


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
11/12/14

Members Present:

Tad Putney, Town of Brookline
 Tom Bayrd, Town of Hollis
 John Cashell, Town of Hudson
 Elvis Dhima, Town of Hudson
 Kyle Fox, Town of Merrimack
 Tim Thompson, Town of Merrimack
 Jodie Levandowski, Town of Milford
 Wendy Hunt, Milford Improvement Team
 Wayne Husband, City of Nashua Traffic

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

Others Present:

Paul Lockwood, NHDES
 Leigh Levine, FHWA
 Glenn Davison, NHDOT
 Chris Waszczuk, NHDOT

STAFF PRESENT

Tim Roache, MPO Coordinator	Jen Czysz, Senior Regional Planner
Kerrie Diers, Executive Director	Mark Connors, Regional Planner
Matt Waitkins, Field Data/Transportation Planner	Karen Baker, Program Assistant

CALL TO ORDER AND INTRODUCTIONS

Tim Roache opened the meeting at 12:08 with introductions.

APPROVAL OF THE MINUTES FROM THE OCTOBER 8, 2014 MEETING

Roache referred to the minutes of October 8, 2014 included in the agenda packet as Attachment 1 and asked for a motion to approve. Husband commented that he was at the October 8th meeting but not listed in attendance. Levine commented that the \$ in front of the 200,000 on page 2, last paragraph should be removed as the 200,000 refers to population, not dollars. Gowan moved to approve the October 8, 2014 minutes as amended with a second from Mailloux. All were in favor.

DRAFT 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) - DISCUSSION

Roache referred to the 5 new projects included in the draft 2015-2018 TIP: Amherst 101 & 101A Ramps, Bedford/Merrimack Toll Improvements, NTS Garage Revamp, Nashua Fleet Replacement & Nashua/Bedford ITS project. Roache also commented on the projects completed since the last TIP which were mostly Broad Street Parkway projects and a Wilton project. He referred to the new TMA requirements for being a UZA and fiscal constraint. Roache reviewed the statewide projects listed in the TIP and said the TIP would be posted online the upcoming Monday. Roache summarized the content that would be included in the TIP referring to the NHDOT Decision Lens software and the DOT version of Fiscal Constraint information. Roache said the Clean Air Act Code and performance measures info was not in the plan yet. He added that the TIP list had not changed much from the previous TIP. Not included the TIP was the Milford Oval Improvements because it was an earmarked project and relies on other projects to be added and show up later as an amendment. Roache continued referring to the Bedford Open Road Toll project added to the TIP late due to the question on whether the project was regionally significant. He added that if the project is not funded with federal dollars, it does not need to be in the TIP.

Roache also informed the group that the toll was not going to be relocated, but updated with new technology and introduced Chris Waszczuk with the NH DOT Turnpikes Division to provide some insight on NH Turnpikes. Waszczuk passed around an informational flyer on the background of the Turnpike System Capital and Expanded Capital program and reviewed with the group. He informed the group that all turnpike projects are funded with turnpike revenue and that money can't be diverted elsewhere. He explained that it pays for renewal and restoration of the turnpike system. Any remaining money goes to

the Turnpike Capital Program of which \$30M a year goes into this capital program. He added that they also need to be concerned with financial constraint referring to the \$370M worth of projects that are yet to be funded. Other revenue would be needed to fund these projects such as a toll increase. Waszczuk talked about toll relocation and the loss of revenue due the Airport Access road. He added that in the end, DOT decided to keep the Bedford Toll where it is and do a smaller scale open road tolling. This would end up with 3-4 cash lanes, and widening the northbound. He added that during construction, cash and easy pass handling would be available. Waszczuk explained the end result of lanes both north and southbound and cash vs easy pass lanes. He referred to the 9.5 million cost estimate by doing this versus the 18mil originally projected. Waszczuk spoke about the Open Road Toll vs All Electronic tolling study done and the higher risk with electronic tolling, adding that DOT is looking to do the open road tolling in Bedford and on the Spaulding Turnpike. Waszczuk said there would be a public participation component of the Bedford ORT project saying that advertising for construction would be in 2016 with it being operational by October of 2017. The FE Everett Turnpike widening project is scheduled for 2022-2024 with the possibility of advancing it 3-4 years depending on additional funding coming into place. Fox referred to the amount of easy pass/cash lanes and if the overhead construction be designed for the 3 lanes coming after. Waszczuk said he did not think so and elaborated some on the design, referring to the design done on the Hooksett ORT.

Thompson passed information along to Waszczuk from the Merrimack Town Council. "If the Bedford Toll stays in its current location, Merrimack TC has no issue, but feels the priority is the widening. Their main concern was if it relocated and the effect it would have on Continental." Waszczuk said the project in manageable now to complete for under 10mil, adding that before traffic becomes unmanageable was the reason for advancing ORT at Bedford.

Waszczuk wanted some type of sense from the group on their feeling on a toll increase if a project in the TIP was advanced (ex. FEE Turnpike Widening at Merrimack). Putney asked when the last increase was of which Waszczuk said system-wide in 2007 and .50 at Hampton Tolls only after that. Roache asked if they could happen simultaneously. Waszczuk said it would bring the projects closer together. He concluded saying that he would be happy to come back and do a presentation on the revenue status. Roache informed the group that they could pick up on the discussion again in December and referred to the Public Comment Period and Hearing for the TIP opening on Monday, November 17th ending on December 17th with a hearing at the full Commission meeting where he would be seeking adoption.

DRAFT 2015-2040 METROPOLITAN TRANSPORTATION PLAN (MTP) - DISCUSSION

Roache informed the group that he would be looking for adoption at the December 17th full Commission meeting. Czysz passed around a memo and Roache read & reviewed the process. He referred to the Draft 2015-2035 Nashua Regional Plan that was released on August 14th with a 30 day public comment period per RSA:36:47. To ensure that the Transportation chapter of the Regional Plan fulfilled all federal requirements of a MPO under the new MAP 21, a series of additions and revisions were made to the chapter after public comment closed on September 14th so that it may stand alone as the MTP. The changes would ensure that the MTP existed as both a stand-alone document and a section of the Regional Plan. Roache summarized the additions made to the chapter mentioning first the Implementation Chapter of the Regional Plan that was expanded to include components required of the MTP:

- Environmental Justice
- Natural Resource Considerations
- Fiscal Constraint Analysis
- Performance Based Planning
- An Aviation section
- Data in the Existing Conditions

- Objective chapter with summary of public input
- Revised Executive Summary and Conclusion sections in the MTP

Czys passed around the Existing Conditions section to give a feel of what the final product would look like. Roache informed the group that it was not the final format and he hoped to have a more superior product than that of the Long Range Transportation Plan produced in the past; more readable and useful document capturing all federal requirements. Lockwood asked it was on the website. Roache said it would be posted and there was still one more round of public comment and a hearing in December with adoption.

Levine commented on the mix of projects; asking if the emphasis was on system preservation and did the project list look different than the previous one? Roache explained the prioritization of projects was done before the input, so that would catch up in the next cycle. He added that the November 20th meeting in Nashua would also tell more with the Rail project. Levine felt the TIP and MTP should be amended simultaneously. Roache said he was looking forward to the groups comments on the MTP in December.

TAP PROJECTS SCORING RESULTS

Roache informed the group of the 4 towns that submitted TAP projects as Amherst, Brookline, Merrimack and Nashua. Roache briefly reviewed the scoring process and criteria and all the project information that was provided to the scorers from Milford, Pelham and Hudson. He referred to the Google form used for the process. They came up with final scores weighted against a max score of 25 and ranked them. Final results were as follows:

1. Nashua with a score of 24.43
2. Brookline with a score of 22.32
3. Merrimack with a score of 21.40
4. Amherst with a score of 18.75

These scores would need to be submitted to DOT. He added that they may need to be adjusted to the DOT score method. Maps will be available for each project. He asked if any representatives from the towns with projects would like to speak. Roache said he would need a recommendation from the group to have the Executive Committee approve and pass along to DOT.

Gowan felt that all three of the scorers ended up in the same place without consulting each other. He commented on the effort by NRPC and the large amount of effort for such a small amount of money. Diers was under the understanding and would clarify that the RPC score was another score at the table before the projects go into the DOT Decision Lens Software. After further discussion, Thompson motioned with a second from Mailloux that the Executive Committee endorses the ranking of the TAP Applications and pass this information along to the NHDOT. All were in favor.

MPO AGREEMENTS (INFORMATIONAL)

Roache referred to the MPO Agreements included in the TTAC Agenda Packet, informing the group that this was new due to the area being designated as a UZA and new agreements are necessary for funding reasons and the neighbors from other RPC regions we will be working on regarding projects and decisions on funding. The new agreements will be signed with discussions later with those neighbors.

Thompson motioned to adjourn with a second from Fox. The meeting adjourned at 1:10 pm.