


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
06/13/18

Members Present:

Gordon Leedy, Town of Amherst	Nicholas Woodman, Town of Merrimack Intern
Tom Bayrd, Town of Hollis	Andrew Wojsiak, Town of Merrimack Intern
Elvis Dhima, Town of Hudson	Wayne Husband, City of Nashua
George Theborge, Town of Hudson	Pete Kohalmi, City of Nashua
Dylan Robbs, Town of Hudson	Jeff Gowan, Town of Pelham
Mark Chamberlain, Town of Lyndeborough	Jim Lavacchia, Town of Wilton
Dawn Tuomala, Town of Merrimack	Liz Strachan, NHDES
Andrew Bulloch, Town of Merrimack Intern	Linda Dusenberry, NHDOT
Jillian Joubert, Town of Merrimack Intern	

Others Present

Tracy McAllister, NHDOT	Suzanne Fournier, Brox Environmental Citizens
Jason Plourde, BETA Group, Inc.	

STAFF PRESENT

Gregg Lantos, Principal Transp. Planner/MPO Coord.	Matt Waitkins, Senior Transportation Planner
Jay Minkarah, Executive Director	Stephen Meno, Reg'l Planner/Wilton Circuit Rider
Karen Baker, Program Assistant	

CALL TO ORDER AND INTRODUCTIONS

Lantos called the meeting to order at 12:02pm with introductions

APPROVAL OF THE MINUTES FROM THE MAY 9, 2018 MEETING

Waitkins referred to the minutes of May 9, 2018 included in the agenda packet as Attachment 1. He asked if there were any corrections; if not a motion for approval.

Leedy motioned with a second from Dhima to approve the May 9, 2018 TTAC minutes. All were in favor and the motion passed.

REVISION TO TIP AMENDMENT 4 (ACTION ITEM)

Waitkins stated that original STIP Amendment 4 was recommended for adoption by TTAC @ March 14th meeting and adopted by NRPC Commission on March 21st with adoption by Federal agencies pending.

A recent D.C. Circuit Court decision (South Coast Air Quality Management District vs. EPA) may result in the re-installation of 1997 ozone standards, which would necessitate the conduct of conformity determinations for transportation plans and transportation improvement programs. Immediate implications for pending STIP/TIP amendments affect all projects that are not exempt from transportation air quality conformity may not proceed until final guidance from EPA is received. The original STIP Amendment 4 contained several not exempt projects, two of which are in the NRPC region. The funding changes that were made to those two projects in original Amendment 4 must be rescinded and the revised STIP Amendment 4 rescinds those funding changes as follows:

Merrimack 10136D: Widening 101A from Boston Post Rd to Continental Blvd & safety improvements at Craftsman Lane/Boston Post Rd. (STP, Toll credits)

- Slight decrease PE funds in FY18
- Slight decrease ROW funds in FY19

- Slight decrease Construction funds in FY20
- No change in project scope

Nashua 10136B: NH Route 101A; Phase II, Widening and improvements from Somerset Pkwy to Sunapee St & Blackstone Dr. to Celina. (NHS, Toll credits)

- Decrease PE funds in FY19
- No change in project scope

Waitkins stated that a legal notice was placed in Nashua Telegraph and on the NRPC website. The public comment period was posted through June 11th and no comments were received. A public hearing will be held on Wednesday, June 20th at 7:00pm at the Nashua Regional Planning Commission Office followed by adoption by the NRPC Commission. Waitkins provided a sample motion and stated that he was looking for TTAC recommendation for approval by the Commission. Thebarge asked what specifically was being rescinded from the original STIP A4. Waitkins stated that the slight funding decreases in the original STIP A4 were being rescinded, but there would be no change in the scopes. Tuomala asked if it changed the construction. Waitkins said no.

Tuomala motion with a second from Leedy that the NRPC TTAC recommend approval by the NRPC Commission of the revised STIP Amendment #4 of the FY2017-2020 STIP. All were in favor and the motion passed.

Waitkins briefly reviewed the June minor revision with the TTAC. He noted the 2 NRPC region projects:

Nashua (28739) Charlotte Avenue Elementary School - Construct new sidewalk

- No change in Project Scope / Preliminary Engineering (PE) phase moved from FY17 to FY18 / Construction (CON) phase moved from FY18 to FY19 / Engineering study has been submitted and project will be ready to advertise in November 2018.

Milford to Nashua (10136) NH101A; PE & ROW for improvements at NH101 WB on-ramp (10136C) and widening from Craftsman Ln to Continental Blvd (10136D)

- No change in project Scope / FY 2018 / Right of Way (ROW) funding will be included in the construction phase of Merrimack 10136D

Waitkins also noted the other program type projects included in the minor revision.

- (SRTS) Safe Routes to School
- (RRRCS) Statewide Railroad Crossings
- (HSIP) Highway Safety Improvement Program
- (ENV-POST-CON) Hazard Material review for post construction obligations
- (CRDR) Culvert Replacement /Rehabilitation & Drainage Repairs

CRITICAL URBAN FREIGHT CORRIDORS

Lantos summarized the memo included in the agenda packet which defined the requirements of designating Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs). He stated that NRPC is seeking recommendations from the TTAC for our region to submit to the NHDOT. He noted that there is only 75 miles throughout the state for CUFCs and 150 miles for CRFCs. Lantos stated that NRPC has identified candidates to be considered by the TTAC for inclusion in the critical freight corridor network. He also noted that the F.E. Everett Turnpike will not be considered because DOT policy is to not use federal funds on the Turnpike System.

Lavacchia referred to NH 101 from Wilton Rd to the Amherst/Bedford line recommendation and noted the heavily travelled truck traffic along the corridor from Keene through Wilton specifically in the area where Route 31 meets Route 101 in Wilton. He recommended that 5 extra miles be included in that area. Leedy felt it would be worth it to do a separate truck traffic count in that location. Lantos did not think that would be feasible before the June 30th deadline to get their recommendations to DOT. Leedy suggested contacting SWRPC to see if they have truck data in Peterborough. Leedy also disagreed with the drop of 30% in truck traffic through that area. In response to a question from Husband, Lantos noted that roads on the NHS will be eligible for funds if determined to be critical freight corridors. He added that he felt 101A is the highest priority.

Dhima stated that he would go with NRPC's recommendation on the NH 3A/Sagamore Bridge/D.W. Hwy./Spit Brook Rd., Hudson-Nashua corridor noting that NRPC had all the data for that area. Tuomala asked Lavacchia if truck traffic would decrease after Route 31S. Lavacchia stated that a lot of traffic is coming down from 31 and across 101 to Keene. Lantos said he would add a section.

Leedy motioned with a second from Lavacchia to accept NRPC's recommendations for Critical Urban and Rural Freight Corridors for the Nashua Region and with the additional 5 miles added onto the NH 101 from Wilton Rd to the Amherst/Bedford line corridor recommendation. All were in favor and the motion passed.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) SELECTION ROUND

Lantos referred to the memo included in the agenda packet and briefly summarized the recently announced TAP Round. He noted NH's annual allocation for this round as \$3.2mil with two years of funding to be awarded in this round. Lantos explained the overall purpose of TAP is to foster non-motorized transportation infrastructure that is safe, in good physical condition and accessible.

Dusenberry noted that there would be \$6.4mil for the next round. Leedy asked what needed to be included with the letter of interest (LOI). Lantos said further details were available on the DOT website. Waitkins noted that a sample map and schedule need to be included with the LOI.

Lantos informed the group of the Federal Lands Access Program (FLAP) round recently announced. He stated that the was only aware of the tracking station and the fish hatchery as being listed as federal lands.

METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE

Review Goals & Vision

Lantos reviewed the MTP Goals document included in the agenda packet. He read the Metropolitan Transportation Vision for the NRPC Region:

The Nashua Region has a comprehensive and reliable multi-modal transportation system that enables universal access for all travelers, including disabled, youth, and seniors, to all points within and beyond the region. Our transportation system enables a highly mobile community and promotes economic growth, public health, and enhances the natural environment. The Transportation system is adaptable to changes in demographics, economic conditions and energy related forces. Sufficient funding supports the operations maintenance and expansion of our transportation infrastructure to continuously meet the needs of the region.

Lantos also stated the goals of the MTP: *Mobility, Quality of Life, System Sustainability, and Implementation*

He noted that performance measures will be added in this MTP update round and that any reaffirmation, comments or additions are welcome.

General Public Survey Results

Waitkins provided a presentation on the results of the Metropolitan Transportation Plan Survey. He noted that this was a general non-scientific online survey done through Survey Monkey. He added that it was promoted through social media outlets, email, municipal websites from mid-March through late-April. The survey consisted of 31 questions and yielded 573 responses. Waitkins proceeded to go through all the question and summarized the results of each.

Fournier asked about the question related to pedestrians and sidewalks. Minkarah clarified the question stating that it asked if people occasionally walk or use a wheelchair on or similar device on the streets and sidewalks. Strachan asked if you could choose more than one answer on the question regarding using a bike to get around. Waitkins said you could select as many as you want.

Waitkins noted that commuter rail ranked the highest percentage for transportation challenges. Leedy asked if the answers appeared randomly on the questions. Waitkins said yes. Lantos noted that noise ranked lowest for transportation challenges. In response to a question from Chamberlain, Waitkins said that some questions did limit you to 3 answer choices. Waitkins also stated that 90% of the respondents were local residents. Leedy suggested sending the survey to Neil Kirk. He also how much more to do a more scientific survey and suggested finding a way to get the info communicated to policy makers. Lantos stated that the 2013 scientific survey showed the same outcome for rail.

Complete survey results can be found at: http://www.nashuarpc.org/download_file/2846/

Review Preliminary Fiscal Constraint and Project Status

Lantos passed around a Theoretical Allocation of Federal Funds and Project List handout. He noted that this was different than the sub-allocation. Lantos stated that there is just over 3 Million for the theoretical allocation. He proceeded to review the Ten Year Plan (TYP) projects for 2019-2028 and projects outside the TYP. He noted the highlighted projects were highly questionable for fiscal constraint.

Lantos started off mentioning the LRTP01 - Hollis Rte. 122/130 Intersection Improvements project noting that it has been around since 1999. Bayrd heard something on it saying that it should be done. Lantos said he wants to clarify that they still want it and needs additional data and a level of service (LOS) for the intersection. Bayrd stated that it is primarily congestion. Lantos asked if the town would commit to 20% as a consideration of good faith. Bayrd said he did not know. Bayrd asked where they came up with the dollar amount for this project and that it seemed really high.

Dhima referred to the LRTP04 - Merrimack River Bridge from NH 3A to US3 stating there is no money and it will cost 260mil for the crossing. Leedy said it has to be tied into the F.E. Everett to function. Dhima noted that it is 400mil for all other construction; the bridge alone is 266mil. There was further discussion on the project between Leedy and Dhima. Lantos stated that it is a policy issue for the region; you can't show as fiscally constraint or the money, so it will have to be moved to illustrative. He added that the MTP is a federally required document and has to be fiscally constraint. Lantos added that it has a benefit, and you can show it, but it has to be fiscally constrained.

Husband thanked NRPC for getting Exit 5 into the plan and asked if there was any way to get it moved up due to the safety concerns and accidents on W. Hollis. Lantos said it is currently in the MTP. Dusenberry suggested talking to the project manager. She added that she would have the PM call Husband.

Lantos referred to the LRTP06 - Rte. 101 Widening project. Leedy thought this was dead and said he did not think there was a need for the project anymore. There was discussion on when the Governor was signing the TYP. Dusenberry said it is on his desk. Leedy asked Lantos if he needed to have the selectmen take action, just tell him what to do and he will get it on the agenda.

NASHUA TRANSIT SYSTEM FEASIBILITY STUDY UPDATE

Waitkins informed the group that the purpose of the study was to get an understanding and interest in expanding the transit. The first step was the on-board survey which was just completed and will be used to develop a ridership profile. Waitkins said the next step will be a general survey to gather info on public interest and political will and will be available online in the next two weeks. He added that beginning in the Fall, we will hold charettes.

Fournier asked about the on-board survey and if it was done on the busses and asked what a charette is. Waitkins said the on-board survey was conducted on the NTS busses. Leedy said it is a French word meaning Cart. Waitkins added that it is a meeting with presentations, survey results, education, info on potential routes, mapping exercises and to gather public feedback.

STAFF UPDATES

Lantos stated that he was very excited to be working on a new project for the Town of Hudson; the Hudson Boulevard project from Rte. 3A to NH111. This would be an update from the 2009 Analysis. Lantos said he has updated the model and round 3 sections with 12-minute travel times. He added that free flow speeds are correct for proper modeling. He showed the 3 paths and free flow times. Lantos noted that the AM peak 15-minute travel time was the best path and added that the model is pretty close for future analysis. Lantos stated that he used Google maps from point A to point B and used that time without traffic for the model. Lantos also showed future build data and data on local roads feeding in as well as the decreases in traffic on bridges, Rte. 111 and Rte. 3A. Lantos noted that the model also showed an increase on Burns Hill Road. Lantos stated that the traffic volume has been 25,000 for some time and is now up to 26,000 and thinks it will hit 30,000.

Dhima stated that the Town of Hudson is working on a grant for Circumferential Highway and NRPC is doing the modeling for that. Dhima asked that the details be sent to him. Lantos said he would type up a memo and get it over to him.

Lantos informed the group of the Freight Summit being held in Newington on June 21st.

ADJOURN

Motion to adjourn came from Leedy with a second from Dhima. The meeting ended at 1:39pm.