



MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
11/19/08
APPROVED

Members Present: Louise Woodworth, Nashua Transit System
Kristi Gillette, Nashua Transit System
Steve Laurin, Town of Merrimack
Bill Parker, Town of Milford
Steve Dookran, City of Nashua
Joe Mendola, City of Nashua
Tad Putney, Town of Brookline
Jean Marie Kennamer, City of Nashua
Roger Houston, City of Nashua

Others Present: Tim Roache, NRPC Principal Transportation Planner
Matt Waitkins, NRPC Transportation Planner
Steve Wagner, NRPC Regional Planner
Karen M. Baker, NRPC Administrative Assistant

MEETING OPENED AND REVIEW OF MINUTES

Tim Roache opened the meeting at 12:06. He started with introductions and moved onto approval of the minutes from the October 15th TTAC meeting. Jean Marie Kennamer moved to approve the minutes seconded by Louise Woodworth. All were in favor and the minutes were approved as submitted. Tim informed the group that the TIP, LRTP, and Air Quality documents were approved by the Commission at the last NRPC meeting.

UPDATE ON POSSIBLE TE AND CMAQ FUNDING

Roache went out of order on the agenda and started with an update on TE and CMAQ funding. He informed the group of the upcoming Committee meetings being held on December 5th to discuss the details of the next round of funding. He suggested that at the next TTAC meeting that the group have some project ideas in mind and that having project builds or in progress projects seem to have better chances of getting funding. Joe Mendola asked Tim to explain how the CMAQ panel is put together. Tim said that the panel consists of representatives from all of the RPC's in the State, DES, Councilor Burton as the Chair, and rotating members of the DOT. He added that the TE panel structure is different and only 2 RPC representatives are on the panel as well as representatives from the different municipalities. Mendola added that Camille Pattison was working on getting CMAQ funding for the 101A Widening Project. Steve Dookran asked if the 2 funding sources would be in the same cycle. Roache said yes to avoid any low-balling on projects. Roache said that TTAC would meet again in December after the CMAQ and TE Committees have met, with more information.

INTEGRATED PLANNING: ECOLOGICAL FRAMEWORK - AND - TRANSPORTATION EMERGENCY PREPAREDNESS DISCUSSION

Roache combined the two above agenda items into one presentation starting with the first SPR Grant received by NRPC on Integrated Planning and Ecological Framework which Camille Pattison will be heading and will involve an ecological planning model based on the FHA framework. The idea is for it to be an ecosystem approach to infrastructure projects where by strategy recommendations are considered for mitigating infrastructure improvements. The focus is on the Souhegan River Watershed and there are 15 projects in the area which are also identified in the TIP and the Ten Year Plan. The ultimate goal is to



come up with a model that could be applied across the State. Roache concluded that there would be a full presentation with further detail at a future TTAC meeting.

Roache moved onto the second SPR Grant which is to develop a Transportation Emergency Preparedness Plan. He added that it is a SAFETEA-LU requirement to have a plan to incorporate into the NRPC LRTP and that part of the MPO responsibilities are to identify what plans are currently out there, provide a forum, and to incorporate it into the long range process. He added that 78 or so invites were sent out to community Fire & Police, DOT Emergency & Transportation Personnel, Town & City Transportation Personnel, FHWA, FTA, etc. He asked if any of the communities had taken any action this point in regards to developing a Transportation Emergency Preparedness Plan.

- Louise Woodworth - Mark Sousa is the Director of Emergency Management Board for the City of Nashua and on October 26th the City of Nashua participated in a drill using the City busses. She added that they plan on having a having a plan in place by January.
- Steve Laurin - Merrimack is looking for interagency cooperation and communication between communities is important.
- Tad Putney - Brookline has had in place for 1 ½ years a "BERT", headed by Wes Whittier, that do outside training and meet monthly. Next meeting is December 3rd.

Roache went over the steps involved in the process in developing a Transportation Emergency Preparedness Plan:

Step 1 - Background Research: Ex. Hazmit Plans, Emergency Prep Plans, Evacuation Plans and Routes, and State and Regulatory ITS Plans

Laurin questioned whether nuclear power plants (Seabrook) have this info and Roache suggested Yankee in Vermont instead saying they would have more of an impact due to prevailing winds.

Steve Wagner felt finding out what was being hauled by rail along the Merrimack River. Roache said that Hazmit Plans do identify hazardous areas, but felt researching how Jet Fuel is transported to the Manchester Airport was an example of what they would doing for research.

Step 2 - Identify Emergency Events: Ex. Floods, Earthquakes, Ice Storms, etc.

TRB has a list of events that could potentially impact the State which would be narrowed down to 5 events. Some example past events were the Flood of 1936 which topped Taylor Falls Bridge. There has since been levees put in place to remove this area from the flood zone. Dookran also pointed out that the bride has a 2 year provisional accreditation limit with FEMA whereby they have to prove structural soundness to keep it out of the flood area. Earthquakes could also be considered as a top 5 impact.

Step 3 - Would be Scenario Planning: What would happen to the transportation system if any of the events occurred?

Step 4 - Analysis: Focus on transportation system functionality in days and weeks following an event.

The NRPC Travel Demand Model would be used for scenarios and impacts resulted.

Step 5 - Plan Development: Short-term vs long-term impacts of different natural and non-natural disasters and how the transportation system handles them.



Laurin suggested looking at areas that have had events in the past and how the transportation system handled it: ex: NY City Blackout, NH Ice Storms

Dookran suggested finding out if there were no impacts to the transportation system and it is efficient to handle disaster or massive evacuation, could it handle a disaster in an ideal situation. There was also a question if the turnpike bridges were seismic safe.

Kenamer suggested finding out what rail representative do with there system in an emergency event.

Dookran had concerns about reducing the threat to water supply and finding out impacts to the water in relation to proximity of rail locations to water bodies in the event of a rail disaster. Roache felt this was outside where we are thinking and suggested this may more apply to the ecological grant.

Roache informed the group of the Transportation Emergency Preparedness Forum being held on December 3rd from 12:00 to 1:30 at the NRPC office. Dookran offered City facility should we get a large turnout.

SAFE ROUTES TO SCHOOLS – STEPS TO A SUCCESSFUL PROJECT APPLICATION

Matt Waitkins did a presentation on the SRTS program, the upcoming Round 3, and the results of Round 2. The highlights are listed below:

- Round 3 is tentatively set for December.
- Not a transportation program, but more of a health and safety for kids K-8 that promotes biking and walking to school through education and incentives and addresses safety issues.
- Funded through SAFETEA-LU and administered through NH DOT (about 1 million to work with this year).
- 100% reimbursable.
- Both private and public schools can apply for up to 100,000 on an infrastructure project; ex: sidewalk improvements, traffic calming/speed reduction, bike and pedestrian crossing improvements, on street bike facilities.
- Schools can apply for up to \$5,000 on a non-infrastructure project; ex: creation/reproduction of promotional/educational materials, training, costs for additional law enforcement, development of travel plans.
- Round 2 began on March 17th and applications were due on May 12th.
- Accomplishments from Round 2 were from 5 applications in the Nashua Region (4 schools in Nashua and 1 in Brookline) which resulted in funding of \$7,000 for travel plans, \$44,000 for crosswalk associated improvements, \$58,000 in radar signs, and \$105,000 in new sidewalks at schools.

Waitkins asked the group to inform your schools of Round 3 and notify NRPC if they intend to develop an application for Round 3 of SRTS program. He added that if a school does choose to participate, some of the requirements are to create a task force, do a biking and walking audit, identify a vision, and collect parent/student surveys. Tad Putney suggested when creating a task force that you start with the selectmen and to have a good cross-section of people on the force.

Waitkins concluded pointing out December 8th as the beginning of R3 with applications due in February at NRPC, March 3rd for reviewing to be complete and applications sent to DOT, April 27th for applicants to meet the Statewide Advisory Committee and June for awarding the winners.

The meeting adjourned at **1:27pm**.