



Transportation Technical Advisory Committee Meeting

Wednesday, January 14th, 2025 @ 12:00pm

In-Person Attendance

NRPC Office Main Conference Room

30 Temple Street, Suite 310 Nashua, New Hampshire

Participants may also attend the meeting via Zoom and members attending in this manner may vote on any action item but do not count towards a quorum. For this reason, **we encourage in-person attendance at the meeting. We need a quorum to move Action Items forward.**

Virtual or Telephone-Only Attendance

<https://nashuarpc.zoom.us/j/83667455062?pwd=NDRQR3ROUWJyVU5UR093U1R4Mlkydz09>

Meeting ID: 836 6745 5062

Passcode: 975745

Phone: 1 929 205 6099

AGENDA

1. Call to Order and Introductions
2. Review & approval of September, November, & December 2025 draft meeting minutes (Attachments 1, 2, & 3) – **Action Item.**
3. TIP Amendment 3 to the FFY2025-2028 NRPC Transportation Improvement Program (Attachment 4) – **Action Item.**
4. NH Department of Environmental Services Grant Programs Discussion – **Information Item.**
NHDES staff will provide in-depth information about available grant programs.
5. NRPC Transportation Improvement Program (TIP) Management Software Discussion – **Information Item.**
NRPC staff will provide a demonstration of the Project Tracker software that is being used to manage the TIP.
6. FFY2025-2028 TIP January Minor Revisions (Attachment 5) – **Information item.**
7. Other NRPC project updates – **Information Item.**
8. Municipal, State, and Federal updates – **Information Item.**

****LUNCH WILL BE PROVIDED****

**BUILDING MANAGEMENT REQUESTS THAT VISITORS NOW PARK IN THE UPPER LOT
(See the attached map)**



NASHUA REGIONAL PLANNING COMMISSION
METROPOLITAN PLANNING ORGANIZATION



DRAFT MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
Wednesday, September 10, 2025, 12:00 p.m.

Members Present:

Will Ludt, Town of Amherst	Daniel Hudson, City of Nashua
Eric Slosek, Town of Amherst (virtual)	Wayne Husband, City of Nashua
Scott Leard, Town of Brookline	Levent Akinci, City of Nashua
Ben Witham-Gradert, Town of Hudson	Camille Correa, NTS (late)
Charlie Post, Town of Lyndeborough	Nick Germain, Town of Wilton (late)
Dawn Tuomala, Town of Merrimack (late)	Mac Bevier, NHDES (virtual)
Nicole Crawford, Town of Milford	William Rose, NHDOT (virtual)
Terrey Dolan, Town of Milford (late)	Jonathan Schmidt, FTA (virtual)

NRPC Staff Present:

Tyrel Borowitz	Emma Rearick
Mary Brundage	Matt Waitkins
Jay Minkarah	Salem Quinn
Cassie Cashin	Donna Marceau

1. Call to Order and Introductions

Waitkins called the meeting to order at 12:05 pm.

Introductions were made. Not enough members were physically present to have a quorum.

2. Approval of the August 20, 2025, meeting minutes

Item was tabled because there was not a physical quorum.

3. FY2025-28 NRPC Transportation Improvement Program (TIP) Amendment 2 (Memo Attached) –

Discussion and adoption of TIP Amendment 2: Waitkins gave a brief overview of the TIP and overall transportation planning hierarchy. NRPC comment period is September 5 through 15. A public hearing will be held during the MPO meeting on Wednesday September 17. Waitkins reviewed the projects currently proposed to be changed in TIP Amendment 2:

- **Local Projects:**

- **Nashua (41585):** DW Highway - DW Hwy pedestrian safety improvements from S/L to Stetson St. (~2.2m).
 - Proposed change: The CON phase is being removed from the TIP to a future year beyond 2028. The funding estimate within the TIP years (FY25-28) is therefore decreasing from \$410,585 to \$97,334 (76%).
 - Analysis: Removing a project phase requires a TIP Amendment, and a change from the amount approved in the most current STIP of greater than 25% requires a TIP Amendment.
 - Reason for the change: Moving the CON phase into the future helps the city to better distribute local match requirements over time.
- **Nashua (43545):** Canal St - Study and implement Complete Streets improvements on Canal St from RR Square to Taylor Falls Bridge.

- Proposed change: The project is being removed from the TIP and moved to a future year beyond 2028.
- Analysis: Removing a project from the TIP requires a TIP Amendment.
- Reason for the change: Moving this project into the future helps the city to better distribute local match requirements over time.
- **Scope Only changes:**
 - **Amherst (44351): NH122**
 - Approved Scope: Con multimodal path 3,611 linear ft along north side of Rd to bridge a gap in multimodal facilities
 - Proposed Scope: Construct multimodal facility along N. side of Amherst Street (NH 122) from NH101 to Courthouse Rd.
 - Reason for the change: clarify the location of the project.
 - **Milford (42470): NH 101A & NH 13**
 - Approved Scope: Improves to the "Oval" to improve traffic flow [Sec1702 - Demo id NH038 & NH058].
 - Proposed Scope: Improvements to the "Oval" to improve traffic flow [Sec1702 - Demo id NH038 & NH058].
 - Reason for the change: clarifying language.
 - **Nashua (44870): Nashua River Front Pedestrian Bridge**
 - Approved Scope: Construct a new pedestrian bridge over the Nashua River adjacent to the existing RR bridge.
 - Proposed Scope: Design a new pedestrian bridge over the Nashua River adjacent to the existing bridge.
 - Reason for the change: This is a design only project and the scope is being changed to reflect that. The construction phase will be a separate project.
- **Statewide Projects:**
 - **Program (FTA5310): Various – Capital, Mobility Management, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program.**
 - Proposed changes: Increase in funding within the STIP years of > 25%.
 - Analysis: Increasing the total funding estimate by greater than 25% within the STIP years requires an Amendment.
 - Reason for change: The funding amounts are being adjusted to reflect anticipated child project expenditures in these programs.
 - **Program (PAVE-T3/4-Resurf): Resurfacing Tier 3 & 4 roadways**
 - Proposed changes: Increase in funding within the STIP years of > 25%.
 - Analysis: Increasing the total funding estimate by greater than 25% within the STIP years requires an Amendment.
 - Reason for change: The funding amounts are being adjusted to reflect anticipated child project expenditures in these programs.
 - Examples of Tier 3 roadways:
 - NH122 – Brookline- Hollis - Amherst.
 - NH130 – Brookline – Hollis – Nashua

Ludt: What is Nashua focusing on for their next priority? Will the funds be redistributed?

Hudson: There aren't local funds, and that's the problem. That's why things are shifting forward to better balance their local match needs.

Staff Recommendation:

- The proposed changes made by Amendment 2 to the NRPC TIP and MTP meet all applicable air quality conformity requirements under the conformity rule.
- The DRAFT TIP Amendment 2 details these requirements and the NRPC actions to meet the requirements.
- Action is required from the TTAC at its September 10th meeting to recommend approval of the proposed Amendment by the NRPC MPO.
- NRPC staff have reviewed this Amendment in consultation with the NHDOT, NHDES, US EPA, FHWA, FTA and representatives of the NH MPOs, who have recommended approving the Amendment.

Waitkins noted that we now have a quorum thanks to late attendees.

Hudson moved the motion; second by Witham-Gradert.

THAT the NRPC TTAC recommends adoption by the Nashua Metropolitan Planning Organization of Amendment 2 to the FY 2025-2028 NRPC Transportation Improvement Program (TIP) as discussed.

**Bevier abstained.
Motion passed.**

4. Approval of the June 11 and August 20 meeting minutes

- June 11, 2025
 - One edit: (1) to add Dan Hudson to list of attendees.

Hudson moved the motion, with a second by Ludt.

THAT the minutes from June 11, 2025, meeting be approved as edited.

**Witham-Gradert, Dolan, Crawford, Bevier, and Rose abstained.
The motion passed.**

- August 20, 2025
 - No edits

Witham-Gradert moved the motion, with a second by Akinci.

THAT the minutes from August 20, 2025, meeting be approved.

**Hudson, Husband, Dolan, Ludt, Bevier, and Rose abstained.
The motion passed.**

5. FY2025-28 NRPC Transportation Improvement Program (TIP) September Minor Revisions

- **Local Project Changes:**

- **Merrimack (29174):** US 3 from Wire Rd to Baboosic Brk.
 - CON funding shifted from FY26 to FY27.
 - Total project cost estimate increased by 1.5%.
- **Milford (41587):** Bridge St – Rehab of Swing Bridge in the Town of Milford.
 - PE & ROW funding shifted from FY25/26 to FY26/27.
 - PE & ROW - Change local match from “Towns” to “Toll Credit.”
 - Increase overall project estimate by 3.2% but decrease local match amount by 27%.
- **Milford (42470): NH 101A & NH 13** – Improvements to the "Oval" to improve traffic flow.
 - PE – change funding type in FY25, from STBG-Flex to Redistribution (More Federal Funds available than originally anticipated)
- **Pelham (16145):** Main St over Beaver Brk – Bridge & culvert replacement (BR #110/090)
 - PE – change funding type in FY25 from STBG 5K-200K to STBG Off System Bridge & STBG >200K.
- **Wilton (15768)** – Bridge Replacement-Old County Farm Rd over Blood Brook-Br.
 - PE & ROW – shift funds from FY26 to FY27 & Change funding type from SB367 to SAB.
 - Shift all CON funds to FY27
 - Increase overall project cost estimate by 4%
- **Two statewide programs**
 - **Program (BRDG-HIB-M&P) and Program (PAVE T2-Resurf)**

6. 27-36 Draft Ten Year Plan: projects in our region might need advocacy at GACIT meetings.

Projects Delayed – PE & ROW IN, CON OUT:

- **Brookline (40662)** - NH 13 & Old Milford Rd – Scope may include construction of a southbound left turn lane from NH13 onto Old Milford Rd.
- **Nashua (10136A)** – Capacity, pedestrian, bike, & transit improvements to NH 101A from Celina Ave to Somerset Parkway.

Projects Out

- **Brookline (43539)** - Intersection improvements to NH 13/Ruonala Rd. intersection.
- **Litchfield (44239)** - safety improvements to NH3A/Corning Rd. intersection.
- **Milford (13692G)** - Study feasibility of median barrier along the Milford Bypass.
- **Nashua (42594)** – Realign Exit 5E Southbound off ramp & turnpike southbound on ramp.
- **Nashua Region (43546)** - Regional project to improve signal coordination, adaptive signal control & flashing yellow signals

Regional priority projects selected for the Draft Plan will not be added to the TYP:

- Nashua – Ledge Street improvements; reconstruct Canal retaining wall, associated guard rail, & approx. 1,000' of sidewalk.
- Wilton – NH101/Wilton Recycle Center entrance turning lanes.
- Brookline – NH13 & Meeting House Road intersection improvements.

Husband: Exit 5E (Nashua 42594) – thought it was entered into the Ten-Year Plan as a regional priority – but now it’s moving out. Does that mean that it’s not a state priority?

Waitkins: Well, NHDOT has their own criteria. William?

Rose: Two things were looked at: safety benefits accrued and level of risk. High level of risk is for projects if stopped, there’s likely to be a repayment requirement to FHWA. Lower-risk projects have not yet seen any work or expenditure and are removed. If design funding is not obligated yet, then that means no activity.

Husband: There are a ton of accidents. During peak traffic it backs up onto the turnpike. Doesn’t feel safe and is an accident waiting to happen. FHWA and NHDOT agreed after viewing in person. Something has been lost in the translation.

Minkarah: There is still an opportunity to advocate, the next opportunity will be at the public hearing that Executive Councilor Wheeler is holding in Hudson on October 7th.

Dolan: (Nashua Region 43546) Signal coordination: seems like an easy fix and a great opportunity to make travel more efficient.

Waitkins: Salem will be sending out the full Public Hearing schedule. You can advocate at GACIT meetings or advocate for additional funding/increase revenue.

(Waitkins will send out slides as per request from Tuomala)

Witham-Gradert: Did they ever end up taking a temperature up in Concord as to whether some of the options have been floated for expanding funding? Such as increasing tolls? I’m not sure if there have been any meetings in the interim.

Waitkins: There is no additional information at this time.

Ludt: Can you substitute one project for another, take one project out to put one in?

Minkarah: This comes back to advocacy.

7. **NRPC Road Surface Management System (RSMS)** – Borowitz gave a NRPC RSMS presentation: Looks at road assessments. Try and forecast what the road network could be like and what that will cost. Big part is to justify the value of the road network. Providing a tool for the highway and public works departments to help take care of the roads. Guiding principle is to spend less by using preservation before the roads get too bad and need more expensive solutions.

Witham-Gradert: How is funding handled and where do these funds come from?

Minkarah: All funded from UPWP. All from state, no local match

Hudson: These are all manual surveys on an iPad. Are there any newer technologies with AI?

Borowitz: If you’re talking about lidar sensors, that automatically record as they drive, with digital mapping and footprint, and AI programs – it’s too expensive to implement. Consultants like it and charge a lot.

Hudson: Nashua doesn’t use that – but new technology on phones might be more affordable. Are degradation curves continually being locally adjusted?

Borowitz: Degradation are all uniform based off SADES software. Trying to upgrade the program and support to make a slew of different improvements.

Hudson: It would be interesting to see revisiting communities. I'm interested to see how that evolves

Borowitz: We just started to do that with Brookline, but if a town doesn't stick to plan, it's hard to compare. There is a strong difference between now and 2015 in Brookline.

Ludt: Is the high cost of lidar because you need to get a flyover?

Borowitz: It's usually a system mounted on van – they also did sidewalk assessments with similar technology. Nicole, you used a consultant, right? What did they use?

Crawford: The system might have been video based

Witham-Gradert: For systems info that towns track, do they track roads that see heavy use, such as near a construction site?

Borowitz: Yes, we need that information – the traffic and priority value. Take as much information as possible.

Hudson: How are the new cameras for intersection counts?

Borowitz: I just set them up in Merrimack and will talk to you after meeting.

Ludt: Regarding the use of heavy-duty trucks. Some developments are ongoing for 5-7 years. It would be interesting to measure. We know it does damage – but how to quantify it?

Borowitz: It will be interesting to see on that rotating assessment how that shows up.

8. Municipal, State, and Federal Updates:

- **Husband (Nashua):** DW Hwy and Spit brook Rd. Change on signal timing – funding from casino. I noticed that traffic at peak times has improved. Please give us feedback. We'll continue to make adjustments going forward with consultants.
- **Ludt (Amherst):** Amherst – bridge open Thornton Ferry is open, just opened in the last month – it was a big project.
- **Marceau (NRPC):** NRPC Community Transportation Survey is a statewide assessment – participate and get it out to your constituents. We have some funding and want to help fill gaps. Please contact me for any needs. The RCC meeting is coming up on 9/25.
- **Bevier (NHDES):** Two programs open: (1) Granite State Clean Fleets – Volkswagen Mitigation Trust Program. \$75 Million for mostly on-road units. (2) NH Clean Diesel – rolling monthly basis for non-road units (graders & loaders). NH Clean Diesel Q&A recording will be online on the NH Clear Diesel website and the NHDES webpage.
- **Rose (NHDOT):** No updates – getting ready for GACIT public hearings. Might change. All who want can participate.

9. Adjournment

Waitkins asked to adjourn the meeting at 1:16 pm. Witham-Gradert moved, Akinci seconded. Meeting adjourned.

The next TTAC meeting is scheduled for Wednesday, October 8, 2025.

Respectfully submitted by:

Salem Quinn

Administrative/Communications Coordinator, NRPC

DRAFT MINUTES

NRPC Transportation Technical Advisory Committee Meeting: Wednesday, November 12, 2025, 12 pm

Members Present:

Will Ludt, Town of Amherst	Kristy Jobin, Town of Amherst (virtual)
Ben Witham-Gradert, Town of Hudson	Jennifer Beauregard, Town of Pelham (virtual)
Mark Chamberlain, Town of Lyndeborough	Nick Germain, Town of Wilton (virtual)
Jerid Pretzer, Town of Merrimack	Camille Correa, NTS (virtual)
Daniel Hudson, City of Nashua	Mac Bevier, NHDES (virtual)
Wayne Husband, City of Nashua	Shannon Aiton, NHDOT (virtual)
Levent Akinci, City of Nashua	

NRPC Staff Present:

Tyrel Borowitz	Emma Rearick
Mary Brundage	Matt Waitkins
Cassie Cashin	Salem Quinn
Donna Marceau	

1. Call to Order and Introductions:

Waitkins called the meeting to order at 12:07 pm. Introductions were made. Not enough members were physically present to have a quorum.

2. Approval of September 10, 2025, meeting minutes:

Item was tabled because there was not a physical quorum.

3. Safety (PM1) Target Setting for Calendar Year 2026:

Waitkins gave an overview of Safety PM1 Target Goals for Calendar Year 2026. Memo included in Agenda Packet that matches overview presentation slides. Regarding targets summary, Hudson asked if the numbers exclude turnpikes crashes, or if they are all included? Waitkins confirmed that turnpikes crashes are included. Hudson also noted that numbers have been up since 2021. Gradert would like to see a graph regarding meeting previous year's target goals. Waitkins will share chart with that information. Information includes: 2019 and 2020 we did better than our targets. In 2021 our fatalities and fatality rates were higher than our targets, but the other measures met the targets. In 2023 and 2024 our fatalities and serious injury targets were not achieved. Since 2019 we've exceeded Bike/Ped injury targets.

Ludt asked what do we do to lower fatalities? Waitkins replied that the fatality rate is increasing due to several things. He also noted that we do keep track in our TIP and LRP how much money we're spending on safety projects. Perhaps when soliciting new projects, safety measures as a criteria can be weighed higher. Waitkins also suggested creating an education program for region and is open to suggestions on how RPC can impact fatalities.

Ludt asked if there's any data on the impact of using collision avoidance in cars. Waitkins replied that there is no data. Ludt would also like to know if there are hot beds of areas where fatalities occur? Waitkins noted that it's a step beyond this data and can be looked at for the next time we solicit projects. Gradert would like to see the total miles traveled for how the rate is calculated. It

would be interesting to see in respect to fatalities. If fatalities stay the same but traffic increases, then that's a win. He would be curious to see how traffic is increasing in the region, and how that is affecting our targets on paper.

Ludt asks if there is any data on motorized bikes crashes? Waitkins confirmed that electric bike crashes would be included in bike/ped crash numbers. Germain asks if we've fully recovered from traffic counts with Covid. Waitkins says we're close; most of the way back. Borowitz later mentioned that numbers now are close to where we were in 2017. Waitkins can get the number for Germain. Germain would be interested in seeing a trend line between traffic counts and fatality rates. He also would like to see performance rates on projects and effectiveness in reducing fatalities/increasing safety. Waitkins said that the next step would be to do that analysis.

Since there was no physical quorum, Waitkins suggested that TTAC get a consensus suggesting that the Nashua Regional Planning Commission TTAC recommends adoption by the Nashua Metropolitan Planning Organization of the updated MPO policy and 2026 Safety Performance Targets as discussed, unless there were any objections. No objections were brought forth.

4. NRPC On-Call Consultant Request for Qualifications (RFQ) Process:

Waitkins and Rearick discussed the upcoming RFQ for an on-call consultant to assist with TYP projects. They'd like to select someone sooner. They are looking for 2 more individuals to help with the selection committee. Could be other opportunities besides TYP project review. Waitkins noted that VHB was used last time, and their project estimates weren't as high as NHDOT, which was concerning. Husband discussed projects not getting selected is frustrating, particularly with the exit 5 project. Gradert volunteered to help with reviewing.

Ludt asked about the amount designated for VHB most recently. Waitkins confirmed that it was \$75K last time and will be \$70K this time. Chamberlain stated that the process last time was annoying because DOT took our analysis. Because of numbers, they ignored our recommendations. It was disheartening to decide, and DOT threw it to the wind. Noted to be careful this time in how we scored projects.

5. Other NRPC project updates:

November Minor Revision. No action required. Discussed local project revisions. No questions. Marceau noted that November 20th is next meeting for RCC, and there is no December meeting.

6. Municipal, State, and Federal updates:

- **Hudson (Nashua):** Wrapping up rt 111 bridge rehab project.
- **Beauregard (Pelham):** Mammoth and Sherburn roundabout is complete.
- **Bevier (NHDES):** Speaking at the NHMA conference about their BW trust funded programs.

7. Adjournment

Waitkins asked to adjourn the meeting at 1:08 pm. Meeting adjourned.

The next TTAC meeting is scheduled for Wednesday, December 10, 2025.

DRAFT MINUTES

NRPC Transportation Technical Advisory Committee Meeting: Wednesday, December 10, 2025, 12 pm

Members Present:

Camille Correa, NTS (virtual)	Ben Crosby, Town of Mont Vernon
Mac Bevier, NHDES (virtual)	Eric Slosek, Town of Amherst
William Rose, NHDOT (virtual)	Nicole Crawford, Town of Milford
Mark Chamberlain, Town of Lyndeborough (virtual)	Will Ludt, Town of Amherst
Marina Vaz, Conservation Law Foundation (virtual)	Sam Durfee, City of Nashua
Colin Lentz, Strafford Regional Planning Commission (virtual)	Jerid Pretzer, Town of Merrimack
Nick Germain, Town of Wilton (virtual)	Daniel Hudson, City of Nashua
Wendy Hunt, Greater Nashua Chamber (virtual)	Wayne Husband, City of Nashua

NRPC Staff Present:

Tyrel Borowitz (virtual)	Emma Rearick
Cassie Cashin	Matt Waitkins
Jay Minkarah	Salem Quinn

Guest Speakers:

Jeff Rogers, Bike-Walk Alliance of NH
Scott Bogle, Rockingham Planning Commission (virtual)
Rich Westhoff, Friends of the Souhegan Valley Rail Trail (virtual)

1. Call to Order and Introductions:

Waitkins called the meeting to order at 12:06 pm. Introductions were made. Not enough members were physically present to have a quorum.

2. Approval of September 10, 2025, and November 12, 2025, meeting minutes:

The item was tabled because there was no physical quorum.

3. Bike-Walk Alliance of New Hampshire (BWA-NH) legislative priorities:

Rogers, BWA-NH Secretary, gave a presentation about BWA-NH legislative priorities. Additional details and information are in the presentation, which is available to TTAC members and the public. The goals of BWA-NH are to make NH safer for cycling and walking. After introducing BWA-NH staff and defining VRU (Vulnerable Road Users), Rogers gave a brief history of BWA-NH legislation. There are two current bills tackling high-speed drivers: **LSR3124** and **SB618 (was LSR2196)**. Both bills are supported by a nationwide organization called Families for Safe Streets.

BWA-NH is also working on a bill to let communities lower their speed limits. Currently, the minimum speed limit is set by the state. If your community wants a minimum speed limit lower than 25 mph, you can't. **SB559 (was LSR2119)** wants to reduce the minimum allowable speed limit on locally controlled roads from 25 to 20 mph. There are three current E-bike bills: **HB1410 (was LSR3084)**, **LSR2568**, and **LSR3158**. Need more clarity on e-bike classification.

Ludt asked if there's any move from BWA-NH or at the state level to register or license e-bikes? Rogers answered that currently, e-bike classes 1, 2, or 3 don't require registration. There is a movement to amend the law to account for higher-powered and faster e-bikes. Can certainly initiate conversations. Vaz asked if there is any focus on solutions centered around infrastructure and road design? Rogers replied Yes! It is the most effective way to control speeds, but it is more expensive

and takes longer. For example, Nashua has made changes to Main St. that helped lower speeds. Hudson noted that their courts will throw out speeding cases unless it's 15 mph over the limit. Perhaps there should be different penalties for different areas, or lower speed limits. General discussion continued around speeds and e-bikes. NH Law states that you need to be at least 16 with a class 3, and need a helmet for classes 1 and 2 if under 16. But how many police departments will enforce the age limits? Westhoff asked what the barrier to registration was. Rogers noted that perhaps in NH, the public is often opposed to any new government regulations. Waitkins noted that there is a big focus on safety, so hopefully, future legislation and funding will be focused on safety. Rodgers will send the slide with the current legislation, since it was too small to read.

4. New Hampshire Seacoast Greenway Progress and Challenges:

Bogel, Rockingham Planning Commission Senior Planner, presented an update about the NH Seacoast Greenway. Additional details and information are in the presentation, which is available to TTAC members and the public. They've worked on this project for over 15 years with 7 Corridor communities, NHDOT, Chambers of commerce, the National East Coast Greenway Alliance, the New Hampshire Sea Coast Greenway Alliance, the National Park Service, and neighboring trail groups in southern Maine and Northern Massachusetts. The first 8 miles opened in Fall 2024. There are 1.6 miles currently in construction. There are delays in the 2 remaining phases in the Draft Ten-Year Plan (TYP). They are cautiously optimistic about getting at least 1 of the 2 projects back into the TYP. The East Coast Greenway runs from the Canadian border in Calais, ME, to Key West, FL. It is 3,000 miles of non-motorized traffic separated multi-use path connecting big cities and small towns, and natural areas. The New England Greenway is still in process with multiple gap miles, which are miles that are on the road. The NH Seacoast Greenway has 4 stages: 1A, 1B, 2, and 3. A RAISE grant was secured last year, but they are still trying to get it obligated.

The Portsmouth to North Hampton Ribbon Cutting was in September 2024. There has been a lot of trail use. A grant from a private donor will go to installing permanent trail counters. There is some signage up on the trail, with wayfinding and interpretive signs to come, as well as an "adopt-a-trail" program to help fund trail maintenance and amenities like benches. They are trying to build out a more structured volunteer program. The next steps are to try to obligate RAISE funds, build up an adopt-a-trail program, and other development. They are also trying to expedite the remaining segments, among other things.

Ludt asked about the Massachusetts side. Does the trail come up to the border, or is it shy of the border? Bogel answered that the Massachusetts greenway comes about 100 yards from the state border. They are trying to get a connector trail built. Massachusetts has committed to constructing the connector trail once New Hampshire has finished.

Rogers noted the surprise from the state level regarding the TYP. He asked if there were any surprises from the federal level? Good or bad? Bogel replied that receiving the RAISE grant was a pleasant surprise. However, the struggles with it getting obligated have been frustrating. Cautiously optimistic that it will now get approved. FHWA and NHDOT have been very supportive of this. Westhoff asked if there is a pathway that goes into Maine? Bogel replied yes and shared a graphic that shows how the trail goes through Portsmouth, NH, and onto Memorial Bridge.

5. Friends of the Souhegan Valley Rail Trail (FSVRT):

Westhoff, Chair of the FSVRT Board of Directors, presented information about the recent Souhegan Valley Rail Trail corridor study. Additional details and information are in the presentation, which is available to TTAC members and the public. FSVRT had raised around \$30K for a corridor study. Some

parts are on, and some are off the corridor. There are some pinch points/trouble spots, with alternatives suggested. They need 20 ft for rail with trail; some parts of the current rail don't meet that requirement. They are trying to leverage existing projects whenever they can. Some challenges are that CSX purchased the rail corridor from Pan Am. CSX shows signs that they plan to use the corridor, but they do not support rail-with-trail. There are ongoing contact attempts with CSX. Other challenges are several narrow corridor sections that require alternative routes. They are working on possible solutions for alternatives as needed. They will tackle in stages and leverage existing plans to build momentum for the rest of the trail. Westhoff will share the CSX email addresses of their real estate personnel with Bogle.

6. Other NRPC project updates:

- FY2025-2028 NRPC TIP December Minor Revisions. Waitkins discussed minor changes to NRPC projects in the December Minor.
- We are in the middle of an RFQ for on-call engineering. No questions were received. The deadline is 12/19, and we will announce the awardee on 1/16. We still need 1 more TTAC member to score and rank projects. Crawford volunteers. She will join Ludt and Gradert, who previously volunteered.

7. Municipal, State, and Federal updates:

- **Ludt (Amherst):** Noted the email regarding the Build grant program. He wanted to forward to whoever is the lead on the rail program. Minkarah noted that funds for the rail program would need to use different funds.
- **Bevier (NHDES):** They currently have \$5 million still available for Granite State Clean Fleets and \$315,000 still available for New Hampshire Clean Diesel. They highly suggest that any public entities apply. They are still receiving applications on a rolling basis. Please reach out with any questions about the two programs. Public schools are also able to apply if the school bus is owned by the school. Also, they have a new RFI out: there is around \$3 million for the State in the VW Mitigation Trust. VW Trust has different funds for different projects. They have not opened the program yet. The RFI is seeking information and suggestions for the program, if opened. <https://myemail.constantcontact.com/We-want-to-hear-from-you---.html?soid=1131565283734&aid=hLrqc702CDY>
- **Correa (NTS):** Lowell, MA, received the interconnectivity grant; they are going to start to work on a route from Lowell, MA, to South Nashua, NH, and back to Lowell, MA, running Monday - Friday. Correa will keep us posted on the next steps. Once routes are solidified, we'll have more information. Pheasant Lane Mall and Market Basket are anticipated stops.

8. Adjournment

Waitkins asked to adjourn the meeting at 1:34 pm. Meeting adjourned.

The next TTAC meeting is scheduled for Wednesday, January 14, 2026.

Respectfully submitted by: Salem Quinn, Administrative/Communications Coordinator, NRPC.

MEMORANDUM

TO: NRPC Transportation Technical Advisory Committee
FROM: Matt Waitkins, MPO Coordinator
SUBJECT: FY2025 – 2028 NRPC TIP Amendment 3 – Analysis
DATE: January 7th, 2026

The Nashua Regional Planning Commission (NRPC) has received proposed Amendment 3 to the adopted Nashua Metropolitan Area FY2025–2028 Transportation Improvement Program (TIP) from the New Hampshire Department of Transportation (NHDOT). The NRPC is expected to amend the TIP with corresponding updates to the FY2023–2050 Metropolitan Transportation Plan (MTP).

The TIP is a prioritized list of federal, and state funded regional transportation projects programmed for the next 4 years. NRPC is amending the TIP to account for changes to projects within the Nashua region and to maintain consistency with the Statewide TIP (STIP). This process is being conducted in accordance with the Nashua MPO Public Participation Plan, and Federal and State Regulations. Amendment 3 impacts projects listed in the FY2025–2028 TIP which is part of the 2023–2050 Metropolitan Transportation Plan (MTP) for the region.

A fourteen-day (14) day public comment period for Amendment 3 begins on Monday, January 5th, 2025, and ends on Monday, January 19th, 2026. During this period, Amendment 3 to the TIP will be available for public review on the NRPC website at the [NRPC Transportation Improvement Program \(TIP\)](#) page, and physical copies can be provided upon request to Matt Waitkins, MPO Coordinator at mattw@nashuarpc.org.

Written comments may be submitted through Monday, January 19th, 2026, via email to mattw@nashuarpc.org or via US mail to: Matt Waitkins, NRPC, 30 Temple Street, Suite 301, Nashua, NH 03060.

Following the public comment period, and pursuant to the NRPC Public Participation Plan, the NRPC MPO Policy Committee will hold a public hearing to review comments, solicit final public feedback, and consider adoption of Amendment 3. The public hearing has been scheduled for Wednesday, January 21st, 2026, at 7:00 PM at the Nashua Regional Planning Commission, located at 30 Temple Street, Suite 310, Nashua. The public hearing also can be attended via Zoom at the following link:

<https://nashuarpc.zoom.us/j/88284199663?pwd=cGZKaE5PZEpYRXdROU5UTzhRYnU3dz09>

Meeting ID: 882 8419 9663

Passcode: 875446

TIP AMENDMENT THRESHOLDS - (Link to NHDOT STIP Amendment Procedures)

- Any change to a project that triggers an Air Quality Conformity Determination.
- Adding or removing a project or phase of a project.
- Making a substantive change in the design concept or scope of a project that uses state or federal funds or any regionally significant projects regardless of the funding source.
- A significant change (>25%) in the total cost of a project within STIP years.
- Officially adding a project that had been previously included for illustrative purposes.

ANALYSIS OF THE PROPOSED CHANGES TO PROJECTS**Projects Being Amended in the NRPC Region:**

AMHERST (44351) NH122

This is a “Sope Only” change that is highlighted in yellow below.

Approved Scope:

- Construct multimodal facility along N. side of Amherst Street (NH 122) from NH101 to Courthouse Rd.

Proposed Scope:

- Construct multimodal facility along N. side of Amherst Street (NH 122) from NH101 to Courthouse Rd.

BROOKLINE (40662) - NH 13 and Old Milford Rd- Scope may include construction of a southbound left turn lane from NH13 to Old Milford Road.

Proposed changes:

- The CONSTRUCTION phase is being removed.
- The project estimate during the TIP years will therefore decrease from approximately \$1,188,894 to approximately \$501,083, which is a 58% decrease.

Reason for change:

- To accommodate changes in the draft FY2027-2036 NH DOT Ten Year Plan

Analysis:

- Removing a project phase requires a TIP Amendment, and,
- A change from the amount approved in the most current STIP of greater than 25% requires a TIP Amendment.

NASHUA (10136A) - NH101A - Capacity, pedestrian, bike, and transit improvements to NH 101A from Celina Ave to Somerset Parkway.

Proposed changes:

- Remove the Right of Way phase from FFY2028 (moving to FY2030-2032 according to the draft 2027-2026 Ten).
- Add Preliminary Engineering phase to FFY2026.
- Decrease funding estimate within the TIP years from \$4,048,288 to \$50,834 (decrease by 98.7%)

Reason for change:

- To accommodate changes in the draft FY2027-2036 NH DOT Ten Year Plan.

Analysis:

- A change from the amount approved in the most current STIP of greater than 25% requires a TIP Amendment.

NASHUA (16314) - East Hollis Street -Intersection improvements at East Hollis St and Bridge St from C St to the Hudson Town Line.

Proposed changes:

- Increase Construction phase funding estimate.
- The project estimate during the TIP years is increasing from approximately \$3,153,208 to approximately \$4,344,492, which is a 38% increase.

Reason for change:

- Increased Construction phase estimate.

Analysis:

- A change from the amount approved in the most current STIP of greater than 25% requires a TIP Amendment.

TECNOLOGY TRANSFER CENTER (42571) - DURHAM - T2 UNH (LTAP) - Funding for the Technology Transfer Center @ UNH 2026-2027

Proposed change:

- The project is being added to the S/TIP as an individual project.

Reason for the Change:

- The T2 project is a “child” project of the statewide LTAP “Parent” Program.
- The T2 project has become a “stand-alone” project because it is now using not only LTAP funding, but also other funding sources.

WILTON-MILFORD-AMHERST-BEDFORD (13692E) – NH101 - NH 101 safety imp. in Amherst id'ed by 2022 Priority Study (~2.7m).

Proposed changes:

- The project is being removed from the S/TIP.

Reason for change:

- The project is being removed to accommodate fiscal constraint changes in the draft FY2027-2036 NH DOT Ten Year Plan.
- The draft Ten Year Plan proposes the following schedule:
 - Preliminary Engineering: FY2030, 31
 - Right of Way: FY20230, 31
 - Construction: 2034

Analysis:

- Removing a project from the S/TIP requires an Amendment.

Statewide/Programmatic Projects that are being amended:

PROGRAM (RCTRL) – Various – Recreational Trails Fund Act – Projects Selected Annually

Proposed changes:

- Increase in funding within the STIP years from \$6,005,794 to \$8,301,838 (38%).

Reason for change:

- FY26-28 funding for Recreational Trails Program is being increased based on unobligated funds that will carry over from previous fiscal years. These funds are being added to ensure that the funding from previous years will not lapse.

Analysis:

- Increasing the total funding estimate by greater than 25% within the STIP years requires an Amendment.

PROGRAM (OHHS) – Various – Overhead

This is a “Sope Only” change that is highlighted in yellow below.

Approved Scope:

- Replacement or Rehabilitation of Overhead Sign Structure.

Proposed Scope:

- Replacement or Rehabilitation of Overhead Sign Structure.

STAFF RECOMMENDATION

The proposed changes made by Amendment 3 to the NRPC TIP and MTP update meet all applicable conformity requirements under the conformity rule. The Draft TIP Amendment details these requirements and the NRPC actions to meet them.

Action is required by the NRPC TTAC at its January 14th meeting to recommend approval of the proposed TIP amendment by the NRPC MPO Policy Committee. NRPC staff has reviewed this amendment in consultation with the NHDOT, NHDES, US EPA, FHWA, FTA and representatives of the NH MPOs, and recommend approving the amendment changes.

Note: Nashua Transit System, which is the FTA Section 5307(c) applicant, has consulted with the MPO and concurs that the public involvement process adopted by the MPO for the development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications, including the provision for public notice and the time established for public review and comment.



MEMORANDUM

TO: NRPC Transportation Technical Advisory Committee

FROM: Matt Waitkins, MPO Coordinator

SUBJECT: **FY2025 – 2028 NRPC TIP January 2026 Minor Revisions – Information Only**

DATE: January 7th, 2026

The Nashua Regional Planning Commission (NRPC) has received proposed ***January Minor Revisions*** to the adopted Nashua Metropolitan Area FY2025 – 2028 Transportation Improvement Program (TIP) from the New Hampshire Department of Transportation (NHDOT). The NRPC is expected to revise the TIP with corresponding updates to the FY2023-2050 Metropolitan Transportation Plan (MTP).

Minor revisions are administrative in nature and require no action by the NRPC TTAC or by the MPO Policy Committee.

TIP MINOR REVISIONS THRESHOLDS - ([Link to NHDOT STIP Amendment Procedures](#))

- Minor changes in the total cost of a project (up to 25%);
- Changes to the cost of transit agency projects to reflect annual FTA allocations.
- Minor changes to the scope of work or description of a project that do not affect the regional emissions analysis or otherwise trigger a conformity determination;
- Combining or separating two or more projects that are part of an approved STIP, so long as the total cost changed is within the Minor Revision thresholds;
- Combining or separating phases within a project that are part of an approved STIP, so long as the total cost changed is within the Minor Revision thresholds;
- Identifying a specific project that was part of a programmatic project and adjusting the programmatic project accordingly, so long as the total cost changed is within the Minor Revision thresholds;
- Changes to the funding category(s) identified in an approved STIP for a project that are within the Minor Revision thresholds;
- A change in the fiscal year of any phase or portion of a phase of a project in areas where expedited project selection procedures have been adopted, provided they are advanced or delayed within the STIP years and do not affect the financial constraint of the STIP or trigger a Conformity Determination.
- Expedited procedures are currently in effect for the entire State of NH

NRPC projects that are being revised:

- **Nashua-Merrimack-Bedford (13761):** FE Everett Turnpike widening of 2-lane section from Exit 11 (Nashua) to south of Exit 13.

Proposed change:

- o Preliminary Engineering phase – increase funding estimate in 2028.
- o Right of Way phase – increase funding estimate in 2028.
- o Total change in funding estimate is from \$13,832,627 to \$13,876,267 which is an approximately 0.3% increase.

Reason for the Change:

- o Inflation adjustment.

Statewide & Programmatic Projects

- Non that impact the NRPC region.