

Central NH Regional Planning Commission

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Transportation Advisory Committee

February 5th, 2021

Meeting Minutes

9:00 A.M.

Attendees	
Derik Goodine, Town of Allenstown	Marc Boisvert, Town of Allenstown
Matt Taylor, Town of Bow	Harry Wright, Town of Bradford
Stan Brehm, Town of Chichester	Richard Moore, Town of Chichester
Sam Durfee, City of Concord	Karen Hill, City of Concord
Dick Lemieux, City of Concord	Donna White, Town of Dunbarton
Robyn Payson, Town of Hillsborough	Carolyn Cronin, Town of Pembroke
Emilio Cancio-Bello, Town of Sutton	Tim Blagden, Town of Warner
Cindy Yanski, Mid State Mobility Manager, CAPBMCI	Lucy St. John, NHDOT Bureau of Planning
Linda Greer, Fuss and O'Neil	

Commission Staff: Craig Tufts, Dean Williams, Katie Nelson, Matt Baronas, Mike Tardiff, Steve Henninger

Introductions

In the absence of both the CNHRPC TAC Chair and Vice Chair, Harry Wright offered to be the acting Chairperson for the February 5th TAC Meeting. The meeting began at 9:03 AM, called to order by the acting Chair. Mike Tardiff then read a statement pursuant to Executive Order 2020-04, authorizing the TAC to meet electronically. All TAC members and guests present introduced themselves.

Review and Approve Minutes of the November 6th, 2020 TAC Meeting

Two spelling corrections were brought to the TAC's attention preceding a motion to accept the minutes of the November 6th, 2020 TAC meeting with corrections.

M/S/Passed Tim Blagden/Emilio Cancio-Bello

Abstentions – Richard Moore, Matt Taylor, Robyn Payson, Sam Durfee

NHDOT Ten Year Plan Update

Dean Williams shared a presentation with the TAC. He reviewed the NHDOT Ten Year Transportation Improvement Program (TYP) FY2023-FY2032 update schedule. The NHDOT Project Review Committee, comprised of NHDOT staff from various departments, had reviewed the six CNHRPC project proposals and the

TAC’s preliminary rankings. CNHRPC met with NHDOT staff, who are charged with putting the Draft FY2023-2032 TYP together, to discuss the project proposals and the overall process to update to the TYP.

Dean shared summaries of the comments for all six projects in order from highest to lowest based on the preliminary ranking. NHDOT provided cost estimates for each project in line with a typical project delivery schedule with Preliminary Engineering (PE) in 2027, Right of Way (ROW) planned in 2030 and Construction (CON) beginning in 2032. Dean noted that NHDOT estimated some project costs based on recent bids received for similar projects and inflated the PE, ROW, and CON to the anticipated year of expenditure. Environmental and historical factors were considered for projects as well as traffic control options and utility relocation.

The NHDOT Project Review Committee felt that the Complete Streets Project in Allenstown may need to include stormwater/sewer separation and water infrastructure upgrades which resulted in the cost estimate being significantly more than the original estimate submitted with the project proposal. It was pointed out that the estimate is likely conservative and that additional details on infrastructure needs below the road surface could reduce the overall cost. The Project Review Committee also estimated a much higher cost for the PE and CON phases of the Hopkinton Roundabout project at I-89 Exit-4 and US 202. NHDOT staff noted the reason for the unique design was likely because it was originally built as the terminus of I-89. NHDOT based their cost estimate on a similar project located at NH 9 and Base Hill Rd in Keene to evaluate the NH 9 and NH 31 intersection in Hillsborough. NHDOT discussed the potential need for a larger hybrid roundabout which could increase the cost. They also commented on how different traffic control measures such as roundabouts or signal controlled intersections along NH 9 could affect east-west travel between Concord and Keene. Dean also noted that the 6th preliminary ranked project, NH 28 and Webster Mills in Chichester, is likely to receive a Road Safety Audit (RSA) based on the application that was submitted as part of the NHDOT Highway Safety Improvement Program (HSIP).

Dean stated that CNHRPC’s regional allocation as part of the \$50M in FHWA funding for new projects to be included in the draft 2023 2032 TYP update is \$4,419,996. The table below was shared to show the

Project (Town)	Preliminary Rank	2023-2032 TYP Cost Estimate
Dunbarton	1	\$1,724,886
Allenstown	2	\$3,687,033
Hopkinton	3	\$4,987,852
Hillsborough	4	\$2,796,067
Salisbury	5	\$2,067,144
Chichester	6	\$681,516

preliminarily ranked projects and the inflated costs estimates based on NHDOT’s review. He noted that the top two projects based on the preliminary rank would exceed the regional allocation by almost \$1 million. NHDOT acknowledged that they would be amenable to including both CNHRPC projects in the Draft 2023-2032 TYP with the expectation that during the next TYP update, CNHRPC’s regional allocation would be reduced by the difference of the total cost of the two projects and the regional allocation. There would also be an

opportunity to get more information on the cost of the Complete Streets Project in Allenstown and revise the cost estimate before the next TYP update, in two years.

Mike Tardiff noted that that the discussion with NHDOT was helpful because there was support for the CNHRPC process and that he was pleased with the flexibility of the regional allocation. Dick Lemieux questioned whether these projects require a match for funding. Dean responded that these projects are all on state maintained, federal aid eligible roads so it was expected that the state would match with toll credits. If a project were proposed on a town maintained, federal aid eligible road then there would be a minimum 20%

match. Tim Blagden stated he supported the top two projects but he felt the Hopkinton project should be moved to a lower priority because of the high overall cost based on NHDOT's estimate with inflation. Matt Taylor added that he also felt the cost/benefit for that improvement makes it less of a priority. Emilio Cancio-Bello questioned how close the project evaluation scores were for the Hopkinton and Hillsborough projects. Dean shared the scores, showing that the weighted scores for the bottom four projects were not too far apart from each other, with the Hopkinton and Hillsborough projects being only a fraction of a point apart. Matt Taylor asked how high the safety criteria were weighted. Dean responded that the Safety Measure and Safety Impact criteria were among the highest weighted criteria, adding that there were not many crashes reported at the intersection in Hopkinton.

A motion was made to recommend a final project priority list, based on switching Hillsborough and Hopkinton in the preliminary ranking, (1-Dunbarton, 2-Allenstown, 3-Hillsborough, 4-Hopkinton, 5-Salisbury, 6-Chichester) for the DRAFT CNHRPC Transportation Improvement Program (TIP) and for consideration for adoption by the CNHRPC Full Commission.

M/S/Passed Unanimously Matt Taylor/Robyn Payson

A motion was made to recommend that the CNHRPC Full Commission propose that NHDOT includes both the Dunbarton Pages Corner Roundabout and the Allenstown Complete Streets projects in the Draft NHDOT 2023 2032 Ten Year Transportation Improvement Plan Update with the understanding that the regional allocation may be reduced during the next TYP update in two years.

M/S/Passed Unanimously Tim Blagden/Emilio Cancio-Bello

Dean reviewed the proposed outline for the DRAFT CNHRPC Transportation Improvement Program, noting that there would only be three sections for projects:

- Existing Ten Year Plan FY 2021-2030 Projects - Considered Funded
- Regional Projects Evaluated for Inclusion in the FY 2023-2032 Ten Year Plan
- City of Concord Urban Compact Projects

In the past, other project types such as bike/ped improvements and projects on non-federal aid eligible roads have been included. All of those projects will continue to be included in the CNHRPC Long Range Transportation Plan.

Transportation Alternatives Program (TAP)

Dean noted that the following towns had already or were expected to submit letters of intent: Bradford, Chichester, Concord, Henniker, Hopkinton and Warner. No additional information was available regarding the application process but there would be a mandatory meeting for all applicants. The mandatory meeting should be attended by the person in charge and/or by a town employee. It may also be helpful for others involved with the project to attend. The TAC will likely also be asked to review and score the TAP applications in the region.

Tim Blagden questioned about NH having to return TAP funds because they were not able to expend them on time and whether anything may be done different this during this grant round. Lucy St. John said she could look into it and follow up. Dean noted that there have been discussions about NHDOT administering LPA

projects for small communities or bundling projects and using one consultant to streamline the process. Mike Tardiff added that it was his understanding that the LPA process has improved, and funds were being obligated and spent on schedule over the past couple years.

Any Other Business

Dean notified the TAC that Traffic Count Data for 2020 had been posted on the CNHRPC website and any additional questions or requests for detailed reports can be directed to him.

Dean also reminded the TAC that Concord Area Transit is working on finalizing their route changes and rebranding. He added that CNHRPC had also applied for planning funds to study a transit connection to Pembroke & Allenstown.

Mike Tardiff noted that the CNHRPC is submitting and updating the two-year Unified Planning Work Program (UPWP) which is the agreement between CNHRPC and NHDOT that outlines the scope of work for CNHRPC's transportation planning efforts.

Stan Brehm asked about a corridor study on US 4 and restriping center turn lanes along Route 4. Dean responded that there is no funding for a corridor study along US 4 but it has been identified as a potential corridor for the NHDOT corridor study program. He added that NHDOT's safety division is reviewing future paving and restriping to look at the feasibility of adding center turn lanes to improve safety on certain highways. Stan mentioned that there are new proposals for housing developments, including senior housing in Chichester, which have resulted in discussions regarding transit in town. Dean pointed out that as part of the site plan review process, transit connections should be considered including potential for bus shelters or pickup/drop off locations. He can also help facilitate conversations between towns, developers and the Community Action Program which runs senior transit services throughout the region.

Next Meeting Date

The next TAC meeting was scheduled for April 2nd, 2021 at 9:00 A.M.

Meeting Adjournment

A motion was made to adjourn the TAC meeting at 10:44am.

M/S/Passed Unanimously Emilio Cancio-Bello/Tim Blagden