


**NRPC APPROVED MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**09/12/18**

**Members Present:**

Gordon Leedy, Town of Amherst	Jim Lavacchia, Town of Wilton
Elvis Dhima, Town of Hudson	Pete Kohalmi, City of Nashua
Brian Groth, Town of Hudson	Mark Saunders, City of Nashua
Jeff Gowan, Town of Pelham	Todd Croteau, Town of Hollis
Wayne Husband, City of Nashua	Linda Dusenberry, NHDOT
Dawn Tuomala, Town of Merrimack	Dave Morrison, Town of Mason

**Others Present**

**STAFF PRESENT**

Gregg Lantos, Principal Transp. Planner/MPO Coord.	Matt Waitkins, Senior Transportation Planner
Jay Minkarah, Executive Director	Cassie Mullen, Reg'l Planner/Mason Circuit Rider

**CALL TO ORDER AND INTRODUCTIONS**

Lantos called the meeting to order at 12:04pm with introductions

**APPROVAL OF THE MINUTES FROM THE AUGUST 8TH, 2018 MEETING**

Waitkins referred to the minutes of August 8th, 2018 included in the agenda packet as Attachment 1. He asked if there were any corrections; if not a motion for approval.

*Dhima motioned with a second from Leedy to approve the August 08, 2018 TTAC minutes. All were in favor and the motion passed.*

**DISCUSSION OF THE EPA DIESEL EMISSIONS REDUCTION ACT PROGRAM, ELIZABETH STRACHAN, NHDES**

Strachan gave a PowerPoint presentation about the EPA Diesel Resection Act Program. She stated that DES is eager to help with large projects and worked with DOT last year on 12 trucks. This year the EPA will have bonus money from Volkswagen in addition to the typical EPA base money. Possible projects include diesel highway vehicles and buses/engine replacement, locomotives and non-road diesel/equipment replacement, marine locomotive or non-road diesel engine replacement, exhaust controls, verified idle reduction technology, etc. Vehicles with scheduled replacement within three years of the project start date are not eligible unless a waiver is obtained. Morrison asked about items on CIPs, which Strachan answered that these items are not eligible and will need a waiver.

To apply visit the NHDES website, round 1 applications will be accepted from October 1<sup>st</sup> to October 22<sup>nd</sup> and will be reviewed October 23<sup>rd</sup>. On Friday October 5<sup>th</sup> there will be a webinar from 1-2:00pm regarding the application and process.

**INFRASTRUCTURE CONDITION (PM2) AND SYSTEM PERFORMANCE (PM3) TARGETS**

Lantos summarized that NRPC cannot use the statewide measures as previously thought. Instead for the NRPC region we will need to use the HPMS data to establish our own targets. Travel time reliability is in line with state standards though. Lantos also stated that there are no sanctions or penalties for not meeting standards, it is just federally mandated to adopt these standards.

*Lantos requested a vote on developing standards for the NRPC region using the HPMS data. Gowan motioned and Croteau seconded. All were in favor and the motion passed.*

### **NHDOT INTERCITY BUS CONSULTATION PROCESS**

Minkarah gave an overview of this process and how it could potentially be applied in the greater Nashua area. This program is specifically for rural areas only. Federal funds are used to develop hubs and access rural areas with the national system of intercity bus service. Minkarah is not convinced that the Concord is the best area to put a hub and believes Manchester would be more beneficial. He hopes it will be investigated, however there are no ridership surveys being coordinated or conducted. Minkarah was also interested in a route from Keene to Nashua, as that is a major focus in the region which could be accommodated with limited Greyhound bus service, as well as a connection to Manchester. Minkarah also stated that he will reach out to Southwest Region Planning Commission to re-examine the Keene to Nashua connection.

### **METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE**

Lantos reviewed the revised project list with the group. The Hollis BOS voted to remove the four corners project. Merrimack combined projects 43171 and 40300 into the multipath project, which is still in need of a consistent project description. The bridge crossing project has also been moved to illustrative.

Over 1,000 locations have been counted in the region to develop traffic trends. 400 per year are counted on a regular basis. Waitkins reviewed the traffic count data on the NRPC website, and reviewed the count volumes and how trends have changed over time:

- Everett Turnpike – Traffic counts done by DOT with electronic in-ground equipment.
- Everett Turnpike Exits 5 and 6 – Highest volume in the region with 125,000 vehicles in 2017. Volume decreases at Bedford tolls.
- NH Route 101A – The west end has the lowest volume in the corridor. Highest volume is at Merrimack/Nashua town line. Rate of growth is generally negative.
- NH Route 111 – Rate of growth is generally negative along the corridor.
- Main street – Rate of growth is generally negative.
- Daniel Webster Highway - Rate of growth is negative over analysis period.

Lantos also summarized his work with existing regional demographics. He found that:

- Pelham has the largest growth in the region.
- Nashua's growth has been flat.
- There has been a long-term trend of increasing senior population, but this increase has stabilized over the last five years.
- 95% of the region is primarily white.
- Median household income – every NRPC community exceeds the state average.

### **OTHER BUSINESS**

Dusenberry reviewed TIP revisions and stated that there are 50 pages of them. There is 22.7 million dollars for redistribution and 38 projects that were submitted for TAP funding.

Dusenberry does not have an update on CMAQ funding at this time.

Minkarah also mentioned that there will be a public hearing and environmental review for widening the Everett Turnpike held on October 3<sup>rd</sup> at 7:00pm at the Merrimack Highschool.

### **ADJOURN**

Lantos adjourned the meeting at 1:20pm.