



MINUTES-Draft

NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING

9/17/03

Members Present:

Steve Williams, NRPC
Jay Minkarah, Town of Merrimack
Roger Houston, City of Nashua Community Development
Todd Landry, City of Nashua
Paul Newman, City of Nashua Urban Programs
Steve Dookran, City of Nashua Engineering
Eric Teitelman, City of Nashua Engineering
Sean Sullivan, Town of Hudson
Bill Parker, Town of Milford
Becky Ohler, NH DES

Others Present:

Betsy Hahn, NRPC Regional Planner
Matt Waitkins, NRPC Transportation Planner
Ryan Friedman, NRPC Transportation Planner
Camille Pattison, NRPC Transit Planner

Document Handouts

- NRPC staff summary and ranking of the 2003-2004 Transportation Enhancement (TE) applications.
- NRPC staff summary and ranking of the 2003-2004 Congestion Mitigation Air Quality (CMAQ) applications.
- Air Quality Analysis: Cost/Benefit Summary 2005-2007.

Meeting Opened and Review of Minutes

The meeting was called to order by Steve Williams at 1:05 PM. Williams asked the Committee if there were any corrections to the minutes from the 8/20/03 meeting. Becky Ohler moved to accept the minutes and Roger Houston seconded. All were in favor and the motion passed.

Transportation Enhancement (TE) and CMAQ Applications

Williams stated that there were 12 TE applications and 8 CMAQ applications received. Ranking of the applications will take place at this TTAC meeting and then forwarded to NHDOT by October 1st. The State ranking is expected to take place during the winter of 2004. Williams stated that presentations would only be made for the top 4 applications for TE and CMAQ because of the limited time allotted to present each application at the state committee meeting. Williams introduced Matt Waitkins to discuss the Air Quality Analysis Cost/Benefit Summary 2005-2007. Waitkins walked the Committee through the summary of the 8 projects submitted and then asked if there were any questions regarding the summary.

Newman asked why compare the total cost against emissions for only one day? Williams stated that it was difficult to compare all the projects because there is not a consistent time frame. A one day time frame provided the best basis for comparison of all the projects.

Minkarah asked how do you use this type of summary? Williams stated that this attempts to show the increased benefit at a lower cost. It is a quantitative measure to try to rank projects.



Newman asked why are the pollutant figures declining? Williams stated that the Mobile 6 model used in this analysis assumes that vehicles will get cleaner as new technology is developed.

Williams stated that the 8 CMAQ projects were ranked by the reduction of pollutants per Kg/Day and the overall cost/benefit that would be realized. Steve went through each of the projects in alphabetical order of the community. Each community presented a 5-minute overview of their project(s). A discussion followed on the ranking of projects.

Teitelman recommended that the scoring of the Hudson signalization project be raised to a 10. Houston concurred, stating that it will improve bridge traffic flow.

Sullivan asked Ohler what numeric figure would you recommend for the DES project? Ohler recommend 6 points. Becky also stated that if the project was funded, it would include the Nashua Alternative Fuel Project.

Sullivan made a motion to change the Hudson project from 9 to 10 points and change the DES project from 5 to 6 points and approve the other scoring as submitted by staff. Parker seconded the motion. All were in favor and the motion passed.

The final ranking is as follows:

- First - Hudson Signal Coordination System Phase II, Nashua Traffic Signal Coordination System and the Daniel Webster Highway Parallel Roadway.
- Second - Milford Transit Service Pilot Project.
- Third - Nashua Alternative Fuel Project.
- Fourth - DES Clean Vehicle and Refueling Infrastructure Program.
- Fifth - Mine Falls Dam Bike and Pedestrian Bridge.
- Sixth - DOT Commercial Vehicle Information System and Network.

NRPC staff summary and ranking of the 2003-2004 Transportation Enhancement (TE) applications.

Williams stated that the 12 TE projects were ranked by the 6 evaluation criteria found in the distributed packets. Steve went through each of the projects in alphabetical order of the community. Each community presented a 5-minute overview of their project(s). A discussion followed on the ranking of projects.

Williams stated that the evaluation criteria are heavily biased to favor bicycle/pedestrian facilities and maybe the Committee should consider a different ranking for the Benson's Railroad Depot Restoration (Hudson) and Open Space Preservation (Mont Vernon).

Minkarah and Teitelman both stated that the Benson's depot and the Mont Vernon projects were both good but that it was too late in the process to change the evaluation process. Both also stated that the evaluation criteria should be a future consideration for the TTAC Committee.

Williams stated that both projects would probably do very well during the State rankings because there are so few projects submitted in those particular categories.

Parker agreed with Williams and felt that the small cost involved would also increase the chances of funding the two projects.



Hahn stated that it would be beneficial to have it ranked at the state level and to have this funding come to the Nashua region instead of another sidewalk/trail project located elsewhere in the state.

Minkarah made the motion to accept the projects as originally ranked. Eric Teitelman seconded the motion. All were in favor with the exception of the Town of Hudson.

The final ranking is as follows:

- First - Merrimack Town Center Sidewalk Project.
- Second - Nashua's Groton Road Bicycle and Pedestrian Trail.
- Third - Acquisition of Abandoned Railroad ROW (Nashua).
- Fourth - Nashua's Old Depot Railroad Trail Phase II and Litchfield's Albuquerque Avenue Trail Completion.
- Fifth - Nashua's Urban Arterials Sidewalk Project.
- Sixth - Merrimack's new Middle School Sidewalk Project.
- Seventh - Merrimack's Naticook Sidewalk Project.
- Eighth - Benson's Railroad Depot Restoration (Hudson).
- Ninth - Nashua's Welcome Center Mine Falls Park and Mine Falls Dam Bicycle and Pedestrian Bridges.
- Tenth - Mont Vernon Open Space Preservation.

Regional Travel Demand Forecasting Model Update

Williams reported that NRPC staff is continuing work on the major upgrade to the Regional Travel Demand Forecast model. The calibration of the model should be complete in the late fall or early winter of 2004.

Next Meeting, November 19 at 3 PM.

Meeting was adjourned at 4:03 PM.

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