


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
September 9th, 2020

Members Present:

Natasha Kypfer, Town of Amherst Tad Putney, Town of Brookline Brian Groth, Town of Hudson Mark Chamberlain, Town of Lyndeborough Dawn Tuomala, Town of Merrimack Julie Chizmas, City of Nashua	Daniel Hudson, City of Nashua Pete Kohalmi, City of Nashua John Savage, City of Nashua – NTS Paul Branscombe, Town of Wilton Tim White, NH DES Leigh Levine, FHWA Linda Dusenberry, NH DOT
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Others Present

Jim Battis, Commissioner – Town of Hudson Ed Weber, Commissioner - City of Nashua Suzanne Leblanc Peter Krauss Grace Kennedy Xenophon Vurgaropoulos Heather Monticup Scott Wade	David Jordan John Plante Brett Gagnon Jerry Bento Paul Groleau Jennifer Varney Dean Sakati
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STAFF PRESENT

Gregg Lantos, MPO Coordinator Matt Waitkins, Senior Transportation Planner Mason Twombly, Regional-Environmental Planner	Jay Minkarah, Executive Director Derek Stahl, Transportation Planner John Goeman, Regional Planner III
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CALL TO ORDER AND ROLL CALL

Lantos called the meeting to order at 12:05 pm and went the roll call of attendees by community/organization. The protocol for participation in the virtual meeting was presented. It was determined that a quorum was present.

APPROVAL OF THE MINUTES FROM THE JULY 8TH, 2020 MEETING

Lantos referred to the minutes from July 8th, 2020 included in the agenda packet as Attachment 1.

There were no members that were opposed to approving the minutes or wished to abstain. The minutes were approved.

FY 2023-2032 TYP PROJECT SUBMISSIONS

Lantos began by giving the relevant municipalities the opportunity to provide a brief presentation on the projects being submitted for the FY 2023-2032 TYP. Putney began his presentation on the 2 projects that Brookline has submitted. The first project is located at the intersection of Rt 13 and Mason Rd, which is one of the busier intersections in Brookline. The aim of this project is to raise the approach on Mason Rd that is currently too low and is reducing the sight of the drivers approaching/exiting the intersection. The second intersection is at the intersection of Rt 13 and Ruonala Rd. Ruonala Rd sees a moderate amount of traffic heading into Milford and currently is a very sharp turn. The aim of this project would be to make the approach

to Ruonala Rd a 90-degree angle to make the intersection safer. Lantos added that he was able to speak with DOT and that the Ruonala Rd/Rt 13 intersections project would be eligible for 100% federal funds. Tuomala began presenting Merrimack's submission which is the Recreation Trail over Souhegan River – Bridge #112/115. This project includes replacing the existing, failed pedestrian bridge superstructure over the Souhegan River as well as improving the small portion of trail from West Chamberlain Road to the bridge and include a Kiosk. The bridge was red listed last September and has caused a major gap from residents on the west side entrance on West Chamberlain Rd going towards the schools and main downtown area in Merrimack. Kohalmi began discussing the Nashua project which is located on Bridge and Canal St which is a busy corridor in downtown Nashua that sees substantial vehicle and pedestrian traffic. The scope of this project would extend from Lowell St to D St. This project would include a mill and overlay to Bridge and Canal St as well as the addition of new drainage structures, sidewalks, and curbing. After reviewing the cost of the project, Chizmas stated she would like to amend the application to add an additional \$25,000 for Right of Way needs that may arise. The NTS project is focused on maintaining, improving, and possibly adding new additional locations for bus shelters throughout the city. This also would include items like trash receptacles, lighting, and possibly art/visual enhancements. Chizmas also asked to amend this application as well by adding an additional \$25,000 for Right of Way needs in case the purchase of an easement is necessary. Lantos questioned the cost of the shelters that was provided stating that he had seen some estimates in other cities throughout the country that were much lower. Savage responded saying that a factor for the increase costs is that Nashua is not located near a shelter manufacturer and that the shelters will have to be built and shipped cross-country as well as having to rent a crane for the physical installation. Goeman presented the last and final project which is the Stony Brook River Walk Project along Main St in Wilton. This area sees heavy pedestrian traffic from people walking the downtown area to every day students walking to school so the purpose of this project is to build a pedestrian over Stony Brook to provide connectivity from the Main St corridor to further outside of downtown towards the Wilton/Lyndeborough school. Lantos began discussing the surplus of budget left after all the project submissions and would recommend spending that additional budget on the Rt 101 in Milford. Waitkins began a brief summary of the project prioritization/scoring process of the projects. He stated that the goal would be for NRPC to have the project scoring ready for next TTAC to be able to discuss the results.

REGIONAL ON-ROAD CARBON MONOXIDE REDUCTION PERFORMANCE TARGET

Lantos began the discussion by stating that this is addressing the requirement that the MPO must implement by December 31, 2020 a four-year performance target for the total emissions reduction of carbon monoxide (CO), per 23 CRF 450.306(d), 23 CFR 490.105(f) and 23 CFR 490 Subpart H. Lantos stated that essentially how the regulations read is that the current CMAC projects included in the four-year performance target period must contribute to CO emissions reductions and that other projects that may reduce emissions are not included. Lantos stated there are two options, to set a regional target or adopt New Hampshire's statewide target of 70.162 Kg/d. There are currently 3 contributing CMAC projects which are the Heritage Rail Trail East, NTS Service Expansion to Walmart, and the Nashua Downtown Intersection Circulation improvements. The CMAC analysis has been completed for these projects and can be found in Attachment 2. The results were that these projects reduced emissions by 64.817 Kg/d. Lantos recommended to adopt this as the regional target. Weber asked what CO testing is being done by a private company and can it be tested? Lantos stated that they do not do readings anymore. White added that the testing hasn't been done in quite some time and that he could look into finding an answer for why they went away with it.

Chizmas motioned with a second from Weber to adopt the regional CO Reduction Target. Wilton abstained but all else were in favor. The motion was passed.

HUDSON LOGISTICS CENTER REGIONAL TRAFFIC IMPACTS DISCUSSION

Minkarah stated that the purpose of this discussion is to give people the opportunity to voice their questions or concerns in regard to the regional traffic impact of the Hudson Logistics Center but really looking for specific locations of concern that NRPC should look more into. Weber stated that he would like to know the number of cars/vans/semis that would be entering/exiting the area during a shift change, not just over a 24-hour period. He also would like to see a map of the area displaying the cars/vans/semis/etc. out on the road during a shift change to be able to see the “queuing” of the vehicles specifically on exit 2 of the Turnpike and Lowell Rd. Chizmas asked if it were possible to have access to synchro runs to have a visual of the traffic. She also questioned whether it would be a good idea to use additional balance of TYP towards a Hudson project assuming there might be a need in the future because of the Logistics Center. Battis stated that there was a possibility of a southbound band on truck travel on Lowell Rd and asked to look at the impact that would have regarding increased traffic on roads such as Dracut Rd. Battis also questioned whether a 2-lane Hudson Blvd would still be adequate enough with the addition of the Logistics Center in the area. Vurgaropoulos commented that he has some extreme concern about the project, but specifically wants to know about the increase in traffic and improvements that could be done and safety impacts of the project. Weber asked if Tyngsboro had been contacted/notified about the project and Groth responded that he met with them the day before and that Tyngsboro is up to date. Varney referred to the 2019 Freight Plan and that 2 high priority areas being exit 2 and Lowell Rd and questions how those areas would be able to handle the increase in freight traffic.

NHDOT, NHDES, FHWA UPDATES

NRPC – Minor revisions to the Transportation improvement program. All effected communities and DOT were notified.

FEET Traffic Volume Update – As of the last 3 weeks in August traffic numbers on the Turnpike have somewhat plateaued, and currently is -17%. Chizmas asked if truck numbers have decreased as well. Lantos responded that they have stayed about the same.

There were no municipal updates.

DOT – End of the Federal Fiscal Year 2020 and will begin Fiscal Year 2021 in October. New Hampshire received \$19 Million for redistribution this year.

DES – The second round of funding with the State Clean Diesel Program and that 7 projects were selected to proceed. They are currently working with the EPA and the applicants trying to get these projects moving forward to a GNC approval. A new round of funding will soon be starting sometime in October.

FHWA – It is the end of the fiscal year so hoping to have some news soon on re-authorization and will send that info out once available.

ADJOURN

Chamberlain motioned with a second from Weber to adjourn the meeting. All were in favor.

The meeting adjourned at 1:19 pm.