



**North Country
Transportation Advisory Committee Meeting
At the
North Country Resource Center
629 Main St., Lancaster, NH
And via Zoom
<https://us02web.zoom.us/j/85251385278>
Wednesday, November 6th
10:00AM – 12:00PM**

AGENDA

1. Call to Meeting and Roll Call
2. Approve Meeting Minutes: September 19, 2024**
3. Ten-Year Plan
 - a. Proposal Summaries
 - b. Engineering Support (HEB)
 - c. Preliminary Submittal to NHDOT**
4. Safety Action Plan 2025
 - a. Vision/Goal
 - b. What goes into the Plan?
5. Transportation Alternatives Program
6. Discussion:
 - a. NCC Projects
 - i. Field Work
 - ii. Regional Plan
 - iii. Regional Transportation Plan
 - b. Scenic Byways
 - c. Updates from Communities
7. Other Business
8. Adjourn

****Indicates vote of the TAC is required**

An in-person quorum (7) is needed in order to conduct any votes, so please plan to attend if you are willing and able. If this is not possible, please use the information on the following page to attend virtually. While attending in-person, please wear a face covering for the duration of the meeting and keep a safe distance between yourself and others. Thank you.

Join Zoom Meeting

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**North Country
Transportation Advisory Committee Meeting
At the
North Country Resource Center
629 Main St., Lancaster, NH
And via Zoom
<https://us02web.zoom.us/j/89449294583>
Thursday, September 19th
1:00PM – 3:00PM**

MINUTES

1. Call to Meeting and Roll Call

The meeting was called to order at 1:06PM.

Ray Gorman, Colebrook
Harry Juergens, Stratford
Mary Moritz, Bethlehem
June Hammond Rowan, Randolph
David Campbell, Jackson
Emily Benson, Jackson
Stanley Judge, Shelburne
Peter Gagnon, Gorham
Nick Altonaga, NCC
Lucy St John, NHDOT
Nancy Spaulding, District 3
Ross Wood, District 2

2. Approve Meeting Minutes: June 18, 2024**

Nick presented

Ray Gorman Motioned to approve the minutes from June 18th, 2024.
Stanley Judge Seconded
Motion Carried.

3. Ten-Year Plan

- a. Review Criteria & Weights*
- b. TYP Project Proposals

Nick presented the Ten-Year Plan project proposals. Discussed those eligible/ineligible. Presented the scoring criteria and NCC staff scoring rubric information and the reasonings behind project scores.

Nick went over the TYP project presentation, including additional information on the top five (5) scoring projects.

June (Randolph): There is not enough space to make a safe turn at the Randolph and Raycrest Drive locations. If you are pulling from Durand Rd or the town hall, you wait for an opening. Have to guess when the best time is to stop. There is no sign of when you can pass safely. Have a lot of recreational traffic. Even in the winter we have lots of problems with back country skiers. Heading east up the hill, people tend to pass on a double yellow line. A frequent problem

Nick will plan to have traffic turning counts on/off the route next season.

Stan: Route is also strategic to get the East-West access to the interstates. Particularly on the eastern slopes of the mountain. Laying on top of that has been to get to the interstates to bypass the NH16 south issues (North Conway, etc.). I think Gorham has always made a strong issue of that need, along with Shelburne.

June: We have talked with DOT about traffic calming and removing passing lanes. They removed a passing lane at Pinkham B rd. NHDOT is currently not looking to calm people down along that stretch.

Harry: Do you have the accident history at Appalachia?

- June: It's a bit weird. There are some major accidents and crashes.

Nick: \$4.4 million estimate from 2022.

June: It appears from the HEB estimates that there should be enough right of way to widen it without any major impacts.

Nick presented the Bethlehem project. Current estimate from 2023: \$765,000.

Peter: The estimate seems a bit low.

- Mary: We have heard that. We had been quoted much lower a few years ago.

Peter: How old is your water and sewer in the area?

- Mary: One is almost turn of the century.
- Peter: You will find that when they install the granite curb, it might shake and bust the water and sewer pipes.
- June: plus adding stormwater system needs a catch basin.

Nick noted that the regional allocation is approximately \$7 million. Similar to last cycle. We will review these projects compared with that allocation, and have the engineering updated to support any submittal to the NHDOT.

Lucy: RPCs have been directed that there isn't any increase. The engineering the estimates should follow the current estimates and unit costs for items. What Nick was alluding to before, once they receive the engineering estimates they submit to NHDOT who then do their internal estimation. There are additional things that they bring to the municipality's attention. It is important to get the up to date estimates.

Nick: Last cycle we have gone over by approximately 1.5 million.

Lucy: RPCs can submit for the regional allocation and then some.

- If you go over the allocation, it is removed from the future cycle's allocation.

June: We formerly talked about some of these projects about TAP funding. It is usually town by town. Could we think of this committee to discuss these for TAP projects.

- Lucy: there will be a TAP solicitation this fall. More information is forthcoming. As June said, these could be submitted under TAP.

Peter: The TYP is fully funded. The issue with TAP is it is 80/20 split.

Mary: For our project, we long ago applied for SRTS but was denied. This was moved forward in attempts to

Nick: I think the TAC is a place to discuss a lot of these funding sources and projects. Talk about options to get things completed.

- Lucy: And usually, the RPCs do the preliminary submittal in November with the final in the Spring.

Nick: Summarized the Whitefield Rails to Trails project.

Emily: Should talk about the Recreational path in Conway and how they are missing those components.

Nick asked the group how would we like to proceed

- June: Thinking about the Whitefield impact as per the weights. We really think of the roadway impact. Kind of like apples to oranges compared to the others.
- Peter: In another circumstance, if Dalton and Whitefield were overrun with cyclists and pedestrians it might have bigger impact but that is not the case.
- Emily: the other thing is being really weary of the recreational paths. Need to be aware of the traffic associated with people travelling to these facilities.
- Peter: Bathrooms, parking lots, they are needed even if people are near the river and the woods.
- June: Creates more problems, transportation problems.
- Nick: Places like Appalachia have a huge issue for facilities not even the safety aspect.
- Ray: Realistically only 2 of these will go through.

June: is there a way to ask HEB to segment the projects a bit?

- Nick: Yes HEB has done that in the past.

Peter: HEB tends to do the full NHDOT requirements in their engineering. I love NHDOT but they tend to use a lot of salt. This is in regard to using cement at crossings and sidewalks. Asphalt is a lot easier to work with.

- June: Also depends on the type of sidewalk

Ray: Does NCC have some extra funds leftover after engineering these 3 projects? Engineering the top 3 is fine but the 4th and 5th ranked, really need to be reasonable. That money can be used elsewhere.

Nick: Yes, there will be funds leftover to possibly complete 1 or 2 other engineering studies.

June Motioned to submit the top three (3) top ranked projects for engineering support by HEB Engineers.

Emily Seconded.

Peter: If NHDOT loves that plan and decommission the current area, would a roundabout break the budget? Be 5 million instead of \$3.4 million?

Nick: We can have HEB look at multiple options. They will determine what is feasible and do the designs on that option.

Motion Carried.

- c. TYP Project Proposal Scores (Preliminary) *

4. Discussion:

- a. NCC Field Work & Projects

Nick will follow up with Mary about an updated Parking Study.

Nick updated the group about the traffic count season wrapping up, as well as RSMS activities and other NHSADES data collection programs. Have also completed 3 pop-up events.

- b. Scenic Byways

- c. Updates from Communities

Ray (Colebrook): We are into ROW process on our projects. We were supposed to get a shovel in the ground this shovel but maybe next summer. Have a \$300,000 county-funded project. Rumors that APP has a contract that needs hiring. Toured the Balsams and that looks good.

Mary: Bethlehem reimagine bought the corner lot and are remediating it. It will likely be retail and housing. In addition, they are breaking off a part of it to sell to the senior housing facility. Across from that is the skate park which we have funding to revamp. Depending on how that goes it could take away parking. We spent an extra \$11,000 on the public parking lot by the municipal pool. We need an additional study for a long-term parking goal. It will start impacting our local businesses quite severely.

Peter: How long does a project usually stay on the plan? Is it 10 years or is it more like 500?

- Nick: Some tend to be on for a long time and change over time. Ex: the Albany project is a high priority to NHDOT, there may be alternate ways to fund it.

Stan (Shelburne): We had some vociferous public comment regarding the recent plan by NHDOT regarding rumble strips. Led to a major change in location and amount of rumble strips. Has had a big impact from the correspondence and meetings. We are dealing with human beings and so timeline is different. But I am quite pleased with the outcome. Unfortunately for NHDOT, they started rumble strips near US-2 prior to COVID and it caused a rocky start. Important to have the ability to have a 3-step communication to present arguments, discuss it and compromise. And then the final negotiation.

Peter (Gorham): For TAC we do have a sidewalk project in engineering phase along Lancaster Rd. Had really good public input. One thing is we learned a lot. Learn to stay away from Railroads and RR crossings. Scope is still in spirit the same. We are going to be improving and going to be making safer some pedestrian sidewalks. There may be 4 or 5 foot sidewalks with ADA compliant accesses every 200 feet. It minimizes ROW issues. And minimized last minute water and sewer issues. If cut-off valves are too close to the sidewalk it creates major issues for sidewalk. We have 3 NRCS projects (River stabilization). Exciting to see those move along.

On the 21st of October, 6PM, at town hall. We will have a public information hearing with FEMA, DHS, NHDOT, about the 12/18 flood event. Will be good to share similar stories and explain to the community what these agencies do.

Emily: Is that something that you put together?

Peter: Yes, I put it together to communicate to the community. Need to remind people that the good old days of getting into the river and dredging the river is not the way we do things anymore. Want to get the point across that we are looking at a river system flood mitigation plan. A river maintenance plan, so that is a long-term process. Frankly as municipal managers, They tell you there is a river problem and you need to get in there. As a municipality you think about the major budget to do a project: the maintenance down the road is the responsibility of the town

Stan (Shelburne): Just a comment I should have added. The Dams on the Androscoggin river from Shelburne north were supposed to be relicensed by July of 2024. However, we received notices without explanation, most likely from the public input from towns along the river, that it will take more time to address. Short term was to extend operation for another year automatically, until they get the long term relicensing.

Shelburne has issues with access to the river for recreation. Plus, major issues with high water events that we have been disappointed in the proposed solutions that have not been considered in the environmental analysis.

- Nick: Confirm that FERC is 30 year lifespan?

Peter: There have been a lot of questions and comments from communities all the way up to Dummer. There have been a lot of comments about boundaries and access and changes.

Stan: It is approved each year automatically until they receive the official 30-year relicensing.

Mary: Who manages the property?

Peter: FERC is federal agency that manages the hydro power producers. The town has had a lot of comments about FERC boundary lines and access.

Stan: Of the environmental analysis and correspondence: We were strong in mentioning recreation access to the water to the public has as high a priority as the power generation operations. We have seen a big difference between focus on recreational access to the operations. Most federal dams have maintained decent accesses, but this situation is that things are overgrown. We are not anti-operations of the dams, however we just feel that better and not costly efforts could be made to make the recreational access better.

Emily (Jackson): Getting closer to having all the projects submitted to FEMA obligated. Lot of culvert projects going on around town. NHDOT has been doing a lot of work along 16B.

David (Jackson): Wrapping up capital improvement plan process. Two public hearings in the next month and a half. Hoping to put more funds towards roadway upkeep, with a better budget than previously. Other than that, the Fire Station is the biggest and most impactful project. Have an engineering open house to update the town on those plans. Hopefully next March we will approve that project. Reported that 18 months from first shovel into the ground to a finished fire station.,

Emily: Almost done in the Hazard Mitigation Plan. Have some ideas about traffic counts. Have some ideas on that.

David: have a problem with the sidewalk at the falls. There is not a lot of room to build a sidewalk there.

June (Randolph): Alternate member, Chair of the Planning Board. A couple of things. We now have rumble strips along US-2 in Randolph. Appalachia parking is overflowing no matter the day. We keep raising the issue. Sight issues are a major issue. About 100 things ready to go wrong there. Something mentioned at the last PB meeting, we might write a letter about Pinkham B road regarding the rough shape of the road. It is pretty heavily used. There have been a lot of changes to the Lowe's Store and the cabins have been torn down. There are no current plans for that location.

We have Randolph Community Forest, 11,000 acres. The town has the unique situation with the Randolph Forest Commission (under the PB). It is a well-managed forest. There was an agreement with the Granite Back Country Alliance for opening a glade. Has become a social media and heavy promotion from Grantie Back Country Alliance. A lot of traffic in the Winter going up Randolph Hill Rd. A lot of people getting stuck and blocking emergency access. Town has decided to not allow Granite Back Country alliance to maintain that area anymore. Private guides are taking people out, making money, AMC had a back country group out there last season.

- The out door economy is great but there are these other issues that come up.
- It is a very local thing but I know that other communities deal with this heavy promotion from groups.

Mary (Bethlehem): Not much has changed in the past few weeks so about the same.

Harry (Stratford): Looking to hire on a road agent. The roads need work. Meeting with FEMA next month about flood damage and repair. Held public hearing with community about maintenance of roads and if they town needs a Road Department. Need to show the costs.

Nancy (District 3): From District 3's perspective. We are supporting District 1 because they are without leadership. I have a great interest in your Albany project. I was out there with the Commissioner last year and with Rep McKonkey. Had a working relationship with Coleman. They are appreciative of anything that goes into fixing that. Let me know if you want any assistance from District 3.

And the other projects you presented, kudos for your efforts. They are amazing efforts that you have put forth. I have travelled through the Randolph Gorham area and that stretch is always beautiful with the range. It is like a free for all at the top of the hill.

Ross: District 2. I will be quick but we had two different paving contracts in Haverhill and over to Benton. Did repaving. With the exception of some rain storms we had a good job.

Peter: Is there any timeline or updates on when we might be looking at some new faces at District 1?

Nancy: There are plans to try and change the requirements, on a temporary basis. It is difficult to find suitable candidates to come in and run the office. They recently hired an engineer who is very strong in highway design but is not qualified to sit as the Engineer or Asst. Engineer. The things that they are having issues with is the day-to-day communication. John Kallfelz will be interim District 1 Engineer until mid-October. Ongoing staff difficulties are across NHDOT and finding full time replacement for NHDOT District 1 Engineer has been a challenge. Difficult to find staff willing to shift their positions across state.

5. Regional Transportation Plan
6. Regional Plan

Nick provided a brief update for the RTP and the Regional Plan.

7. Other Business
8. Adjourn

Meeting adjourned at 3:01PM.

Next Meeting: Early November

****Indicates vote of the TAC is required**

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Join Zoom Meeting

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Meeting ID: 829 0676 8989



November 1, 2024

Preliminary Cost Estimates for 2027-2036 Ten-Year Plan Projects

Dear TAC Members,

HEB Engineers have been working on the engineering work for the three (3) highest scoring Ten-Year Plan Proposals. They have prepared preliminary cost estimates for the projects. The estimates are in 2025 dollars and are as follows:

1. Albany NH-16/NH113 Intersection \$4,500,000
2. Randolph US-2 Left-Turn Lanes \$6,000,000
3. Bethlehem Pedestrian Connections \$920,000

The preliminary cost estimates come out to approximately \$11,420,000. The finalized estimates will accompany the engineering schematics and drawings in the submittal to the Department of Transportation on November 8th, 2024.

The North Country's regional allocation is **\$7,180,998**. There was an overage of \$1,614,061 from the last Ten-Year Plan Cycle (2025-2034). The group will need to determine how this funding will be covered before the final project submittal in March of 2025.

We believe these projects are highly important to the region and are excited to have them moving towards the preliminary submittal. Thank you for your consideration of this information.

Regards,

Nick Altonaga, CFM
Transportation Planner
North Country Council
naltonaga@nccouncil.org

RPC	Regional Allocations
NCC	\$ 7,180,998
UVLSRPC	\$ 4,490,804
LRPC	\$ 6,190,653
SWRPC	\$ 4,996,384
CNHRPC	\$ 5,286,969
SNHPC	\$ 10,558,160
NRPC	\$ 7,393,412
RPC	\$ 8,055,824
SRPC	\$ 5,846,797
Total	\$ 60,000,001

\$ 7,180,998
 \$ (1,614,061)
 \$ 5,566,937

TYP Project Proposal Preliminary Ranking		
Project #	Project Name	Score
1	Albany Intersection of NH113 & NH16	5.59
13	Randolph Int of US2 and Randolph Hill	5.46
2	Bethlehem Sidewalk to Elementary School	5.08
15	Whitefield Rail Trail	4.9
14	Sugar Hill Traffic Calming Along NH117	4.72
8	Lancaster Safe Pedestrian Walkway to School	4.48
9	North Woodstock NH112 and US3 Intersection	4.47
12	Pittsburg Main Street Sidewalks & Curb	4.46
5	Jackson NH16 Corridor Safety	4.39
7	Lancaster Page Hill & US-3 Intersection	4.23
4	Dalton Pedestrian/Bike Lanes Along NH135	4.09
10	Pittsburg Hill Rd / Happy Corner Bridge	3.86
11	Pittsburg Roadway Aprons Along US3	3.72
3	Dalton Crosswalk at Bridge Hill Rd and NH135	3.44
6	Lancaster Downtown Pedestrian Safety Study	3.44

Ranking	Community	Project Name	Description	Location	Notes	Federal Aid Eligibility
1	Albany	Intersection Improvement of NH16 & NH113	Primary design(current): Improve the safety of motorists and pedestrians at the intersection of NH16 and NH113. Includes roadway realignment, road grade and geometry improvements, sight line enhancements. Alternate design (NHDOT proposed): relocate intersection of NH16 and NH113 slightly south and install Roundabout to slow traffic speeds	Intersection of Route 16 & 113 in Albany, NH.	Project initiated after multiple NHDOT/town meetings regarding NH16 safety at this location. Town of Madison in support of improvements.	Yes
2	Randolph	Safety Improvements at US-2 and Randolph Hill Rd Intersection	Address safety issues on US2 at two intersections, US2/Randolph Hill Road and US2/Raycrest Drive, by providing: left-turn lanes for US2 eastbound traffic at Randolph Hill Road; and a left-turn lane for US2 westbound traffic at Raycrest Drive. Approx 2,500 feet of US2. Additional distance may be necessary to create safe turning lanes.	US Rt 2 at the intersection of Randolph Hill Road and the intersection of Raycrest Drive in Randolph, NH.	Application previously submitted in 2022 for consideration in TYP. Engineering estimates for that project included	Yes
3	Bethlehem	Sidewalk installation from Town Hall to Elementary School	Installation of 1,500 linear feet and 5 feet wide sidewalk with granite curbing. The project will include drainage modifications with the new curb line, as well as improvements to the driveway aprons and local road approaches that meets PROWAG standards.	Town Hall (2155 Main St) to Elementary School (2297 Main St)		Yes
4	Whitefield	Use of Abonded Assets: A Rails-to-Trails Recreation and Transportation Alternative Project	Convert an unused and decaying rail corridor into a multi-use 4-season rail trail for residents and visitors to use for recreation and transportation. 11.5 Miles of Railroad including Whitefield, Dalton, and Bethlehem. Includes Rail bed restoration, track and tie removal, surface grading, crowning and packing.	5.2 Miles (Whitefield), 1.5 Miles (Bethlehem), 4.8 Miles (Dalton)	Long term goal is connection to Lamoille Rail Trail in VT as part of New England Rail Trail network.	Yes
5	Sugar Hill	Sugar Hill Traffic Calming Along NH-117	Install ADA compliant sidewalks and improve drainage through the town center (NH117 from Lover's Lane (near Church) to NH117 and S. Rd. Includes improvement of current Town Hall crosswalk and installation of crosswalk at Meetinghouse. Goal is to slow traffic and increase pedestrian safety throughout town. Project also includes enhancements to intersection near NH117 and Lover's Lane near Historic Marker to improve safety of scenic viewpoint.	Route 117 from intersection of Center District Road to the Sugar Hill/Franconia Town line. Distance is 3.8 miles or 20,064'	Sugar Hill long term goal to create a "center of town" with planters, bollards and a clearly marked pedestrian crossings. Other long range goal is to create scenic pull-off near Iris farm to remove vehicles from roadway when stopped for vewing.	Yes

S | S Safe Streets and Roads for All 4 | A (SS4A) Program Facts



The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the **Biden-Harris Administration's Bipartisan Infrastructure Law**. It provides \$5 billion over 5 years to fund community-led projects that address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- **Planning and Demonstration Grants** for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan. These can help build a pipeline of projects for future funding.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

SS4A is exclusively designed to help local communities. DOT offers extensive technical assistance to potential applicants, especially first-time federal funding applicants.

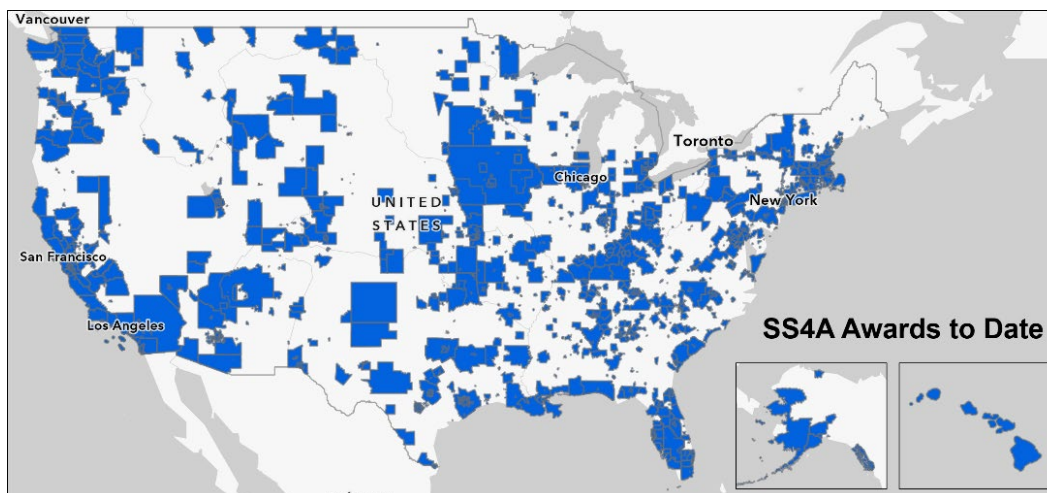
For more information, use the QR code above or visit the [SS4A website](#).

SS4A grants are already making an impact nationwide

- In the first three years of funding, USDOT awarded **\$2.7 billion** to over **1,400 communities** across **all 50 states and Puerto Rico**.
- SS4A funds to improve roadway safety planning have been awarded to communities that comprise about **73% of the nation's population**.
- Awarded funds go to localities that make up **64% of all roadway fatalities**.
- Projects and activities will significantly **improve safety for all people using the road** in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

Awards reach communities of all different sizes and safety needs:

- **Rural communities** comprise around half of all grant award recipients to date.
- 682 communities (43% of award recipients) have **populations under 50,000**.
- **48 Tribal communities** were awarded SS4A funding.
- Over 50% of award recipients are **new direct Federal funding recipients to USDOT**.
- Over half of funds will **benefit underserved communities**, providing equitable investment to places that need funding the most.



SS4A amplifies our impact by working across government and with external partners

The SS4A program collaborates within USDOT, and with outside organizations that are committed to roadway safety, to disseminate program information and build capacity to help communities apply for grants and successfully implement grant activities.

- Coordinated technical assistance and promotion efforts focus on advancing roadway safety in rural areas, Tribal communities, and places in the Thriving Communities network. **In the past three years, USDOT staff directly reached communities in every state.**
- USDOT works with **trusted non-governmental organizations and partners** that understand communities' roadway safety challenges and needs. These partners include organizations such as the Local Infrastructure Hub, National Complete Streets Coalition, National League of Cities, National Association of County Engineers, National Safety Council, League of American Bicyclists, Vision Zero Network, Rural Partners Network, Smart Growth America, Urban Sustainability Directors Network, and Emergency Medical Services groups, and events like the National Transportation in Indian Country Conference.

SS4A helps applicants compete for funding based on merits, not technical capacity

Applying for Federal discretionary grants is new for some communities—many of which may not have a team of grant writers on their staff. The SS4A program works with applicants throughout the evaluation process to ensure that they have complete and accurate information and are not disqualified due to an administrative error during the submission process.

- In preparation for the third funding year (FY24), **SS4A provided a courtesy pre-application screen to 111 Action Plans** to help them determine whether they were eligible to apply for an Implementation Grant. Many that found out they were ineligible for Implementation Grants applied to develop an Action Plan instead.
- In the second and third funding years (FY23 and FY24), SS4A conducted **follow-up outreach to over 1,000 communities** to provide opportunities to address missing application elements and program requirements. As a result, **nearly all eligible applications are complete and fully evaluated.**
- For those who are unsuccessful, SS4A offers a detailed debrief to help applicants develop more successful applications in future rounds. SS4A conducted approximately **130 debriefs for FY23 applicants.**

After awards are made, the SS4A program continues to help communities be successful in developing, executing, and administering grant agreements.

- A streamlined grant process was developed to help finalize and sign grant agreements as quickly as possible, even for communities that have never received grant funding from USDOT. Approximately **96% of the 511 FY22 award recipients and 41% of the 620 FY23 award recipients have executed grant agreements** in place and initial **funding amounts obligated.**
- A **Technical Assistance Center** was established to support grant recipients with training and technical assistance, including how to comply with Federal requirements and how to develop Comprehensive Safety Action Plans. Visit the Technical Assistance Center at <https://www.ss4aclearinghouse.org/TechnicalAssistance>.
- A **Community of Practice** was created to help grant recipients learn from each other across the 1,000+ communities that have received awards to date. Learn more about the Community of Practice at <https://www.ss4aclearinghouse.org/TechnicalAssistance?COP>.

Future funding opportunities

The FY25 Notice of Funding Opportunity (NOFO) for Safe Streets and Roads for All grants is expected to be announced in early 2025. Approximately \$2 billion will be made available in future funding rounds (FY25 and FY26).



Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Leadership Commitment and Goal Setting



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

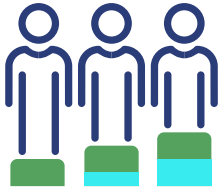


Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



Safe Streets and Roads for All Action Plan Components



Equity Considerations

Plan development using inclusive and representative processes. Underserved communities* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



Policy and Process Changes

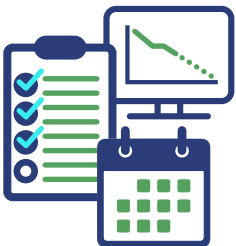
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.



☰ OPEN MENU



[Dover Rail Trail](#)



[Nashua Pedestrian/Bicycle Bridge](#)



[Claremont Sidewalk](#)

Transportation Alternatives Program

The goal of the federally-funded Transportation Alternatives Program (TAP) is to provide choices for non-motorized users that are safe, reliable, and convenient.

TAP was created under a federal law known as Moving Ahead for Progress in the 21st Century (MAP-21) to consolidate many stand-alone programs into a single, more flexible program. Programs replaced by TAP are Safe Routes to School, Recreational Trails, Transportation Enhancement, and Scenic and Cultural Byways. The Recreational Trails Program is administered by the Department of Resource and Economic Development.

For more information on the TAP program contact Tom Jameson, P.E. TAP Program Manager at (603) 271-3462 or email: thomas.e.jameson@dot.nh.gov

TRANSPORTATION ALTERNATIVE PROGRAM (ROUND-5) IS NOW OPEN

Applying for Transportation Alternative Program (TAP) funds is a three-step process.

Step 1 - Submit a letter of interest form to the Department. This form must be used for your submission. Deadline for submission is Friday December 6, 2024.

Step 2 - Attend the Department's virtual TAP workshop. Information on date and time will be sent to everyone that submits the letter of interest form. Tentative schedule for the workshop will be early January 2025.

Step 3 - Submit a TAP application to the Department by Friday January 24, 2025. The application will be posted on this website and emailed to anyone that submits a letter of interest form. The TAP application will be available on this website by the end of November.

Only applicants that fulfill all three steps will be considered for TAP funding.

[Letter of Interest Form](#) 

The Letter of Interest form is non-binding. If between submission of the Letter of Interest form and TAP application, you want to switch to a different project that is allowed if it meets TAP eligibility. The Letter of Interest form gives the Department an idea of how much interests there is statewide, make sure projects are eligible for TAP, and to establish a contact person with the municipality.

Warning: When submitting the Letter of Interest form, you must save it as a pdf. Do not print the form and then scan it for submission. Data is harvested from the form fields and will not work if the form is scanned. Directions on naming conventions and how to submit is on the last page of the form.

Any questions on the form or the three-step process email: thomas.e.jameson@dot.nh.gov

[Proposed TAP \(Round 5\) Schedule](#) 

Active Transportation Infrastructure Investment Program (ATIIP)

The Active Transportation Investment Program (ATIIP) is a new competitive grant program created by Section 11529 of the Bipartisan Infrastructure Law enacted as the Infrastructure Investment and Jobs Act (Pub.L.117-58) to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.

[ATIIP-Bicycle and Pedestrian Program - Environment - FHWA \(dot.gov\)](#)



For more information on the Transportation Alternative Program click on the Federal Highway Administration (FHWA) link below.

[Transportation Alternatives - Environment - FHWA \(dot.gov\)](#)



Training for LPA "Person in Responsible Charge"

Selected communities must designate a full-time employee as the person in responsible charge. This person must have authority to make financial decisions for the sponsoring organization. This individual must be LPA certified by the Department. If you are currently certified and seeking recertification you can request a test vs. attending the day long training. Please see links below for information.

[LPA Training](#)

[LPA Manual](#) 

TAP Round 4 Summary

2021 Grant Round:

\$13.4 M Total Funds (20% match required for \$10.7M Fed)

4 years of funding

\$1.25 M max funding per project

34 applications received requesting \$25.1M in federal funds

[Prioritized TAP Awards](#) 















[Map - Location of TAP applications](#) 

Criteria for Scoring

[Scoring Criteria White Paper](#) 

Project Readiness and Support 13%
Financial Readiness 15%
Feasibility 9%
Stress Analysis 12%
Improve Safety Conditions 16%
Network Connectivity 20%
RPC Rankings 15%

Funded Applications:

- **Ranking: 1**
 - **Town/City:** Claremont
 - [21-13 TAP Application](#) 
- **Ranking: 2**
 - **Town/City:** Nashua
 - [21-28 TAP Application](#) 
- **Ranking: 3**
 - **Town/City:** Rochester
 - [21-07 TAP Application](#) 
- **Ranking: 4**
 - **Town/City:** Warner
 - [21-06 TAP Application](#) 
- **Ranking: 5**
 - **Town/City:** Manchester
 - [21-08 TAP Application](#) 
- **Ranking: 6**
 - **Town/City:** Laconia
 - [21-01 TAP Application](#) 
- **Ranking: 7**
 - **Town/City:** Concord
 - [21-14 TAP Application](#) 
- **Ranking: 8**
 - **Town/City:** Merrimack
 - [21-26 TAP Application](#) 
- **Ranking: 9**
 - **Town/City:** Waterville Valley
 - [21-05 TAP Application](#) 
- **Ranking: 10**
 - **Town/City:** Rye
 - [21-31 TAP Application](#) 
- **Ranking: 11**
 - **Town/City:** Derry
 - [21-15 TAP Application](#) 
- **Ranking: 12**
 - **Town/City:** Keene
 - [21-19 TAP Application](#) 
- **Ranking: 13**
 - **Town/City:** Newport
 - [21-17 TAP Application](#) 
- **Ranking: 14**
 - **Town/City:** Gorham
 - [21-18 TAP Application](#) 

Proposed TAP Schedule Application Round 5

2024

October						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

November						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

December						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
28	30	31				

Key Dates	Description
October 25, 2024	October 25, 2024, new TAP round Opens. Potential applicants need to fill out letter of interest form and submit it to NHDOT by December 6, 2024. This is mandatory for applicant to submit a formal application for TAP funds.
November 2024	Finalize TAP Applications and Scoring Committee membership
December 6, 2024 (6 Weeks)	TAP Letter of Interest form submission deadline. TAP Application for funding released.
December 2024	Mandatory Workshop information released. Meeting will be in January 2025.

2025

January						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

March						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

April						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

May						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Key Dates	Description
Week of January 6th, 2025	Mandatory workshop date. Will be virtual via Teams
January 24, 2025 (7 Weeks)	TAP Application submission deadline
January 27th to February 7th, 2025 (2 weeks)	Department logs in TAP applications and checks them for eligibility.
February 10, 2025	TAP applications sent to Regional Planning Commissions. RPCs will prioritize TAP projects in their regions.
February 10th to February 28th 2025	TAP Project estimates reviewed by P&CA. Scoring Committed meeting held to discuss scoring process
March 10 - 14, 2025	Target week for scoring committee to meet
April 25, 2025 (11 Weeks)	RPC Project Ranking submission deadline
April 25th to May 2nd	RPC ranking score added to projects. Final Application scores developed and final list of TAP projects submitted for inclusion to Ten Year Plan
May 2, 2025	Deadline for final list of TAP projects to be included in Ten Year Plan

The new TAP round begins on October 25, 2024. Only municipalities and schools are allowed to apply for TAP funds. TAP projects must have a transportation focus. All potential applicants will be asked to submit a non-binding letter of interest form for their project. This is a pdf form and will be available on the Department's TAP website. It will ask you for contact information, description of your proposed project, and approximate cost. Any sponsor that doesn't submit a letter of interest form will not be allowed to submit an application for funding. All sponsors sending in a letter of interest form will be required to attend a brief 2 hour virtual workshop. Any sponsor that doesn't attend the workshop will not be allowed to submit an application for funding.



TRANSPORTATION ALTERNATIVE PROGRAM (ROUND 5) LETTER OF INTEREST FORM

This letter of interest form is non-binding. The form will be used to evaluate if your proposed project is eligible for TAP funds, if the estimated cost seems reasonable, and to establish a contact person for the application process. You MUST submit a letter of interest form to apply for TAP funding. You will also be required to attend a mandatory TAP workshop. The TAP application and workshop information will be put on the Department's TAP website by the end of November.

DEADLINE FOR LETTER OF INTEREST FORM SUBMISSION IS DECEMBER 6, 2024

For NHDOT use only: Letter of interest No. _____

Enter your Town or City name:

Enter the Bureau, Department, or Section
of municipal government you work in:

Enter your first name:

Enter your last name:

Enter your title:

Enter your phone number:

*This field is formatted for (xxx)xxx-xxxx,
enter number without any spaces*

Ext:

Enter your email:

*All correspondence will be
sent via email*



New Hampshire
Department of
Transportation

TRANSPORTATION ALTERNATIVE PROGRAM (ROUND 5) LETTER OF INTEREST FORM

Clearly describe the proposed project.

Describe the project in detail. Where does the project start and end. How long is it in feet. What is the proposed surface (paved, concrete, stone dust). All projects must be transportation focused. Explain how your project meets a non-motorized user need. This field will scroll but is capped at 3,500 characters which is equivalent to one page of text.

Enter an approximate cost of your proposed project.

This can be approximate. It is just to gauge how much possible funding will be requested during the TAP round. For design costs use 15% of construction cost. This field is formatted for \$xxx,xxx.xx so just input the number without \$ or commas.



Statement of need:

(Briefly explain why this project is needed by the community and the public) This *field will scroll but is capped at 3,500 characters.*

Enter your Regional Planning Commission.

Submission Requirements:

After filling in this form, save it with the following naming convention:

Town/city name followed by LOI submission

Example: Concord LOI Submission

Then email it to the address below:

Email to thomas.e.jameson@dot.nh.gov

Note: DO NOT PRINT AND SCAN PDF. Form must be saved as a pdf file for data to be harvested.

Thank you for completing the Letter of Interest Form. You have completed step 1 of the 3-step process to apply for Transportation Alternative Program funding. Later you will be emailed information regarding the mandatory workshop as well as the TAP application. The email you put in this form will be used for all correspondence. The workshop information and TAP application will also be posted on the Department's website. **DEADLINE FOR LETTER OF INTEREST SUBMISSION IS DECEMBER 6, 2024.**

If you have questions contact Thomas Jameson, TAP Program Manger

Email: thomas.e.jameson@dot.nh.gov