funding would be capped to the budget values presented below and, if necessary, the number of involved intersections would be adjusted to stay within this funding amount.

Review Summary

- The project is recommended to commence with PE in 2027, with ROW planned in 2030 and CON beginning in 2032.
- The proposed project would use **\$1,927,000** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.80%/year to account for inflation and 10% for NHDOT indirect costs.
- The project will be funded at 100% federal funds.

Funding			
Phase	2021 NRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 0	\$ 316,739	\$ 400,000 (2027)
ROW	\$ 0	\$ 14,578	\$ 20,000 (2030)
CON	\$ 0	\$ 1,039,416	\$ 1,507,000 (2032)
Totals	\$ 1,927,000	\$ 1,370,733	\$ 1,927,000

Initial Priority #6: Improvements to NH 13/Mason Rd. intersection (Brookline)

Project summary: The project proposes to remove approximately 200 feet of current pavement on Mason Road approaching the Route 13 intersection, add gravel to raise the level of the road's approach to the intersection, and pave the road.

Review Comments

- NHDOT estimate assumes work can be completed as easily as stated.
- NHDOT reviewers were unclear how much of an elevation increase is required.
- If 200' of approach work is all that is required, the elevation adjustment is minor.
- NHDOT notes that the guardrail within the project limits will also need to be adjusted.
- NHDOT reviewers also noted that the sidewalk will need to be reconstructed.
- NHDOT review noted that the NRPC cost estimate of \$145,000 is significantly underfunded and nothing approaching the proposed scope could be accomplished for this amount of funding.
- Intersection improvements (raising grade, roundabout, or other alternatives) should be reviewed and discussed. Cost should be increased to approximately \$1.5 million total to accomplish the needed safety improvement.

Review Summary

- The project is recommended to commence with PE in 2027, with ROW planned in 2030 and CON beginning in 2032.
- The proposed project would use **\$2,110,893** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.80%/year to account for inflation and 10% for NHDOT indirect costs.
- The project will be funded at 100% federal funds.

Funding			
Phase	2021 NRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 0	\$ 300,000	\$ 378,861 (2027)
ROW	\$ 0	\$ 100,000	\$ 137,195 (2030)
CON	\$ 0	\$ 1,100,000	\$ 1,594,838 (2032)
Totals	\$ 145,000	\$ 1,500,000	\$ 2,110,893

Initial Priority #7: Reconstruction of NH 13/Ruonala Rd. Intersection (Brookline)

Project summary: This project will improve the safety of the intersection by improving the ability of motorists to more safely turn off of Route 13. Addressing the condition and location of the current catch basin will also remove a current safety issue.

Review Comments

- If you move/relocate Rounala Road you would have to relocate Millbrook Road.
- It may be possible to have the same benefits from a project that adds shoulder width to create wider shoulder for right turning traffic.
- NHDOT reviewers also noted that Melendy Road is alternate route to eliminate right turn movement.
- Grades are an issue, Ruonala increases in grade away from intersection.
- Making the intersection a 90-degree angle will relocate the intersection north.
- Relocation will solve catch basin issue.
- Relocating intersection will likely require ROW acquisition and a public hearing.
- Cost: Estimate is very low for intersection relocation, held RPC estimate
 - o PE: \$150,000
 - o ROW: \$25,000
 - o CON: \$350,000.
 - o Total: \$527,000 - 100% Fed

Review Summary

- The project is recommended to commence with PE in 2027, with ROW planned in 2030 and CON beginning in 2032.
- The proposed project would use **\$527,000** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.80%/year to account for inflation and 10% for NHDOT indirect costs.
- The project will be funded at 100% federal funds.

Funding

Phase	2021 NRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 0	\$ 118,777	\$ 150,000 (2027)
ROW	\$ 0	\$ 18,222	\$ 25,000 (2030)
CON	\$ 0	\$ 242,783	\$ 352,000 (2032)
Totals	\$ 527,000	\$ 379,783	\$ 527,000