


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
04/12/17

Members Present:

Gordon Leedy, Town of Amherst	Dawn Tuomala, Town of Merrimack
Tom Young, Town of Litchfield	Amy Gill, City of Nashua
Tad Putney, Town of Brookline	Wayne Husband, City of Nashua
Tom Bayrd, Town of Hollis	Camille Pattison, NTS
Lee Mayhew, Town of Lyndeborough	Jeff Gowan, Town of Pelham

Others Present

Liz Strachan, NHDES	Linda Dusenberry, NHDOT
Suzanne Fournier, Brox Environmental Citizens/Milford	Wendy Hunt, Milford Improvement Team

STAFF PRESENT

Julie Chizmas, Senior Transportation Planner	Tim Roache, Executive Director
Karen Baker, Program Assistant	

CALL TO ORDER AND INTRODUCTIONS

Chizmas opened the meeting at 12:07pm with introductions. She noted that at the May meeting there will be a presentation on hot in-place asphalt recycling.

APPROVAL OF THE MINUTES FROM THE MARCH 8, 2017

Chizmas referred to the minutes of March 8, 2017 included in the agenda packet as attachment 1. She asked if there were any corrections and if not, for a motion to approve. Gowan moved to approve the March 8, 2017 minutes with a second from Young. All were in favor.

*****ACTION ITEM***DRAFT 2019-2028 TEN YEAR PLAN PROJECT RANKINGS**

Chizmas provided a brief summary of the process taken to for the 2019 – 2028 Ten Year Plan Project Scoring. She noted it is the same criteria that was used in the last round and that the State uses. In addition, it is consistent criteria used across the RPCs and reviewed at the December TTAC. The project solicitation ran from 1/26 through 3/10 and there were 6 applications submitted and 1 incomplete:

Milford: 3 applications

- Swing Bridge rehab and municipal bridge rehab (2 apps: North River Rd and Purgatory Rd)

Nashua: 2 applications

- Pedestrian connectivity along DW Highway and new turnpike ramp at Dozer Road

Pelham: 1 application (submitted by NHDOT)

- Intersection improvements at Mammoth Road/Keyes Hill Road

Chizmas stated that the incomplete application was received from Lower Merrimack River Local Advisory Committee for scenic bicycle/pedestrian access to Riverside Landing complex which is a potential Transportation Alternatives project.

Twenty-three existing MTP projects that have not advanced into the TYP or TIP were reviewed and grouped as follows: State-owned bridge project, TAP or CMAQ project, railroad crossing project, older projects

needing confirmation of local priority, in need of an updated corridor study or exceeding TYP capacity, illustrative with no funding source identified, and non-programmatic, federal aid eligible projects.

Between the 6 new projects and the 23 existing projects, it was determined that 7 were eligible for federal aid funds, non-programmatic and feasible within the regional allocation of \$5,419,419. The 7 projects were scored and ranked:

Rank	Project	Score	Estimate
1	Nashua: DW Highway Pedestrian Connectivity	67.91	\$350,000
2	Pelham: Mammoth Road/Sherburne Road improvements	64.72	\$1,100,000
3	Merrimack: DW Highway/Wire Road improvements	59.18	\$835,000
4	Nashua: Downtown Nashua West Gateway Project	54.87	\$2,040,000
5	Pelham: Mammoth Road/Keyes Hill/Tallant Rd improvements	54.24	\$750,000
6	Milford: Swing Bridge Rehabilitation	47.11	\$564,491
7	Nashua: Broad Street Parkway - New Interchange to Franklin St	45.13	\$1,350,000
		Total:	\$6,989,491

Chizmas also stated that she was trying to get a Brookline project advanced and that NRPC has a plan to get the remaining 22 projects into a program or funded with help from NHDOT Planning and Community Assistance and work with elected officials and the communities. Roache elaborated on the projects that have not advanced noting that they have been through several cycles in the MTP. He added that if there is no political will, we can remove them. There was further discussion amongst Nashua representatives and Roache on projects still in the MTP that have not advanced.

Chizmas reviewed the 22 remaining projects and touched on the plans for some of them. She talked about the need for another corridor study for the Bedford to Wilton 101 project. There was discussion on the spot improvements done along the project area. Leedy commented that it is probably not on anyone's radar screen. Chizmas referred to the illustrative projects and asked if they should still be in the MTP and asked if the info is still valid.

She noted that the Passenger Rail project and the 3rd Bridge Crossing were still too big for the TYP and the need to find funding for them. Roache informed the group of a letter he received from the Mayor asking NRPC to consider rail as a higher regional priority and would like to see stronger support from NRPC. Putney asked if any other RPCs would benefit from rail. Chizmas said SNHRPC. Mayhew referred to the study done by former Gov. Benson on rail which found it not to be viable and said he feels the same. There was a question on how much rail would cost and where is it going to come from. Roache stated that it needs to be subsidized and the question is how much and where is it going to come from which is all unknown because it was never taken far enough to establish the numbers on cost, riders and source of funding. There was some further discussion on ideas for funding rail. Dusenberry stated that the NH Capitol Corridor final report is available on the DOT website. Roache noted that the agenda item for discussion on Passenger Rail in the Nashua Region will be extended to the May meeting and to stay tuned for more information. He added that he would be bringing the Mayor's letter to the Executive Committee.

Chizmas also noted that 5 NRPC staff scored the projects and showed the rankings on screen. Roache said that the entire list would be submitted even though there is only enough funding through project 6. Chizmas asked for a recommendation from TTAC for approval from the Executive Committee to submit the list of project priorities to the DOT.

Husband asked if there was another way that they could do this in the future and suggested having all PE and ROW for large projects funded as a way to get everything started. Roache said that it could be an issue if it does not get construction funding because then you would have to pay back the PE and ROW to the Feds. He was also unsure if they would entertain funding just PE.

Gowan commented on the Pelham project, noting that it may be built and used for 5 years before the Ten Year plan funding is available and that they will likely pay for the project themselves and will have to chase for reimbursement. He added that it is too much of a safety issue to wait.

Leedy asked if the PE and ROW are already underway, if that changes the scoring. Chizmas said no. Chizmas noted that NRPC would be meeting with DOT to discuss if anything can be done in the near term. Putney asked what the timeline was. Chizmas said the rankings are due to DOT by May 1st, DOT will then score them, and then they will be incorporated into the Draft TYP, and then the GACIT Hearings in the fall. Putney asked if there was any discussion on eliminating any projects out of the TYP. Chizmas said she had not heard. She also noted that the ones on the list are not in the TYP and she is trying to figure out how to get them in. After further discussion, Gowan motioned with a second from Husband:

TO recommend the Executive Committee approve and submit the list of Draft 2019-2028 Ten Year Plan Project Rankings to DOT. All were in favor.

Chizmas discussed the future transportation plans and the process and how NRPC plans to do this going forward in an effort to streamline the process and have our priorities ready for the next round.

She summarized the how this has historically been done. In the odd year, from January – March starts with project solicitation, a TYP criteria is developed in conjunction with RPCs and NHDOT, TTAC gives it their approval, an application and guidance consistent with criteria is developed, MTP project priorities, scopes, estimates are confirmed and guidance from DOT is incorporated. During the months of March thru April TYO projects are scored and ranked, recommendation sought from TTAC, with approval from the policy committee with rankings submitted to DOT by May 1st.

Chizmas then provided an outline of how the process would go moving forward which would start in the even year with the following tasks:

- January – December: Project Solicitation
- Meet with each community to discuss needs
- Confirm existing MTP project priorities, scopes, estimates
- Develop list of programmatic and non-programmatic projects
- Gather supporting data (cost estimates, traffic counts, TMCs, crash reports, public input, matching funds)
- Meet with NHDOT for input and guidance (cost estimates, available funding sources, programmatic)
- Develop fact sheets

And for the odd year,

- January – February to develop TYP criteria with RPCs and NHDOT and vet TYP criteria through TTAC
- March to score and rank projects
- April to Seek recommendation from TTAC and approval from Policy Committee; and
- By May 1st: Rankings sent to NHDOT

Husband asked if there was another shot after the projects are submitted to DOT. Roache stated that at the GACIT hearings in the fall, there is an opportunity to weigh in. Roache informed the group of the advantage of doing this in the even year, noting that it gives you a 12 month timeframe for project solicitation and to gather info to store this info into the long range plan. Chizmas noted that it is good for meeting our performance based planning goals by doing this and having all current data gathered.

GROUP DISCUSSION: PASSENGER RAIL IN THE NASHUA REGION

Topic was postponed for further discussion at the May meeting.

STAFF UPDATES

Chizmas informed the group of the April Minor Revision and summarized the projects included in the revision.

Amherst: Reconstruction of EB ramps and installation of signals at NH 101/101A (#10136C)

- Advance construction from FFY2019 to FFY2018, Decrease cost from \$2,740,411 to \$2,422,830

Nashua: Crown Street Park 'n Ride (#13117)

- Decrease FFY2017 funding from \$1,754,400 to \$1,698,000

Nashua – Merrimack – Bedford – Manchester: FE Everett Turnpike widening of 2-lane sections from Exit 8 (Nashua) to North of I-293 (Manchester)

- Scope and Name updates to reflect northerly extension for SB barrel, Overall increase funding from \$8,899,988 to \$9,140,019

STATEWIDE PROJECTS:

CRDR: Culvert Replacement/Rehab & Drainage Repairs

- \$500K increase in FFY17 funds and \$500K decrease in FFY19 funds

SRTS

- Adjustments across all phases and FFYs to align parent project with cost of individual projects (net change: \$18,797 decrease)

Putney asked exactly what was being done for the 101/101A project. Leedy said it was going to be an Eastbound on/off at 101A with signalizing and widening easterly for the west left hand lane.

Chizmas referred to the Ad Schedule and reviewed the FY2017 & FY2018 projects along with estimate dates of completion.

FY2017

- Brookline: Sidewalk construction on NH 130 & Old Milford Road (11/16)
- Merrimack – Nashua: Resurfacing (Merrimack mm 12.9 – 15.9 & Industrial Blvd) (2/17)
- Nashua: Crown Street Park 'n Ride (3/17)
- Mason: Salted well replacement (4/17)
- Nashua: Birch Hill Elem School Bike/Ped infrastructure improvements (5/17)
- Nashua: Mine Falls Park multi-use path and ped bridge construction (8/17)
- Pelham: NH 38 & Old Gage Hill Road intersection improvements (8/17)

Husband asked what the technology would be for the Pelham project. Gowan explained that it would be a flashing light warning system notifying drivers in the queue when to pull out onto the highway.

FY2018

- Merrimack: Bedford Road Bridge Replacement (10/17)
- Bedford – Merrimack: Improvement to Bedford Main Line toll plaza to institute Open Road Tolling (11/17)
- Merrimack: Construct 2,500' multi-use path (11/17)
- Nashua – Merrimack: Resurfacing (mm 5.6 – 9.1; Exit 10 & 11 ramps) (2/18)
- Nashua: Charlotte Ave Elem School Bike/Ped infrastructure improvements (3/18)
- Amherst: Reconstruction of ramps at NH 101A/101 (3/18)

Leedy asked about they ever figured out to recover the toll shortfall from the bridge over to the airport. Roache said the open road tolling is not going to be moving and will be right where it is so there is no cost to have to pay back.

Husband asked about Synchro Training. Chizmas said she hoped to have on-site training before June. In response to a question from the group, Chizmas noted that roundabout analyses using Synchro are not the preferred method by DOT, who uses SIDRA.

ADJOURN

Motion to adjourn came from Husband with a second from Gowan. The meeting ended at 1:00pm.