



*Southwest Region Planning Commission*  
37 Ashuelot Street, Keene, NH 03431 603-357-0557 Voice 603-357-7440 Fax

**Transportation  
Advisory Committee**

Kendall Lane, Chair  
*Keene*

Frank Sterling, Vice Chair  
*Jaffrey*

Susan Ashworth  
*HCS Community Services*

Brian Barden  
*Dublin*

Sara Carbonneau  
*Winchester*

Leslie Casey  
*Sullivan*

Michael Kowalczyk  
*Monadnock Region Rail  
Trails Collaborative*

Alfred "Gus" Leraudeau  
*Swanzey*

Leandra MacDonald  
*Peterborough*

Cheryl Mayberry  
*Walpole*

Jesse Rounds  
*Keene*

Ed Smith  
*Hinsdale*

Ruth Ward  
*Stoddard*

*with*

John Kallfelz  
*NHDOT District 4*

*and*

Lucy St. John  
*NHDOT Bureau of  
Planning & Community  
Assistance*

**Transportation Advisory Committee**

**February 6, 2023  
2:00 p.m.**

**Southwest Region Planning Commission  
37 Ashuelot Street, Keene, NH**

**Agenda**

- I. Welcome and Introductions
- II. Minutes of January 9, 2023
- III. Congestion Mitigation Air Quality Program Project: NH Route 9/10/12/101 Intersection Improvements in Keene
- IV. Project Updates:
  - a. Keene-Swanzey (40666) – Reconstruct Winchester Street/NH 101 to Market Basket and Replace Ash Swamp Brook Bridge
  - b. Jaffrey (16307) – Reconfigure "Dog-Leg" Intersection of US Route 202, NH 124 and NH 137
- V. Ten Year Plan Update
- VI. Next Meeting: March 6, 2023
- VII. Adjourn



# Southwest Region Planning Commission

37 Ashuelot Street, Keene, NH 03431

603-357-0557 Voice

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## Southwest Region Planning Commission

### Transportation Advisory Committee

#### Minutes

January 9, 2023

**Present:** Frank Sterling, Vice Chair, *Town of Jaffrey*; Susan Ashworth, *Home Healthcare, Hospice and Community Services*; Brian Barden, *Town of Dublin*; Sara Carbonneau, *Town of Winchester*; Leslie Casey, *Town of Sullivan*; Mike Kowalczyk, *Monadnock Region Rail Trail Collaborative*; Gus Lerandean, *Town of Swanzey*; Leandra MacDonald, *Town of Peterborough*; Cheryl Mayberry, *Town of Walpole*; Ed Smith, *Town of Hinsdale*; Ruth Ward, *Town of Stoddard*; Lucy St. John (ex officio), *NH Department of Transportation (NHDOT)*.

**Staff members present:** Tim Murphy, *Executive Director*; J. B. Mack, *Principal Planner*; Terry Johnson, *Senior Project Manager*; Rich Clough, *Office Support Specialist*.

#### I. Welcome and Introductions

Frank Sterling called the meeting to order at 2:00 p.m., welcomed those in attendance, and asked for introductions from the attendees. J. B. Mack reported on changes to the 2023 TAC roster. New TAC members include Mike Kowalczyk from the Monadnock Region Rail Trail Collaborative, Gus Lerandean from the Town of Swanzey, and Jesse Rounds from the City of Keene.

#### II. Minutes of October 31, 2022

**Motion: To approve the minutes of October 31, 2022 as presented.**

Motion by Leandra MacDonald, seconded by Ruth Ward. Minutes were approved by unanimous vote with Sara Carbonneau, Mike Kowalczyk and Frank Sterling abstaining.

#### III. Transportation Program Updates

The following Transportation Program updates, which were described in a memo for the January 9, 2023 meeting, were discussed further at the January 9<sup>th</sup> meeting:

##### Congestion Mitigation Air Quality Program (CMAQ)

J. B. Mack announced that the deadline for submitting CMAQ applications was January 6, 2023 and reminded the TAC that they will be reviewing and ranking CMAQ project applications proposed within the SWRPC planning district. Regional rankings of CMAQ projects are due March 13, 2023. J. B. Mack said that he has not received information from the NHDOT indicating the number of CMAQ projects, but he expects that the TAC will be reviewing project proposals submitted by the City of Keene and NHDOT. He

plans to invite CMAQ applicants to the next TAC meeting on February 6<sup>th</sup> to present their project proposals and answer questions from TAC members.

#### Planning for Electric Vehicles (EVs)

Frank Sterling asked about the status of EV charging in New Hampshire. J. B. Mack responded by discussing the Clean Energy New Hampshire draft *Municipal EV Toolkit* (described in the meeting packet memo), the *Plan for Electric Vehicle Infrastructure Deployment* released last year by NHDOT, and the formula and discretionary grant programs that are offered through the federal National Electric Vehicle Infrastructure Program to deploy EV charging infrastructure. J. B. Mack described how the *Plan for Electric Vehicle Infrastructure Deployment* is prioritizing Level 3 charging station deployment on New Hampshire's interstate highways, but some investment could also come to other alternative fuel designated corridors recognize in the State including NH Route 9 and Route 101 in the SWRPC planning district. Ed Smith shared information about a recent meeting he attended with NHDOT Public Private Partnership Commission that discussed EV charging in NH.

#### **IV. Presentation: Update on Community Transportation Activities**

J. B. Mack introduced staff member Terry Johnson who delivered an update on regional community transportation activities. He noted that Terry Johnson became a regional mobility manager for Southwest New Hampshire in 2022.

Terry Johnson provided a PowerPoint presentation (presentation at [www.swrpc.org/communitytransportation\\_010923/](http://www.swrpc.org/communitytransportation_010923/)). He reported that in 2022, regions across New Hampshire were given access to federal funding and support through NHDOT and Department of Health and Human Services (NHDHHS) to enhance community transportation across the State. He summarized the State's mobility management blueprint for delivering customer-centered community transportation services, and described how SWRPC and its regional partners have been taking advantage of the new resources and partnerships to address community transportation shortcomings in Southwest NH. He noted that there has been a lot of activity at the state and local levels and defined community transportation as an array of services to meet the needs of a variety of users. Currently the majority of services target older adults and people with disabilities. He noted, however, that the Monadnock Regional Coordinating Council (MRCC) has begun trying to expand services to other population groups including youth, low-income households and traditional marginalized ethnic and racial groups. He noted a variety of transportation challenges facing the Southwest Region, and described how the lack of transportation options can affect the health and quality of life for our Region's residents. He stated that the U.S. Census defines the Region as 70% rural, which significantly impacts the efficiency of transit systems. Other key findings he shared were observations that approximately 2,000 households do not have access to a motor vehicle, annual household budgets for transportation average about \$10,000 per year, and the Region's population is aging rapidly and nationally, 1 out of 5 seniors do not drive.

Terry provided an overview of the work of the MRCC including its purpose, responsibility, primary populations served, partners, and service area. He noted that the MRCC's work is guided by the *Coordinated Community Transportation Plan*, which was last updated in 2018. He described the regional coordinating council framework, which includes 8 separate regions in the State including the MRCC. He went on to describe various community transportation concepts and terms including the NH Statewide Mobility Management Network and the definition of Mobility Management which is an integrated system of safe and reliable multimodal transportation services that support complete trips for all. In the Monadnock Region, key players in the Mobility Management structure include Cheshire County as the lead agency and SWRPC serving as the regional Mobility Manager. Terry Johnson noted the NHDHHS funding, which

came from the federal Centers for Disease Control, was designed to address COVID-19 disparities and increase transportation options. He described some of the roles that the Mobility Manager serves and the overall goal of improving transportation in the Monadnock Region by enhancing the focus on mobility management, collecting and monitoring performance data and defining the needs and potential benefits that could be realized through higher levels of coordination and cooperation. He provided a list of new transportation programs/enhancements in the Southwest Region including shopping shuttles, youth program transportation and increasing access to healthcare and other essential services for older adults, and people with disabilities through volunteer driver programs. Vice Chair Sterling thanked Terry Johnson for the presentation.

#### **IV. Presentation: Transit/Microtransit Feasibility Study**

J. B. Mack presented an overview and key points associated with a public transit/microtransit feasibility study recently conducted by SWRPC with Home Healthcare, Hospice and Community Services and other partners (presentation at [www.swrpc.org/microtransit\\_010923/](http://www.swrpc.org/microtransit_010923/)). The purpose of the study was to re-evaluate Keene's existing transit services as well as explore opportunities to further develop transit services in other high need areas identified in Southwest New Hampshire. He noted that the study examined potential transit improvements to Keene's current City Express/Friendly Bus system, as well as an examination of new transit services targeting Greater Keene (Keene plus urbanized parts of Swanzey and Marlborough), NH Route 101 from Peterborough to Keene, NH Route 9 from Brattleboro to Keene, and NH Route 10 from Winchester to Keene. The study evaluated two different models for transit service delivery: fixed route transit and microtransit. Fixed route transit describes traditional public transit services that operate on a predictable schedule and route, while microtransit describes public transit offered in set zones during a set time period that provide rides by responding to trip requests from riders through a smartphone app or through a call center.

J. B. Mack explained that the study sought public input throughout the project. Feedback came from a project advisory task force representing major institutions in the area, as well as input from two sets of public meetings that were held on the Zoom platform as well as in person in Keene and in Peterborough. The final study evaluated a dozen alternatives and provided estimates on anticipated daily ridership, annual ridership, number of fleet vehicles to provide service, annual cost of operating expenses, and cost per trip estimates for each alternative. SWRPC and its transit partners plan to use this information to communicate with potential partners that could contribute to the local match that would be needed to implement the scenarios. The Committee then discussed some of the methodology and findings of the report. Vice Chair Sterling thanked J. B. Mack for the presentation.

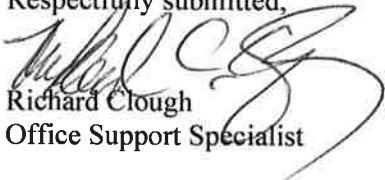
#### **VI. Next Meeting: February 6, 2023**

J. B. Mack announced that the next meeting of TAC is scheduled for February 6, 2023.

#### **VII. Adjourn**

The meeting adjourned at 3:34 p.m.

Respectfully submitted,

  
Richard Clough  
Office Support Specialist



# Southwest Region Planning Commission

37 Ashuelot Street, Keene, NH 03431

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## Agenda Item III

**Date:** February 6, 2023  
**To:** Transportation Advisory Committee  
**From:** Staff

**RE:** Congestion Mitigation Air Quality Program Project: NH Route 9/10/12/101 Intersection Improvements in Keene

### Background

In September 2022, the New Hampshire Department of Transportation (NHDOT) announced the start of the application cycle for the Congestion Mitigation & Air Quality (CMAQ) program. The CMAQ program is a federally funded reimbursement program that provides up to 80% of funds for projects that improve air quality by reducing the amount of harmful vehicular emissions. NHDOT announced that there is approximately \$30 million total dollars available for this round. Funding is targeted for federal fiscal years 2025 through 2028. As part of the NHDOT's process to prioritize projects for funding, NHDOT asks regional planning commissions to evaluate and rank projects associated with their planning districts.

Although NHDOT received four letters of interest for CMAQ projects from Southwest New Hampshire in November 2022, only one project application was ultimately submitted to NHDOT before the January 6, 2023 application deadline. The project application was submitted by the NHDOT Bureau of Highway Design to improve intersection operations at the NH 9/10/12/101 intersection in Keene. Attached to this memo, please find an application transmittal letter from the Bureau of Highway Design, the application, and letters of support from NHDOT's Executive Office and the Bureau of Traffic. Supporting materials associated with the application are available for viewing at:

[https://www.swrpc.org/wp-content/uploads/2023/01/NH-DOT\\_KeeneSupportingMaterials-1st-half.pdf](https://www.swrpc.org/wp-content/uploads/2023/01/NH-DOT_KeeneSupportingMaterials-1st-half.pdf), and  
[https://www.swrpc.org/wp-content/uploads/2023/01/NH-DOT\\_KeeneSupportingMaterials-2nd-half.pdf](https://www.swrpc.org/wp-content/uploads/2023/01/NH-DOT_KeeneSupportingMaterials-2nd-half.pdf)

At the February 6 meeting, NHDOT staff will provide a summary of the project proposal and take any questions from the TAC. Since there is only one CMAQ project originating from the Southwest Region planning district, no project ranking is necessary, however, the TAC is requested to consider whether they support the project. If the project is supported this will give the project the full 10 points that a first place ranking would receive from a regional planning commission.

### Recommendation

Consider support for the NH 9/10/12/101 intersection improvement CMAQ project application from the NHDOT Bureau of Highway Design.

TDD Access: Relay NH 1-800-735-2964



**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



*William Cass, P.E.*  
*Commissioner*

*David Rodrigue, P.E.*  
*Assistant Commissioner*  
*Andre Briere, Colonel, USAF (RET)*  
*Deputy Commissioner*

January 6, 2023

Thomas Jameson, CMAQ Program Manager  
Bureau of Planning and Community Assistance  
NH Department of Transportation  
P.O. Box 483, 7 Hazen Drive  
Concord, NH 03302-0483

Re: CMAQ Program Application  
NHDOT Intersection Improvement Project  
Keene, NH Routes 9/10/12/101

Dear Tom,

The New Hampshire Department of Transportation (NH DOT) Bureau of Highway Design is pleased to present its application for grant funding from the Congestion Mitigation and Air Quality (CMAQ) program for improvements to the intersection of NH Route 9/10/12/101 in Keene. Accompanying this letter is the application, as well as supporting materials including maps, letters of support, regional planning documents, etc.

NH Routes 9, 10, 12 and 101 are all major corridors promoting regional mobility within the southwest portion of the state. Due to the high corridor volumes and continued regional growth, the project area often sees significant delays during certain periods of the day. The purpose of the proposed project is to construct improvements that would promote better operation of the intersection. By improving traffic flow, a reduction in delay will be achieved, reducing congestion and the associated vehicle idle time, thereby improving air quality. It is anticipated alternatives will include a roundabout and improved/updated signal infrastructure. The cost estimated for this project is \$3,000,000, with NH DOT being responsible for 20% of the cost. Costs were conservatively based on the roundabout alternative.

Thank you for your consideration of this application.

Sincerely,

Margarete A. Baldwin  
Roadway Section Chief, Highway Design

Cc: J. Marshall, Highway Design Administrator  
J. Kallfelz, District 4 Engineer  
L. Baronas, Assistant Traffic Engineer

<b>For NHDOT use only:</b>	
Application #:	22-24CMAQ
LOI Submitted:	<input checked="" type="checkbox"/>
Workshop Attended:	<input checked="" type="checkbox"/>
Application Received on:	1/6/2023

## NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION CONGESTION MITIGATION & AIR QUALITY PROGRAM

### APPLICATION FOR FUNDING

**Sponsor Information** (*Sponsor is the municipality or organization that is applying.*)

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*Contact is the person who will be in responsible charge of the project)*

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**Sponsor Name:** v

**Mailing Address:** Bureau of Highway Design, JOM Bldg, 7 Hazen Drive, Concord NH 03302

**Telephone:** 603-271-2171

**Email:** margarete.a.baldwin@dot.nh.gov, james.a.marshall@dot.nh.gov

**Contact Name and Title:** Margarete Baldwin, Roadway Section Chief

**Telephone:** 603-271-6675

**Email:** margarete.a.baldwin@dot.nh.gov

**Governing Regional Planning Commission:** Southwest Regional Planning Commission (SWRPC)

**Executive Council District:** 2

*RPC and Executive Council information is important because final selections may be adjusted to provide regional equity*

9/15/2022

Page 1 of 10

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## Project Information

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**CMAQ Activities:** *Check the CMAQ activity(s) that your project is proposing.*

- Non-Transit related alternative fuel projects such as refueling or charging facilities.
- Projects that improve traffic flow, including efforts to provide signal system optimization, construct HOV lanes, streamline intersections, add turning lanes, improve transportation systems management and operations,
- Projects that implement ITS technology, including efforts to improve incident and emergency response or improve mobility, such as through real time traffic, transit, and multimodal traveler information
- Transit capital investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity,
- Transit operating assistance for new services or the incremental cost of expanded services.
- Transportation-focused (non-recreational) bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel
- Rail network Improvements

### Description of work being proposed:

*(Clearly describe purpose and need for project as well as project goals and objectives)*

The purpose of the project is to improve the operational performance of the NH 9/10/101/12 intersection to reduce delays and queues. Improved operations will result in less idling time, thereby reducing emissions.

Due to the high corridor volumes, continued regional growth, lack of coordination with the westerly adjacent signalized intersection at NH 9/Production Ave/Ash Brook Rd (due to antiquated signal hardware), and lack of traffic condition communication (real time traffic data), this intersection often sees significant delays at certain times of the day.

Alternatives anticipated include a roundabout at the NH 9/10/101/12 intersection (given flat grades and wide Right-of-Way, as well as regional acceptance of roundabouts), signal upgrades and coordination between the NH 9/10/101/12 and NH 9/Production Ave/Ash Brook Rd intersection, and implementation of Intelligent Transportation Systems (ITS). +

**Map:** *(If you are proposing an infrastructure project, A map is required as part of the application. Map must be scanned as a pdf file. Map should include street names, State route numbers, project details, identification of resources, north arrow, and a scale)*



**MAP SUBMITTED**

9/15/2022



**Resources within project limits:**

*(List all cultural, archeological, and natural resources, as well as any known hazardous materials in project limits)*

The project is adjacent and partially within the floodplain associated with the Ash Swamp Brook and Ashuelot River; Natural resources (wetlands) are present on each side of the intersection but likely outside the limits of the potential improvements; Two streams are in close proximity, but likely outside the limits of potential improvements; Cultural and hazardous materials are unlikely due to the previously disturbed condition of the anticipated project limits, but will need to be evaluated.

**Project Details**

**Road Name(s)** *(List all roads in project limits as applicable or N/A if not along any public road)*

Production Ave, Ash Brook Road (both Class 5, City Owned)

**State Route Number:** *(List all State route numbers or N/A if on a municipal road)*

Route 9, 101, 10, 12

**Railroad:** *(List name of railroad corridor and identify if project impacts a rail line or service in any way. Put N/A if not impacting a railroad corridor)*

N/A

**Other:** *(If off-road path, describe beginning and ending termination locations)*

N/A

**Length of Project:** *(If more than one location, provide total length of proposed improvement)*

Approximately 2,000ft

**Width of proposed improvement:** *(If width is not consistent, provide an average width for majority of improvements)*

90ft, but varies

**Surface Type:** *(List Paved, Concrete, Gravel, Stone Dust, etc. for all proposed improvements)*

Paved

**Ownership:** *(List the entity that owns the land in the limits of your proposed improvements)*

State of NH

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**Project Cost Estimate – Infrastructure Projects fill in A through E,  
For Non-Infrastructure Projects ONLY FILL IN E**

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**Identify the estimated project costs under each of the phases below.**

- A) Design/Engineering:** \$   
*(Costs for engineering study, preliminary design, environmental review, identifying and establishing right-of-way, easements preparation, final design, and bid phase services)*
- B) Right-Of-Way:** \$   
*(Cost of easement acquisition and/or land acquisition)*
- C) Construction:** \$   
*(Cost of constructing project, materials, and labor)*
- D) Construction Engineering:** \$   
*(Cost of engineering oversight for the project. Oversight needs to be almost fulltime.)*
- E) Project Total:** \$   
*(Non-infrastructure projects fill in only this box) (Max \$3,000,000)*

**Identify the amount of federal funding you are applying for.**

*If you are adding funds that will be in addition to the amount of federal funds and match for your project those are considered non-participating funds. In this case you put the additional funds in the non-participating box. This is usually done if you want to do additional work that may not be eligible under the CMAQ program but you want the work done under the overall contract. Or if total project cost exceeds the \$3M cap.*

**Federal \$**   
*(\$3,000,000 Max. for federal amount requested)*

**80%**  
*(CMAQ funds are 80% with a 20% match))*

**Match \$**   
*(Enter amount of local match)*

**20%**

**Non-Participating \$**   
*(Additional funds added to project that are not CMAQ)*

*Reason for non-participating funds*

**Funding Total \$**   
*(Max. \$3,000,000)*

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**5. Evaluation Criteria** (*Applications will be scored on criteria approved by the New Hampshire Department of Transportation*)

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**5-1) Project Readiness and Support (15 points maximum):** *Does the applicant have LPA certified staff, have prior FHWA experience, and is project identified in local, regional, and/or statewide plan or a business plan? Please provide information and documentation that addresses the following:*

- Letter of Support from Sponsor's Governing Body (0 or 5 points)
- Current LPA Certified staff or prior experience with federal projects (0 or 5 points)
- How many local or regional plans is the proposed work in? If a private organization, is it part of a business plan (0 to 5 points)

The proposed project has support from the Sponsors Executive Office (see attached letters of support from the NH DOT Assistant Commissioner and the NH DOT Bureau of Traffic Administrator/State Traffic Engineer).

NH DOT will utilize LPA-certified internal staff and consultants to administer and execute the project. NH DOT has extensive experience with all facets of federal projects.

Routes 9/10/101/12 are all major corridors promoting regional mobility, connecting the southwest portion of state to major destinations such as Laconia and Plymouth to the north, Manchester and Portsmouth to the east, and Boston and other Massachusetts regions to the south. As such, there is discussion on these corridors in general in the following documents:

- Keene Master Plan, 2010 (and Keene Transportation Plan 2003, included as appendix to the master plan)
- NH 12 South Corridor Study, 2015
- NH 101 Corridor Study, 1999

This intersection is directly noted in the 2014-2035 Southwest Regional Transportation Plan.

**5-2) Financial Readiness: (15 points maximum)** *(CMAQ is a reimbursement program. Sponsor will have to gross appropriate funds for entire project before federal funds are authorized and eligible work can get started. Projects are reimbursed 80% of each reimbursement request.) Does the applicant have funding available to complete the project at time of application, or is there commitment to request funding at next annual town meeting (or equivalent)? Please provide information and documentation that addresses the following:*

- Are funds already gross appropriated? (0 or 5 points)
- Will sponsor receive approval to fully fund project within 6 months of project award? How? (0 or 5 points)
- Do the Sponsor's most recent financial audits and/or statements show any negative comments, material weaknesses, etc.? (0 to 5 points)

NH DOT has funds appropriated within our requested FY 2023 budget. The Continuing Resolution based on the FY 2022 budget provides the necessary gross budget. It is expected that the FY 2023 budget will appropriate the necessary gross funds. NH DOT will provide the 20% match of our CMAQ request with Turnpike Toll Credits.

Full funding is requested in the FY 2023 budget and is expected to be approved by the Legislature and signed by the Governor within the necessary time frame. In the meantime, the Continuing Resolution provides sufficient funding based on the FY 2022 budget.

NH DOTs most current Single Audit of Federal Funds (copy attached) for 20.223 Highway Planning and Construction does not have any observations or material weaknesses.

**5-3) Stewardship / Sustainability: (Maximum 25 points)** *What is the long-term maintenance plan for the project? Please provide information and documentation that addresses the following:*

- Infrastructure – How will the project sponsor maintain the completed facility/improvements? Does the sponsor have similar facilities, existing equipment, operations plan that is already in place that would accommodate this improvement as well? Who will maintain the project? Paid staff, volunteers, contracted labor? How will maintenance be funded? Is it part of a budget line or capital improvement?
- For capital purchases provide vehicle maintenance plan and expected life of purchase
- For Transit routes provide plan for continued sustainability after funding is complete

NH DOT is responsible for year round maintenance of all of the routes and signal systems associated with the NH 9/10/101/12 intersection, and will maintain maintenance responsibilities regardless of the treatment (roundabout, upgraded signal, ITS). If certain appurtenances are included in the project (such as, but not limited, to sidewalk/curb ramps, pedestrian hybrid beacons, midblock crosswalk pavement markings, landscaping, etc), NH DOT would enter into an agreement with the City for maintenance of these specific features. Also NH DOT owns and maintains the signal system at NH 9/Production Ave/Ash Brook Rd, and would continue to own and maintain (year round) if changes are made to the signal. It should be noted that the City owns and maintains (year round) both Production Ave and Ash Brook Rd roadways.

**5-4) Air Quality Benefits: (Maximum 35 points)** *Points will be awarded based on relative rank for air quality analysis. A cost/benefit factor will be calculated for each project and by category the top b/c factor will get 35 points and the bottom 0 and all others spaced relatively in between. Standardized air quality analysis templates have been created for each of the following project types:*

*Check the box next to the category that your air quality analysis will be developed from.*

- Bike and Pedestrian projects
- Road/Intersection projects that mitigate congestion and air pollution
- ITS-related projects
- Alternative fuel projects (not transit related)
- Transit Capital Purchase
- New or expanded transit service
- Rail
- Other

*(Projects must demonstrate an Air Quality benefit. NHDOT staff will work with you as the applicant after the application is submitted to complete this air quality analysis. The project must show a reduction in CO, Ozone or PM2.5 to be eligible)*

In the box below describe what your air quality analysis will be based on.

Based on the past Department-led CMAQ projects, the air quality analysis will consider reduction in the vehicle travel delay which equates to less idle traffic, resulting in lowered vehicle emissions. An overall improvement in intersection operation will mitigate congestion and air pollution.

**5-5) Regional Ranking: (Maximum 10 points)** *Projects will be reviewed by the governing Regional Planning Commission and ranked. Those rankings will be used to assign points on a linear scale for final project rankings. Leave these boxes blank. They will be filled out by the Department.*

Ranking  Points

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**6) Application Submission Information:** The application is an adobe .pdf form. It must be saved as a pdf and copied to our Department FTP site. **DO NOT PRINT AND SCAN THE FORM.** We harvest data from the form boxes so the form must be saved as a pdf. Any supporting documents like the Map, Letter of support and other supporting documentation need to be submitted with the application in pdf format and saved to the FTP site. Please combine all supporting documents into one pdf if possible. This keeps submissions easier. Directions on accessing the Department FTP site are below. A tutorial on accessing the FTP site and copying files will be on the CMAQ website.

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**APPLICATIONS ARE DUE BY 11:59PM FRIDAY JANUARY 6, 2023!**

**Failure to meet this deadline will result in your project being removed from the scoring process.**

### **Submission Guidelines**

**Format:** Application form **must** be saved electronically as a pdf and then copied to the Department FTP site. All supporting maps, letters and other documents must be saved as a pdf and saved to the Department FTP site with the application form. **READ THE FTP TUTORIAL!**

**Naming Convention:** The FTP site has one folder for all submissions, **CMAQ Applications.** To keep track of the applications and attachments it is **essential** you follow the following naming convention. Name of town/city followed by filename and number if more than one application form a town/city. If you are an organization or business, put the name of your organization/business in place of the town/city above. If possible, combine all supporting material into one pdf.

Example: **ConcordApplication01.pdf ConcordSupportingMaterial01.pdf**  
**MybusCompanyApplication01.pdf MybusCompanySupportingMaterial01.pdf**

**Failure to follow this naming convention will cause confusion and could result in applications and/or attachments being lost.**

A TUTORIAL DOCUMENT WILL BE PUT ON THE CMAQ WEBSITE. THIS DOCUMENT WILL SHOW HOW TO ACCESS THE FTP SITE, HOW TO COPY FILES TO THE SITE AND TO EXPLAIN THE REQUIRED NAMING CONVENTION

**Submission: *All files must be received on or before***  
**11:59 PM Friday January 6, 2023**

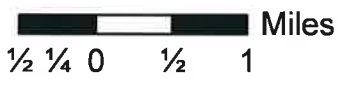
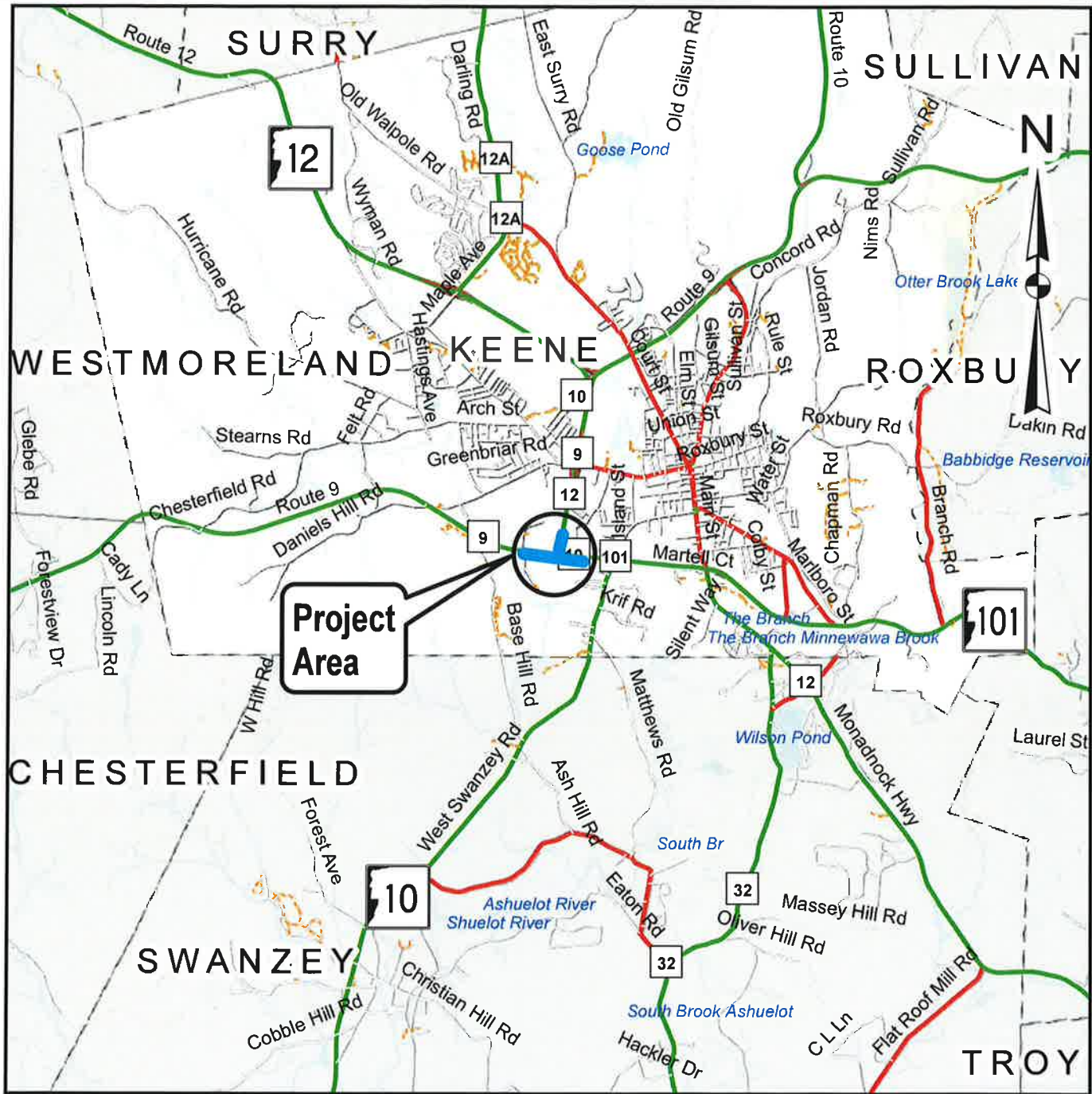
Direct any questions to: Tom Jameson, email: [thomas.e.jameson@dot.nh.gov](mailto:thomas.e.jameson@dot.nh.gov)  
phone: 603-271-3462

## Examples of CMAQ Eligible Projects and Programs

- Diesel engine retrofits and other advanced truck technologies
- Idle reduction
- Congestion reduction and traffic flow improvements
- Freight and intermodal
- Transportation control measures
- Bicycle and pedestrian facilities and programs
- Travel demand management
- Public education and outreach activities
- Transportation management associations
- Carpooling and vanpooling
- Carsharing
- Extreme low temperature cold start program
- Training
- Inspection and maintenance programs
- Alternative fuels and vehicles
- Innovative projects



# KEENE - NH 9/10/101/12 INTERSECTION



**LEGEND**

- Streams
- Water Bodies
- US Routes
- State Routes
- Interstates
- Local Roads
- Town Boundary

New Hampshire  
**DOT**  
 Department of Transportation

State #: TBD  
 Federal #: TBD

**LOCATION MAP**





*William Cass, P.E.*  
*Commissioner*

**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



*David Rodrigue, P.E.*  
*Assistant Commissioner*  
*Andre Briere, Colonel, USAF (RET)*  
*Deputy Commissioner*

January 3, 2023

Project Selection Committee  
Congestion Mitigation and Air Quality (CMAQ) Program  
c/o Thomas Jameson, P.E.  
Bureau of Planning and Community Assistance  
NH Department of Transportation  
P.O. Box 483, 7 Hazen Drive  
Concord, NH 03302-0483

Re: CMAQ Program Letter of Support  
NHDOT Intersection Improvement Project  
Keene, NH Routes 9/10/12/101

Dear Committee Members:

I am writing to you in support of the application by the Bureau of Highway Design for funding from the Congestion Mitigation and Air Quality (CMAQ) Program to improve the subject intersection to reduce congestion by improving intersection operations, ideally by replacing the existing traffic signal control with a high-capacity modern roundabout. Alternately, if a roundabout is not feasible, improved traffic operation could be achieved by replacing the existing traffic signal equipment with state-of-the-art technology, improved coordination with the nearby intersection of Production Avenue, and communication to a traffic signal management center.

The Department of Transportation is in full support of this proposed project and, if selected, will ensure resources are allocated to complete the engineering and construction to improve the intersection, including determination of the selected alternative.

The goal of this project is to improve vehicle flow to reduce delay and congestion, thereby reducing vehicle idle time and improving air quality. Either option described above will accomplish this goal. Replacing traffic signal control with high-capacity modern roundabouts has been shown to significantly improve traffic operation and efficiency within a similar footprint. Replacing outdated traffic signal equipment with state-of-the-art technology, combined with communication with a central traffic signal management center is a cost-effective means to improve traffic efficiency within existing geometry.

Thank you for your consideration of this application.

Sincerely,

*David Rodrigue*

David M. Rodrigue, P.E.  
Assistant Commissioner/Chief Engineer

Cc: J. Marshall, Highway Design Administrator  
J. Kallfelz, District 4 Engineer



William Cass, P.E.  
Commissioner

THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION

RECEIVED  
DEPARTMENT OF  
TRANSPORTATION

JAN - 4 2023



David Rodrigue, P.E.  
Assistant Commissioner

Andre Briere, Colonel, USAF (RET)  
Deputy Commissioner

BUREAU OF  
Planning and Community Assistance

RECEIVED  
DEPARTMENT OF  
TRANSPORTATION

JAN 10 2023

Planning and Community Assistance

January 3, 2023

Project Selection Committee  
Congestion Mitigation and Air Quality (CMAQ) Program  
c/o Thomas Jameson, P.E.  
Bureau of Planning and Community Assistance  
NH Department of Transportation  
P.O. Box 483, 7 Hazen Drive  
Concord, NH 03302-0483

Re: CMAQ Program Letter of Support  
NHDOT Intersection Improvement Project  
Keene, NH Routes 9/10/12/101

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Thank you for your consideration of this application.

Sincerely,

William R. Lambert, P.E.  
Traffic Engineer/Administrator

Cc: J. Marshall, Highway Design Administrator  
J. Kallfelz, District 4 Engineer