


**APPROVED MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**09/11/13**

**Members Present:**

Sarah Marchant, Town of Amherst  
 Tad Putney, Town of Brookline  
 Bill Parker, Milford  
 John Cashell, Town of Hudson  
 Kyle Fox, Town of Merrimack

Jason Hoch, Town of Litchfield

Jeff Gowan, Town of Pelham

**Others Present:**

Paul Lockwood, NH DES

Linda Dusenberry, NH DOT

Leigh Levine, FHWA

**STAFF PRESENT**

Tim Roache, MPO Coordinator

Julie Chizmas, Transportation Planner

Matt Waitkins, Field Data/Transportation Planner

Ryan Friedman, Senior GIS Planner

Kerrie Diers, Executive Director

Karen Baker, Program Assistant

Mark Connors, Regional Planner

**CALL TO ORDER AND INTRODUCTIONS**

Tim Roache opened the meeting at 12:05 with introductions.

**APPROVAL OF THE MINUTES FROM THE APRIL 10, 2013 MEETING**

Roache referred to the minutes of June 12, 2013 included in the agenda packet as Attachment 1 and asked for a motion to approve. Gowan repeated his comment regarding the Pelham Roundabout and asked to strike “all together”. Parker motioned to approve the June 12, 2013 minutes as amended with a second from Gowan.

**UPDATES ON THE TEN YEAR AND METROPOLITAN TRANSPORTATION PLANS**

Chizmas reviewed the NHDOT Draft Prioritization of the NRPC Federal Aid Highway project priorities submitted for the Draft 2015-2024 TYP. She summarized how the project priorities were established by a subcommittee made up of TTAC & Executive Committee members who evaluated and scored 22 projects using criteria that was cooperatively developed with the NHDOT to ensure consistency across all nine RPCs. DOT distributed a list of 71 projects that they evaluated. 8 of the 22 submitted by NRPC were ranked by NHDOT. All projects were scored using the same criteria used by the RPCs with some slight differences (each RPC established its own weight criteria at the regional level as did DOT at the state level). Chizmas continued summarizing the process to date and the 8 NHDOT ranked projects in the NRPC region, NRPC’s ranking as well as the DOT ranking (see list of projects below).

DOT Rank	RPC Rank	Project	Project ID
8	1	<b>Nashua:</b> 101A Phase I Widening and Improvements	10136A
20	2	<b>Nashua:</b> 101A Phase II Widening and Improvements	10136B
49	11	<b>Merrimack:</b> 101A Intersection Improvements and Traffic Calming	10136D
51	9	<b>Nashua:</b> Main Street Reconstruction	16309
53	13	<b>Amherst:</b> 101A/101 EB Ramp Reconstruction	10136C
56	15	<b>Wilton-Milford-Amherst:</b> 101 Safety Improvements	13692
58	4	<b>Nashua-Manchester-Concord:</b> Passenger Rail	16317
65	17	<b>Wilton-Milford-Amherst-(Bedford):</b> 101 Widening	LRTP6

Chizmas pointed out that the Exit 36S project was a priority but DOT did not rank it as they did not consider it a NHS project. Diers commented on how DOT liked the informational sheets on the projects submitted that were designed by Chizmas.

Chizmas reviewed some of the projects that were included in the recently released draft TYP, 3 of which were from the list of 8 NRPC projects ranked by the DOT. Roache commented that there were no new federal projects, but

turnpike projects were included. The Bedford-Merrimack Mainline Toll Plaza project listed now had no mention of the words “or relocation of” in the project description, but still did include Merrimack in the listing. He added that the widening of the Everett Turnpike from exit 8 to 11 were contingent on a system wide tolling increase and the importance of both projects being done together to avoid a bottleneck going south. Chizmas informed the TTAC of the Draft TYP available on the DOT website along with the upcoming schedule of GACIT hearings. She added that NRPC would be at the Bedford hearing for presence and for turnpike projects and at the Derry hearing for support of Pelham. Lockwood asked if NRPC would have written testimony. Roache said that NRPC would submit information on our process and folks are welcome to state their concerns.

Roache referred to the MTP and tying it in with the Regional Plan the effort put forth by holding sessions or workshops at the NRPC. Specifically, he mentioned the scheduling conflict with the September 5<sup>th</sup> Transportation Workshop to gather public input which resulted in a postponement to a later date to be determined. He continued saying that the Existing Conditions section had been drafted and that Chapters 3 to 6 were being restructured into a goals chapter to identify objectives and goals with the hope to set some performance goals. Roache said the challenge would be fitting the requirements of MAP 21 into the plan. In addition, an environmental section would need to be added which they had a transportation subcommittee formed from the GSF process to help and give everyone a chance to weigh in. Roache said there would be draft pieces available for review & comment possibly by November. He added that he may put off rescheduling the transportation public input session until after the GACIT hearings so as not to confuse folks. Chizmas added that we are always looking for good ideas from successful plans and to pass them along to her.

#### **IF YOU WERE IN CHARGE....TRANSPORTATION FUNDING ALLOCATION EXERCISE**

As an exercise in allocating money for transportation funding and in an effort to tell what peoples priorities would be if they were in charge of the money, Connors gave each TTAC member \$100 in pretend money in \$10 increments. He asked them to distribute this money into the 5 boxes relating to transportation needs in the region and he would tally it up after to see what folks felt was most important down to least important. Categories were Pedestrian & Bicycle Infrastructure, Inter-City Rail and Bus, Build New Roads & Bridges, Expand Public Transit, and Maintain Existing Roads & Bridges. Roache pointed to the various maps located in the room as a reference to the categories. He also asked for input on how to do this in a public forum. Putney questioned how the money in the five categories was currently being allocated. There was also a comment that the capitol corridor project deserved a fair shot because it was such a big amount of money to complete. Hoch commented that building new roads and bridges maybe confusing due to the increased capacity on existing roads and the folks may be happier adding capacity on current road travel. Roache said that was a good suggestion and would modify that for the public info session presentation. There was also a suggestion to do the same exercise with the Commissioners to get a comparison from a different audience. Connors tallied up the amount of money distributed into the boxes. Maintaining Existing Roads & Bridges yielded the most money with Inter-City Rail & Bus and Expanding Public Transit tying for second. Building New Roads and Bridges came in next with Pedestrian & Bicycle Infrastructure having the least amount money allocated to it. Roache concluded that the message here was fix it first.

#### **SYNCHRO INTERSECTION ANALYSIS DEMONSTRATION**

Roache informed the group of the NRPC's latest desire to update their software on intersection analysis and their recent purchase of the Synchro which helps analyze and optimize, determine intersection capacity and assist in signal warrant analyses and has simulator capability. In addition to the new software they also purchased the 3D viewer which will be ideal for public meetings. Friedman and Chizmas provided a demonstration on the project using an Amherst project that was in the works. Levine asked if the classification could be changed and Friedman answered yes. Chizmas said that signal timing reports are used as data for the analysis and some are more robust than others in response to a question from the group. Friedman another demonstration using the Exit 36S project adding that this software would also be used for future conditions and recommendation analyses. Roache told the group to let him know if there were areas in their towns that they would like us to look at. Gowan commented that this was a great addition saying the presentation shown in Pelham sold the key people for the town center project and that was far superior to the paper info. Roache concluded informing the group of the Merrimack project currently being worked on for a traffic analysis using Synchro.

**STAFF AND PROJECT UPDATES*****Mock Transportation Management Area Planning Certificate Review***

Levine explained the process currently being done on an informal basis and similar to reviews done previously. He continued to explain saying they were looking at the MTP's as well as all plans in depth to make sure requirements are met. From there, a report is generated and commendations and recommendations are suggested. Corrective actions are issued on deficiencies with a date for correction to be done. This will be an every 4 year cycle for changes and or improvements. Federal fiscal year 2015 is when the formal certification review will be scheduled. Levine said the purpose of the mock review is so that the MPO understands the requirements for TMA vs non-TMA status. In addition, this will help to identify any high risk areas. Levine informed the group that the mock review will take place on October 30<sup>th</sup> and that he could come back at another TTAC to review how it went. He added that to continue to receive federal funding, MPO's have to be certified. Roache said that TTAC members will be invited for the real review.

Chizmas pointed out the Advertising schedule included in the agenda packet.

Fox informed the group that the Manchester Street Bridge was closed and would hopefully be open by Fall of 2015.

Gowan updated the group on the Pelham Roundabout project.

Motion to adjourn came from Gowan with a second from Fox. The meeting adjourned at 1:18 pm.