



**MINUTES - APPROVED
NASHUA REGIONAL PLANNING COMMISSION
December 15, 2010**

Members Present:

- | | |
|------------------------------|----------------------------|
| Martin Michaelis, Amherst | Janet Langdell, Milford |
| Peter Baker, Hollis | Andy Seale, Milford |
| Stuart Schneiderman, Hudson | Kathy Hersh, Nashua |
| Howard Dilworth, Jr., Hudson | Thomas Yurovchak, Nashua |
| Richard Maddox, Hudson | Mike Fimbel, Mont Vernon |
| Bernie Manor, Hudson | Ed Gleason, Pelham |
| Charles Moser, Mason | David Hennessey, Pelham |
| Karin Elmer, Merrimack | Daniel Donovan III, Wilton |

Others Present:

- | | |
|--|------------------------|
| Chris Waszczuk, Administrator - NH DOT Bureau of Turnpikes | Nancy Mayville, NH DOT |
| David Smith, NHDOT Bureau of Turnpikes | |

Staff Present:

- | | |
|---------------------------------------|---------------------------------------|
| Kerrie Diers, Executive Director | Tim Roache, Assistant Director |
| Julie Chizmas, Transportation Planner | Karen Baker, Administrative Assistant |

The Chair called the meeting to order at 7:07 PM.

Privilege of the Floor:

There were no members of the public in attendance.

Introductions and New Member Introductions:

Fimbel asked for introductions, pointing out that there were some new members present. Manor informed the group that this would be his last meeting and was no longer going to be on the Commission. New Commissioners were Daniel Donovan, III former Selectmen and Planning Board member with the Town of Wilton and Thomas Yurovchak, Planning Board member with the City of Nashua. Diers welcomed everyone.

NHDOT Presentation: Overview of the Turnpike System & Current Capital Program:

Diers introduced Chris Waszczuk, Administrator with the NH DOT Bureau of Turnpikes who was there today to present an overview of the Turnpike System and Capital Program. Waszczuk gave a brief history of his background and a quick summary of what he was going to talk about. Below are more detailed bullets from his presentation.

Turnpike System Overview

- There are 3 Turnpike segments which equal 89 miles in length
- Within this stretch, there are 164 bridges of which 21 are red-listed
- Between the 3 segments, there are 10 Toll facilities
- Revenue goes into an Enterprise Fund which can only be used on the system and pays for operating, maintenance, debt service, R&R work & capital improvements
- FY 2010 had \$108 million in transactions with \$116 million in toll revenue

Turnpike Traffic & Revenue

- Turnpike traffic peaked in 2007 with \$115.4 million in transactions
- FY10 transactions were 0.6% higher than FY09 but still 6.2% lower than FY07 with FY11 2.6% higher to date than last year
- NH Turnpike traffic is seasonally sensitive with summer months 40% higher than winter months and August having the highest volume throughout the year and February with the lowest volume

Turnpike System E-ZPass

E-ZPass utilization is growing and is critical towards through-put and reduced congestion at plazas. E-ZPass had 40% transactions in June of 06, 57% in June of 09 and was at 61.8% utilization by the end of June 2010. Percentages per toll plazas are as follows:

Bedford – 65.3%	Dover – 63.7%	Hampton – 58.8%
Rochester – 61.9%	Hooksett – 56.8%	Systemwide Trucks account for 80.6%

As of October 31, 2010 there were 248,711 E-ZPass accounts with 426,324 transponders.

Turnpike Capital Program - \$560 million capital program (2007-2018)

- Initiated in 2007, following the October 07 toll increase
- Includes 13 project locations and addresses 19 red-listed bridges in an effort to improve safety and congestion
- Program was amended in July 09 to include HB391 projects (additional revenue is needed to complete those projects)
- Status reports published monthly and posted on Bureau of Turnpikes website
- To date FY08-FY11 first quarter, \$122M expended with 13 construction contracts underway totaling \$212M

Projects included in the \$560M Capital program are Rochester Spaulding Turnpike Expansion, Merrimack Souhegan River Bridge Rehab, Manchester I-293 Exit 4 Bridge Rehab, Bedford US 3 Bridge replacement over F.E. Everett Turnpike (FEET), Hampton Falls I-95 Bridge Replacement over Taylor River, and the Seabrook NH107 Bridge Widening over Blue Star Tpke.

The Turnpike Replacement and Renewal (TRR) Program was created to preserve, maintain and upgrade the existing Turnpike infrastructure. An effort is made to try and resurface every 10 to 12 years.

Potential Future Needs for the Turnpike System Capital Program are:

- Manchester engineering study for reconstruction of Exits 6 & 7 and the Bow/Concord engineering study for the I-93 widening (I-89 to I-393), both included in the Ten Year Plan
- HB2010 Legislation to include the Nashua/Bedford Engineering study of the FEET widening between Exit 8 and I-293

Waszczuk concluded by showing a slide that provided a financial outlook for the turnpike and asked if there were any questions:

There were questions/comments from Hersh and Fimbel on improvements to I-93 and the FEET which Waszczuk addressed. Mayville commented that Nashua was the #1 priority when designating a turnpike.

Hennessey asked if the end of the Turnpike was in Bow and if there was flexibility on determining what part is turnpike and what is not. Waszczuk informed him that it was at Exit 14 in Concord and that I-93 was never part and there is a diminished latitude in what can be done in regards to the FEET and Spaulding Turnpikes and the I-95 due to FHWA restrictions.

Langdell asked which exits were 6 & 7 in Manchester. Waszczuk explained. Seale commented that \$120M was kind of pricey for a 1.6 mile stretch of toll road. Waszczuk elaborated a bit and informed that there was a bridge included in the purchase of I-95.

Gleason questioned if the \$8M loss of revenue was factored in when they decided to build the Manchester Airport Access Road (MAAR). Waszczuk said that it was factored in when they did the turnpike toll study. He added that the report was submitted to the Governor and Legislative Council after they completed the public info sessions and he commented that if you want good infrastructure, you need to have a good system in place. Hersh asked if the report submitted was available to the public and if there was a recommendation. Waszczuk informed that it was available on the DOT website and proceeded to read the memo that was submitted with the report which indicated that there was no actual recommendation made as to where to relocate the Bedford Tolls. Hennessey disagreed with the public's perception that by putting in a toll plaza significantly impacts the secondary roads and gave an example of a Portsmouth toll that did not affect the smaller roads. He questioned Waszczuk on whether there were any studies on other similar toll relocations or additions what the impacts were. Waszczuk was unaware of any and concluded by saying that toll elimination or discounts are not up to the DOT to determine, it is the legislature. Fimbel felt the cost savings by using the tolls far outweighs the cost of not. Maddox commented that Waszczuk's presentation is something that should be taped and put out to local access channels.

Diers thanked Waszczuk for his presentation and offered to follow up regarding development of a local access presentation.

Approval of Minutes – June 16, 2010:

The Chair asked if there were any comments on the minutes of June 16, 2010. It was moved by Gleason, seconded by Seale:

THAT the minutes of June 16, 2010 be approved.

The motion **carried** with 4 abstentions.

Approval of Minutes – October 20, 2010:

The Chair asked if there were any comments on the minutes of October 20, 2010. It was moved by Gleason, seconded by Maddox. Manor commented that he was not in attendance at this meeting, but listed in attendance. Langdell said she was also not in attendance, but listed as in attendance. It was again moved by Gleason, seconded by Maddox:

THAT the minutes of October 20, 2010 be approved as amended.

The motion **carried** with 5 abstentions.

There was a question on approval of the September minutes. Diers informed that there was no quorum and therefore no approval necessary.

Nominating Committee:

Elmer summarized the need for new members and the ongoing effort that had been made to recruit members for the Executive Committee. After asking for volunteers and speaking with many Commission members, Richard Maddox and Andy Seale were selected as nominees to be on the Executive Committee upon approval of the full Commission. After further discussion, it was moved by Hersh and seconded by Gleason:

THAT the slate of nominations of Richard Maddox of Hudson and Andy Seale of Milford be put forth for vote by the full Commission as members to the Executive Committee.

The motion **carried** unanimously.

Program and Committee Reports:

Diers reviewed the program and committee reports with the Commissioners and informed the group that if they wanted color folded copies of the NRPC Program Highlights to bring back to their Towns to show them what NRPC does, to let Karen Baker know. Hersh liked the highlights and felt it was valuable tool to increase awareness of what the NRPC does in the communities within their region. Hersh also felt that it should be distributed. Maddox suggested sending it electronically. Diers said she would have Karen send it to the Planning Directors and Town Administrators. Gleason said that it could be sent to the Selectmen's secretary for Pelham and Maddox said the same could go for Hudson. Diers said she would have Karen send an email out to the Commissioners asking for a contact to email or mail future copies of the NRPC Program Highlights to for distribution to their Town's elected officials.

Other Business

Fimbel asked Mayville if she knew anything about the Tyngsboro Bridge and what was going on with it. She did not, but Maddox said they were restoring the 2 lane bridge. Dilworth said it should be done and open to vehicles by 2012. Maddox said there were plans in the works to build a second bridge further down the road.

Fimbel asked when/where the Legislative Forum was going to be held. Diers said at the end of January or beginning of February with the program geared to introducing NRPC and what we do to the Legislators and informing them of our MPO role. Elmer suggested getting the Legislators on an email list to receive NRPC's quarterly Program Highlights. Maddox suggested a hyperlink to the Toll Study for the Legislators also.

Schneiderman updated the group on the Legislative Service Requests (LSR's) that are being tracked by the NH Association of Regional Planning Commissions (NHARPC). He said how there were originally 924 LSR's of which they

weeded the number down to about 100. Of that number, they opposed about 1/2 dozen, supported 5 and the rest are on a watch list. Schneiderman also contacted legislators via phone and spoke with lobbyist Nancy Johnson who suggested he use email as it is a more efficient way of contacting legislators. He listed the LSR's the NHARPC was currently opposed to:

OPPOSED	SUPPORTING
LSR23	HB109
LSR54	HB116
LSR291	HB154
LSR436	HB155
LSR475	HB156
LSR805	

Another 9 were on a watch list. Schneiderman reminded the group that they were just titles at this point and when the text comes out, they would revisit them. In response to a question from one of the Commissioners, Diers informed the group that the criteria for "in favor" and "not in favor" is actually determined by a set of legislative policies that is adopted based on input from the RPC's. Michaelis heard that it cost \$1,500 each to have a bill studied by the lawyers.

Commissioner's Roundtable

A Commissioner's Roundtable was held and started at 8:40pm

Adjourn

The next NRPC Commission meeting is scheduled for Wednesday, March 16, 2011 at 7:00pm. Motion to adjourn came from Hersh with a second from Seale. The meeting adjourned at 9:18pm

Respectfully submitted,

Kerrie Diers, Official Recorder