



**NASHUA REGIONAL  
PLANNING COMMISSION**

**Fiscal Year 2008 – 2009**

**Unified Planning  
Work Program**

**APPROVED  
MAY 16, 2007**

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## INTRODUCTION

The purpose of the Unified Planning Work Program (UPWP) is to present all continuing transportation planning activities anticipated within the Nashua area during Fiscal Years 2008 and 2009, regardless of funding sources, in a single document. It is developed to meet the requirements of 23 CFR Part 450, Subpart C. The work program is intended to facilitate review procedures, funding applications, grant decisions and allocations, technical and financial monitoring and periodic evaluation of substantive and procedural aspects for intermodal transportation planning under prescribed guidelines. The Nashua Area Transportation Study area includes eleven communities of the NRPC region - Nashua, Hollis, Hudson, Litchfield, Merrimack, Amherst, Milford, Brookline, Wilton, Lyndeborough and Mont Vernon. The remaining NRPC town, Pelham, is part of the Boston, MA urbanized area. As a result, NRPC serves as the MPO for the NH portion of that urbanized area also.

The UPWP was developed by the Nashua Regional Planning Commission (NRPC) as a joint responsibility with the New Hampshire Department of Transportation (NHDOT). Full cooperation was maintained with the municipalities, recognizing the key role of local elected officials in establishing funding priorities within the urban area and with state transportation planning and implementing agencies.

The lead responsibility for developing the UPWP lies with the NRPC, which has three major responsibilities: 1) NRPC is the designated Metropolitan Planning Organization (MPO) for the Nashua and Pelham Areas, by letter of the Governor of New Hampshire and is responsible as the lead transportation planning organization for the Nashua Urbanized Area; 2) NRPC is the official areawide planning agency for the City of Nashua and eleven surrounding New Hampshire towns (Figure 1); 3) NRPC is the designated Metropolitan Clearinghouse for this same area, under the provisions of the State of New Hampshire's Intergovernmental Review Process, using the Office of Energy and Planning as the Single Point of Contact for review of the federally funded projects in the Nashua area. This integration of comprehensive transportation and areawide planning and intergovernmental review responsibilities in the UPWP ensures that the work program is well structured and coordinated.

When developing work projects for the FY 2008-2009 UPWP, the eight planning factors as identified through the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU) were considered. These factors are the following:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

Each work task includes analysis of factors that are relevant, as identified by corresponding number. Below is a matrix designed to provide the reader with a quick reference to associate SAFETEA-LU planning factor with selected NRPC work tasks.



SAFETEA-LU PLANNING FACTORS								
UPWP WORK TASKS ↓	(1) Support economic vitality	(2) Increase safety of transportation system	(3) Increase security of transportation system	(4) Increase accessibility & mobility of people & freight	(5) Enhance environment & promote energy conservation	(6) Enhance integration & connectivity of transportation system	(7) Promote efficient system management	(8) Preservation of existing transportation system
<b>Task 301: Data Collection and Analysis</b>								
301.1 Socioeconomic Data	•	•	•	•	•	•	•	•
301.2 Systems Inventory		•	•	•	•	•	•	•
301.3 Modeling of Land use & Transportation.	•	•		•	•	•	•	•
<b>Task 302: Policy &amp; Plan Development</b>								
302.1 Modal & Environmental Plan/ Development	•	•	•	•	•	•	•	•
302.2 Long Range Transportation Plan	•	•	•	•	•	•	•	•
302.3 Transportation Coordination. & Public Involvement	•				•	•	•	•
302.4 Regional Plan	•	•	•	•	•	•	•	•
302.5 Special Studies	•	•	•	•	•	•	•	•
<b>Task 303: Project Development</b>								
303.1 Transportation Improvement Program	•			•	•	•	•	•
303.2 Project Development	•	•	•	•	•	•	•	•
<b>Task 304: Local Assistance</b>								
304.1 Local Assistance to Area Communities.	•	•	•	•	•	•	•	•
<b>Task 306: iTRaC Program</b>								
306.1 iTRaC Planning	•	•	•	•	•	•	•	•

SAFETEA-LU has introduced several key changes in the Metropolitan Planning Process. NRPC has worked diligently to close the gaps between TEA-21 requirements and SAFETEA-LU. The following table



identifies several key changes in the SAFETEA-LU requirements and lists NRPC's efforts to close the gap to meet the new requirements.

<b>SAFETEA-LU Requirement</b>	<b>NRPC Action</b>	<b>UPWP Work Task</b>
TIP Update 4 Year Cycle	NRPC Developed a 4-year TIP during the FY2007 update cycle. NRPC will work cooperatively NHDOT to maintain the 4-year update cycle	303.1
Long Range Plan Update	The NRPC Long Range Plan will continue to be updated every 2 years. In 2006 NRPC developed a SAFETEA-LU compliment Long Range Plan. NRPC will maintain all SAFETEA-LU components of the plan.	302.2
Annual Listing of Projects	NRPC will maintain a listing of obligated projects including bicycle and pedestrian projects.	303.2
Increase safety and security of the transportation system for motorized and non motorized users	NRPC is currently developing a Regional Highway Safety Plan. Planning and implementation of recommendations will continue through FY08 and FY09	302.1
Promote consistency of transportation plan and transportation improvements with State and local planned growth and economic development.	NRPC is continuously working to integrate transportation and land use planning. The NRPC iTRaC program will continue through FY08 and FY 09	306
Fiscal Constraint	While there are no new requirements under SAFETEA-LU, NRPC will increase the emphasis on fiscal constraint utilizing revenues and cost estimates in the TIP, STIP and metropolitan LRTP to use a rate of inflation that reflects year of expenditure dollars.	303.1, 303.2
Environmental Mitigation Activities	NRPC completed a thorough review of environmental impacts and mitigation in the recent update of the Long Range Plan. NRPC is engaged in the environmental process through coordinated meetings with State and Federal Resource agencies.	302.1, 302.2
Interagency consultation in the development of transportation plans	NRPC maintains an ongoing relationship with Federal, State and local officials allowing consultation during the development and update of transportation planning documents.	302.2, 302.3, 303.2, 304
Coordinated Human Service Transportation	NRPC has adopted a Locally Coordinated Transportation Plan(LCTP). NRPC will continue this planning process to integrate the regional plan with state planning efforts and implement recommendations of the LCTP.	304, 410
Public Participation	NRPC has hired a Public Outreach Coordinator to assist with this task. The	302.3



	2008-2009 work program will include efforts to update the Public Participation plan as needed	
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SAFETEA-LU maintains TEA-21 requirements including incorporating the users of public transportation in the planning process. NRPC has done this for a number of years through on-board surveys and attending Transit Matters meetings, and will continue to seek rider input in this manner. Additionally, freight shippers must be incorporated into the process. As part of the work tasks associated with the previous UPWP, NRPC now maintains a list of companies that will be utilized for the TIP/Transportation Plan development public involvement process.

Integrating transportation with land use development is a continuing theme in this work program. This effort has been formalized through the development of the *iTRaC Program*. The iTRaC Program is the Nashua Regional Planning Commission's new approach to community planning that focuses on integrating transportation, land use and environmental planning. The program was developed to assist communities in dealing with the challenges of growth in a coordinated way that sustains community character and fosters a sense of place.

In addition, the Federal Highway Administration (FHWA) put forth planning emphasis areas for those engaged in transportation and transit planning activities. This year's areas include:

- SAFETEA-LU Implementation
- Fiscal Constraint and Financial Planning
- Project Monitoring
- Annual Listing of Obligated Projects
- Coordinated Human Services Transportation Plan

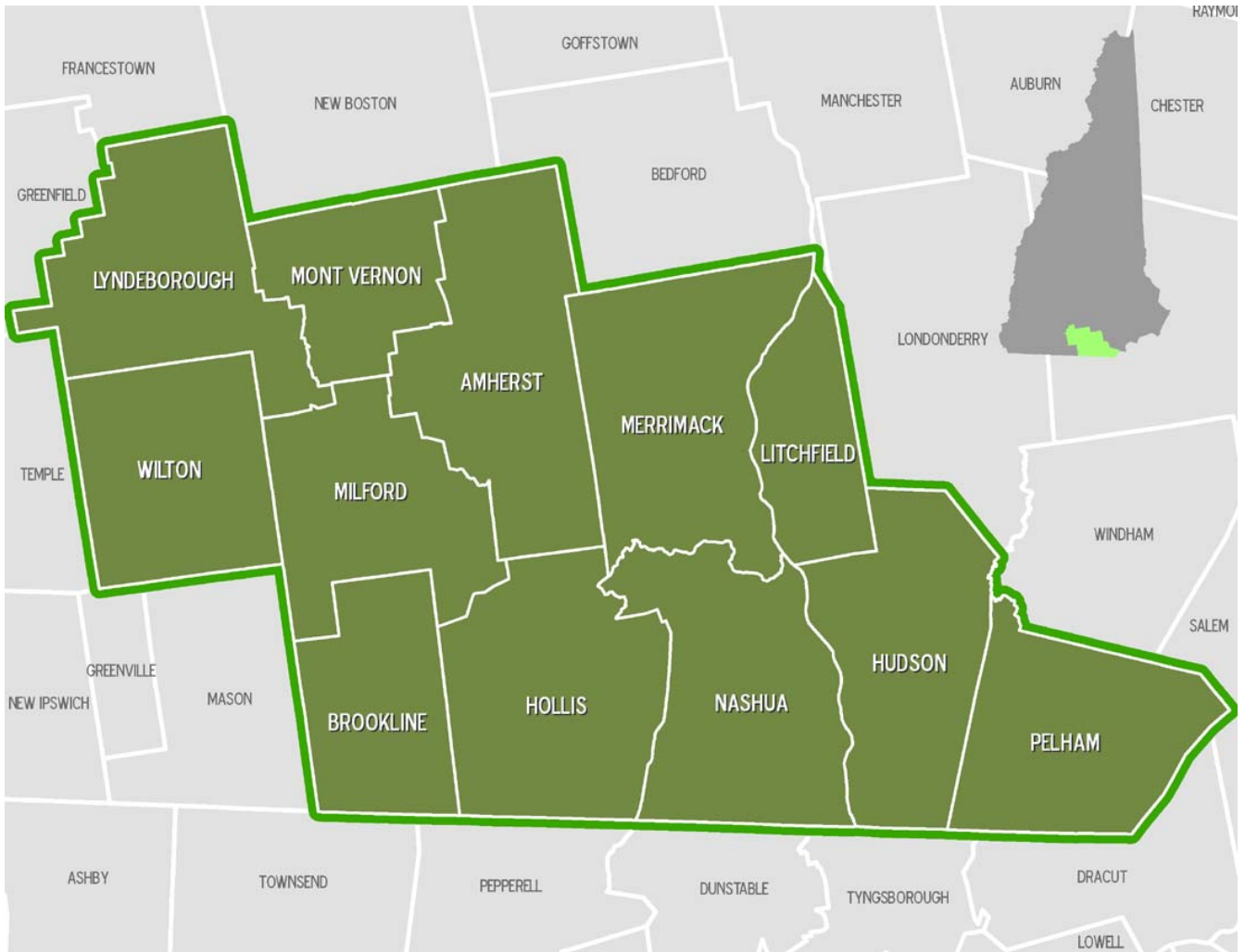
Throughout this planning work program, references to these categories in terms of proposed work tasks can be found.

Program elements provide descriptions of specific tasks, detailed under the following headings:

1. Objectives
2. SAFETEA-LU factors
3. Funding Sources
4. Functional Responsibility
5. Proposed Activities
6. Products (or anticipated accomplishments)
7. Staffing
8. Estimated Cost



**FIGURE 1: NRPC REGION**





## 300 TRANSPORTATION PLANNING

### 301 DATA COLLECTION AND ANALYSIS

The purpose of this task is to maintain an updated database for NRPC's jurisdiction. The primary purpose of data collection under this task is for input into the transportation modeling process, special transportation studies and for data that supports and is related to transportation planning. The continued development of a regional data center that provides easily accessible data concerning the region's transportation system is another key goal addressed by this task.

#### 301.1 Socioeconomic Data

**Objective:** To maintain accurate estimates of current and projected socioeconomic conditions in the NRPC area and to maintain a current database for the development of land use and transportation planning projects, network level planning, air quality, energy and transit planning. Data will be used to avoid or minimize adverse impacts to low income and minority populations. And to target outreach to Limited English Proficiency (LEP) groups/populations.

**SAFETEA-LU Factors:** Work products under this task area relate to the following planning factors as they are numerically listed in the Introduction: 1 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NRPC

#### Proposed Activities:

1. **Land Use Database:** NRPC will continue to track regional growth patterns and update the NRPC traffic model land use files as needed. These include new residential, commercial and industrial development. Data are broken down by traffic analysis zone (TAZ) for each community. NRPC will update GIS data sets to capture new subdivisions and improve general accuracy.
2. **Parcel Database:** NRPC will continue to maintain and improve the parcel database for the region. This database is used for many important purposes in transportation planning including population and employment forecasting, small area employment estimates, build-out analysis, and right-of-way analysis for bike and pedestrian projects.
3. **Demographics Database:** NRPC will maintain and continue to develop a full set of demographic data to support all transportation planning purposes. Data from the 2000 Census and Census Transportation Planning Package will be maintained and used. Up to date data sets of employment by North American Industrial Class System and number of employees will also be maintained.

#### Products:

- Current land use parcel maps for all NRPC communities.
- Yearly updates of parcel and assessment databases for all twelve municipalities.
- Current databases of existing businesses and employees by TAZ.
- Updated Travel Demand Model land use input files.
- Land use build-out analyses for communities.
- Various planning studies that utilize land use and demographic data.
- Racial/Ethnic Profile.



### 301.2 Systems Inventory

**Objective:** To maintain an ongoing database of the physical and operating components of the highway and public transportation system. Also to maintain a database of information related to environmental, cultural and historical features for use in environmental analysis of transportation projects. To maintain the input files associated with transportation modeling including friction factors, network delineation, incorporation of ground counts and appropriate documentation.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 2 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NHDOT/NRPC

**Proposed Activities:**

- 1. GIS Databases:** Staff will maintain and update as necessary GIS databases for all important variables for the transportation program. These will include but are not limited to U. S. Census geography, environmental features (wetlands, habitat, flood plains, etc), historical and archeological resources.
- 2. Urban Traffic Data Program:** Staff will perform 24-hour recorder counts per NRPC established schedule for trend analysis and for local master plan updates. This will involve the development of traffic count location maps. NRPC will assume responsibility for the NHDOT's ATR count program. NRPC will conduct up to 20 intersection turning movement counts during the two-year contract period and up to 10 vehicle classification counts. Peak hour turning movement counts and capacity analysis at intersections will be conducted for local planning studies. The purchase of new Automatic Traffic Recorders (ATRs) is not anticipated during the contract period. NRPC will maintain a traffic count location GIS database and associated maps.
- 3. Accident Database:** Update study area accident data by corridor and location through 2009 including additional collection for other studies as requested.
- 4. Pavement Management:** Conduct Road Surface Management Systems studies for local jurisdictions as requested. The work tasks include inspection, analysis and development of recommended repair strategies.
- 5. Environmental/Historic Constraints:** Identify environmental and historic constraints as needed for highway and transit alternatives analysis. Environmental and historic constraints form an important aspect of the development of transportation systems. Identification of environmental and historic constraints at an early stage in the planning process will allow NRPC, the public and responsible state and federal officials to be better informed with regard to issues affecting the development of the transportation systems. NRPC will closely study environmental and historic constraints through its land use program with the overall purpose of improving the development of the region's transportation system.
- 6. GIS Based Road Inventories:** NRPC has completed Phase II of the GIS based road inventory. The focus of this task will shift to maintenance of the road inventory data. NRPC



will also update the State's Highway Performance Monitoring System inventory and use Global Positioning System to collect other transportation data sets as requested.

**Products:**

- Updated local street inventory and HPMS maps.
- Updated traffic count report and traffic flow map for NRPC region.
- Peak hour traffic counts, capacity analysis and level of service.
- Tables providing updated accident statistics through 2009.
- GIS maps illustrating town roads, traffic data, Travel Demand Model data, environmental and historic resources and roadway functional classification.
- Inventories of existing pavement management conditions and recommended repair strategies for local jurisdictions as requested.
- Freight shippers database update.
- GIS traffic count location database.
- Updated ridership and employment density maps for 2000 Census.
- Updated and fully maintained transportation section of the NRPC Website.
- GPS trail and other transportation data sets as requested.
- Road Surface Management System (RSMS) analysis for member communities as requested.

### 301.3 Modeling of Land Use and Transportation

**Objective:** To forecast transportation needs and land use to provide a minimum 20 year planning horizon for all transportation planning purposes.

**SAFETEA-LU Factors:** Work products under this task area relate to the following planning factors as they are numerically listed in the Introduction: 1,2 and 4 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NRPC

**Proposed Activities:**

1. **Regional Forecasts of Population and Employment:** NRPC is required under federal mandate to plan for a minimum 20 year time horizon in its transportation planning products. This is accomplished by basing all NRPC regional plans on a consistent set of population and employment forecasts that are developed and adopted every ten years. NRPC will implement a shift share methodology to forecast regional employment growth and a cohort survival method to forecast population changes. These forecasts will be adopted by the NRPC Commission following a public hearing.
2. **Land Use Allocation Model:** NRPC plans the implementation of a land use allocation modeling called UrbanSim. *The goal is a standing 30-year land use simulation model that is fully integrated with the travel demand model.* This land use model would be ready for alternative scenario testing through the adjustment of growth projections, land use regulations or the placing of large new commercial and residential developments which may have a regional impact.

This is the next step in the analysis of regional growth begun in the Region-wide Buildout Impact Analysis Report. UrbanSim is a nationally recognized simulation model that



incorporates the interactions between land use, transportation, public policy and economic motivations. Outputs from the model include extensive data on land use types, land use change and growth within the subject area. The UrbanSim model ties in closely with NRPC's existing travel demand model and would offer land use scenario testing on the effects of decisions made within the region. The land use model requires an extensive amount of data gathering at the parcel level. Work would include acquiring updated assessing data for each community in the region and updating environmental constraints on each parcel. A parcel accessibility model using drive-time and attraction information extracted from the traffic model would need to be created.

UrbanSim is a micro-simulation model with households as actors. The UrbanSim "Model" is really a system of multinomial regression choice and probability models affecting household and employee behavior. Model indicators can be generated summarizing land use information at any geography from parcels to region-wide and for every year of a simulation.

UrbanSim Development tasks will include:

Creation of a peak-hour traffic model is essential to the UrbanSim model.

- Creation of base year data:
- Identify Geographic Study Area, Base Year and Units of Analysis.
- Assemble data at the parcel level.
- Assemble Employment Data.
- Synthesize Household Database
- Define Development Types
- Define Plan Types and Constraints Table

Model Implementation:

- Define model parameters
- Estimation of model equations
- Validation of results

3. **Peak Hour Modeling:** The increasing focus on traffic issues in the NRPC region has resulted in increased demand for peak hour turning movement forecasts for intersection operation analysis. Over the course of the FY06-FY07 UPWP, NRPC staff has been building the database of land use and traffic operations data necessary to support development of peak hour models. During FY08 and FY09, NRPC staff 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
4. **Local Modeling Requests:** NRPC has significantly upgraded the existing travel demand model. The model is a highly valuable tool that can be used to model traffic and transportation situations throughout the region. NRPC has already fulfilled a number of modeling requests for member municipalities using the updated model. NRPC staff has improved the level of detail in the regional model network and traffic analysis zone system, enabling more realistic modeling of the local street network and forecasting of turning movements at intersections. During FY08 and FY09 NRPC will develop models for the morning and evening weekday peak hour periods to support both regional transportation planning and also local traffic operations. NRPC will also work to provide modeling services to all of our member communities to assist with their future transportation and traffic needs.



**Products:**

- A standing 30 year land use simulation model integrated with the Travel Demand Model
- Adopted Land Use Scenarios for 2035 and interval analysis years
- Population and employment forecast through 2035 and interval analysis years
- Highly specific model run data upon request for all member communities as needed
- Morning peak hour traffic model
- Afternoon peak hour traffic model

<b>Estimated Cost for 301</b>	<u><b>FY 2008</b></u>	<u><b>FY 2009</b></u>
	<b>\$175,116</b>	<b>\$175,116</b>

**302 POLICY AND PLAN DEVELOPMENT**

The transportation planning process requires that the Long Range Transportation Plan and associated documents be reviewed periodically to ensure that it responds to new local needs and priorities, involves local citizens in the process, and is in conformance with federal regulations. In FY 2007 NRPC worked diligently to develop a SAFETEA-LU Compliant Long Range Transportation Plan. The following tasks have the goal of keeping the Long Range Transportation Plan current in the MPO area.

**302.1 Modal and Environmental Plan and Policy Development**

**Objective:** To develop plans and policies for transportation modes and air quality, assist efforts to streamline environmental review

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 1 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NRPC/NHDOT/NHDES

**Proposed Activities:**

1. **Land Use/Transportation Scenario Plan:** Using a comprehensive approach, NRPC will integrate advance land use and transportation modeling techniques to develop a Land Use Transportation Scenario Plan. NRPC will use regional forecasts of population and employment, the UrbanSim Land Use Allocation Model and Regional Travel Demand Model to develop and evaluate various transportation/land use scenarios. NRPC will assess the outcome of proposed land use and transportation investments. A preferred scenario will be identified based on analysis land use policies and alternative transportation investments. Adopted recommendations from this plan will be integrated into the Long Range Transportation Plan discussed below in 302.2.
2. **Street and Roadway Planning:** Over the past seven years, NRPC has been in the process of updating it's plans for major street and roadway corridors in the region. Major planning efforts for the NH 101A and NH 101 corridors as well as studies of the NH 13 and NH 130 corridors have been completed. Study of the Broad Street Parkway corridor is currently underway. During FY08 and FY09 NRPC will prepare an updated Streets and Roadway plan for the region. This plan will utilize the updated model, updated land use forecasts and information from the latest corridor studies to completely re-evaluate future plans for the regions street and roadway system.



3. **Air Quality Planning:** Near the end of FY05, NRPC and the other MPOs in New Hampshire are transitioning from 1 hour conformity to 8 hour conformity. Following this transition NRPC will continue to ensure that the Transportation Plan is consistent with the State Implementation Plan for the attainment and maintenance of National Ambient Air Quality Standards. NRPC will also continue to work with the NHDOT and NHDES to develop policies that will facilitate the achievement of air quality attainment.
4. **Environmental Planning:** NRPC will study environmental issues and produce environmental plans in support of the region's transportation planning effort. Specific studies could focus on transportation related water quality, wetlands, habitat, hazard mitigation, and historic, cultural and archeological resources. In addition, NRPC will work with federal and state agencies to develop policies and mitigation plans that minimize adverse environmental impacts of transportation projects, as well as achieving fuel conservation.
5. **Airport and Aviation Monitoring:** NRPC will monitor activity at Nashua and Manchester Airports, as well as broader New England and national level airport and planning issues. This will include becoming involved in any master planning efforts at Nashua and Manchester, to address surface transportation needs and impacts related to growth of these facilities. Technical papers will be developed as needed.
6. **Pedestrian/Bikeway Planning:** During FY05, NRPC completed a full update of the NRPC Bicycle and Pedestrian Mode Plan. During FY08 and FY09 NRPC will continue the process of implementing the recommendations of that plan. Particular focus will be placed on supporting NHDOT's *Safe Routes to Schools* initiative and maintenance of the regional process for the development of bicycle and pedestrian modes. NRPC will continue to work with the NHDOT and local communities in the development of plans and programs.
7. **Environmental Streamlining:** In its simplest terms, environmental streamlining consists of cooperatively establishing realistic project development time frames among the transportation and environmental agencies, and then working together cooperatively to adhere to those time frames. Because major transportation projects are affected by dozens of Federal, State, and local environmental requirements administered by a multitude of agencies, improved interagency cooperation is critical to the success of environmental streamlining. NRPC will participate in environmental streamlining to foster an improved environmental review process.
8. **Environmental Justice:** An important issue in the NRPC region is insuring that there is no disproportionate impact of the development of new transportation facilities on any minority or low income population and that input on the development of the transportation system is actively solicited from minority and low income communities. The NRPC region is rapidly diversifying both ethnically and with regard to the nation of origin of residents. Over the next two years, NRPC will work proactively to identify and reach out to these groups to identify their concerns with regard to the transportation system.
9. **Intelligent Transportation Systems:** NRPC adopted a Regional Intelligent Transportation System architecture in the Fall of 2005. The adopted architecture defines the ITS systems to be implemented in the NRPC region, the physical and logical structure of the region's proposed ITS system, and the organizational relationships between the operating organizations that will be responsible for the development of the ITS system. The ITS Plan will be maintained and used as a guide to implement ITS dependent projects throughout the region.



10. **Safety Planning:** During FY 2007 NRPC will complete a Regional Highway Safety Plan. NRPC believes that a Regional Safety Plan will assist the region in identifying key intersections and roadways that may require future safety improvements. The development of this plan will involve working with the NRPC member communities and NHDOT to investigate the existing transportation network, identify key intersections and roadway segments with safety concerns, and develop recommendations for further analysis. In addition NRPC will continue analyze accident databases (301.2) to identify safety issues related to the transportation system and develop recommendations for incorporation into the 2008 Long Range Transportation Plan update.
11. **Freight Planning:** NRPC will seek State Planning and Research Funds to begin development of a regional Freight Plan. NRPC recognizes that freight is a critical element of the transportation system and can have significant mobility, safety, economic, and quality of life impacts on the region. NRPC will develop a Freight planning process in utilizing all available FHWA analytical tools and processes.

**Products:**

- Updated Street and Roadway Plan
- Continued participation in the Air Quality Planning process with other New Hampshire MPOs, NHDOT, NHDES, FHWA, FTA and US EPA.
- Maintenance of the Regional Bicycle/Pedestrian Plan.
- Participation in the Safe Routes To School program.
- On-going process for bicycle and pedestrian transportation modes.
- Participation and support for environmental streamlining by NHDOT, FHWA, and US EPA.
- Maintenance and implementation of the Regional ITS Architecture
- Plans and memorandums regarding the policy areas of Air Quality, Environmental, Rail, TDM, Environmental Justice, Environmental Streamlining.
- Regional Highway Safety Plan
- Regional Freight Plan

### 302.2 Long Range Transportation Plan Development

**Objective:** To update and maintain the multi-modal Transportation Plan in conformity with federal regulations.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 1 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NHDOT/NRPC

**Proposed Activities:**

1. **Long Range Transportation Plan:** This task will focus on development of a financially constrained 2009 - 2035 NRPC Long Range Transportation Plan in conformance with all SAFETEA-LU planning requirements. This will be a minor update to the plan with next major update scheduled for 2010. NRPC will hold public information meetings during Plan development and a public hearing on the draft Plan, followed by obtaining the endorsement



of the MPO. Development of the Long Range Transportation Plan will include development of the required Air Quality Conformity Analysis in conjunction with NHDOT and NHDES. In addition NRPC will incorporate recommendations from the Land Use/Transportation Scenario Plan discussed above in section 302.1.

- 2. Financial Plan Element:** The metropolitan planning statutes state that the long range transportation plan must include a financial constraint element that indicates resources from public and private sources that are reasonably expected to be available to carry out the program. NRPC will work cooperatively with NHDOT, Nashua Transit System, FTA and FHWA to develop estimates of revenues that are expected to be available to support the plan. The purpose of the financial constraint element is to demonstrate the fiscal constraint of the Long Range Transportation Plan. In addition NRPC will work cooperatively with NHDES and EPA to ensure that the projects listed in the fiscally constrained Long Range Transportation Plan is consistent with the project information considered in the regional emission analysis and air quality conformity determination.

**Products:**

- Update of the Long Range Transportation Plan.
- Develop a Financial Plan and Analysis for the Long Range Transportation Plan
- Air Quality Conformity Analysis for the all required attainment years for the Long Range Transportation Plan update.

### 302.3 Transportation Coordination and Public Involvement

**Objective:** To provide necessary technical and coordinating assistance to agencies that are involved in the 3C process. To encourage citizen involvement in the transportation planning process. Public involvement efforts will include low income and minority populations and outreach efforts to Limited English Proficiency groups through community leaders.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 1, 5 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NHDOT/NRPC

**Proposed Activities:**

- 1. Transportation Coordination:** Continue to provide coordination and support services to all groups involved with highway and public transportation planning, including the NRPC Commissioners and Technical Advisory Committee, the Nashua Aldermanic Infrastructure Committee, Town Highway Safety Committees, City and Town officials and staffs, FHWA, FTA, NHDOT, NHDES and other regional, federal and state agencies.
- 2. Public Involvement Process:** NRPC has hired a Public Outreach Coordinator to engage member communities in the planning process and increase involvement across all sectors of the region. NRPC will continue to facilitate citizen involvement through newsletters, published reports, informational meetings, forums, workshops and the news media. Work with the NHDOT towards holding public informational meetings on the state's transportation program and any other transportation planning activities. Assist the NHDOT in public forums regarding regional transportation projects and other outreach



meetings.

3. **NRPC Newsletter:** NRPC will publish quarterly, the NRPC newsletter entitled, “Places”. The newsletter will be used to educate and inform policy makers and members of the public regarding transportation issues. The newsletter will contain summaries of important transportation planning documents and modal plans as well as announcements of public meeting and public participation opportunities. Beginning in FY06 NRPC will distribute the newsletter in both paper and electronic format.
4. **NRPC Web Page:** In recent years, the NRPC web page has become an increasingly important method of outreach and education to the public on transportation issues. NRPC will continue to develop the web page to provide information on all the major transportation modes and issues and also on specific corridor or area plans that are under development. NRPC will also provide links to the web pages of key transportation system operators and partners in the transportation planning process.
5. **Public Participation Plan:** SAFETEA-LU requires a stand alone, written plan for collecting public comments on MPO documents. NRPC will review the existing Public Participation Plan (PPP) and propose updates that meet the requirements of SAFETEA-LU. The PPP will be designed to meet the regions changing needs while taking advantage of the latest in communications technologies.

**Products:**

- Publication of newsletters, press releases, public presentations, and other information.
- Conduct meetings of the TTAC and MPO. Produce informational materials for these groups and maintain minutes of all meetings.
- Meet with local officials, boards and citizen groups and conduct seminars, workshops and informational meetings.
- Maintenance and development of the NRPC web page.
- Updated Public Participation Plan

### 302.4 Regional Plan

**Objective:** The nine regional planning commissions in New Hampshire are mandated under state law to prepare and adopt regional plans prior to October 2007. The increasing demands upon the existing transportation system, limitations on transportation funds and direction from state and federal agencies are playing a key role in linking transportation and land use elements in the planning process. The NRPC Regional Plan will strive to develop a joint understanding between the member municipalities and the regional planning commission on the issues that will confront the region over the next 20 years. NRPC is currently in the final stages of developing the regional plan. The focus of for the 2008-2009 work program is to implement strategies and recommendations of the regional plan and to encourage member communities to work cooperatively towards implementing recommendations that will have a positive impact on the future direction of the region.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 1 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NRPC



**Proposed Activities:**

- 1. Implement the strategies identified in the plan:** NRPC will engage it’s member communities in an effort to implement the strategies identified in the Regional Plan. As such, this effort will serve as the road map for future regional planning initiatives and joint work on projects with the members.

**Products:**

- Updates to local planning regulations and ordinances.
- Scope of work development for transportation and land use projects.

**302.5 Special Studies**

**Objective:** To conduct special studies that are determined to be necessary for the development of a comprehensive regional transportation plan.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 1 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NHDOT/NRPC

**Proposed Activities:** As part of the on-going transportation planning process, NRPC is regularly requested to conduct special studies of transportation issues for member local governments and NH DOT. In the past these studies have included townwide and area traffic studies, corridor land use and transportation studies, access management studies and special studies related to the development of major regional projects such as the Circumferential Highway, Broad Street Parkway, US 3 Exit 36, or NH 101. NRPC will conduct these special studies on an as needed basis and produce products the are consistent with federal requirements and support the regional transportation process. In the next two years NRPC may conduct corridor studies of several corridors in Hudson and Pelham that may be affected by improvements to I-93 including NH 102, NH 111, NH 128 and NH 38.

**Products:**

- Various special studies as requested.

<b>Estimated Cost for 302</b>	<u><b>FY 2008</b></u>	<u><b>FY 2009</b></u>
	<b>\$131,164</b>	<b>\$131,164</b>

**303 PROJECT DEVELOPMENT**

This task will include all NRPC activities oriented to the actual development of transportation projects. A major part of this task will be identifying and prioritizing transportation projects from the Transportation Plan that require scheduling for implementation and inclusion in the Transportation Improvement Program. Also included will be NRPC participation in the project development process for NH DOT and local governments.



### 303.1 Transportation Improvement Program

**Objective:** Maintenance of the fiscally constrained federal Transportation Improvement Program including all required air quality conformity determinations and coordination with NHDOT.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 1, 4 through 8.

**Funding Sources:** FHWA/NHDOT/FTA/NRPC

**Functional Responsibility:** NHDOT/NRPC

**Proposed Activities:**

- 1. TIP Preparation:** Complete the preparation of a the FY 2009-FY2012 Transportation Improvement Program in cooperation with local, state and federal agencies that is based on the short and long-range elements of the endorsed Transportation Plan. NRPC will review and amend the current 2007-2010 TIP at the two year mark to develop the 2009 – 2012 TIP. Conduct a public hearing on the document and obtain MPO endorsement of the TIP. NRPC will conduct the air quality analysis for all analysis years. Solicit proposals for federal funding of local and regional projects. Public information meetings will be held during development and a public hearing on the draft will be held, followed by MPO endorsement. Conduct TIP amendments as necessary in cooperation with NHDOT and other MPOs. NRPC will also actively participate in the development of the NH DOT Ten Year Transportation Program every two years. NRPC will assist NH DOT in the development of the Ten Year Program process, and proactively advocate for regional priorities.
- 2. Fiscal Constraint Analysis:** Conduct a fiscal constraint analysis of the 2009-2012 TIP. The metropolitan planning statutes state that the TIP must include a financial constraint analysis that indicates resources from public and private sources that are reasonably expected to be available to carry out the program. Completion of a fiscal constraint analysis is dependent upon NHDOT providing adequate financial information to conduct the analysis. NRPC will work cooperatively with NHDOT, Nashua Transit System, FTA and FHWA to develop estimates of revenues that are expected to be available to support the TIP. Project costs used in the fiscal constraint analysis will reflect the estimated costs of planning, designing, constructing, maintaining and operating the total transportation system. NRPC will work cooperatively with NHDOT to ensure the project cost estimates in the TIP reflect the latest available project information.

**Products:**

- FY 2009-FY2012 Transportation Improvement Program and Air Quality Conformity Determination.
- Develop a fiscal constraint analysis for the 2009-2012 TIP
- TIP/STIP Amendments and associated Air Quality Conformity Determinations as requested.



### 303.2 Project Development

**Objective:** To participate in the project development activities of NHDOT and member local governments on an as needed basis to coordinate with the regional transportation planning process and insure attainment of regional goals.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 1 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NRPC

**Proposed Activities:**

- 1. Technical Assistance for Transportation Improvement Program Implementation:** NRPC will provide information and analysis as required for development of projects. Key ongoing regional projects include the Northern Merrimack River Crossing, connecting Sagamore Bridge to NH111, Broad Street Parkway, Route 101A improvements, Manchester Airport Access Road and the Route 93 widening, and improvements in NH 101, among others. NRPC will also assist in the application process for CMAQ and Enhancement projects and will conduct traffic and air quality as necessary for the applications.
- 2. Project Monitoring:** Effective project monitoring is critical to the planning process, maintaining fiscal constraint and to timely project delivery. In cooperation with NHDOT NRPC will report on project progress and make recommendations to optimize project phasing and implementation. NRPC will work to assist NHDOT and FHWA towards improving the project programming process.
- 3. Annual Listing of Obligated Projects:** NRPC will work cooperatively with NHDOT and transit providers to develop an annual listing of obligated projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year. The listing shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP). The annual listing will be completed at the end of the program year and may include visual components such as maps and charts to ensure the information is conveyed to a broad audience with varying levels of familiarity with the transportation planning process.

**Products:**

- Assistance to NH DOT and member local governments on development of transportation projects.
- Memos/reports detailing analysis and recommendations pertinent to implementation of the STIP/TIP and various regional transportation projects.
- Memos/reports detailing project monitoring recommendations.
- Annual Listing of Obligated Projects including bicycle and pedestrian projects, visual aids such as maps, charts, graphs and photos.
- Completed CMAQ and Transportation Enhancements projects applications.
- Memos/reports that evaluate the impacts of completed projects.

Estimated Cost for 303

FY 2008

FY 2007



\$21,927          \$21,927

**304 LOCAL ASSISTANCE**

This task provides for transportation planning assistance to the member municipalities of the NRPC, including assistance in the implementation of plans or addressing local problems for which communities require outside assistance. Representative tasks might include development of planning documents, review of traffic studies, level of service and signal warrant analyses and parking studies.

**304.1 Local Assistance to Area Communities**

**Objective:** To provide technical assistance to member local governments on transportation related issues.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 1 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NRPC

**Proposed Activities:**

1. **Technical Assistance:** Upon request by local officials, NRPC will provide technical assistance on transportation or related matters. Information and minor assistance by phone, letter or attendance at special meetings will also be provided upon request to local citizens and interested parties. NRPC will continue to conduct research on road standards, access management strategies, and subdivision design and provide assistance to communities in their subdivision review process.
2. **Local Master Plan Transportation Elements:** Assistance in the preparation of master plans will be provided as requested by local communities. Updates to various subcomponents will also be considered and updated Census data for all communities will be developed.
3. **Special Transportation Studies for Municipalities:** NRPC is regularly requested to provide transportation planning services to local municipalities. Such projects will include corridor studies for individual municipalities, traffic studies of a limited number of intersections and other such products.

**Products:**

- Technical research, assistance and support to communities as requested.
- Technical Memos on road standards and subdivision design review.
- Local Master Plan Chapters, updates and revisions to subcomponents as requested and updated Census data for each NRPC community.

<b>Estimated Cost for 304</b>	<u><b>FY 2008</b></u>	<u><b>FY 2009</b></u>
	\$17,775	\$17,775



### 305 TRANSPORTATION ADMINISTRATION

This category deals with the management and supportive services that are necessary for the operation of the Transportation Planning Program.

#### 305.1 Administration

**Objectives:** To administer the NRPC highway and transit programs and the agreement with the NHDOT and FTA.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: not applicable.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NRPC

**Proposed Activities:** Conduct program supervision and oversight of the transportation planning program, review of work products, staff meetings, typing, filing, accounting, personnel administration, billing and program reporting. NRPC Staff will work to implement new indirect cost requirements consistent with OMB Circular A87.

**Products:**

- Monthly, quarterly and annual reports, billings, audit.

#### 305.2 Unified Planning Work Program

**Objectives:** To develop, in conjunction with the State and local officials involved with transportation planning, NRPC will prepare a Unified Work Program for FY 2008-09 and present it to the MPO.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: not applicable.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NRPC

**Proposed Activities:** Development of the FY2010-FY2011 UPWP. Updating of the FY2008-FY2009 UPWP as necessary.

**Products:**

- FY2010-FY2011 UPWP

#### 305.3 Training/Conferences

**Objective:** To develop the analytical skills of the NRPC staff and maintain a knowledge of current regulations and planning practices in order to benefit the transportation planning process including such topics as transit planning, traffic modeling and access management to name a few.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 2,3,4,5,6,7.



**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NRPC

**Proposed Activities:** Attendance at workshops, conferences and training classes by NRPC staff.

**Products:** Memos summarizing key information obtained at workshops, conferences and training classes.

<b>Estimated Cost for 305</b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>
	<b>\$41,715</b>	<b>\$41,715</b>

### **306 iTRaC PROGRAM**

iTRaC is the Nashua Regional Planning Commission’s new approach to community planning that focuses on integrating transportation, land use and environmental planning. The program was developed to assist communities in dealing with the challenges of growth in a coordinated way that sustains community character and fosters a sense of place. Specific products produced under the iTRaC program will depend upon requests from member communities.

#### **306.1 iTRaC Planning**

**Objective:** To provide technical assistance to member local governments to integrate transportation, land use, and environmental planning techniques. With reductions in funding for transportation improvements at the federal and state level it is increasingly clear that the NRPC cannot expect the construction of major new facilities to serve increased transportation needs. As a result, NRPC and the municipalities of the region must work together to guide land use to reduce dependence on private auto as the primary transportation mode and to improve the efficiency of the transportation system. This element will assist communities with coordinating both transportation and land use systems to successfully guide development and address issues such as automobile dependency and development patterns which hinder the implementation of a multi-modal transportation system.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 1 through 8.

**Funding Sources:** FHWA/NHDOT/NRPC

**Functional Responsibility:** NRPC

**Proposed Activities:**

- 1. Technical Assistance:** Upon request by local officials, NRPC will provide technical assistance on the coordination of transportation and land use issues. Information and minor assistance by phone, letter or attendance at special meetings will also be provided upon request to local citizens and interested parties. Work with communities to develop a variety of transportation and land use plans including, access management, corridor management and context sensitive solutions.



2. **iTRaC Committee:** The iTRaC Advisory Committee will meet on a bimonthly basis to guide the development of projects, policies and documents with both a transportation and land use focus.
3. **Education and Training:** Develop and implement training sessions for the general public and board members from our member communities on topics such as context sensitive solutions and access management. Educate the public and board members about model ordinances and assist them in implementing them in their communities. Such ordinances can assist towns in maintaining compact development patterns, promoting human scale development patterns and increasing livable and walkable communities.
4. **Special Projects:** NRPC Planners will work with communities to identify and implement projects that focus on integrating transportation, land use and environmental planning principles. Example projects may include development of specific ordinances or regulations, Access Management Plans, Parking Studies, and Bicycle & Pedestrian Facilities

**Products:**

- Maintain a community planning assessment tool used to improve the coordination of Land Use and Transportation resulting in reduced private auto dependence and healthy communities.
- Conduct the community planning assessment with all 12 Planning Boards in the NRPC region.
- Undertake special projects with communities in the region specifically designed to increase coordination between transportation and land use.
- Development of local access management plans for the regions arterial corridors.
- Develop model ordinances regarding land use and transportation principles that local communities can adopt.
- Work with communities to update and develop land use ordinances to more effectively coordinate land use and transportation principles.
- Customized training programs on a variety of land use, transportation and environmental issues.
- Conduct place-making workshops
- Produce bi-monthly resource cards
- Produce best practices guidelines on environment, land use and transportation
- Interactive website and lending library
- Special Projects could that implement land use and transportation coordination at the local level.

<b>Estimated Cost for 306</b>	<u><b>FY 2008</b></u>	<u><b>FY 2009</b></u>
	<b>\$136,205</b>	<b>\$136,205</b>



## 400 TRANSIT PLANNING

### 410 GENERAL TRANSIT PLANNING

The purpose of this task is to conduct all transit planning tasks for NRPC's study area. This involves a broad range of activities including maintenance of transit system databases, development of both short range and long range transit plans for the region, transportation demand management, coordination of transit with other transportation modes, environmental justice analysis and development of appropriate commuter and passenger rail policies.

**Objective:** Prepare plans and special studies for transit needs as identified throughout NRPC's area of concern.

**SAFETEA-LU Factors:** Work products under this task relate to the following planning factors as they are numerically listed in the Introduction: 1 through 8.

**Funding Sources:** FTA/NRPC

**Functional Responsibility:** NHDOT/NRPC

#### Proposed Activities:

- 1. Transit System Database:** Update route and ridership data. Conduct on-board passenger surveys as needed to solicit rider opinions and develop transit policies and programs. Develop system productivity measures. Maintain a current transit route map and provide route modification maps at the request of Citybus staff. Continue regionwide effort to identify persons interested in ridesharing and provide them with a list of potential commute resources.
- 2. Commuter Rail:** NRPC will work with federal and state agencies to develop policies and plans that will promote and/or implement passenger and/or commuter rail service in the region, in New Hampshire and in New England. This will continue to involve discussions with various parties to resolve a variety of issues. Many difficult issues regarding commuter rail were resolved during the course of FY06 and FY07. Currently, NRPC is working actively with City of Nashua and NH DOT on technical studies and legislation that will lead to development and operation of the commuter rail extension from Lowell, Massachusetts to Nashua and Manchester.
- 3. Transportation Demand Management:** NRPC will continue to coordinate efforts with the NH Ridesharing Office and other agencies within the commuting area to assist and support TDM efforts within the Nashua region and surrounding areas.
- 4. Coordinated Human Services Transportation Plan:** NRPC adopted the Locally Coordinated Transportation Plan for the Greater Nashua and Milford Area (LCTP) on December 20, 2006. The plan was developed through a process that included representatives of public, private and non-profit transportation providers and public, private and non-profit human service providers. The LCTP meets the requirements of SAFETEA-LU allowing the distribution of FTA 5310, 5316 JARC and 5317 New Freedoms Funds to human service Transit Providers throughout the NRPC region. The Nashua Regional Planning Commission is committed to continue working with its human service partners as we endeavor to expand the human service oriented transportation network in the region. This effort will include bimonthly meetings with the LCTP working group, coordinating regional efforts with the state human



service transit planning process and implementing stated goals of the LCTP. NRPC will monitor human service oriented transit planning efforts at the state level and work closely with officials from the Department of Health and Human Services and NHDOT. NRPC staff will prepare the LCTP working group to be active participants in the State planning efforts take on the role of a Regional Coordinating Council. NRPC staff will also provide support and grant writing assistance to human service transit providers to allow access to FTA funding sources. The end result of this effort will be more cost-effective service delivery; increased capacity to serve unmet needs; improved quality of service; and, services which are more easily understood and accessed by riders. NRPC will continue to attend area agencies meetings; sponsor transportation coordination forum(s), and work with the social service agencies on coordination efforts.

**5. Short Range Transit Planning:**

- a) Daniel Webster Highway Circulator Service: The recently adopted Regional Transit Plan recommended development of a free circulator service in the south Daniel Webster Highway section of Nashua. This service will carry shopper between retail destinations, shuttle employees from home to work and connect with the commuter rail station proposed for East Spit Brook Road. The NRPC will carry out planning for the implementation of this service.
- b) Transit Marketing Program: The focus of the Nashua Transit System marketing program will be the development of a transit marketing plan for the CITYBUS services. NRPC will continue to work with and provide assistance to the NHDOT on the Statewide Marketing Program for transit services as needed.
- c) NRPC will continue to provide technical assistance towards the implementation of passenger rail service in the region. This will continue to involve discussions with various parties to resolve issues such as capital upgrade requirements, cost allocation, operating rights agreements and development of an administrative structure. NRPC will continue to work toward the improvement of the existing rail infrastructure and preservation of railroad rights-of-way. NRPC will monitor NH Mainline as a high-speed rail designation.

**6. Long-Range Transit Planning:** During FY04 and FY05 NRPC prepared and adopted the Regional Transit Plan. This document identified a full program of recommendations for improvements to transit service in the region. During FY08 and FY09, NRPC will work with Nashua Transit System, the municipalities of the region and the NH DOT on implementation of the recommendations of that plan. In addition, NRPC will work with NHDOT, surrounding regions and private providers on the development of inter-city transit.

**7. Safety Management and Operations:** The safety and security of transit for riders and transit employees is a primary goal of the Federal Transit Administration: Ten million Americans use transit each working day. As the population increases, the number of older Americans increases, and the number of Americans with disabilities increases. As a result of these factors, the aggregate number of transit trips and miles will increase in the future. These changes will make it increasingly more difficult to lower the absolute number of safety incidents. FTA will support activities that provide transit officials with access to expert advice through referrals to other industry experts, up-to-date information for assessing system safety and capital requirements, and standards for safer "next generation" vehicles. FTA will also provide oversight and monitor compliance with its drug and alcohol testing rules. Finally FTA, through the Transportation Safety Institute, will support over 200 classes



of transit safety and security, including fatigue awareness (recommended by the National Transportation Safety Board).

**Products:**

- Updated project specific Nashua Region Long Range Transportation Plan.
- Update Locally Coordinated Transportation Plan as needed.
- Technical memos detailing short and long-range transit planning recommendations.
- Technical memos documenting human service oriented transit planning recommendations
- GIS maps illustrating Citybus routes and route modifications.
- Current transit system database.
- Citybus ridership surveys and projections.
- Updated lists of social service and special service providers.

<b>Estimated Cost for 410</b>	<u><b>FY 2008</b></u>	<u><b>FY 2009</b></u>
	<b>\$76,331</b>	<b>\$76,331</b>

**415 OTHER FEDERALLY FUNDED PLANNING STUDIES**

The Nashua Regional Planning Commission is engaged in a number of additional federally funded transportation planning that are not funded through the metropolitan planning process. Typical planning activities include plan development, corridor studies and access management studies funded through special planning and research funds; transit planning through sources such as New Starts, JARC and New Freedoms; and transportation and land use studies funded through designated federal funds. Below is a listing of federally funded transportation studies that are underway and will continue through a portion of the 2008 – 2009 work program.

**391 REGIONAL SAFETY STUDY**

The general trend in fatal accidents in New Hampshire has been rising in the last decade. According to the National Highway Traffic Safety Administration (NHTSA), there were 693 fatal accidents in New Hampshire in the last five years alone, with a spike in 2004 with 171 fatalities. In 2004, the accident rate in New Hampshire was 13.16 per capita, nearly twice the per capita rate of 7.42 in Massachusetts. NHTSA also estimates that the economic costs of motor vehicle traffic crashes in New Hampshire amounted to over one billion dollars in 2000. To address issue NRPC will develop a Regional Safety Plan to assist the region in identifying key intersections and roadways that may require future safety improvements. The development of this plan will involve working with the NRPC member communities to investigate the existing transportation network, identify key intersections and roadway segments with safety concerns and develop recommendations for further analysis. Work is expected to be complete by September 30, 2007

**Project Cost \$62,500**

**420 PASSENGER RAIL TECHNICAL STUDIES**

NRPC will oversee the coordination of technical planning and engineering studies towards the implementation of passenger rail service between Lowell MA and Nashua and Manchester NH. Project tasks will include:

- Work with City of Nashua Community Development Department, NHDOT and Pan AM Railroad to coordinate all aspects of the passenger rail project including development



activities for the station sites, developing legislation, and technical planning and engineering studies;

- Coordinate the Lowell to Nashua Passenger Rail project with stakeholders for the proposed extension to Manchester including the towns of Merrimack and Bedford. City of Manchester, Manchester Airport, the Greater Manchester Chamber of Commerce, and Southern New Hampshire Planning Commission;
- Provide public information on the Lowell-Nashua Commuter Rail project. This will include maintaining and updating the project website with the most up to date project information; and
- Oversee project consultant (Parsons Brinckerhoff Quade and Douglas) in completion of contract for preliminary engineering and scope of work for final design and construction management activities.

Work will continue on this project through December 31, 2008

**Project Cost: \$186,000**

#### **440 COMMUNITY TECHNICAL ASSISTANCE PROGRAM**

In response to the proposed widening of I-93 between Manchester and Salem NH, the New Hampshire Department of Transportation providing planning and technical assistance to corridor communities to address potential growth impacts resulting from an improved I-93 corridor. The Nashua Regional Planning Commission is facilitating this program as well as providing assistance to its member communities of Litchfield, Hudson, and Pelham as part of this initiative. Under the CTAP program NRPC will:

- Provide GIS mapping services to prepare detailed land use maps for each of the Towns within its region included in the CTAP program;
- Will provide services to collect and analyze information on the existing planning foundation and regulatory base for member communities;
- Lead and coordinate the activities of the NHDOT, other regional planning commissions, and Community Technical Assistance Program representatives to develop the Connecting Transportation and Land Use Project for the Community Technical Assistance Program;
- Lead and coordinate the activities of the NHDOT, other regional planning commissions, and Community Technical Assistance Program representatives to develop the External Communications Plan for the Community Technical Assistance Program; and
- Shall lead and coordinate the activities of the regional planning commissions for the preparation of GIS Buildout Analysis and Alternatives for up to seven (7) towns

Work will continue on this project through May 15, 2008.

**Project Cost: \$185,000**



UPWP Funds by Work Element								
For Fiscal Year 2008								
Work Element		PL	FTA	State Match	OEP	DES REPP	NRPC	Total
301	Data Collection and Analysis	\$136,543	\$3,550	\$17,068	\$0	\$0	\$17,956	\$175,116
302	Plan Development	\$96,405	\$8,526	\$12,051	\$10,000	\$4,182	\$0	\$131,164
303	Plan Implementation	\$13,882	\$3,660	\$1,735	\$0	\$0	\$2,650	\$21,927
304	Local Assistance	\$10,798	\$3,423	\$1,350	\$0	\$0	\$0	\$17,775
305	Administration	\$27,765	\$5,607	\$3,471	\$0	\$0	\$2,206	\$41,715
306	iTRaC Program	\$100,229	\$8,736	\$12,529	\$10,000	\$4,713	\$4,872	\$136,205
<b>300 Work Element Total</b>		<b>\$385,621</b>	<b>\$33,500</b>	<b>\$48,203</b>	<b>\$20,000</b>	<b>\$8,895</b>	<b>\$27,683</b>	<b>\$523,902</b>
410	Urban Transit Planning	\$0	\$61,065	\$0	\$0	\$0	\$15,266	\$76,331
<b>TOTALS</b>		<b>\$385,621</b>	<b>\$94,565</b>	<b>\$48,203</b>	<b>\$20,000</b>	<b>\$8,895</b>	<b>\$42,950</b>	<b>\$600,233</b>

UPWP Funds by Work Element								
For Fiscal Year 2009								
Work Element		PL	FTA	State Match	OEP	DES REPP	NRPC	Total
301	Data Collection and Analysis	\$136,543	\$3,550	\$17,068	\$0	\$0	\$17,956	\$175,116
302	Plan Development	\$96,405	\$8,526	\$12,051	\$10,000	\$4,182	\$0	\$131,164
303	Plan Implementation	\$13,882	\$3,660	\$1,735	\$0	\$0	\$2,650	\$21,927
304	Local Assistance	\$10,798	\$3,423	\$1,350	\$0	\$0	\$0	\$17,775
305	Administration	\$27,765	\$5,607	\$3,471	\$0	\$0	\$2,206	\$41,715
306	iTRaC Program	\$100,229	\$8,736	\$12,529	\$10,000	\$4,713	\$4,872	\$136,205
<b>300 Work Element Total</b>		<b>\$385,621</b>	<b>\$33,500</b>	<b>\$48,203</b>	<b>\$20,000</b>	<b>\$8,895</b>	<b>\$27,683</b>	<b>\$523,902</b>
410	Urban Transit Planning	\$0	\$61,065	\$0	\$0	\$0	\$15,266	\$76,331
<b>TOTALS</b>		<b>\$385,621</b>	<b>\$94,565</b>	<b>\$48,203</b>	<b>\$20,000</b>	<b>\$8,895</b>	<b>\$42,950</b>	<b>\$600,233</b>



<b>Non-UPWP Funds by Project</b>					
<b>Task</b>	<b>Description</b>	<b>Contract End Date</b>	<b>Federal</b>	<b>Match</b>	<b>Total</b>
391	Regional Safety Study	09/30/07	\$50,000	\$12,500	\$62,500
420	Passenger Rail Technical Study	12/31/08	\$148,800	\$37,200	\$186,000
440	Community Technical Assistance Program	05/15/08	\$148,000	\$37,000	\$185,000
<b>TOTAL</b>			\$346,800	\$86,700	\$433,500

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