



MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
04/15/09
APPROVED

Members Present:

Louise Woodworth, Nashua Transit System
 Kristi Gillette, Nashua Transit Systems
 Bill Parker, Town of Milford
 Joe Mendola, City of Nashua
 Roger Houston, City of Nashua
 Mark Sousa, Nashua Transit Systems

Jean Marie Kennamer, City of Nashua
 John Cashell, Town of Hudson
 Jeff Gowan, Town of Pelham
 Jeff Babel, Hollis DPW
 Chris Skoglund, NH DES
 Nick Alexander, NH DOT

Others Present

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

CALL TO ORDER AND INTRODUCTIONS

Tim Roache opened the meeting at 12:08 and proceeded with introductions around the table.

APPROVAL OF THE MINUTES FROM THE MARCH 18TH 2009 MEETING

Roache referred to the minutes of March 18th 2009 included in the agenda packet and asked for a motion to approve. Roger Houston moved to approve the minutes with a second coming from Jean Marie Kennamer. Joe Mendola asked that in the last paragraph on Page 2, beginning with "**Bob Landry**" and ending with "**and that it**" should be removed as it is not correct. Chris Skoglund referred to the paragraph on Page 3, under "New Ozone Attainment Area Boundaries" asking that we add "**not within the timeframe mentioned above**" after "**He did not expect to see a new budget,**" adding that there would be one. All were in favor of the minutes with amendments and the motion passed.

NH CLIMATE ACTION PLAN

Chris Skoglund with the NH Department of Environmental Services (NHDES) gave an overview of the NH Climate Action Plan and its implementation. He provided a power point presentation and asked for any questions or comments at the end. Some of the highlights are as follows:

- Formed in 2007 by Governor Lynch
- 29 member task force with 6 technical and policy working groups consisting of 125 people
- 300 pages of comments derived from the group
- Repeating Flooding Issues
- Heat Days
- Climate Changes Driven by Greenhouse Gasses
- 50 percent increase in CO2 emissions from 1990-2005
- CO2 emissions could double again by 2050

3 things driving greenhouse gasses:

- Fuels
- Transportation demand
- Vehicles

Skoglund added that the VMT growth is a big factor in emission factors and that the task force looked at land use patterns which would later be a goal for implementation to help in developing the climate action plan. The “price of driving and options” was not looked at so much for now, but for future consideration once the action plan is in place. He provided a visual using a graph showing the emission reduction potential once the Plan was in place. In addition, a NH Climate Energy Collaborative was created to track 67 actions in the plan, which consisted of the following:

- 6 Business members from the community
- 6 Public sector members
- 6 Members from education and non-profit sectors

Skoglund concluded his presentation and asked if there were any questions. Roache asked if there were any opportunities to use processes in the current transportation plans to help this. Skoglund responded that they did not look that far into it and that the big question was going to be how to fund this or all of the initiatives. He added that the collaborative was going to meet for the first time in May and that the action report was available online at NHDES for those who were interested in getting more information.

SAFE ROUTES TO SCHOOL PROGRAM UPDATE

Matt Waitkins provided an overview and update on the Safe Routes to School Program explaining that the program really came about from the health industry as a health initiative and encourages children to bike or walk to school through education and incentives that remind children how much fun biking and walking can be. Waitkins notified the group of the outreach efforts done by NRPC which included sending out a memo with flyers to all planners, administrators & school principals in the region. He added that there is a transportation component to the program and referred to Skoglund's presentation. Waitkins continued with the overview as well as the application process. Below are some of the key points:

- Federally Funded 100% reimbursable program – no match necessary
- 3 Types of reimbursement funding
 - Start-up Grants – less than \$5,000 – non-infrastructure activities
 - Travel Plan Grants – up to \$15,000 per school – more in-depth plans or prioritized infrastructure projects
 - General Grants – up to \$100,000 – infrastructure and non-infrastructure programs & projects (must have travel plan in place to apply for this grant)

Additionally, interested schools must have a Safe Routes Task Force in place to apply. Currently, NRPC is assisting with the development of travel plans for three different schools in Nashua. All round 3 applications are in and being reviewed. April 28th applicants will meet with the Statewide Advisory Committee (SAC) at NH DOT to do their presentation and awards will be announced on May 13th. Round 4 will begin in the fall.

Waitkins informed the group of the schools in the region who are currently involved in the application process and SRTS program (*see the “Safe Routes to School Progress Report” memo for more detail*).

- Nashua – Ledge Street School, Bicentennial School, Birch Hill Elementary, New Searles Elementary
- Brookline – Richard Maghakian Elementary School, Captain Douglas Academy

Houston asked why the program was limited to only K-8 where older kids would ones starting to drive soon. Roache felt they were trying to set behavior. Waitkins referred to NTS' initiative on it being cool to ride the bus and that Roache was working with NTS on this.

2011-2012 TEN YEAR PLAN UPDATE

Roache passed around copies of a Ten Year Plan Program memo and a full list of transportation projects and proceeded to review both. He referred to the March meeting where the focus was on regional needs and priorities and how the economic stimulus may impact funding of a project over the next several years. TTAC representatives were encouraged to submit new projects for consideration in the event stimulus funds allowed for additional projects to be programmed. Roache asked the group to focus on prioritizing the existing and incorporating unfunded projects or newly proposed projects into the process. Roache said he only received two requests, one from Bruce Berry in Amherst and one from Brookline. Additionally, he spoke with Jeff Babel regarding the four corners in Hollis as a project. He added that the goal is to prioritize the projects in the list and submit this to NH DOT.

Roache came up with a short-list for the top priorities for the region and asked what the group thought of it. He referred to the three tables shown on the memo explaining that Table 1 projects were currently listed in the ten year plan and are likely to be regionally significant and have a high priority for implementation, while Table 2 was a short-list of projects identified in NRPC's LRTP, but were not fully funded or having identified funding sources. Table 3 was showed a list of new projects submitted to NRPC after the March TTAC meeting. Roache referred to the spreadsheet of projects and asked the group to focus on Table 1 when looking at it. He reminded the group that a project without funding could not be ranked.

Sousa asked what the 101a Amherst Street Strip Mall project was. Mendola explained. Kennamer asked what the status of the Broad Street project was west of Coliseum Ave. Roache spoke with Dookran previously and was under the impression that there was money available to start the engineering phase.

Houston asked if they had ROW for the North Bridge project. Roache said that if the project followed the original Circumferential Highway layout, theoretically they would have ROW on 1 side of the river.

Sousa asked if the stimulus money was on the spreadsheet. Roache said it was but condensed. Roache said he would work towards a ranking system and passed around an example of what SNHRPC used. He also wanted to make sure that the TTAC agreed with and were clear on where the region stood on the projects listed in Table 2.

Roache identified the new projects listed pointing out that the Amherst project was a red listed bridge, the Brookline project was small but should be pursued with the district and the Hollis 4 Corners project he would try and make a cast for.

Sousa asked if the 3 levels of the MOU that NRPC is working on with NTS could be combined and put together as a project for this list. Roache said as they develop ways to expand transit he would want to incorporate them into the Ten Year Plan and that is something that could be worked towards. Sousa remarked that they could design routes that would be beneficial to the region.

Nick Alexander said that if funding becomes available it is important to have an idea of where the projects rank in regards to priority and that all NHDOT is looking for are criteria similar to that of SNHRPC's. Roache wanted to find a method which is a little more than what SNHRPC had (project ranked because of an issue that makes it a priority rather than just an opinion – safety, etc.). Gowan said to keep in mind the funding mechanism when ranking the projects. Roache took the silence of the group as a consensus on his list of priority projects and said they would meet one more time in May.

The meeting adjourned at **1:18pm**.