


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
11/18/15

Members Present:

Colleen Mailloux, Town of Amherst
 Tom Bayrd, Town of Hollis
 John Cashell, Town of Hudson
 Jeff Gowan, Town of Pelham
 Kyle Fox, Town of Merrimack
 Wayne Husband, City of Nashua

Sarah Marchant, City of Nashua
 Joe Mendola, City of Nashua

Others Present:

Leigh Levine, FHWA
 Paul Lockwood, NHDES
 Nick Garcia, FTA (via Phone)

STAFF PRESENT

Tim Roache, Executive Director
 Matt Waitkins, Transportation Planner/Field Date Tech
 Mark Connors, Regional Planner

Julie Chizmas, Senior Transportation Planner
 Karen Baker, Program Assistant

CALL TO ORDER AND INTRODUCTIONS

Roache opened the meeting at 12:08 re-introducing Chizmas as being back with NRPC and proceeded with introductions around the table.

APPROVAL OF THE MINUTES FROM THE AUGUST 12, 2015 AND SEPTEMBER 9TH MEETINGS

Roache referred to the minutes of August 12, 2015 that were not approved at the September meeting due to the lack of a quorum, included in the agenda packet as Attachment 1. He asked for a motion to approve. Gowan moved to approve the August 12, 2015 minutes with a second from Husband. Roache moved onto the September 9, 2015 minutes also included in the agenda packet and asked for motion to approve. Gowan again moved to approve the September 9, 2015 minutes with a second from Husband. All were in favor.

DISCUSSION ABOUT THE TRANSPORTATION PLANNING PROCESS FOR NRPC'S TMA CERTIFICATION REVIEW – LEIGH LEVINE, FHWA AND NICK GARCIA, FTA

Roache summarized the mock review that was conducted at NRPC previously and the official TMA review conducted on November 4th. He then passed the floor to Levine who provided a presentation to the TTAC. Nick Garcia of FTA was also in attendance via phone. Levine started off by informing the group that public comment was being accepted on transportation planning process through December 4, 2015 and may be submitted via US mail or through an email set up to specifically for comments. He added that he provided this presentation to the NRPC Executive Committee at their October meeting and they suggested that he do the same for TTAC. The main points of Levine's presentation are highlighted below:

- Every 4 years FHWA & FTA jointly conduct review of MTP process for Transportation Management Areas (TMAs) areas with population over 200,000. Component of review is to seek public input.
- Comments will be summarized in report and are taken into consideration as part of the evaluation of the region's transportation planning process.
- Outcome of the review will be a report summarizing the discussions during the review, may be commendations, recommendations, and/or corrective actions. There are two outcomes of the process:
 - Certified – Possibility of corrective actions
 - Not Certified – Funds are withheld

- Metropolitan Planning Process: transportation decisions made and projects are planned, selected and prioritized for implementation within the region involving MPO Policy, Technical, and Citizens Committees as well as DOT, Transit Operators, Local Jurisdictions, Citizens, Interest Groups, FHWA and FTA.
- A “3-C” approach is used (Continuing, Cooperative, Comprehensive) related to multimodal (Transit, Bike and Ped) and public input.
- Required products include the UPWP, MTP, CMP, TIP, and the PPP.

Levine concluded his presentation and asked TTAC what their comments were. He referred to the 3 questions listed on the last slide of his presentation as listed below:

- Do you have adequate opportunity to participate in the MPO Transportation Planning Process?
- Have you been involved in the MPO Transportation Planning Process?
- What are your views of the process – how is it working?

Levine asked if TTAC felt the process represented both small and large communities accurately. Roache commented that TTAC is pretty involved and that programming authority is question and discussion. He referred to the 4.5 million available in the UZA and that if we have control, who will be at the table and how do we go about distributing it. He added this money is for non NHS projects and the MPO authority to program brings something new to the process and the types of decisions in theory we could make. Marchant asked if it was the same process and system. Roache said these monies are off limits to governor and council, but others will also be present at the table including Londonderry, Windham, Derry and Auburn, as well as the Southern NHRPC. Marchant suggested going through a grant process using the criteria already agreed upon with all communities able to apply. Garcia had concerns with this method and said there would have to be an agreement between NRPC and SNHRPC to make sure all towns are fairly represented. Roache felt that there could be increased participation with the ability to program monies.

Roache referred to other funds such as TAP, CMAQ which are in the Ten Year Plan but governor & council can't move around. Husband talked about the disconnect with the financial people at DOT, the project managers and the changes with monies in the STIP Amendments that get voted on and then the money gets moved to something else. Roache commented that the process is a little top down in NH, using the E. Hollis St. Project and the lack of communication between DOT and the City on the status of the project. Garcia read some of the rules for small MPO regions and how not the MPO has to coordinate with the State. Levine asked the group for input about the transportation planning process for bigger communities vs. smaller. Gowan felt the process works pretty well and that it can only be an improvement working with the MPO. He added that money is an issue, there is not enough. Gowan also said that there is always a winner and a loser and that the funding is more the issue than the process. Cashell agreed saying there is not enough money to go around referring to the NH I93 improvements being fully funded and other projects not getting funded that need to be done. Roache said that the TIP and STIP have to be fiscally constrained and that is why DOT has to move money around. Husband commented that the process is now moving in the right direction, but in the past there were too many projects in the Statewide TIP. Levine asked the group to submit any further comments using the addresses & email provided.

NH 2015 OZONE STANDARD UPDATE – PAUL LOCKWOOD, NHDES

Lockwood introduced himself and proceeded with a presentation on the NH 2015 Ozone Standard Update. He explained how you connect environment to transportation referring to the steps on slide 2 of getting the clean air act to transportation planning. He referred to the SIP Plan which is not actually a document but laws, policies and strategies used for going from non-attainment to attainment & vice versa. Lockwood also informed the group about the emissions budget and how each transportation planning agency has to

calculate air quality analyses using transportation projects that exist and new added in to see if they are within their budget for transportation and to attain conformity.

Lockwood proceeded to inform the group about EPA's new 2015 Ozone Standard and the next step being the attainment/non-attainment designation process which can take up to two and five years total before this information gets to planning agencies. He talked about the new standard of 70ppb and the secondary standard (for environment) which is the same as the standard of 70ppb. He informed the group of the third standard which is Forecasting Thresholds modified. Lockwood showed preliminary 2015 data with information on exceedances and 2008 exceedances.

Lockwood talked about how the ozone levels have slowly been dropping over the last 10 years and that New Hampshire is in good shape for the new ozone standard. He added that carbon monoxide is a problem in Nashua maintenance area for ozone. Lastly, Lockwood said that big projects still have to do an Air Quality Analysis and that projects that are part of the SIP still have to be watched even if they are in attainment.

NRPC TRANSPORTATION PROJECTS UPDATE:

Congestion Management Process Corridor Studies

Matt Waitkins provided a presentation on the Congestion Management Process Corridor Studies to the TTAC. He explained that federal regulations require a Congestion Management Plan (CMP) in metropolitan areas with populations exceeding 200,000, which are known as Transportation Management Areas (TMAs). NRPC's first CMP was developed as 2010 approached because we anticipated correctly that the region's population would exceed the 200,000 threshold by the 2010 census. Waitkins explained that a key component is identifying where congestion is occurring and monitoring that congestion. He added that although a CMP is required in every TMA, federal regulations are flexible regarding how to implement. Below are some of the main processes or steps involved in developing a CMP:

- Performance Measures
- Travel Time Index
- Corridor Study Methodology
- Determining When to Collect Data
- Performing Data Collection and Analysis through Time Travel Runs
- Corridor Reports

Waitkins provided several examples with maps illustrating the rates of congestion in Nashua. Husband asked if there any particular time of day when determining when to collect data. Waitkins said they review seasonal adjustment factors over a range of weeks to make that determination. There were comments from Husband and Marchant on the congestion in the Daniel Webster Highway south area of Nashua and the challenges the City itself has with the congestions issues especially during the Holiday season. Fox asked how traffic signal areas along the corridor are handled. Waitkins said the segment GPS at lighted intersections when doing runs and average it out.

NTS Strategic Planning Outreach

Mark Connors provided a presentation to the group on the NTS Strategic Planning Outreach. He briefly summarized the project informing the TTAC that NRPC is currently working with the Nashua Transit System (NTS) to develop a long-term Public Transit Capital Investment Plan for the region. He added that one significant focus of the plan will be to evaluate the feasibility of extending public transit service to communities outside of Nashua. Currently, none of the NTS routes extend past the city boundaries even with 59 percent of the region's population residing outside of Nashua and 47 percent of jobs are located in surrounding communities. The study will evaluate the benefit and feasibility of linking to major

transportation centers outside the region, including the Gallagher MBTA and LRTA Terminal in Lowell and the Manchester-Boston Airport.

Connors emphasized the public outreach component of the plan that will run through December and the short survey designed for residents in communities outside the city, as well as one for existing NTS riders that was designed to gather public input. He added that these surveys have been distributed at several community events to gather input. Lastly, Connors informed the group that of the request that each municipality link to the survey. Connors asked the group if their town has not already posted the link on their town website/social media, to please include it using the info and link below:

A planning study is currently underway regarding public transit service in the region. The plan will evaluate the feasibility of extending transit service to communities like **[your town here]**. Public input is an important part of the study and planners would like to know what YOU think regarding public transit. Please complete the 5-minute survey below. Thanks for your input!

Survey Link: <https://www.surveymonkey.com/r/NTSPlan>

OTHER BUSINESS

Lockwood informed the group of the grant that NHDES secured from the Department of Energy to help fund Installation of Public Electric Vehicle Charging Stations in New Hampshire. He asked the group to take a flyer on their way out if interested.

Motion to adjourn came from Husband with a second from Bayrd. The meeting ended at 1:37 pm.