

# Nashua Regional Planning Commission



Transportation Programs



Land Use Programs



Mapping & GIS Programs



Environmental Programs

## Proposed Fiscal Year 2011 Budget



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# NRPC Commissioners

## Amherst

Martin Michaelis  
Jay Hennessey  
Bradley Vear

## Milford

Kevin Johnson  
Andy Seale  
Janet Langdell

## Brookline

Linda Saari  
Tad Putney  
Therry Neilsen-Steinhardt (alt)

## Mont Vernon

Mike Fimbel (Chair)  
Richard Quintal  
David R. Hall

## Hollis

Peter Baker  
Susan Durham

## Nashua

Michael Tabacsko  
Kathy Hersh  
Bob Canaway  
Jeffrey Cox  
Richard Larose (alt)  
Ken Dufour (alt)  
Mark Cookson (alt)  
Roger Houston (alt)

## Hudson

Howard Dilworth, Jr.  
Suellen Seabury Quinlan (Vice-chair)  
Richard Maddox  
Stuart Schneiderman (alt)  
Bernie Manor (alt)

## Pelham

Tom Collins  
Ed Gleason  
David Hennessey

## Litchfield

Leon Barry  
Jayson Brennen (alt)

## Wilton

## Lyndeborough

Tracey Turner

## Mason

Dorothy Millbrandt  
Charles V. Moser

## Merrimack

Finlay Rothaus  
Donald Wunderlich  
Karin Elmer (Treasurer)  
Robert N. Kelley (alt)

## Fiscal Year 2011 Budget and Work Program Overview

NRPC embarked on a number of new initiatives and projects in 2010, which promise to have long-term positive impacts for the future of the Nashua region and the state. For example, NRPC played a significant role in the NH Broadband Mapping Program, as we began the process of identifying and mapping broadband resources across the state in collaboration with the other eight Regional Planning Commissions. In 2011, we will continue this work with a public outreach and planning component to the project that will engage the region in understanding and planning for broadband services.

NRPC organized the region's first Smart Commute Week, involving local businesses, community officials, and residents to raise awareness of alternative modes of transportation for commuting, school, and everyday trips. We hope to build on the partnerships and relationships we established in planning this event to develop an expanded program over 2011.

While focusing on new initiatives, we also were successful in continuing our core services of transportation, land use, environmental, and GIS planning. Our transportation program provided assistance to the City of Nashua for the Broadstreet Parkway project, conducted a comprehensive traffic study for the Town of Merrimack, and worked with local schools to complete Safe Routes to School travel plans.

As we look forward to FY11, there are many opportunities for NRPC to assist individual communities in shaping their future and to facilitate meaningful, engaged discussions about where the region is heading. At local level, we will be working with the Town of Brookline on a new Master Plan, building upon the innovative visioning process we conducted through our iTRaC program. We will also continue to work with communities on energy planning and exploring ways to integrate energy, transportation, and land use planning. At the regional level, we will begin the process of building a new transportation model that will help to inform our decision making about land use and transportation choices. At the state level, we will collaborate with the other regional planning commissions and many partners to apply for a Sustainable Communities Initiative grant, which focuses on developing regional plans that result in livable, sustainable communities.

In short, the proposed budget for FY11 reflects NRPC's goal to provide innovative, high-quality local and regional planning services to our member communities.

# Budget ~ Resources

		Adjusted FY 10 Mid Year	Actual FY 10 Year End Est	Proposed FY 11 Budget
1	<b>RESOURCES</b>			
2	<b>Local Dues</b>			
3	Local Dues	\$ 155,000.00	\$ 155,000.00	\$ 163,000.00
4	<b>Local Planning Contracts</b>			
5	<b>Total Local Planning Contracts</b>	\$ 115,000.00	\$ 112,500.00	\$ 129,850.00
6	<b>State Contracts</b>			
7	OEP TBG	\$ 24,045.00	\$ 24,045.00	\$ 20,028.00
8	DOT Highway Planning - Other	\$ 449,100.00	\$ 449,100.00	\$ 449,100.00
9	DOT Ecological	\$ 4,996.00	\$ 4,996.00	\$ -
10	DOT Emergency Preparedness	\$ 2,715.00	\$ 2,715.00	\$ -
11	DOT SPR Grant	\$ -	\$ -	\$ 25,000.00
12	DOT Transit Planning	\$ 134,354.00	\$ 134,354.00	\$ 134,354.00
13	DOT Passenger Rail Planning	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00
14	DOT New Freedoms	\$ 31,333.00	\$ 31,333.00	\$ 15,667.00
15	DOT CTAP II	\$ 218,420.00	\$ 116,155.00	\$ 102,250.00
16	DOT CTAP AG - (RPC)	\$ -	\$ 5,500.00	\$ -
17	DOT CTAP III	\$ -	\$ -	\$ 22,000.00
18	2010 DES 604(b)	\$ 24,445.00	\$ 17,380.00	\$ 7,065.00
19	2011 DES 604 (b)	\$ -	\$ -	\$ 10,000.00
20	DES LID Guidebook	\$ 10,772.00	\$ 12,800.00	\$ 1,530.00
21	DES REPP	\$ -	\$ -	\$ -
22	OEM Hazard Mit - FY10	\$ 5,000.00	\$ 2,854.00	\$ -
23	OEM Hazard Mit Updates FY 11		\$ -	\$ 10,000.00
24	OEM Hazard Mit - Mason	\$ 4,771.00	\$ 4,771.00	\$ -
25	<b>Total State Contracts</b>	\$ 969,951.00	\$ 866,003.00	\$ 856,994.00
26	<b>Grants</b>			
27	Broadband Mapping - SWRPC	\$ 50,000.00	\$ 39,000.00	\$ 25,600.00
28	Broadband Planning -SWRPC	\$ -	\$ -	\$ 12,000.00
29	C of N 101A Management	\$ 17,000.00	\$ 300.00	\$ 25,000.00
30	C of N Broad Street Parkway	\$ 525,063.00	\$ 525,063.00	\$ -
31	DOT 101A West Management	\$ -	\$ -	\$ 30,000.00
32	NTS Transit Planning Svcs	\$ 40,000.00	\$ 20,000.00	\$ 35,000.00
33	Nashua Trans. Visioning	\$ 1,080.00	\$ 1,078.00	\$ -
34	Safe Routes - Birch Hill	\$ 2,642.00	\$ 2,642.00	\$ -
35	Safe Routes - Bicentennial	\$ 4,795.00	\$ 4,795.00	\$ -
36	Safe Routes - Hollis	\$ 15,000.00	\$ 7,500.00	\$ 7,500.00
37	SRTS - new	\$ -	\$ -	\$ 15,000.00
38	SNHPC CTAP Pelhm	\$ 6,461.00	\$ 6,461.00	\$ -
39	SWD	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00
40	SWD - Pharm Collection			\$ 10,000.00
41	NHCF - SVTC	\$ 15,000.00	\$ 15,000.00	\$ -
42	REDC- Economic Development	\$ -	\$ 6,900.00	\$ 1,500.00
43	CLFV Energy planning	\$ -	\$ 500.00	\$ 24,500.00
44	<b>Total Grants</b>	\$ 712,041.00	\$ 664,239.00	\$ 221,100.00
45	<b>Federal Contracts</b>			
46	EPA Brownfields II	\$ 60,000.00	\$ 58,200.00	\$ 111,715.00
47	EPA Healthy Communities	\$ 20,000.00	\$ 17,300.00	\$ 3,900.00
48	EPA Climate Showcase	\$ -	\$ -	\$ -
49	HUD Sustainable Communities	\$ -	\$ -	\$ 25,000.00
50	<b>Total Federal Contracts</b>	\$ 80,000.00	\$ 75,500.00	\$ 140,615.00
51	<b>Interest Income</b>	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00
52	<b>Other Income</b>			
53	Pubs/Map Sales	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00
54	SVTC Fiscal Agent Fees	\$ -	\$ 2,000.00	\$ 2,800.00
55	<b>Other Income - Other</b>			
56	<b>Total Other Income</b>	\$ 6,000.00	\$ 9,000.00	\$ 8,800.00
57	<b>Vehicle</b>	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00
58				
59	<b>Total RESOURCES</b>	\$ 1,937,221.00	\$ 1,781,471.00	\$ 1,422,758.00

# Budget ~ Expenses

60	<b>EXPENSES</b>			
69	<b>Salaries</b>	\$ 756,627.00	\$ 721,832.00	\$ 728,843.27
70	<b>Employee Benefits</b>			
71	P/R Taxes	\$ 55,587.00	\$ 55,220.15	\$ 55,756.51
72	Accrued Vaca Benefits Expense	\$ -	\$ 6,946.00	\$ 6,704.00
73	C Dental Insurance	\$ -	\$ 9,190.00	\$ 14,074.46
74	C Health Ins Premium	\$ 128,075.00	\$ 112,000.00	\$ 137,159.02
75	C Health Ins Deductible	\$ -	\$ 18,500.00	\$ 25,000.00
76	C LTD Insurance	\$ 2,500.00	\$ 2,000.00	\$ 2,500.00
77	C Retirement 401	\$ 26,214.00	\$ 24,000.00	\$ 26,620.97
78	C STD Insurance	\$ 6,000.00	\$ 4,200.00	\$ 4,500.00
79	<b>Total Employee Benefits</b>	\$ 218,376.00	\$ 232,056.15	\$ 272,314.96
80				
81	<b>Office Expenses</b>			
82	Audit	\$ 10,000.00	\$ 9,250.00	\$ 10,000.00
83	Capital Equipment	\$ 5,000.00	\$ 4,700.00	\$ 5,000.00
84	Dues & Subscriptions	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
85	Equipment Maintenance	\$ 5,000.00	\$ 6,000.00	\$ 5,000.00
86	GIS	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00
87	Insurance	\$ 12,600.00	\$ 12,600.00	\$ 12,600.00
88	Internet Access/Telephone	\$ 6,500.00	\$ 6,300.00	\$ 6,500.00
89	Janitorial	\$ 4,000.00	\$ 3,350.00	\$ 4,000.00
90	Legal	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00
91	Legal Notices	\$ 2,000.00	\$ 1,500.00	\$ 2,000.00
92	Misc	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00
93	Office Expenses	\$ 14,000.00	\$ 12,500.00	\$ 13,500.00
94	Postage	\$ 5,000.00	\$ 1,800.00	\$ 2,000.00
95	Printing	\$ 2,000.00	\$ 1,000.00	\$ 2,000.00
96	Professional Services	\$ 726,000.00	\$ 638,448.00	\$ 225,000.00
97	Recruiting	\$ 1,000.00	\$ -	\$ 1,000.00
98	Rent	\$ 70,000.00	\$ 71,435.00	\$ 72,000.00
99	Reserve Fund	\$ 35,118.00	\$ -	\$ -
100	Seminars	\$ 4,000.00	\$ 3,000.00	\$ 4,000.00
101	Travel	\$ 22,000.00	\$ 15,000.00	\$ 16,000.00
102	Utilities	\$ 18,000.00	\$ 20,700.00	\$ 21,000.00
103	<b>Total Office Expenses</b>	\$ 962,218.00	\$ 827,583.00	\$ 421,600.00
104				
105	<b>Total EXPENSES</b>	\$ 1,937,221.00	\$ 1,781,471.15	\$ 1,422,758.23
106				
107	<b>Resources - Expenses</b>	\$ -	\$ (0)	\$ (\$0)

# Transportation Programs

## TRANSPORTATION PROGRAM ~ MAJOR ACHIEVEMENTS IN FY 2010

### Broad Street Parkway

The Nashua Regional Planning Commission (NRPC) has continued efforts in support of the supplemental study of the Broad Street Parkway Project. The City signed a municipal management agreement with NHDOT allowing the remaining environmental analysis and final design process to begin. In cooperation with the City, NHDOT, and FHWA, NRPC contracted with Vanasse, Hangen, Brustlin Inc. of Bedford NH to complete an environmental re-evaluation required under the National Environmental Policy Act (NEPA). NRPC provided traffic modeling support, contract management, and organized and held public workshops. The written environmental re-evaluation was completed in June 2010 with final approval from FHWA expected in July 2010. This will allow the project to move forward into final design and construction.

### Mayor's Transportation Task Force

NRPC led a facilitated, iterative scenario planning process guiding the City of Nashua's Mayor's Transportation Task Force to develop a consensus vision for the priority transit system improvements in the City of Nashua from 2010 to 2030. In addition to facilitating the process, NRPC provided travel demand modeling, GIS mapping, and technical support.

### NTS Planning Initiatives

NRPC worked with Nashua Transit System (NTS) to complete three transit planning tasks. NRPC assisted NTS in developing a 5 year financial plan to meet the requirements of the Federal Transit Administration Triennial Review Process. Included in this effort was research to address the impacts of the 2010 census on transit operating funds.

Work has begun on development of a Marketing Plan to promote NTS and increase youth and teen ridership on the service. This effort is expected to continue in FY11. Finally, NRPC is developing a ridership prediction model that will help NTS assess future demand and likely ridership both in the City and throughout the region. Work began on this effort in FY10 and will continue into early FY11.

### Hudson Connector

NRPC conducted a preliminary planning study of a connection between NH 3A at the Sagamore Bridge and NH 111 in Hudson. The conceptual plan was developed using planning tools such as the NRPC Travel Demand Model, GIS datasets, and analysis techniques. There was no engineering evaluation of the concept as part of this study.

The plan assumed the use of the existing Circumferential Highway alignment as a starting point. This allowed for the use of environmental data that has previously been gathered for the road on that alignment. In addition, due to the fact that Hudson has been anticipating the development of a roadway in that alignment, the right-of-way has generally been protected from development. The concept plan will evaluate a 2-lane controlled access facility with a posted speed limit of no more than 40 MPH. NRPC contracted with VHB to provide a programming level cost estimate. This effort will allow the Town to pursue opportunities that may arise from developments in the area to construct this roadway.

### SVTC Strategic Plan

NRPC spearheaded a strategic planning effort for the Souhegan Valley Transportation Collaborative (SVTC). Through community support and grant funds, SVTC has contracted with the Nashua Transit System to begin a pilot service that provides door-to-door, wheel chair accessible, shared ride service. This pilot program carries passengers to appointments within the towns of Amherst, Brookline, Hollis, and Milford, as well as to and from appointments in Nashua, for a \$2.00 fare each way. The SVTC pilot service has always been envisioned as an initial step towards meeting an immediate need. It is also envisioned that the service would eventually expand to include 8 communities in the Souhegan Valley and provide rides to other essential destinations, such as congregate meal sites and grocery stores. NRPC is leading a planning effort to transition this service from a pilot program to a more permanent and sustainable service. The strategic plan summarizes all key issues and concerns, develops recommenda-

tions for expanding the service, and identifies a method of sustainable funding for the service in the future.



### Transportation Enhancements and CMAQ program

NRPC has administered the regional planning process necessary to complete funding rounds for the Transportation Enhancements (TE) and Congestion Mitigation and Air Quality (CMAQ) programs. The TE process was completed in April and resulted in the City of Nashua receiving funds to purchase the Right of Way needed for the Heritage Rail Trail. The Town of Brookline's project to fund sidewalks in and around the town center is included on a newly developed waiting list and could be funded if projects ranked higher by the TE Advisory Committee do not move forward. The CMAQ process is currently underway. Milford and Hudson have both submitted projects for intersection improvements; their applications will go before the statewide committee later this summer.

### Smart Commute Week

Smart Commute Week took place from May 15 through May 21, 2010. It is a national movement that is often held in conjunction with Bike-to-Work Week. The goal of Smart Commute Week is to promote alternative ways of getting to work and around town. Smart Commute Week also seeks to educate employees and employers about the benefits of using these alternative modes of transportation. Smart commuting includes carpools, vanpools, public transportation (where available), walking, biking, telecommuting, and working a flexible schedule. During Smart Commute Week, NRPC offered activities for employers as well as the general public. The goal of these activities was to inspire a change in commuting behavior that will last beyond the week. This year, NRPC worked on Smart Commute Week initiatives with the following five employers in the region—Anheuser-Busch, Hampshire Hills, City of Nashua, Nashua High South, and Southeastern Container. NRPC also held public events in Milford on May 15 and in Nashua on May 21 and received sponsorship and donations from 22 businesses.

### Safe Routes to Schools Program

The Safe Routes to School program encourages children to bike or walk to school through education and incentives that remind children of how much fun biking and walking can be. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws; exploring ways to create safer streets; and educating the public about safe biking, walking, and driving practices. NRPC has completed travel plans for Birch Hill, Bicentennial, New Searles, and Ledge Street Elementary Schools in Nashua. This effort resulted in nearly \$50,000 for educational and infrastructure improvements.



## TRANSPORTATION INITIATIVES FOR FY 2011

### Passenger Rail Project

NRPC will continue to play an active role in advancing the passenger rail project to extend service from Lowell to Nashua and points north by participating in the NH Rail Transit Authority. The focus will be on monitoring the requirements to apply for stimulus funds available through the Federal Railroad Administration and Federal Transit Administration under the American Recovery and Reinvestment Act (ARRA), as well as other funding options.

### MPO Initiatives

NRPC in its role as the Metropolitan Planning Organization for the region is responsible for developing and maintaining the region's transportation planning program. In FY11, NRPC transportation planning staff will develop informational materials and update operating documents and procedures. This will include updates to the TTAC membership and prospectus, public participation plan, and Memorandums of Understanding with NHDOT and NTS. A product of this effort will be an informational session for NRPC Commissioners and interested NRPC communities.

### Long Range Transportation Plan

NRPC transportation planning staff will completely update the Long Range Transportation Plan to coincide with the reauthorization of the Federal Transportation Planning regulations. This two year effort will include public input and revised travel demand model runs.

### Exit 36 S

NRPC will pursue funding to participate in a planning effort to study the development of the Exit 36 Southbound off ramp. This project was recently recommended by the City of Nashua Mayor's Transportation Task Force and will be pursued in cooperation with the City of Nashua; the Town of Tyngsborough, MA; Northern Middlesex Council of Governments (NMCOG); Mass DOT; and NHDOT. It is expected that the development of this project would result in significant reductions in congestion on Spit Brook Road and the Daniel Webster Highway in South Nashua. It would also facilitate the development of a passenger rail station in the south Nashua/Pheasant Lane Mall area.

### Hudson Connector

NRPC will coordinate with NHDOT and the Town of Hudson to continue the evaluation of the proposed Hudson Connector road. Efforts in FY11 will focus on the intersection at Lowell Road and the Sagamore Bride as well as the intersection with NH 111.

### NH 101A Corridor West

NRPC will provide travel demand modeling and public participation administration for improvements along the western end of the corridor recommended within the Route 101A Corridor Master Plan and Improvements Program. NRPC is a subcontractor to Fay, Spofford, and Thorndike to complete various intersection and capacity improvements selected from the Corridor study by NHDOT. The estimated cost of these improvements is between \$5.5 and \$7.5 million.

### Peak Hour Modeling

The increasing focus on traffic issues in the Nashua region has resulted in greater demand for peak hour turning movement forecasts for intersection operation analysis. NRPC has been building the database of land use and traffic operations data necessary to support development of peak hour models. During FY11, NRPC will implement morning and afternoon peak hour models. These models will then be available for use by NRPC to respond to requests from municipalities, the NH DOT, and consultants.



### Smart Commute Week

In the coming year we will work to expand the number of individuals and businesses participating in Smart Commute Week. We will also work closely with participating businesses to help them create long-term Smart Commute-based programs for their employees.

### Transportation Demand Management

NRPC staff will build upon the successes of the first Smart Commute Week to develop an outline for a potential Transportation Demand Management Program. This program will be aimed at reducing single occupancy vehicles and encouraging commuters, employers, and the general public to begin using alternative forms of transportation such as buses, vanpools, carpools, bicycling, walking, flexible schedules, and telecommuting. Developing a plan to implement such a program is vital to applying for future grant opportunities and engaging project partners. Numerous regional planning commissions throughout the nation have successfully implemented similar programs, so there are many models to use as guidance.



#### *The Nashua Region's 1st Smart Commute Week Celebration*

*Pictured here: scenes from our Public Event in Nashua on Bike to Work Day, May 21.*

*Nashua Mayor Donnalee Lozeau presented Principal Planner Camille Pattison with a Smart Commute Week Proclamation.*



## LAND USE PROGRAM ~ MAJOR ACHIEVEMENTS IN FY 2010

### iTRaC: Integrating Transportation and Community Planning

NRPC focused on strengthening our partnerships with communities in the region by continuing to customize services. NRPC worked with local boards to hold individualized trainings during regularly scheduled work sessions and assisted Milford with outreach and marketing materials for the release of their new GIS software. NRPC also worked with a committee in Merrimack to develop a Pedestrian and Trail Master Plan for the Town Center. This project led to the official formation of a Town Center Implementation Committee by the Town Council.

### Merrimack North End Land Use Study

The Merrimack North End Land Use Study is designed to provide input on how to positively and proactively guide and influence future development in a manner that benefits Merrimack residents. There are several emerging issues that could affect development potential in northern Merrimack, including the Airport Access Road and a proposed commuter rail station. In light of these projects, this area represents an opportunity for the Town to attract regional scale developments, stimulate economic growth, generate revenue, and ensure that the process results in benefits for the public. Stakeholder input is an integral part of this process and Merrimack will provide opportunities to hear from property owners, developers, study area residents, town land use boards, development process officials, and the general public.

### CTAP

NRPC assisted Litchfield and Pelham with the development of Open Space Plans. NRPC staff worked with Hudson, Litchfield, and Pelham to develop roadmaps identifying actions that each town may want to pursue to achieve community goals. NRPC has also provided on-going guidance in the development of a web-based land use board training series anticipated to be released in early 2011.

### Innovative Land Use Guide Outreach and Implementation

NRPC has continued its efforts to bring the Innovative Land Use Guide and its diverse array of model ordinances to the region's communities and will further assist interested communities with the ordinance revision and adoption process.

### NHOEM Hazard Mitigation

NRPC completed updates for the Merrimack Hazard Mitigation Plan and has almost finished updating the Wilton plan. In addition, staff has been working with the Town of the Mason to develop its first draft Hazard Mitigation Plan. A portion of these studies is funded through the Federal Emergency Management Agency as part of a national strategy to lessen or avoid losses from natural disasters.

### Outreach

More and more businesses, agencies, and individuals are moving away from paper formats and are opting instead for digital media. NRPC is no exception. In September 2009, NRPC began publishing its newsletter in an online format at <http://nashuarpc.blogspot.com>. Articles are posted as they occur, ensuring that news and updates are received in a timely manner. NRPC also began using email marketing to send out announcements, newsletter article summaries, and general updates. To compliment these activities, NRPC updated the look and format of its website, [www.nashuarpc.org](http://www.nashuarpc.org), to make its content more accessible and user friendly.

## LAND USE INITIATIVES FOR FY 2011



### Town of Brookline Master Plan

NRPC will be assisting the Town of Brookline to update the Town Master Plan. We will be collaborating with UNH Cooperative Extension who will conduct a visioning forum and community survey process early in the fall. NRPC staff will then work with the Master Plan Steering Committee and Planning Board to write the Vision, Land Use, Transportation, Economic Development, Cultural and Historic Resources, and Natural Resources & Conservation Chapters. We anticipate writing the remaining chapters after the 2010 Census data becomes available.

### iTRaC: Integrating Transportation and Community Planning

In FY11, we anticipate accepting one or two applications for Special Projects. The Town of Milford has expressed interest in pursuing a Special Project in 2011. Staff will be developing a training series for members of Planning Boards, Conservation Commissions, and Zoning Boards of Adjustment. This training series will be an excellent opportunity of new board members to gain a greater understanding of their roles and responsibilities and will serve as a refresher for current board members. We hope to see representation from all our member communities at the training series. NRPC staff will also continue to facilitate customized trainings as requested by towns. If your community is interested in a Special Project, customized training, or research and marketing materials, at no cost, please contact Camille Pattison, 424-2240 x14.

### CTAP

The Community Technical Assistance Program (CTAP) is a program to assist communities in dealing with the impacts of growth in the I-93 Corridor. The Towns of Hudson, Litchfield and Pelham fall within the CTAP region. In FY11 land use boards will have access to a web-based training series. It is also anticipated that the State of NH will release funds in FY11 for CTAP Phase III. It is unknown at this point exactly what services will be provided, however, we are hopeful that additional funds for town wide discretionary projects will be made available.

### NHOEM Hazard Mitigation

In FY11, NRPC will complete updates to the Hudson and Pelham Hazard Mitigation Plans. After these plans are complete, updates will begin for Brookline and Hollis. The second round of updates may start in FY11 or FY12.

### Outreach

In the coming year, NRPC will work to expand its online presence and use of electronic media. NRPC staff members will continue their outreach campaign, visiting with local officials, boards, and committees to brief them on NRPC's goals and efforts in the region and to understand how we may best serve each individual community.



## GIS PROGRAM ~ MAJOR ACHIEVEMENTS IN FY 2010

### Broadband Mapping

NRPC staff made a major contribution to the NH Broadband Mapping Program. The Broadband Mapping Program is a joint project of the NH Regional Planning Commissions, GRANIT (NH's Statewide GIS hosted at UNH), and a variety of other state agencies. This project received stimulus funding to develop a national map on the availability of broadband internet. Each state is responsible for identifying the availability of broadband in order to map the areas that are not served or are underserved by high speed internet access. To begin, NRPC conducted an inventory and surveyed high speed internet access at community anchor institutions throughout the state, including municipal offices, schools, libraries, hospitals, and public safety departments. Broadband access survey questions included:

\*Do you have broadband internet access? \*Who is your internet provider? \*What type of broadband technology do you have? (ex. DSL, cable, T-1) \*What is the advertised download and upload speed of your service? \*What is your monthly internet cost?

### GIS Implementation for Merrimack Village District

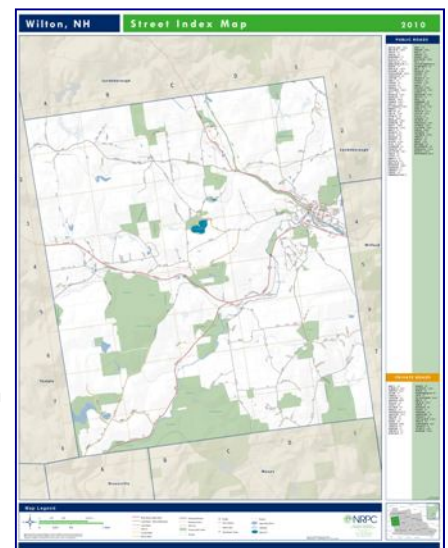
The GIS Department continued implementing GIS data and applications for Merrimack Village District (MVD) Water Utility. This work built on the GIS Needs Assessment, Data Model, and Implementation Plan completed in previous years and put into practice the strategies identified in those reports. The GIS Department is now into the data development phase of the project. This includes extensive GPS fieldwork to precisely capture water system features. To date, GIS staff have gathered over 1,800 GPS location points and attributes for residential service or shut-off valves in the network. We have located these valves to sub-meter accuracy and collected various attributes including type, material, and diameter. The field work involves coordinating with MVD staff, who locate and flag the valves. NRPC staff members then take a GPS point and remove the flags. NRPC has also assisted MVD in the purchase of a Trimble GPS receiver and is in the process of training MVD field personnel in its use. NRPC purchased two desktop licenses of GIS software and installed them on MVD computers. Data, to the extent it has been completed, was also installed on an MVD server and preliminary training has been provided.

### NTS Ridership Prediction Model

NRPC GIS began a project to statistically predict ridership potential for areas of Nashua without bus service and for the surrounding communities of Hollis, Hudson, and Merrimack. Using a spatial regression method called Geographically Weighted Regression (GWR) and current ridership totals as inputs, we plan to create a model that will best estimate ridership based on surrounding land use. There are two new methods being used to gather independent variables. First, we are creating 1/4 mile walk catchments, or service areas, for each bus stop using the pedestrian network to build the areas. This is an improvement over a simple straight line buffer method. Second, we are using parcel based information for independent variables including number of residential units, average residential assessed value, commercial square footage, and total jobs. This combination of network produced service areas and parcel data gives us much more specific service area data for each bus stop to put in our model. The final predicted ridership totals will be a valuable tool for NTS in future route planning.

### New Standard Map Sets

GIS staff members have finalized our update of standard map sets for each community in the region. Two new maps are now available. The Street Index maps have the most up-to-date street information as well as a street name index, community features, historic sites, bridges, transmission towers, and other typical street map data. The Environmental Overlays maps contain state-wide available environmental features for each municipality including floodplain, wetlands, conservation lands, aquifer, soils, and habitat. These standard maps often serve as a base for zoning maps, trail maps, and other community requested maps.



## GIS INITIATIVES FOR FY 2011



### Broadband Mapping

NRPC staff will continue to update Regional Community Anchor Institution's access data and will produce any provider service area mapping that is required. The Broadband Mapping Program is a five year project to map broadband availability across the state, identify gaps in broadband accessibility, and pinpoint underserved areas. The information collected will be used to create a publicly available state broadband map and will be included in a national broadband map. The national broadband map will display the geographic areas where broadband service is available, the technology used to provide the service, the speed of the service, and broadband service availability at important community anchor locations. The national map will also be searchable by address and will show the broadband providers offering service in the corresponding census block or street segment. In addition to the mapping component, the project includes a 4-year planning component that will incorporate the information collected and the momentum generated by the mapping activities into regional broadband plans throughout New Hampshire. The planning activities will include creating a broadband stakeholder groups that will focus on collecting and analyzing relevant information, identifying barriers to broadband deployment, promoting collaboration with service providers, and facilitating information sharing between the public and private sectors regarding the use of and demand for broadband services.

### GIS Implementation for Merrimack Village District

The GIS Department will continue the implementation of GIS data and applications for Merrimack Village District (MVD) Water Utility. The significant effort for FY11 will be finalizing the GPS gathering and mapping of all service or shut-off valves. These valves are the water features most often searched for by MVD personnel and are also the hardest to find. Locating these features accurately through GPS is a difficult but significant part of the GIS implementation. The valves will be GPSd to sub-meter accuracy and various attributes will be collected including type, material, and diameter. In addition, NRPC will offer continued software, data, GPS, and general mapping support to MVD.

### Nashua Transit System Ridership Prediction Model

NRPC GIS will finalize a ridership prediction model for bus stops in the NTS service area. NRPC will develop a statistical model that predicts transit ridership using dis-aggregate demographic, employment, and land use information at the household or parcel level as well as pedestrian network based distances. The model will use a spatial regression method called Geographically Weighted Regression (GWR) that estimates multiple coefficients for each independent variable at a geographically local level, not universally like a typical OLS regression. When geographic or spatial factors are important this can lead to a much better model fit.

### Travel Demand Model Update

NRPC GIS is beginning the process of updating our Travel Demand model. This process will involve updating data inputs and improving how the model analyzes the road network including smaller TAZ areas, updated trip generation rates from surveys and other sources, and improved configuration data on intersections. New data gathered for intersections will include the type of intersection (stop sign, light, yield, etc.), the number and length of turn lanes, and the timing of traffic signals. All of this information will greatly improve traffic analysis, particularly for small areas of study. This is a long, detailed data gathering process. Final demographic information will not be available until the 2010 Census is released. The final product will consist of a 24-hour model for air quality analysis and other requirements, as well as AM and PM peak hour models so NRPC can analyze the traffic flow under rush-hour conditions.

# Environmental Programs

## ENVIRONMENTAL PROGRAM ~ MAJOR ACHIEVEMENTS IN FY 2010

### Brownfields Assessment Program

NRPC is pleased to continue the regional brownfields program with the assistance of a second Brownfields grant. This all-hazards grant utilized and expanded the inventory of potential Brownfields sites that was developed under NRPC's first grant. If you are interested in getting involved with this program, please contact Minda Shaheen at 424-2240 x 29.

### Low Impact Development Guidebook and Impervious Surface Model Ordinance

NRPC has developed an impervious surface model ordinance for implementation within the one-quarter mile Lower Merrimack River Corridor. The Lower Merrimack River Corridor is found adjacent to the Merrimack River in the communities of Hudson, Litchfield, Merrimack, and Nashua. In order to help potentially affected property owners more easily comply with impervious surface requirements, a Low Impact Development (LID) Guidebook is being simultaneously developed to provide instruction, illustration, and basic engineering specifications of development options.

### Souhegan River Watershed Management Plan (SRWMP) Adoption

NRPC will provide staffing and technical assistance to the Souhegan River Local Advisory Committee (LAC) to create an implementation kit for the SRWMP. The kit will address the process by which the SRWMP could be integrated into subdivision and/or site plan review regulations. It will also contain maps and brochures publicizing the SRWMP and the Local Advisory Committee, as well as presentations for municipal boards on the importance of and process by which the SRWMP can be integrated into community Master Plans. The purpose of this project is to provide the LAC and member communities with the information they need in order to begin the SRWMP adoption process.

### Household Hazardous Waste Collection Program

NRPC is pleased to continue assisting the Nashua Regional Solid Waste Management District with coordinating and staffing their annual Household Hazardous Waste Collection Program. Residents from member communities are encouraged to participate in safely disposing of toxic, flammable, corrosive, or explosive materials at scheduled events during the collection season. For more information on the HHW program, please visit [www.nashuarpc.org/hww](http://www.nashuarpc.org/hww).

### Innovative Permitting Initiative Assistance

NRPC is helping to provide information to the NRPC communities on the NHDES' Innovative Permitting Initiative, designed to streamline the State's many environmental permit review processes into a single, more efficient application program. Developers, contractors, and municipal officials are being encouraged to submit comments on the Initiative through NRPC-hosted workshops and website information.

### Energy Program

To date, NRPC has completed energy inventories and action plans for Milford, Hollis, SAU 41, Mason, and Lyndeborough. NRPC also collaborated with Clean Air-Cool Planet to facilitate an energy inventory for the town of Amherst with the assistance of UNH. Pelham is the final community we will be working with under our EPA Healthy Communities grant and data collection has begun for their energy inventory.

In addition, NRPC held a Regional Energy Roundtable in March on methods and financial incentives for reducing electric costs in municipal facilities, schools, and commercial buildings. NRPC also produced a number of educational fact sheets on topics including Green Building, HB 189/Energy Commissions, NH's Energy Use, and Model Ordinances.

## ENVIRONMENTAL INITIATIVES FOR FY 2011



### Energy

NRPC was awarded a sub-contract to perform work for the Energy Technical Assistance and Planning for NH Communities program. This project was funded through the Office of Energy and Planning by the American Recovery and Reinvestment Act's Energy Efficiency and Conservation Block Grant program. Through this program, NRPC will provide technical assistance to municipalities in the region, including energy inventories, roadmaps and project prioritization, education and training opportunities, grant writing, and Energy Master Plan chapter updates.

### Low Impact Development Guidebook and Impervious Surface Model Ordinance

NRPC will schedule presentations in communities interested in implementing the impervious surface ordinance or using the LID Guidebook in FY11.

### Souhegan River Watershed Management Plan (SRWMP) Adoption

NRPC will continue to provide staffing and technical assistance to the Souhegan River Local Advisory Committee (LAC) and will help communities implement the SRWMP in their Master Plans.

### Household Hazardous Waste Collection Program

NRPC will continue to assist the Nashua Regional Solid Waste Management District with coordinating and staffing their annual Household Hazardous Waste Collection Program.

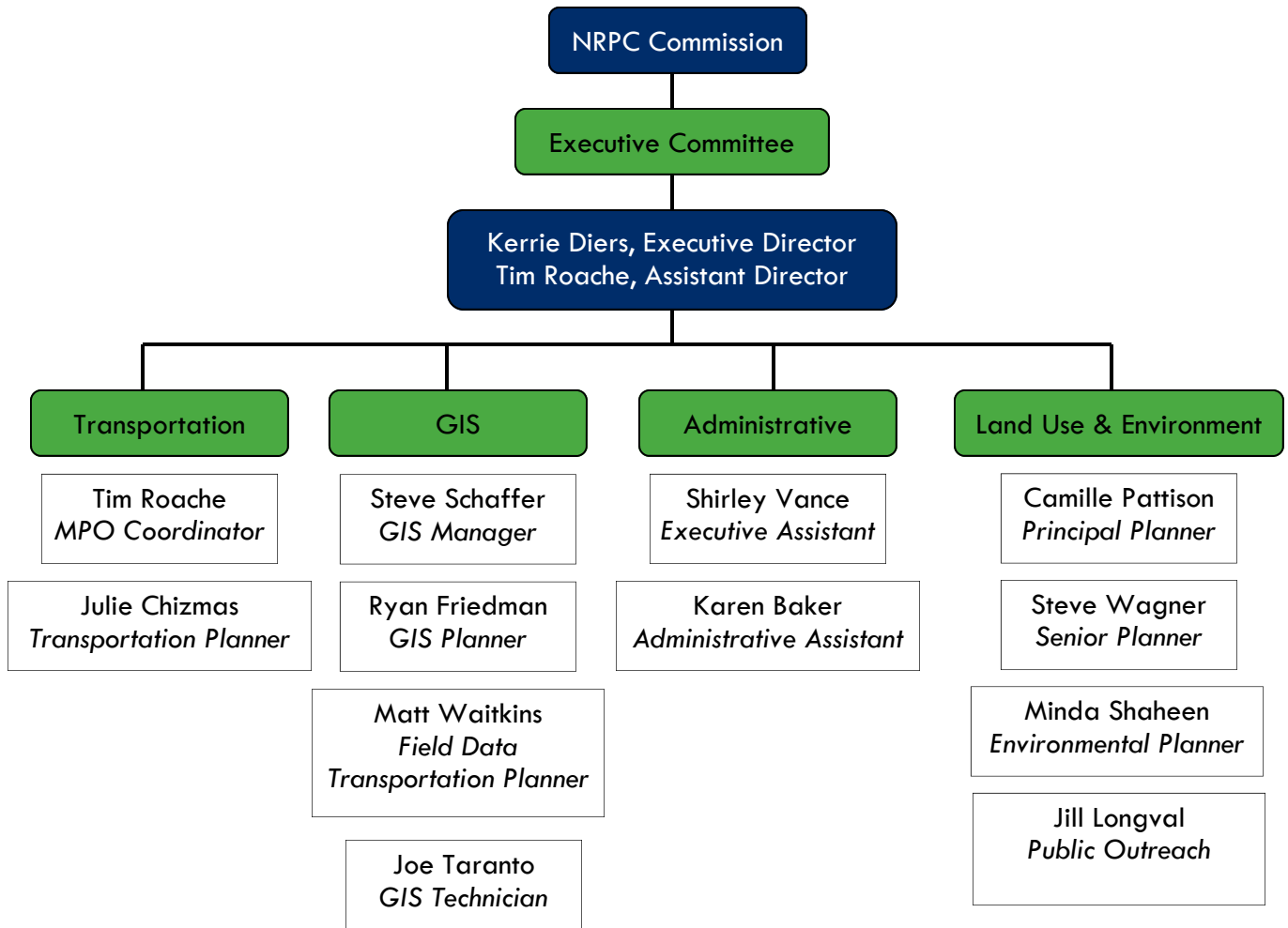


*Above: HHW Collections offer a way for residents to safely dispose of their hazardous materials.*

*Right: NRPC's Energy Roundtables draw large and diverse crowds from the municipal and private sectors.*



# NRPC Organizational Chart







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