


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
05/10/17

Members Present:

Gordon Leedy, Town of Amherst	Steve Dookran, City of Nashua
Tom Young, Town of Litchfield	Mandeep Gill, City of Nashua
Tad Putney, Town of Brookline	Wayne Husband, City of Nashua
Tom Bayrd, Town of Hollis	Tom Lacroix, City of Nashua
Elvis Dhima, Town of Hudson	Camille Pattison, NTS
Lee Mayhew, Town of Lyndeborough	Todd Welch, City of Nashua
Dawn Tuomala, Town of Merrimack	Jeff Gowan, Town of Pelham

Others Present

Liz Strachan, NHDES	Karin Elmer, Merrimack Commissioner
Peter Schaefer, Nashua Resident	Wendy Hunt, Milford Improvement Team

STAFF PRESENT

Julie Chizmas, Senior Transportation Planner	Tim Roache, Executive Director
Karen Baker, Program Assistant	Jen Czysz, Assistant Director
Matt Waitkins, Senior Transportation Planner	

CALL TO ORDER AND INTRODUCTIONS

Chizmas opened the meeting at 12:08pm with introductions.

APPROVAL OF THE MINUTES FROM THE APRIL 12, 2017

Chizmas referred to the minutes of April 12, 2017 included in the agenda packet as Attachment 1. She asked if there were any corrections and if not, for a motion to approve. Bayrd noted a grammatical error on page 3. Mayhew moved to approve the April 12, 2017 minutes with a second from Young. All were in favor with one abstention from Elmer.

LUNCH AND LEARN GUEST PRESENTATION: HOT IN PLACE RECYCLING—JOHN DANELLO, GARRITY PAVEMENT SERVICES, LLC

John Danello provided a brief history noting Garrity Asphalt Reclaiming Inc has been a family owned Connecticut based Company since 1966 servicing all of New England. They provide services related to milling and clean-up, reclaiming, sweeping, transporting, and asphalt recycling. The family started Garrity Pavement Services LLC in 2016 which is a hot in place asphalt recycling company with services that include heater scarification, infrared patch repairs and pavement removal from bricks. Danello noted that they are also part of the Asphalt Recycling & Reclaiming Association (ARRA) and reviewed the associations recycling disciplines and the sub-categories within the Hot in Place Recycling (HIPR) discipline as well as the surface recycling heater scarification process. Danello explained that they use 100% radiant heating for HIPR which has no flames and is used to pre-heat existing pavement and then multiple rows of spring loaded 'scarifiers' penetrate the softened asphalt to the desired depth. A full-width set of augers then mixes and re-distributes the rejuvenated asphalt and then it is uniformly leveled with a conventional paving screed in preparation for an overlay or surface treatment. He further explained the process and showed pictures of what the equipment looks like for HIPR. Danello provided a brief summary of the results of the existing material after samples were taken after the heating process and rejuvenation process of an HIPR project. He also noted that HIPR can fix issues related to thermal and fatigue cracking, patches, poor rideability and raveling. Lastly, Danello reviewed the benefits of HIPR, the nationwide issue of disposal of R.A.P, surface treatment options and the savings by going with HIPR. He asked if there were any questions.

Dhima asked if they had to make the HIPR machine. Danello said yes because the only place that sells them is Germany and they will not sell to the US.

Dookran asked what the lifespan is on the pavement with HIPR. Danello said it is the same as with mill & fill. He added that with chip seal you should get 10-12 years.

Dhima asked about cost per mile and traveling costs. Danello said they cover all of New England and there is no issue with mobilization, it is included in the cost. He added that he can email the miles and was open to a pilot program. Danello noted that they work from April to November with temperatures of 45 and rising. In response to a member question, Danello said the crack limit is 4 inches.

When asked about road striping, Danello said it can be re-processed by removing it ahead of time. Gowan asked about liquid crack seal. Danello said they can look at it but it will flame up using the HIPR. Gowan asked if mesh would work. Danello said not in HIPR but they could use fibernet. Bayrd referred to the full depth of reclamation and asked if they could do liquid injection. Danello said yes.

Another member asked what the price per square yard is. Danello said it was in the \$4.00 range for 30,000-40,000 square yards and this price includes traffic control (2 flaggers), that way there is no hold up.

Leedy asked if all drainage and utility is done first. Danello said yes. Husband asked about traffic loops. Danello said they have to be pulled up first or you can stop just short of the traffic signal loops. Otherwise, they would have to be cut after. When asked what kind of road Garrity would not do, Danello said one with base failure. They would dig out areas first and patch.

GROUP DISCUSSION: PASSENGER RAIL IN THE NASHUA REGION

Roache informed the group that the rail discussion was last taken up back in February of 2015 due to an alternative out of the rail study. At that time, TTAC discussed and made a recommendation that the Commission approve the Manchester alternative option. After presenting this to the Commission at the March 2015 meeting, the Commission did not think that they should take action because the full cost was not known. Roache summarized the state processes that had taken place and that up until now and noted that everything had stalled.

Roache stated that currently, the City of Nashua has sent a letter to the NRPC requesting they take a position regarding the rail in support to the City. The letter also pointed out that the Governor was quoted in the Portsmouth Herald this past spring that he would consider the idea to advance rail for Lowell to Nashua. Roache also stated that the City felt it made sense to do so incrementally or in phases. Roache stated that they will discuss this at the May Executive Committee and June Commission meetings.

Roache asked TTAC if they would be in support of NRPC supporting the City of Nashua. There was discussion amongst the group. Leedy stated that he has been an advocate of rail for a long time. He felt there has been a lot of change in the marketplace and he recognizes this is not a one way street and we need to get people from NH to the job market someplace. Leedy also felt that there is not anything out there that you could spend the money on that could be more beneficial. He cautioned doing in too small of phases adding that Manchester has more to gain from expansion than Nashua. Husband asked how SNHPC felt about small increments. Roache said there is a lot of support there.

Schaefer asked how Massachusetts felt since most of the work would be in MA. Leedy said MA is looking for a place to hold trains. There was further discussion on locations that rail is already in place, the success of the MBTA despite its problems and how helpful they could be to NH. Dhima asked how a transportation

company can run in the red. Leedy commented that all transportation systems run in the red. There was also discussion on the payback on a 30 year investment in a transportation system. Young commented that operating in the red goes back 200 years with the trolleys.

Putney commented that he is a big proponent but had questions on the cost and also felt that if you do this incrementally and there is support from SNHPC, it makes sense to do it in increments. He added let's do the research and come to a uniformed decision.

Roache stated that it is not a technical decision and that he was just looking to see if TTAC was comfortable with NRPC being in support of the City of Nashua's effort to move forward with rail. Mayhew stated that he does not favor rail and that he felt it was not practical or feasible, there is subsidy issue and it would only be good if the government pays for it. Putney said there needs to be a feasibility study done.

Roache asked the TTAC is there was consensus to support the City of Nashua and their efforts related to rail. There was 8-10 that said yes and none that said no.

SUBDIVISION STREET GUIDELINES

Czys provided a brief presentation regarding subdivision street design standards from NHDOT. She noted the current NH DOT suggested minimum design standards were established to assist communities without adopted road standards for subdivisions and DOT recommends exceeding the minimums when possible. These standards were formulated in 1990, updated in 2003 and are now being considered for revision. Czys stated that NH DOT is looking to towns with subdivision and local standards for input on recommended updates. Czys reviewed the existing content of the DOT standards and provided some new ideas for possible incorporation specifically with a focus on increasing safety and livability. One idea is the concept of Road Diets which target wide roads and lanes for reduction for the addition of bike lanes, parking, bus lanes, etc. She reviewed the FHWA reduced design criteria standards that were applicable to all NHS roads and criteria only applicable to high speed NHS roads.

Czys concluded by asking the group to share examples, recommend changes, voice your concerns with current standards and provide input on what features should be added on how DOT can improve the street design standards. Czys asked if there were any questions or comments. Husband questioned how this would stack up with the existing DOT manual on flexibility with city streets. Dookran noted that Vayo is looking at reducing the arbor standards. Leedy noted that Amherst has been working on the standards for roads in the historic district. He added that they are not approved yet, but would send them to Czys. Dookran commented that the City is very urban and there are maintenance issues; you can't relax those things too much. He added that City streets have standards that they do look at very carefully. He noted that they are very different from Hollis. Chizmas asked the group to send any comments to here or Czys and they would forward them to DOT.

NTS TRANSIT ASSET MANAGEMENT PERFORMANCE TARGETS*ACTION ITEM*****

Waitkins informed the group that on July 26th 2016 the Federal Transit Administration published the final rule on Transit Asset Management (49 CFR Part 625) which requires transit agencies to establish and adopt performance targets for Transit Assets by January 1st 2017 for the following fiscal year. Nashua Transit System subsequently developed their targets to meet that deadline. The Nashua MPO is required to establish and adopt TAM targets within 6 months of NTS.

Waitkins explained to the group that Transit Asset Management is a strategic, systematic process and practice for managing the performance, risks and costs of transit assets across their entire lifecycle, and to deliver service reliably, safely and cost effectively. He added that a transit asset consists of rolling stock,

equipment and facilities and each has a performance measure, class, baseline & target associated with them. Pattison noted that their performance targets are low due to NTS having aging busses and that all vehicles are too old but they would be in better shape next year.

Lastly, Waitkins explained the Facilities Methodology where targets for facilities are developed by applying the Transit Economic Requirements Model (TERM) scale to facilities used in the provision of public transportation using a 5-point scale with 1 being poor, 3 (adequate), and 5 (excellent). The performance measure is % of facilities that fall below 3.0. The baseline for all classes is 0% because all transit facilities in New Hampshire are in good or excellent condition. Waitkins asked for a motion to adopt the NTS targets. After further discussion, Gowan motioned with a second from Dhima:

THAT The Transportation Technical Advisory Committee recommends the NRPC Policy Committee adopt the NTS Transit Asset Management Targets as the Nashua MPO targets. All were in favor.

Putney asked if this gets updated. Pattison said it is a requirement that it be updated every 2 years. Schaefer asked if there is a technology based target. Waitkins said not at this time. Pattison added that when they purchase new, it is with the newest technology and they use it for 15 years.

STAFF UPDATES

Chizmas informed the group of the May Minor Revision and summarized the 5 regional projects, 7 statewide projects and 1 in SNHPC, included in the revision. Schaefer asked for explanation on the revision for the Nashua 16314: East Hollis Street intersection improvements project as it is in his neighborhood. Chizmas explained that the PE & ROW was moved to 2017-2018 and the construction moved to 2018-2020. Dookran noted that the 101A project was not under Nashua management anymore. Chizmas was aware and she notified Nashua as a courtesy.

Chizmas also informed the group of the pending TIP Amendment 2 coming up & summarized the 1 regional project, 2 statewide projects, 10 SNHPC projects and 1 regional scope change in the amendment. She noted that this will be an action item at the June meeting. There was discussion on the Amherst 10136C project scope change which omitted the installation of signals portion.

Waitkins informed the group that the Statewide Strategic Transit Assessment Study and the five goals associated with the plan:

- Gather info about current public transportation service in NH;
- Engage public to help determine needs and priorities;
- Increase connectivity throughout the state;
- Increase efficient through performance measurement; and
- Develop a plan to improve service delivery statewide.

Chizmas showed the group the Household Hazardous page on the NRPC website and informed the group that the season started on April 22 in Nashua with a second collection in Milford on May 6. She noted that the remaining schedule and info can be found on the website.

Chizmas also informed the group of the NRPC's new YouTube channel with a link on the main page of the NRPC website. Some of the videos on the channel include a Synchro demonstration, Sara Siskavich's pipeline safety presentation, NRPC's Transportation Workshop held in Hudson and the Transportation Challenge presentation by Jason Schrieber from Nelson Nygaard from the March Commission meeting.

Waitkins informed the group that CommuteSmartNH week is from May 15-19 and pointed the group to the website where the Trip Logger is for folks to log their trips that do not involve using your car.

ADJOURN

Motion to adjourn came from Dhima with a second from Young. The meeting ended at 1:43pm.