


**NRPC APPROVED MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**08/13/14**

**Members Present:**

Bruce Berry, Town of Amherst  
 Thomas Bayrd, Town of Hollis  
 John Cashell, Town of Hudson  
 Jason Hoch, Town of Litchfield  
 Kyle Fox, Town of Merrimack  
 James Battis, Town of Hudson  
 Bill Parker, Town of Milford  
 Tad Putney, Town of Brookline  
 Wayne Husband, City of Nashua

Colleen Mailloux, Town of Amherst  
 Sarah Marchant, Nashua Community Development  
 Jeff Gowan, Town of Pelham

**Others Present:**

Glen Davison  
 Leigh Levine, FHWA  
 Paul Lockwood, NH DES

**STAFF PRESENT**

Tim Roache, MPO Coordinator  
 Mark Connors, Regional Planner  
 Jen Czysz, Senior Regional Planner

Cameron Prolman, Intern  
 Matt Waitkins, Field Data/Transportation Planner  
 Karen Baker, Program Assistant

**CALL TO ORDER AND INTRODUCTIONS**

Tim Roache opened the meeting at 12:10 with introductions.

**APPROVAL OF THE MINUTES FROM THE JUNE 11, 2014 MEETING**

Roache referred to the minutes of June 11, 2014 included in the agenda packet as Attachment 1 and asked for a motion to approve. Cashell moved to approve the June 11, 2014 minutes with a second from Hoch. All were in favor and the minutes were approved.

**METROPOLITAN TRANSPORTATION PLAN UPDATE**

Roache provided an update on the progress to date on the Metropolitan Transportation Plan. He informed the group that the MTP will be a chapter in the Regional Plan. Part of the process taken for this was interviews with folks in towns within the region to be included as the Telling the Story piece which helps put a face on the issues we've heard so much about. He added that we were looking to get one more interview.

Roache continued pointing out that this Transportation Chapter of Regional Plan satisfies federal requirements of a Metropolitan Transportation Plan by analyzing demographic conditions, travel patterns and trends and analyzing alternatives to meet future projected travel demands that will allow for fiscally constrained improvements to mobility that don't adversely impact the environment.

Roache touched on existing conditions and trends pointing out that people are dying more than being born in NH and this affects transportation. Additionally, growth in suburbs has exceeded growth in Nashua which also impacts transportation.

Roache spoke of the challenging funding environment showed a comparison of from 1993 to 2014 pointing out that people are spending less on cars and fuel now than they were in 1993 and the gas tax is not tied to inflation, and fuel efficiency has consistently improved, meaning buying power of gas tax falls every year. This affects transportation due to the primary funding source for transportation improvements in NH is the gas tax. Currently, 28 percent of state roads in region are listed in poor condition. Roache said there is a slower rate of traffic growth than in previous models adding that 9% would be a more realistic growth prediction and what will 2040 look like? With policy and funding decisions, this may change dramatically.

Roache displayed a map showing what improvements are planned for the region; Broad Street Parkway, a Bridge over the River, Exit 36 Southbound Ramp and reminded the group we no longer are required to have an air quality analysis but we have an old one.

The Regional Plan Objectives are consistent with the MTP goals which are Mobility, Quality of Life System Sustainability and Implementation. Roache cited safety, managing travel demand, and establishing passenger rail service some of the things that would be looked at for the MTP and included in the chapter. He added that he was waiting to see what comes from the Passenger Rail Study that should be out in the Fall. He also referred to next generation vehicles and how they will impact travel decisions. Currently, there are 11 charging stations across the state, mostly at car dealerships. Additionally, he said there will be 8 going into the Hooksett rest area (4 regular & 4 super) and he heard one in Portsmouth. Marchant confirmed that there was one currently in the Portsmouth Parking Garage and one coming to the Nashua Parking Garage and on the Mt. Washington Auto Road. Another goal for the MTP is to expand fixed route transit to towns with a focus on Route 101A, DW Highway in Merrimack and 3A in Hudson. He added expanding demand response is also a goal. Roache said in order to maximize resources, it's important for the region to qualify for as many federal funding opportunities and we do that by aligning funding resources with strategies. This will ensure consistency in goals which would build regional consensus to support shovel-ready projects and assist in municipalities building support and consensus for local matching funds? Roache talked briefly about performance measures and asked the group if there were any items the group wanted to see in the plan. He added that the Regional Bicycle & Pedestrian Plan is being updated by Waitkins. Roache and Cashell discussed the need for an economic development specialist to show the benefit of investing in NH to elected boards within the municipalities to encourage growth. Roache encouraged the group to make sure they bring their project needs forward. Hoch commented recognizing the value of existing investments.

Davison referred to an Asset Management Plan that the DOT is working on which will show true cost for the infrastructure system and comparisons with other countries infrastructure systems. Levine asked if the toll credit match was being extended out to the fall horizon. Roache said it is a guess and that we should take what we got in the past and ride it out and deduct improvements and maintain a rolling balance and list of projects we think we can afford and ones we would like to have to 2040.

#### **TAP PROGRAM – SCORING CRITERIA AND PROCESS**

Roache review projects submitted by the towns in the region. There were 6 submitted from the NRPC Region and there are more projects than there is money for the region. He added that we are now a TMA which gives us programming authority as the MPO. This will allow us to have a part in the decision of which projects the funds get allocated to. He pointed out the other communities within the TMA that are also looking for money: Windham (800,000) and Londonderry (650,000). Roache said the plan is to let NHDOT's Decisions Lens software make the decision on who gets there projects funded and later work with Southern NH Planning Commission since their towns have applied. Roache said to keep in mind as the projects get evaluated that this round of money is for the TMA area so those towns are not excluded from any area with a pot of money if they qualify. Roache reviewed the draft criteria included in the agenda packet that NRPC came up with and suggested that we could use this when evaluating the projects or we could use the states criteria. He noted that the NRPC added criteria not on the state criteria as Public/Environmental Health. Gowan had a question/complaint on the 200,000 minimum. He felt it was not logical and referred to a stretch of sidewalk in Pelham that meets all the requirements to apply except for the cost which he found frustrating. Roache felt the reason behind the DOT rationale on this was that due to the burden of administering projects less than \$200,000 and that it was not cost effective. Davison confirmed this.

Davison informed the group that DOT weighted their criteria and that projects are due September 26<sup>th</sup> and he would like to get endorsement from TTAC on the NRPC criteria to be used when scoring the projects. Roache said that NRPC will assist any town with their project applications utilizing a different staff person for assistance than that will be on the board to score the projects.

**DECISION LENS DEMONSTRATION – GLENN DAVISON, NHDOT**

Davison provided an overview of how the NHDOT came up with the weights for criteria and provided a demonstration explaining the scoring and DOT criteria. Roache commented on how much more DOT is transparent on how projects are scored and determinations are made on who gets funding. Lockwood asked if the RPC/MPO ranking is the score the local agency gave them. Davison said yes and added that in the software, you can score projects on your own, not just as a group and you can assign funding pots to projects so that all the money does not have to come from 1 pot of money. Roache commented that he hoped that at the end of the process, there will be a project from the region or Londonderry or Windham that will be funded and show the best use of funds which can be overridden but reshuffles money to eligible projects. There was a question if there was going to be presentations for the projects when scoring. Battis felt that discussions about the projects being scored can change people's views. Davison said if the group wanted to use the software to make the decision and the clickers that go along with it. Roache said the final decision is whether we use the DOT criteria or the NRPC criteria. Mailloux felt the NRPC criteria should be used that included the added category of Public and Environmental Health. The group agreed.

**OTHER BUSINESS:**

There was no other business that the group had to discuss. Roache said he would email out the criteria to the group and discuss at the next meeting along with a draft project list.

Fox motioned to adjourn with a second from Parker. The meeting ended at 1:23 pm.