Update on FY 2023-2032 Ten-Year Transportation Improvement Plan

SNHPC TAC Meeting
October 15, 2020

Nathan Miller, AICP
Deputy Executive Director
Reminder: SNHPC TYP Projects Under Consideration

- **Bedford** – Supplemental Funding for U.S. Route 3 Widening from Hawthorne Dr. to Raymond Wieczorek Dr. (Existing TYP Project)
- **Deerfield** - NH Route 107/Candia Rd./Church St. Roundabout
- **Derry** – Rail Trail Expansion from Madden Road to Londonderry T/L
- **Londonderry** – NH Route 28/128 Intersection Improvements (Existing TYP Project)
- **Manchester** – I-293/Second Street Engineering Study
- **Manchester** – I-93 Exit 8 Interchange Improvements
- **Manchester** – Hooksett Rd./Campbell St. and Campbell St./Hamel Dr. Intersection Improvements
Since the Last TAC Meeting
(On-call Engineering Updates)

- The SNHPC has entered into a contract with VHB, Inc. for on-call engineering needed for TYP project scoping and cost estimating work.

- The SNHPC is currently developing a Task Order with VHB for project scoping/cost estimating including:
  - **Deerfield** - NH Route 107/Candia Rd./Church St. Roundabout
  - **Derry** – Rail Trail Expansion from Madden Road to Londonderry T/L
  - **Londonderry** – NH Route 28/128 Intersection Improvements
  - **Manchester** – I-93 Exit 8 Interchange Improvements
  - **Manchester** – Hooksett Rd./Campbell St. and Campbell St./Hamel Dr. Intersection Improvements

- Existing cost estimates will be utilized for the **Bedford** (U.S. Route 3) and **Manchester** (I-293/Second Street Engineering Study) projects.
Since the Last TAC Meeting (Project Updates)

• Based on initial discussions with VHB, we expect that the existing TYP project in Londonderry (NH Route 28/128 Intersection Improvements) will require supplemental funding.

• The project is currently programmed for $1.67 Million with construction in FY 2027.

• The realignment and signalization concept envisioned may be more challenging to implement due to development that has occurred adjacent to the intersection.
Since the Last TAC Meeting
(Project Evaluation Updates)

• The TAC Project Evaluation Subcommittee comprised of Dick Snow (Candia), Linda Kunhardt (Francestown), and Laurie Makarawicz (MTA) has met to do an initial review/evaluation of projects.

• The SNHPC is required to provide NHDOT with a “shortlist” of projects under consideration with an initial evaluation by November 6\(^{th}\).

• The initial evaluation may change as scoping and cost estimates come into focus and more information is learned about each of the projects.

• Final regional priorities are not due until March 31\(^{st}\).
## Reminder: Ten-Year Plan Project Evaluation Criteria

<table>
<thead>
<tr>
<th>Ten-Year Plan Criteria</th>
<th>Definition</th>
<th>SNHPC Weighting (2023-2032 TYP)</th>
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</thead>
<tbody>
<tr>
<td><strong>Economic Development</strong></td>
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<tr>
<td>Local and Regional Economic Dev.</td>
<td>The degree to which a project supports economic development needs and opportunities at the local and regional level.</td>
<td>6.29%</td>
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<tr>
<td>Freight Movement</td>
<td>The degree to which the project impacts the movement of goods.</td>
<td>5.73%</td>
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<td><strong>Equity, Environmental Justice, and Accessibility</strong></td>
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<tr>
<td>Equity and Environmental Justice</td>
<td>The degree to which a project benefits traditionally-underserved populations.</td>
<td>4.26%</td>
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<tr>
<td>Accessibility</td>
<td>The degree to which a project ensures accessibility by all potential users.</td>
<td>7.44%</td>
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<tr>
<td><strong>Mobility</strong></td>
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<tr>
<td>Mobility Need and Performance</td>
<td>A historical analysis of the mobility need and performance (e.g. level of congestion, delay, etc) of a location for all modes.</td>
<td>7.44%</td>
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<tr>
<td>Mobility Intervention</td>
<td>A forward-looking analysis of how interventions proposed as part of a project would improve the mobility performance for all modes.</td>
<td>6.63%</td>
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<td><strong>Natural Hazard Resiliency</strong></td>
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<tr>
<td>Hazard Risk</td>
<td>An analysis of the natural hazard risks (i.e. flood history) to a transportation facility.</td>
<td>5.41%</td>
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<td>Hazard Mitigation</td>
<td>A forward-looking analysis of how the natural hazard mitigation measures proposed as part of a project would reduce hazard risks.</td>
<td>5.82%</td>
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<td><strong>Network Significance</strong></td>
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<td>Traffic Volume</td>
<td>The extent to which transportation infrastructure is currently utilized by vehicles, bicycles, and pedestrians.</td>
<td>8.79%</td>
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<td>Facility Importance</td>
<td>The importance of the facility to the local and the regional transportation system (e.g. available of alternate routes, etc).</td>
<td>8.05%</td>
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<td><strong>Safety</strong></td>
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<tr>
<td>Safety Performance</td>
<td>A historical analysis of the safety performance (i.e. crash history) of a location over the past five (5) year period for all modes.</td>
<td>7.44%</td>
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<td>Safety Measures</td>
<td>A forward-looking analysis of how the countermeasures proposed as part of a project would improve safety performance for all modes.</td>
<td>9.81%</td>
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<td><strong>State of Repair</strong></td>
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<tr>
<td>State of Repair</td>
<td>The degree to which the project improves infrastructure condition in the project area (e.g. pavement condition, bridge condition, etc).</td>
<td>8.34%</td>
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<tr>
<td>Maintenance</td>
<td>The degree to which the project impacts NHDOT and/or municipal maintenance requirements.</td>
<td>4.20%</td>
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<td><strong>Support</strong></td>
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<td>Support</td>
<td>The degree of documented support for the project at the local, regional, or statewide level.</td>
<td>4.33%</td>
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Initial Project Evaluation Results

Higher Priority

Manchester – I-293/Second Street Engineering Study

Bedford – Supplemental Funding for U.S. Route 3 Widening from Hawthorne Dr. to Raymond Wieczorek Dr.

Londonderry – Supplemental Funding for NH Route 28/128 Intersection Improvements

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Deerfield - NH Route 107/Candia Rd./Church St. Roundabout

Lower Priority

Turnpike Project

Existing TYP Projects

Newly Proposed Projects
One of these projects is not like the others…

- While the proposed I-293/Second Street Engineering Study in Manchester is emerging as both a local and regional priority, it would be a Turnpike project and the decision of whether or not to fund the project ultimately lies with the NHDOT.

- The SNHPC’s allocation of $8.55 Million for this TYP update cycle is federal funding.

- The NHDOT has a policy that the Turnpike system should be self-sustaining with Turnpike funds (i.e. toll revenue). As such, the NHDOT generally avoids using federal funding on the Turnpike system.

- The NHDOT has expressed a willingness to discuss this study, but Turnpike funds may be fully subscribed and toll revenues are under pressure from reduced travel due to the COVID pandemic.
Where are we at right now?

- We have a sense of initial regional priorities, but work continues on due diligence for these projects, including engineering scoping and cost estimating.
  - The initial regional priorities are subject to change as more is learned about the projects. Final priorities are due March 31st.
  - All proposed projects are “still on the table” and are still being evaluated.

- The proposed I-293/Second Street Engineering Study will require further discussions with NHDOT, and the path forward for that project is not yet clear.

- The amount of supplemental funding needed for the existing Londonderry (NH Route 28/128 Intersection Improvement) project may be a key factor in determining how many newly proposed projects can be funded in this TYP update.
Questions?