


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
08/09/17

Members Present:

Gordon Leedy, Town of Amherst	Steve McFadden, Town of Merrimack
Tad Putney, Town of Brookline	Andrew Bullock, Town of Merrimack
Tom Bayrd, Town of Hollis	Steve Dookran, City of Nashua
Elvis Dhima, Town of Hudson	Wayne Husband, City of Nashua
Tom Young, Town of Litchfield	Camille Pattison, City of Nashua NTS
Dawn Tuomala, Town of Merrimack	

Others Present

Tim White, NHDES	Liz Strachan, NHDES
Suzanne Fournier, Brox Environmental Citizens	James Vayo, City of Nashua

STAFF PRESENT

Julie Chizmas, Senior Transportation Planner	Karen Baker, Program Assistant
Matt Waitkins, Senior Transportation Planner	Jen Czysz, Interim Executive Director

CALL TO ORDER AND INTRODUCTIONS

Chizmas opened the meeting at 12:11pm with introductions.

APPROVAL OF THE MINUTES FROM THE MAY 10, 2017 AND JUNE 14, 2017 MEETINGS

Chizmas referred to the minutes of May 10, 2017 included in the agenda packet as Attachment 1. She asked if there were any corrections. There were no corrections. Husband motioned with a second from Dhima. All were in favor and the motion passed.

Chizmas moved onto the minutes of June 14, 2017 and again asked if there were any corrections. Young motioned with a second from Husband. All were in favor and the motion passed with Putney and Bayrd abstaining.

NRPC'S NEW TRAFFIC COUNTING CAPABILITIES

Waitkins provided a presentation on NRPC's traffic counting program and new equipment. He also discussed the types of counts conducted, the equipment used for those counts and safety. He started off by explaining the traffic counting program and the types of traffic counts conducted:

- Volume/speed/class counts which include Highway Performance Monitoring System (HPMS) counts; a nationwide database detailing the condition and use of local, state, and federal roads. Approximately 385 HPMS region-wide locations are counted on a rotating basis through a contractual agreement with NHDOT.
- Municipal request and special project counts used for performance based planning;
- Turning movement counts which are used for intersection analyses; and
- Bike and pedestrian counts conducted using portable and permanent counters.

Waitkins referred to the navigational database linked on the NRPC website which has over 1,000 historical traffic volume counts in the Nashua region.

Waitkins continued with his presentation showing pictures of the traffic counting equipment used for volume/speed/class, turning movement counts and bicycle and pedestrian counts and explained how each piece of equipment is used. Waitkins referred to the new radar counters purchased by NRPC which do speed counts

but not class counts and are attached to a telephone pole. These new counters can be used on dirt roads unlike the tube counters which can only be used on pavement. Husband asked what the distance is on the counters and if they get both sides of the road. Waitkins explained that there are 2 counters used; one for each direction. Waitkins stated that the counters will be good on the bypasses where there are higher speeds and they have an 85% accuracy rating. Czysz noted that we have only had the counters for a very short while.

Fournier asked how the turning movement counters (TMC) and tube counters work. Chizmas explained that the turning movement counters are run by a person and are usually conducted for 2 hour increments in the AM and PM peak hours. There is the occasional 12 hour TMC count conducted which is done in shifts by staff. Waitkins stated that the tube counters are automatic but have to be placed by a person initially. Strachan asked how the tubes are used for class vs. speed vs volume. Waitkins stated that 1 tube is used for volume counts and 2 tubes are used for class or speed counts and based on the axel length.

Waitkins showed example of the count reports that are produced using each piece of equipment. He stated that he is happy to take requests on traffic or bike/pedestrian counts. He noted that 140 counts have been done this season so far (about 60% complete) and that he had 10% more counts to conduct this season along with 3 municipal counts in Merrimack. In addition, 2 TMC's have been conducted and 8 locations are scheduled for bike/pedestrian counts. Waitkins informed the group of the permanent counter which provides ongoing counts along the Nashua Rail Trail. Chizmas explained that the Merrimack count data is being used for signal timing adjustments at DW and Bedford road; efforts are underway to coordinate the town owned signals with NHDOT owned signals at the Exit 12 ramps to address the increase in traffic since the Exit 12 toll came down.

Waitkins stated the safety issues associated with placing of the traffic counting tubes, noting the percentage chance of a pedestrian fatality dramatically increases depending upon the speed of the vehicle at impact. He also pointed out the high risk conditions for employees and motorists as a result of installing vehicle traffic counters in or in close proximity to the roadways with vehicular traffic moving at various posted speed limits. To address the safety concerns he reached out to Primex to have a risk management assessment done on the traffic counting process. Primex reviewed and provided recommendations to address the issues and Waitkins made the proper changes to ensure a safer working environment for the traffic counting program.

Husband asked if Waitkins envisioned expanding the counting season. Waitkins said it could be done with the addition of the extra counters. Dookran suggested a future TTAC agenda item on how the traffic counts are used in the regional traffic model. Chizmas noted his request.

NHDES NEWS

DERA Clean Diesel Program

Strachan provided a presentation on the Diesel Emissions Reduction Act (DERA) FY 2017 State Clean Diesel Grant Program. She stated that the Diesel Emissions Reduction Act (DERA) is part of the Energy Policy Act of 2005 which appropriates funds for reducing emissions from diesel engines. 70% of the funds are used for a Federal Competitive Program while the remaining 30% are allocated to the states under the DERA State Clean Diesel Grant. She stated that there is an open solicitation each year and funds are managed by NHDES. This year NH anticipates between \$338K and \$550K depending on if they get any Volkswagen settlement funds. Strachan explained the purpose noting that the funding provides support for projects that protect human health and improve air quality by reducing harmful emissions from diesel engines. She provided info on eligible projects & the percentage of dollars paid through the fund. Strachan specifically identified highway diesel vehicles and busses (other than drayage) and locomotives and non-road diesel vehicles and equipment replacement as of particular importance stating that in this area, it is not likely that the engine will go before the body of a vehicle. Fournier asked what drayage is. Strachan said that drayage vehicles are usually at a freight yard or port and

move other vehicles around (ex. a tractor that moves trailers around). Strachan proceeded, touching on the funding restrictions, noting that for medium and heavy trucks, transit busses and school busses, new replacements must be of a vehicle or engine that is currently in operation and have to continue in the same function and class. Strachan also noted that the goal is to change from diesel to newer diesel or electric to get the older vehicles off the road. She noted that it can be a new diesel with better efficiency but you also have to destroy the older vehicle and project funds are not reimbursed until after the older vehicle is destroyed. Dookran asked if the vehicles could be donated. White said they cannot be donated or traded but you can get money for the scrap. Leedy asked to define "destroy". Strachan said the chassis has to be cut in half and a 3 inch hole had to be drilled into the block. Strachan also briefly summarized the funding restrictions for non-road engine equipment and marine engines pointing out that all vehicles scheduled for replacement prior to September 30, 2021 are not eligible, no project costs may be incurred prior to the approval of the grant agreement by the G&C, quarterly reports on operating details must be submitted for a period of 1-3 years and grant recipients must comply with the EPA DERA program requirements. Strachan concluded her presentation stating that the RFP will be available on the NHDES website soon and they will be accepting first round applications between October 1 and October 15. Fournier asked how to get the info on this. Chizmas said via TTAC, Constant Contact, and social media. Strachan said NHDES would be doing a big push on it also.

VW Settlement: Zero Emission Vehicle Investments

Tim White provided an update on the Volkswagen Settlement. He started by briefly summarizing the consent decree which he talked to the group about at the January TTAC meeting. He reminded the group that this came about on June 28, 2016 when the U.S. lodged with the Court a settlement that partially resolves allegations that Volkswagen violated the Clean Air Act by the sale of approximately 500,000 vehicles containing 2.0 liter diesel engines equipped with defeat devices. The Consent Decree was entered by the court on October 25, 2016 and the settlement consists of 3 major components:

- Buyback or emissions modification on at least 85 percent of the subject vehicles (Appendices A & B)
- \$2.7 billion to fully remediate the excess NOx emissions from the subject vehicles (Appendix D)
- Invest \$2 billion to promote the use of zero emission vehicles and infrastructure (Appendix C)

White noted that he learned that VW Corp has already spent 7 billion fixing these vehicles. He also stated that there was not a lot of new info on Appendix D and that the trustee will be handling this and that once the consent decree is finalized, they will have 60 days to apply to become eligible for funding as a beneficiary.

Appendix C: the ZEV investment commitment will include actions to support increased use of zero emission vehicle (ZEV) technology in the US. This will be brand neutral education to increase awareness on the electric vehicles with no VW branding on any of the educational info. White noted that Electrify America is a subsidiary of VW Corp that is responsible for administering the VW ZEV investment commitment. A total of \$25M is slotted for brand neutral public outreach and awareness and \$40M for charging infrastructure with a focus on Level 2 and DC Fast Charging at approx. 1,000 sites. A member asked about Level 1 charging stations and the cost. White stated that they give you 2-5 miles of driving range for each hour of charging and cost less than \$400. He also noted that Level 2's give you 10 to 20 miles of range per hour of charging and run from \$400 - \$6,000. DC Fast Charging gives you 5 miles of range per minute of charging with a full charge in as little as 20 minutes and are the most expensive.

White stated that projects can be submitted anytime to Electrify America <https://www.electrifyamerica.com/> under the National Investment Plan which covers the Boston-Metro area. He also noted that 15 submissions have been received from MA and NH in the I-89/ I-93/I-95 area and cycle 1 projects will be under construction by June 2019. Chizmas navigated to the Electrify American website and noted that it is very simple to apply. White agreed and noted that there was no real format and that you can submit any type of charging

infrastructure proposals even if they are not shovel ready. Fournier asked if White could send the name of the New England Manager to the group. White said he can.

Vayo asked if Nashua region would be eligible for more funds since they are a center of traffic area with the City of Nashua as part of the region. Vayo said he thinks the region should receive about 3 million in investments and felt strongly that they would have a stronger case if they submitted as a region. He added that he was interested in a region-wide approach and working with the NRPC to submit an application for electric charging stations. He felt that sub-amounts could be allocated to the other municipalities based on population. White suggested that the locations be determined first and then choose the charging infrastructure. Vayo felt there was confusion on the website on the type of locations and felt that a cluster area downtown Nashua would be good and maybe the Crown Street Park N Ride area if it becomes a rail stop. Strachan stated that you can't put charging stations there if federal money was used or funded to build. Vayo stated from an economic development impact, he feels it is best to integrate them into commercial areas. White stated that Level 2 is fine for workplace or residential.

Fournier asked for clarification on the federal dollars issue and how stations work (how many can plug in). White said EV charging stations can be configured in many different ways. Strachan clarified that the infrastructure cannot be placed or used on federal funded property.

Vayo suggested an email for NRPC to municipalities on interest to submit a regional proposal. Dookran asked how many people own electric cars in NH. White stated that there is a lack of charging infrastructure in NH and this can act as a barrier to people buying the cars. Pattison asked if this was for busses or just cars and White said light duty vehicles are not an eligible project type in Appendix D. Vayo asked how many City busses there are that run on natural gas. Pattison stated that all the vans run on gas but there is currently 1 CNG bus in service and 8 new CNG busses will be delivered in November of this year.

MPO PERFORMANCE MEASURES

Chizmas tabled this for the next meeting in September.

STAFF UPDATES

August Minor Revisions

Chizmas briefly summarized the August Minor Revision which has 1 regional project; Nashua East Hollis Intersection improvements which moves the PE from FFY2017 to FFY2018 due to delays. She noted that there is no change in the total funding amount and the City ok'd the revision. Chizmas added that there were also 5 Statewide projects in the revision. Lastly, she touched briefly on the August Advertising Schedule.

CMAQ Program

Chizmas reviewed the CMAQ projects and showed a district map, noting that there are 5 NRPC projects in District 5 and 1 NRPC project in District 3. She informed the TTAC of the mandatory pre-application workshop in late August/early September with applications due to DOT in late September. NHDOT staff will then review and score the applications and make recommendations to GACIT in November. Chizmas stated that at the GACIT kick off meeting, a new approach to evaluating and selecting projects was announced which excluded RPC's and CMAQ Advisory Committees in the project evaluation and ranking process and that instead, DOT staff would be responsible for this including air quality benefit analyses along with GACIT to select projects to receive CMAQ funding. She added that this could have potential for bias in favor of DOT application submittals. In response to this, all the RPC's sent a letter to Councilor Wheeler and the Commissioner recommending that:

- RPCs score and prioritize regional projects and any statewide projects within established timeframe using NHDOT criteria, with results submitted to GACIT;
- NHDES and RPCs assist and/or be consulted by NHDOT in assessing the air quality benefits; and
- The CMAQ program return to a regular schedule of funding rounds to allow time for full participation by the CMAQ Advisory Committee and the regional project review component going forward.

Ten Year Plan

Chizmas informed the group that the GACIT TYP Kick-Off Meeting held and info from that meeting can be found on the DOT website. She also informed the group that she and Czysz would be meeting with DOT for a Front Office meeting to discuss regional priorities. Chizmas noted that the first draft of the Ten Year Plan will be presented on August 23 at 2PM at Keene State College. Czysz noted that they have not released the GACIT public hearings schedule yet (usually in September and October), but would email it out once received. She encouraged the group to go to the hearings to support your projects. Vayo thanked NRPC for the exercise done at the Transportation Workshop held a few months back. Chizmas noted that the information will be used going forward. Chizmas noted timeline of events after the GACIT hearings.

- November 2017: GACIT meetings & revisions
- December 2017: Governor's review & revisions
- January 15, 2018: Governor's Draft TYP transmittal to Legislature
- January - May 2018: Legislative review & revisions
- June 2018: Final TYP Adopted into Law

Lastly, Chizmas reviewed the NRPC Project Priorities to be considered for inclusion in the TYP. She noted that only federal aid eligible projects ranked and the theoretical allocation for 2027/28 is \$5,419,419 of which our priorities exceed in cost. The hope was to get CMAQ funds for the Pelham project in order to advance the Nashua BSP project.

Vayo asked if all projects have equal portions of funding. Chizmas did not know. In response to a question from Husband, Chizmas said she hoped that traffic studies already completed earlier this year would support the air quality analyses needed in this round. Lastly, Chizmas noted that the proposed CMAQ scoring criteria is available on the Ten Year Plan page of the DOT website.

Status Update on the 101A Projects

Chizmas provided a status update per Jennifer Reczek, NHDOT Project Manager on the 101A projects:

- Nashua 10136A and 10136B: These projects will go out to Consultant Selection once an agreement is in place with the City to allow NHDOT to manage project in the urban compact.
- Amherst 10136C: The consultant contract for Final Design was approved by G&C in June and Stantec has started work. This project is still on track to advertise next spring (20-Mar-18).
- Merrimack 10136D: NHDOT is working to get the consultant (Stantec) under contract and anticipates going to G&C later this fall. Project scheduled to advertise in FY 2020.

Chizmas also stated that Ms. Reczek would be at the September meeting to answer any questions about these projects. Dookran asked why the projects were broken out in different projects, asking if it was due to them being in different municipalities and for manageability. Chizmas hoped that Ms. Reczek would be able to answer these questions at the September meeting. Dookran added that the City has concerns with the 101A Nashua pieces and the condition of the pavement. He added that they do not want to repave to only have it ripped up.

MS4 Permit Assistance

Czys informed the TTAC about the Next Regional Stormwater Coalition Meeting on August 23, 9-11 AM which would feature discussions with NH DOT on data sharing and utilizing SADES to meet mapping requirements, info on the Demystifying the MS4 Permit Webinar which will include an overview, first steps, and info on outreach and mapping. This will take place on September 13, 12-1 PM with help from the NHMA and registration is required for this at www.nhmunicipal.org/Resources/Event/922.

ADJOURN

Chizmas informed the group of the recent passing of Milford's first Town Administrator and NRPC TTAC member from Lyndeborough, Lee Mayhew.

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