



# Southern New Hampshire Planning Commission

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## Minutes of the SNHPC MPO Technical Advisory Committee (TAC)

**September 16, 2021**

Southern New Hampshire Planning Commission  
438 Dubuque Street  
Manchester, New Hampshire

### **VOTING MEMBERS PRESENT**

Becky Hebert – Bedford\*  
Andrew Hadik – Chester  
George Sioras – Derry\*  
Linda Kunhardt – Francestown  
Bruce Thomas – Hooksett  
Colleen Mailloux (Chair) – Londonderry  
Kristen Clarke – Manchester DPW\*  
Jonathan Golden – Manchester Planning  
Sylvia von Aulock – SNHPC  
Mike Whitten – MTA\*  
Laurie Makarawicz – CART  
Nancy Michels – Derry/Londonderry CoC  
Bill Watson – NHDOT\*  
Tim White – NHDES\*

### **OTHERS PRESENT**

Dean Williams – CNHRPC\*  
Paul Maloney – FHWA\*  
Kim Rummo – NHDOT\*

### **SNHPC STAFF PRESENT**

Carl Eppich, Principal Transportation Planner  
Nate Miller, Deputy Executive Director  
Cam Prolman, Regional Planner\*  
Zach Swick, Senior GIS Analyst\*  
James Vayo, Project Manager

### **MEMBERS ABSENT**

Bill Herman – Auburn  
Alex Cote – Deerfield  
Jo Ann Duffy – Goffstown  
Mark Suennen – New Boston  
Dick Gregory – Windham  
Tom Malafronte – MHT Airport

### **MEMBERS EXCUSED**

Rudy Cartier – Candia  
Tom Clow – Weare  
Fred Roberge – Easterseals NH  
Mike Skelton – Manchester CoC

\*Attended meeting virtually via Zoom

## **1. Call to Order/Introduction**

Chair Colleen Mailloux called the meeting of the SNHPC TAC to order at 9:33 AM. Chair Mailloux requested the committee forego a vote to allow remote participation of committee members given no action will be taken on new business items on the agenda.

## **2. Action on Minutes of August 19, 2021**

**Motion by Mr. Hadik to approve August minutes, seconded by Ms. Linda Kunhardt and carried unanimously.**

## **3.1 FY 2023-2032 Ten-Year Plan Update**

Mr. Nate Miller explained that the Draft Ten-Year Plan has not yet been published by New Hampshire Department of Transportation (NHDOT) but is expected to be released soon. His presentation will be on what is expected in the draft Ten-Year Plan as well as anticipated outcomes for plan projects within the SNHPC region.

Mr. Miller noted that the Draft Ten-Year Plan assumes the adoption of a new infrastructure bill in Washington DC. For New Hampshire, the adoption of an infrastructure bill is anticipated to result in a 24% increase in federal funds for roads and bridges and an 11% increase in transit funding. However, some key State-funded programs such as State Aid Bridge are anticipated to see a decrease in funding due to lower revenue forecasts resulting from the COVID-19 pandemic.

Mr. Miller stated the Draft Ten-Year Plan is expected to highlight the following strategies:

- Increased focus on maintenance of bridges
- Advancement of existing projects within the Ten-Year Plan where feasible
- Addition of new projects in the out-years of the Ten-Year Plan
- Addition of supplemental funding for existing underfunded projects in the Ten-Year Plan
- Addition of inflationary adjustments for programmatic projects
- Reduced use of GARVEE Bonds to finance included projects

Mr. Miller provided a summary of the regional projects expected to be fully funded within the Draft Ten-Year Plan. The projects include the Bedford US Route 3 widening and the Londonderry Route 28 and Route 128 intersection improvements. He also provided a summary of expected turnpike project delays due to reduced toll revenues. The Manchester I-293 Exit 6 and 7 reconstruction is delayed with the start of the Exit 7 project being delayed to 2027 and the start of the Exit 6 project being delayed to 2029. In addition, the widening of the Everett Turnpike from Exit 8 in Nashua to the I-293 interchange in Bedford is now expected to be completed in 2028 rather than 2025.

Mr. James Vayo of SNHPC asked if the projects could be advanced if toll revenues return to pre-pandemic levels. Mr. Miller noted that the timing of the turnpike projects will depend on future revenue forecasts.

Mr. Miller stated that the NHDOT Transportation Alternatives Program (TAP) Round 4 scoring was announced during a recent Governor's Advisory Commission on Intermodal Transportation (GACIT) hearing. It is anticipated that both the Derry Rail Trail completion and the Manchester Canal Street Multi-use path projects will be awarded and included in the Draft Ten-Year Plan.

Mr. Miller noted that NHDOT ultimately awarded \$10.7 million in TAP projects rather than \$5.39 million. Mr. Miller noted that the projects funded in this TAP round will use two cycles of TAP funding.

Mr. Miller announced tentative dates for GACIT hearings within the SNHPC region: September 22 in Londonderry, September 28 in Manchester, and October 26 in Derry.

Mr. Bill Watson stated NHDOT will confirm the Draft Ten-Year Plan hearing dates and locations shortly. He noted NHDOT is awaiting confirmation from a few Executive Councilors from outside the SNHPC region and he believes nothing will change in terms of the tentative dates and locations for Londonderry, Manchester, and Derry. Mr. Watson also stated that NHDOT is working to ensure at least one location within each executive council district is utilized as a hybrid meeting to accommodate those who wish to attend the hearing virtually.

### **3.2 Regional Freight Bottleneck Analysis**

Mr. Carl Eppich prefaced the presentation with information about the State's Freight Plan which identifies regional bottleneck segments. Carl noted these segments are used as a basis for conducting analysis of the region's freight bottlenecks.

Mr. Eppich summarized the region's freight bottlenecks as acute in nature and limited in length. In some instances, the identified segments are no larger than an intersection. He cited the importance of the free flow of freight to the health of the economy.

Mr. Eppich stated that the Fixing America's Surface Transportation (FAST) Act requires states to have a state freight plan and noted that the New Hampshire State Freight Plan has approximately \$14 million worth of freight-related projects identified within. He further noted that federal regulatory elements, such as planning factors and national objectives, overlap with the state freight plan and are used as a basis for prioritizing identified freight bottlenecks. He noted that priority is defined by truck travel time reliability and delay.

Mr. Eppich shared a list of bottlenecks within the SNHPC region. A total of 74 miles of roadways are identified but none of them are on interstates. Bottlenecks mainly exist for the first/last mile segments of freight truck trips within the region. He stated that the segment of Candia Road between I-93 and Industrial Drive in Manchester was identified as a priority freight bottleneck, and shared the following strategies for addressing the region's bottlenecks:

- Improving signal timing at existing intersections
- Reconstructing intersections as roundabouts
- Reconstructing interstate ramps to a single point interchange geometry

Mr. Eppich concluded his presentation by noting next steps for the regional freight bottleneck analysis:

- Finalizing the Regional Freight Bottleneck Analysis report
- Including Annual Average Daily Traffic (AADT) data within the analysis
- Coordinating with NHDOT on regional prioritization
- Hosting a regional freight stakeholder meeting to gather industry input
- Monitoring the region's truck travel reliability and delay

### **3.3 Overview of 2021 Road Safety Audit (RSA) Solicitation**

Mr. Eppich stated that NHDOT has announced another round of RSA funding availability. He provided a brief background on the origin of RSA funding through the Highway Safety Improvement Program (HSIP) and noted that NHDOT receives \$10 million per year in HSIP funding which must be spent on infrastructure improvements addressing non-behavioral safety issues.

Mr. Eppich explained that the HSIP funds for roadway safety fall into the three different categories of improvement:

- State-wide improvements
- Systemic interventions
- Locally-identified safety issues

Mr. Eppich noted that Road Safety Audits are primarily focused on addressing the locally-identified safety issues.

Mr. Eppich informed the TAC members that municipalities can apply for a Road Safety Audit with assistance from the SNHPC. He reiterated that the basis for any road safety improvements must not be in response to safety issues which are behavioral in nature, such as drunk driving. He noted that crash data must be collected for the audit process and illustrated what typical crash report and report data looks like.

Mr. Eppich described the process for conducting a Road Safety Audit once an application has been approved by the HSIP committee. He noted that a Road Safety Audit team will be assembled to conduct a review of available crash information and to conduct a field visit to assess road geometry. Carl shared an example of a completed project resulting from a RSA in Lyme, New Hampshire.

Draft RSA applications should be provided to SNHPC by October 15, 2021 to allow time for staff to gather additional information to submit by the NHDOT deadline.

Mr. Vayo asked if the RSA projects are 100% funded by HSIP funds. Mr. Miller believes that in most instances of state infrastructure that is the case as the federal participation rate in the HSIP program is higher than other programs. Ms. Kristen Clarke stated that in a prior award for RSA funds, NHDOT requested a 10% match from the City of Manchester. Mr. Jonathan Golden asked about the potential to conduct an audit for the north end of Elm Street after several cars had recently gone off the road at a particular intersection. Staff encouraged Mr. Golden to determine whether any fatalities or serious injuries have occurred at the location, as RSA eligibility must be tied to locations with a fatal or severe injury crash history.

#### **4. Other Business**

None

#### **5. Adjournment**

**Motion to adjourn the meeting made by Ms. Nancy Michels and seconded by Ms. Laurie Makarawicz. Meeting adjourned at 10:27 am.**

Next meeting: October 21, 2021

I hereby certify that this is a true and correct copy of the minutes of the Technical Advisory Committee of the Southern NH Planning Commission for September 16, 2021.

  
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Sylvia von Aulock  
Executive Director

Minutes Approved: October 21, 2021