


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
03/12/14

Members Present:

Sarah Marchant, Town of Amherst
 John Cashell, Town of Hudson
 Jeff Gowan, Town of Pelham
 Kyle Fox, Town of Merrimack
 Louise Woodworth, NTS
 Kristi Gillette, NTS

Elvis Dhima, City of Nashua
 Wayne Husband, City of Nashua

Others Present:

Paul Lockwood, NH DES
 Linda Dusenberry, NH DOT,
 Leigh Levine, FHWA
 Diane Sheehan, City of Nashua

STAFF PRESENT

Tim Roache, MPO Coordinator
 Kerrie Diers, Executive Director

Matt Waitkins, Field Data/Transportation Planner
 Karen Baker, Program Assistant

CALL TO ORDER AND INTRODUCTIONS

Tim Roache opened the meeting at 12:06 with introductions.

APPROVAL OF THE MINUTES FROM THE FEBRUARY 12, 2014 MEETING

Roache referred to the minutes of February 12, 2014 included in the agenda packet as Attachment 1 and asked for a motion to approve. Gowan moved to approve the February 12, 2014 minutes with a second from Cashell. All were in favor and the minutes were approved.

STIP AMENDMENT 5 – MOTION REQUIRED

Roache reviewed STIP Amendment #5 to the adopted Nashua Metropolitan Area 2013-2013 Transportation Improvement Program (TIP) explaining that NRPC is proposing to amend to the TIP is to account for changes to projects within the Nashua region and to maintain consistency with the Statewide TIP (STIP). He added that there is only one project in the Nashua Region which is the East Hollis Street project #16314 which is to construct a multi-lane roundabout at the intersection of East Hollis Street, Bridge Street and Canal Street. The proposed amendment is to delay FY2015 and 2016 construction funds each by one year and adjust funding amounts between fiscal years to remain consistent with the current schedule and cost estimates. Alderman Sheehan said the Nashua Alderman want to know what Hudson is doing and that the project does not stop at the bridge. Roache said Hudson is now fully engaged. Cashell added that there were 3 major intersections just over the bridge that are being improved. Diers added that Hudson spoke of consideration for a diversion so they don't get stuck when the train comes and the possibility of folding this into the RFP when it goes out.

Roache also briefly explained the various Statewide projects. He referred to the Scenic Byway Corridor Management project that was removed from the TIP for 2015-2016 and would be rolled into the TAP program because of MAP 21. He continued saying that the proposed amendments to the projects in the Nashua region are necessary to ensure that the TIP and STIP reflect the anticipated project schedule and maintain fiscal constraint requirements. NH DOT confirmed that fiscal constraint has been maintained and the proposed changes made by STIP Amendment #5 do not trigger a new conformity determination and that the 2013-2014 Air Quality Analysis adopted October 17, 2012 continues to be valid. Roache informed the group NRPC placed a legal notice in the Telegraph & on the NRPC website accepting public comments through Wednesday, February 28th and a public hearing would be held at the NRPC Commission meeting on March 19th at 7:00pm; no comments were received. Roache concluded saying that Action is required from the TTAC. Cashell motioned to recommend approval of the proposed Amendment #5 by the Nashua Regional Planning Commission, with a second from Gowan. All were in favor.

NH DES PRESENTATION: AIR QUALITY CONFORMITY – CARBON MONOXIDE

Paul Lockwood from NHDES provided a presentation to the group. He started by informing the group that on Monday, the EPA approved new Nashua/Manchester carbon monoxide regulations. Lockwood summarized informing the group of the 9ppb standard, CO sources, the 2 types of conformity (general and transportation), how CO has been reduced and the results from that. In addition, he reviewed the NH history of CO from 1978-2013, the limited maintenance plan what the NH requirements are under the CO Limited Maintenance Plan. Lockwood concluded that going forward, no air quality analysis is needed, but the process still has to be done under the Limited Maintenance Plan with the exception of a Hot Spot analysis. Levine asked if the previous AQA would be relied when it came to TIP amendments. Lockwood said the old AQA would stay in effect because no new AQA's are necessary. Roache asked if that NRPC should still do a CO model run. Lockwood said they no and that the 2012. Levine asked a conformity determination was still required. Lockwood elaborated.

UPDATE ON THE BIKE PEDESTRIAN PLAN

Waitkins informed the group of the update to the Bike and Pedestrian Plan that he was in the process of undertaking. He added that the purpose of the update is to reaffirm and review the goals in the plan and that to do this they were addressing 3 questions:

Is the Plan still valid?

Why has it not been implemented?

How do we implement it?

As part of the process, a work group with stakeholders was developed and met 2 times and will meet 1 more time in late April. From these meetings, a set of matrices was developed for the stakeholders to work on. The ultimate goal is to have a useful document for implementation. Roache elaborated on the goals listed in the plan in relation to regional polices and the need for tools for local people to implement. He added that they were looking to simplify the objectives and tools for this reason. Sheehan said she has been pressed to get some traction on this. She asked to have information emailed to her and she will go to the next meeting. Roache added that there seems to be a bike focus from the group and the need to involve pedestrian as well. Waitkins said some of what he has heard from the group is that there should be a focus on shorter trips and physically improving the infrastructure. Roache said that interested folks or groups will be added to the list. He added that a local person is needed to help push this. Lockwood asked about Waitkins reference to adding bike lanes and if was to move or widen them. Roache and Waitkins explained to Lockwood. Sheehan felt widening would promote traffic calming.

UPDATE OF THE TRANSPORTATION ALTERNATIVES PROGRAM

Roache informed the group of the Transportation Alternative Program. Federal legislation created the TAP program which replaces funding for the following pre-Map-21 programs:

- Transportation enhancement (\$3.2m per year)
- Recreational trails (\$1.25m per year)
- Safe Routes to School (\$1.0m per year)
- scenic byways (\$0.5m per year)
- Other discretionary programs (TCSP, Tiger, Hist. Covered Bridge)

The purpose of the program is to provide for a variety of alternative transportation projects including many that were previously eligible activities under separately funded programs. Roache continued by summarizing the distribution of TAP funding, how to treat it in regards to the STIP/TIP and the benefits of that. He also referred to the NHDOT proposed guidelines associated with the program, eligible and



ineligible activities, the competitive selection process using the Decision Lens Software, the TAP application process, the role of the RPCs, and the scoring process.

Lastly, Roache referred to some Trail money that was being returned to DRED and being kept in the loop as to what happens to it going forward. Sheehan asked about SRTS projects in regards to sidewalks and eligibility under TAP vs TE (maintenance vs reconstruction). Roache explained and referred to an example in the old SRTS program where projects had to be less than 2 miles and only to and from school. Under TAP, you can have connections to municipal schools facilities. Husband asked for clarification on non-functional or unusable sidewalks. Roache said he would check with Jameson. Sheehan asked what the date was for applications to be submitted. Roache said there were no dates set yet. Diers explained that there were some details still needed to be worked out on how the dollars would be administered what towns in the UZA would be included. Roache informed the group of the 20% local match necessary to apply for the summer competitive round. He concluded and said he hoped to do a Decision Lens PowerPoint at a future TTAC meeting. Levine added that any comments should be sent to DOT by March 28th.

OTHER BUSINESS

Linda Dusenberry provided a brief update to the Ten Year Plan to the group. Roache referred to the proposal to eliminate the Exit 11 & 12 tolls included in the TYP.

Sheehan motioned to adjourn with a second from Woodworth. The meeting ended at 1:10 pm.