

# **Transportation Alternatives Program (TAP) Round 4 (FY21-22) Project Prioritization**

**SNHPC MPO Meeting  
April 27, 2020**

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Project Manager**



# NHDOT / SNHPC TAP TIMELINE

- **January 7, 2021** – TAP funding round 4 announced by NHDOT
- **February 5, 2021**- TAP letters of intent received due to NHDOT.
- **February 11, 2021**- TAP applications released by NHDOT.
- **February 18, 2021** - TAP announcement during TAC meeting.
- **March 3, 2021** – NHDOT hosted TAP Round 4 Workshop.
- **March 18, 2021** - TAC review of TAP criteria, select Subcommittee.
- **March 19, 2021**- TAP applications due to NHDOT.
- **April 1, 2021**- Applications checked for eligibility by SNHPC staff.
- **April 8, 2021** – Tap projects ranked by evaluation Sub-committee.
- **April 15, 2021** - TAC reviewed subcommittee scoring and voted to recommend subcommittee scoring to MPO.
- **TODAY (April 27, 2021) MPO finalizes project prioritization.**

# NHDOT DRAFT TIMELINE

- **May 2021** – NHDOT scoring and final ranking submitted to NHDOT Commissioner.
- **June 2021** – Final list of TAP projects approved by NH DOT Commissioner for award.
- **August 2021** – Governor & Council approval of TAP funding award.



# TAP Project Evaluation Process

- The TAP Evaluation Subcommittee met on April 8, 2021 and was comprised of TAC members who represent municipalities or agencies that did not submit TAP applications.
  - Bruce Thomas (Hooksett)
  - Colleen Mailloux (Londonderry)
  - Dick Snow (Candia)
  - Linda Kunhardt (Francestown)
- On 4/15/21 the TAC voted to recommend the Subcommittee's weighted scoring and project prioritization to the SNHPC MPO.
- **The SNHPC MPO may accept or modify the TAC's project priority and scoring recommendations as they see fit.**



# SNHPC TAP Evaluation Criteria (Adopted by SNHPC MPO)

## TAP FUNDING ROUND 4 PROJECT EVALUATION CRITERIA

<b>Category</b>		<b>Description</b>	<b>Weighting</b>
<b>Potential for Success</b>		<b>What are the factors that will indicate a project application's likeliness to succeed?</b>	<b>37%</b>
<b>Sub-Criteria (Potential for Success)</b>	<b>Project Readiness &amp; Support</b>	Is the project part of any local and regional plans, and has it been endorsed by local and regional bodies/advocacy groups? Does the project have support amongst diverse constituents (e.g. Selectboard/Council, Planning Board, Conservation Commission, Bike/Ped/Trail Advocacy Groups)?	<b>6%</b>
	<b>Financial Readiness</b>	Is there a written commitment to bring this project forward for local match funding approval at Town Meeting, through Capital Reserve funds, or from inclusion in a Capital Improvement Plan? Are any local/private funds already raised/appropriated and dedicated to the project?	<b>18%</b>
	<b>Feasibility</b>	Are there any historical, cultural, environmental, maintenance, or other issues that may impact the project's ability to succeed?	<b>13%</b>
<b>Safety</b>		<b>To what extent will the project improve safety conditions and/or reduce the perception of user stress as a result of the project being implemented?</b>	<b>25%</b>
<b>Sub-Criteria (Safety)</b>	<b>Level of Stress Analysis</b>	What is the current level of stress versus the predicted future level of stress (when the proposed project is completed)?	<b>11%</b>
	<b>Improve Safety Conditions</b>	What specific safety improvements will be made as part of the project, and how will these improvements provide a safety benefit as compared to current conditions? Does the project implement the recommendations of any objective, safety-related study (e.g. Road Safety Audit, Corridor Study, etc)?	<b>14%</b>
<b>Project Connectivity</b>		<b>Does the project fill a vital gap in an existing infrastructure network? Does the project provide a facility that links important origins and destinations together?</b>	<b>24%</b>
<b>Socioeconomic Benefits</b>		<b>To what degree does the project provide opportunities to enhance the quality of life and provide transportation options for underserved communities (e.g. minority populations, low income populations, limited-english populations, age, disability, etc)?</b>	<b>7%</b>
<b>Multi-Modal Connectivity</b>		<b>To what extent does the project facilitate connections between multiple modes of transportation (e.g. walking, biking, transit, rail, air, etc)?</b>	<b>7%</b>



# TAP Project Evaluation Process

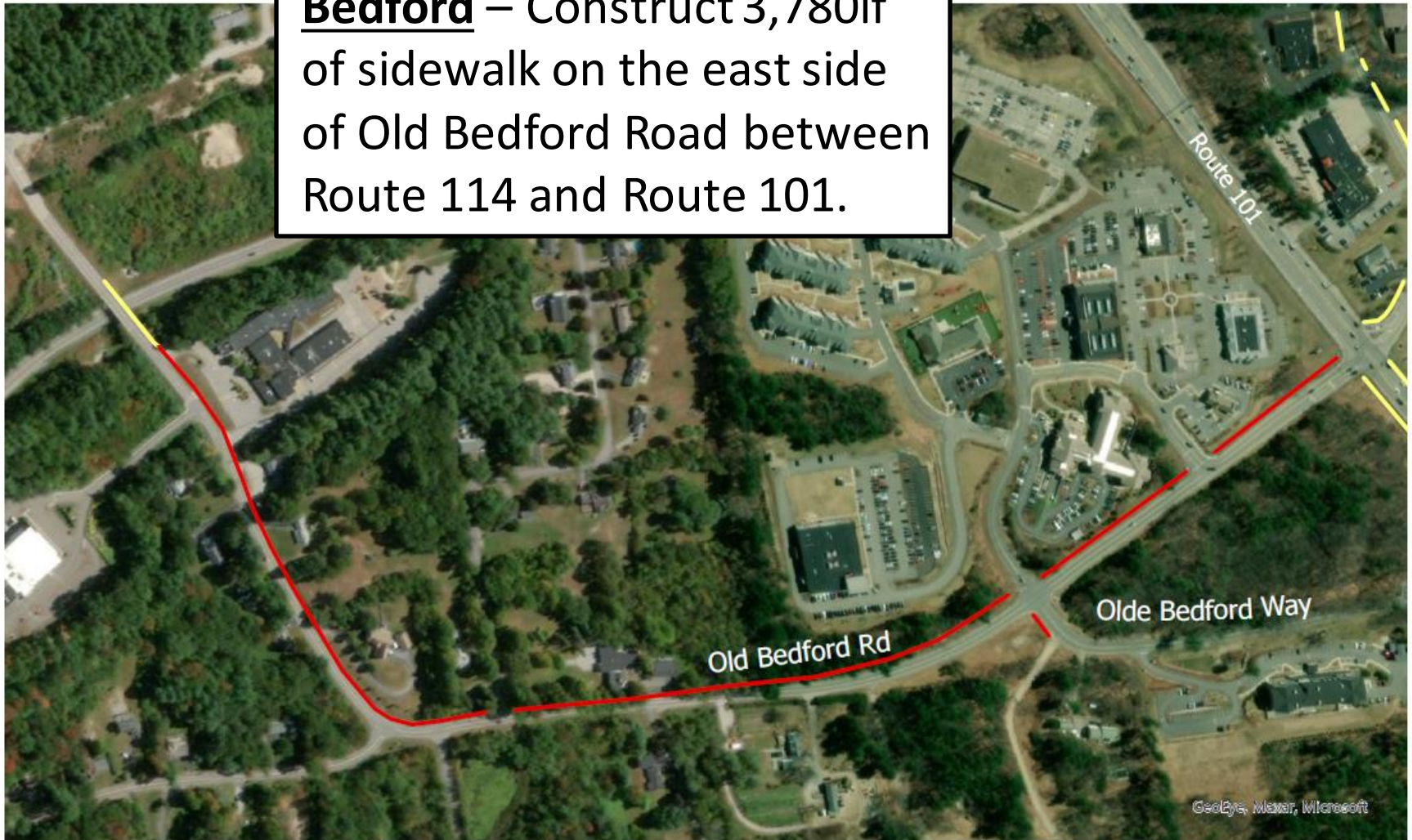
- Applications for TAP funding were received by NHDOT from the following towns:
  - Bedford
  - Derry
  - Manchester
  - New Boston
  - Windham

**The TAP Applications are summarized as follows:**



# Review of TAP Letters of Intent for the SNHPC Region

**Bedford** – Construct 3,780lf of sidewalk on the east side of Old Bedford Road between Route 114 and Route 101.







# Review of TAP Applications in the SNHPC Region

**Bedford** – Construct 3,780lf of sidewalk on the east side of Old Bedford Road between Route 114 and Route 101.

## **POSITIVES:**

- 2014 Bike/Ped. Plan calls out project scope as described in TAP Application. Improvements recommended for area in 2020 Master Plan.
- Project Cost Estimate Provided. Bedford has 100% of its local match from a recently completed nearby development.
- Town DPW committed to regular maintenance.
- A safe routes to school type project connecting schools with housing, medical, and other uses.
- 17 and younger (19.8%), 65 or Older (21.4%)

## **CHALLENGES:**

- Anticipate costs for LPA project underestimated.
- Existing engineering may need to be supplemented to meet LPA requirements.
- Narrative did not discuss how drainage and curbing are resolved.
- No crash history presented to demonstrate need for safety improvement.

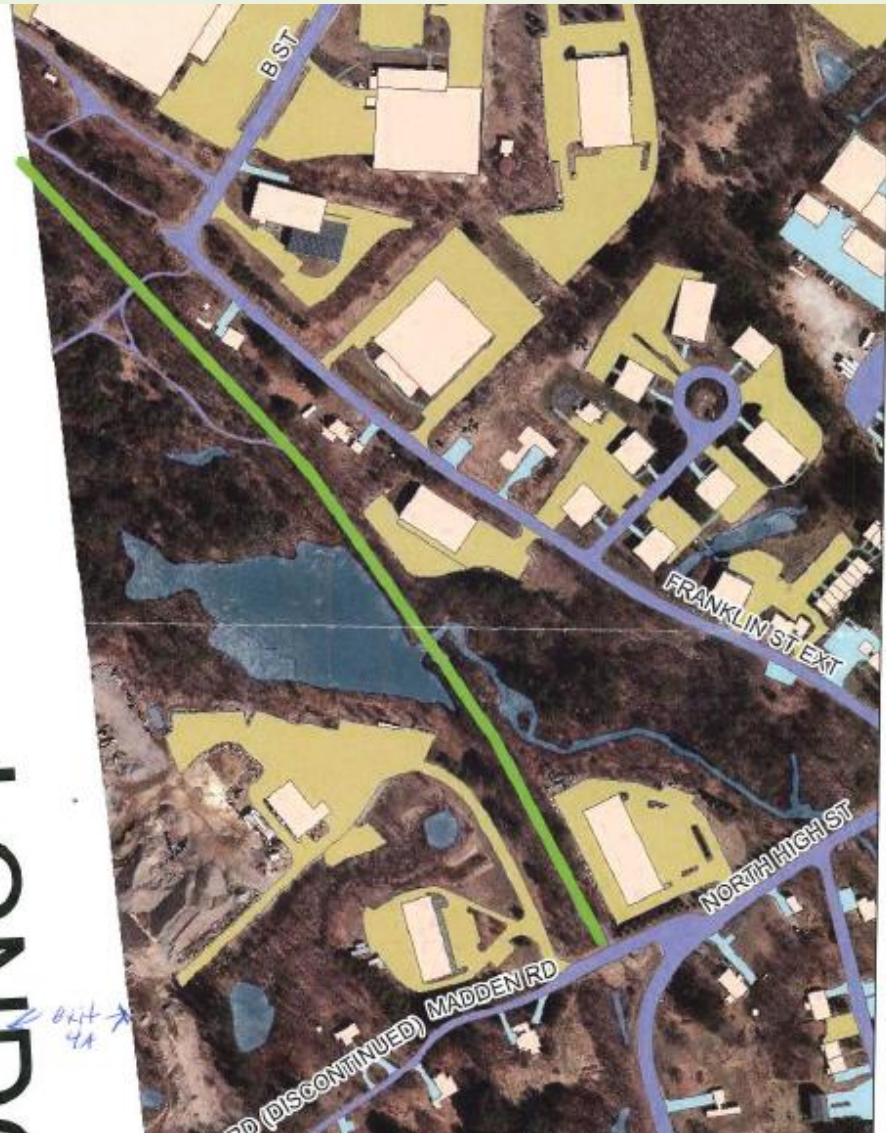




# Review of TAP Letters of Intent for the SNHPC Region

**Town of Derry** – Construct a 1,900lf extension of the Derry Rail Trail between Madden Road and the Londonderry town line.

LOND





# Review of TAP Applications in the SNHPC Region

**Town of Derry** – Construct a 1,900lf extension of the Derry Rail Trail between Madden Road and the Londonderry town line.

## **POSITIVES:**

- Trail Completion to Londonderry T/L in Derry's 2005 Recreational Plan and Master Plan.
- Letter of Support from Town Council, Admin, Regional Econ. Dev. Ctr., Local Econ. Dev. Director, Trail Alliance. & land controlling property owner.
- Detailed engineer's cost estimate provided to support project budget.
- Match funds ID'd in TIF District in FY2025-26.
- Anticipated environmental factors around brook crossing and Fiber Optics.

## **CHALLENGES:**

- Limited Multi-modal connectivity via CART.



# Review of TAP Letters of Intent for the SNHPC Region



## City of Manchester

Construct a 4,800lf Multi-use Path adjacent to Canal Street between Granite Street and Brook Street.





# Review of TAP Applications in the SNHPC Region

**City of Manchester** Construct a 4,800lf Multi-use Path adjacent to Canal Street between Granite Street and Brook Street.

## **POSITIVES:**

- Project concepts supported in 2021 Master Plan, 2017 SNHPC Complete Streets Toolkit, MHT Connects Plan, 2012 Regional Trails Plan
- Letters of Support from Board of Aldermen, Mayor, Health Dept., Planning Dept., Chamber of Commerce, Manchester Connects, QC Bike, YMCA, Manchester Moves.
- Project fills gap in Granite State Rail Trail (GSRT) in Downtown Manchester where it would otherwise be difficult to implement a trail.
- Facility in census tract with 29.1% Poverty Rate.

## **CHALLENGES:**

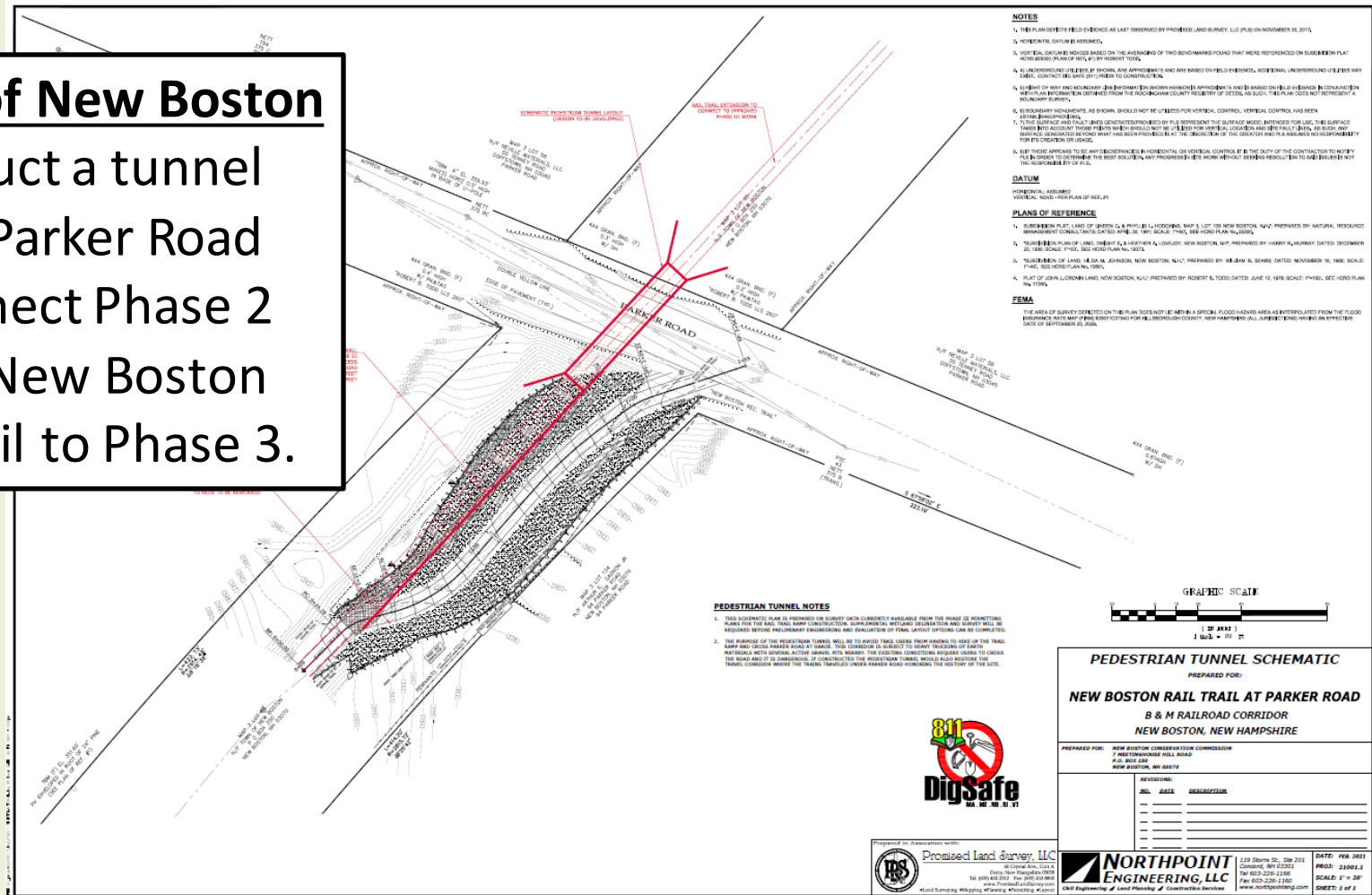
- Project scope in TAP application not defined in any referenced existing local or regional plans.
- Board resolution to support TAP application does not explicitly commit funding as of today.
- Project may have unidentified operational and/or traffic impacts.



# Review of TAP Letters of Intent for the SNHPC Region

## Town of New Boston

Construct a tunnel under Parker Road to connect Phase 2 of the New Boston Rail Trail to Phase 3.





# Review of TAP Applications in the SNHPC Region

**Town of New Boston** Construct a tunnel under Parker Road to connect Phase 2 of the New Boston Rail Trail to Phase 3.

## **POSITIVES:**

- Letter of Support from Conservation Commission, Board of Selectmen, noted support from community survey, Trail Subcommittee, Volunteers.
- Some engineering completed for project.
- Some demonstrated ability to locally match funds through fundraising.
- Project would eliminate steep slope at-grade road crossing of an otherwise accessible trail.
- Project budget appears reasonable for the scope of work defined in the application.

## **CHALLENGES:**

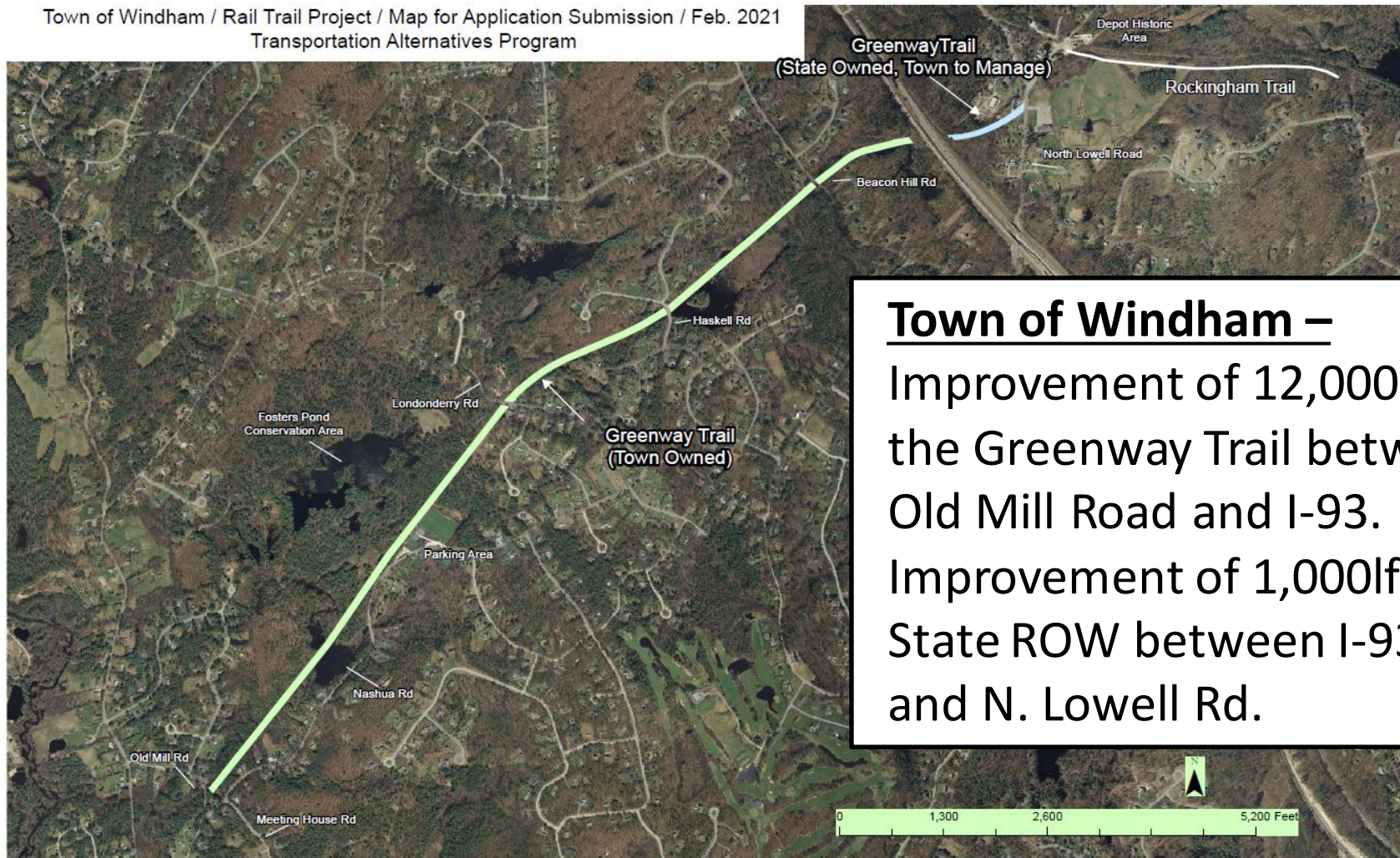
- Does not appear to be specific reference to this project in Master Plan.
- Uncertainty as to town warrant/resolution for funding TAP project if fundraising does not meet local match needs.





# Review of TAP Letters of Intent for the SNHPC Region

Town of Windham / Rail Trail Project / Map for Application Submission / Feb. 2021  
Transportation Alternatives Program



## Town of Windham –

Improvement of 12,000lf of  
the Greenway Trail between  
Old Mill Road and I-93.

Improvement of 1,000lf of  
State ROW between I-93  
and N. Lowell Rd.





# Review of TAP Applications in the SNHPC Region

**Town of Windham** – Improvement of Greenway Trail, Old Mill Road to I-93. Improvement of State ROW, I-93 to N. Lowell Rd.

## **POSITIVES:**

- Prior investment in the Trail by NHDOT at I-93.
- Existing agreement between town and state on use of state ROW for trail facility.
- Letters of Support from Parks Dept., Trail Alliance, Conservation Commission, local senator & representative, Board of Selectman.
- Project supported in town's master plan.
- Project provides significant improvement of the Trail and connections to three abutting towns.
- Project connects to the Granite State Rail Trail.
- 17 and younger (27.3%), 65 or Older (15.2%)

## **CHALLENGES:**

- Funding appropriated to-date constitutes 12.5% of total local funding match required for project.
- Additional project budget information not provided in application.



# TAP Application Weighted Scoring and Project Prioritization Summary

## SNHPC TAC SUBCOMMITTEE, TAP PROJECT EVALUATION SCORING SHEET

			<i>Derry</i>		<i>Manchester</i>		<i>New Boston</i>		<i>Windham</i>		<i>Bedford</i>	
<i>Category</i>		<i>Weight</i>	<i>Raw Score</i>	<i>Weighted Score</i>	<i>Raw Score</i>	<i>Weighted Score</i>	<i>Raw Score</i>	<i>Weighted Score</i>	<i>Raw Score</i>	<i>Weighted Score</i>	<i>Raw Score</i>	<i>Weighted Score</i>
<b>Potential for Success</b>	Project Readiness and Support	<b>6%</b>	8	0.48	8	0.48	8	0.48	7	0.42	6	0.36
	Financial Readiness	<b>18%</b>	10	1.8	6	1.08	6.5	1.17	5	0.9	8	1.44
	Feasibility	<b>13%</b>	8	1.04	7	0.91	9	1.17	9	1.17	7	0.91
<b>Safety</b>	Level of Stress Analysis	<b>11%</b>	8	0.88	7	0.77	8	0.88	8	0.88	7	0.77
	Improve Safety Conditions	<b>14%</b>	8	1.12	7	0.98	8	1.12	8	1.12	6	0.84
<b>Project Connectivity</b>		<b>24%</b>	9	2.16	7	1.68	7	1.68	8	1.92	4	0.96
<b>Socioeconomic Benefits</b>		<b>7%</b>	5	0.35	7	0.49	5	0.35	5	0.35	5	0.35
<b>Multi-Modal Connectivity</b>		<b>7%</b>	4	0.28	8	0.56	1	0.07	1	0.07	1	0.07
<b>Total</b>		<b>Priority</b>	<b>#1 -&gt;</b>	<b>8.11</b>	<b>#2 -&gt;</b>	<b>6.95</b>	<b>#3 -&gt;</b>	<b>6.92</b>	<b>#4 -&gt;</b>	<b>6.83</b>	<b>#5 -&gt;</b>	<b>5.7</b>



# Questions and Comments

**Seeking a Motion to Adopt TAP  
Application Scoring & Priority.**