



**APPROVED – MINUTES**  
**NASHUA REGIONAL PLANNING COMMISSION**  
**Held at the NRPC Office**  
**9 Executive Park, Suite 201, Merrimack, NH**  
**December 20, 2017**

**Members Present:**

Michael Dell Orfano, Amherst	Bill Boyd, Merrimack	Mary-Ann Melizzi-Golja, Nashua
Jill Adams, Brookline	Janet Langdell, Milford	Dave Hennessey, Pelham
Ethan Meinhold, Hudson	Mike Fimbel, Mont Vernon	Hal Lynde, Pelham
Kim Queenan, Litchfield	Dan Kelly, Nashua	Kermit Williams, Wilton
Tyler Perrin, Litchfield		

**Others Present:**

Tim White, NHDES	Suzanne Fournier, Brox Environmental Citizens
William Rose, NHDOT	Nate Miller, SNHPC
Jennifer Reczek, NHDOT	

**Staff Present:**

Jay Minkarah, Executive Director	Gregg Lantos, Principal Transportation Planner/MPO Coord.
Karen Baker, Program Assistant	Matt Waitkins, Senior Transportation Planner

**WELCOME AND INTRODUCTIONS:**

Minkarah greeted the Commissioners and stated that due to the absence of Chairman Ruch and Vice Chairman Elmer, he needed a nomination of an Executive Committee member to run the Commission meeting. Langdell motioned with second from Boyd

THAT Fimbel chair the Commission meeting due to the absence of the Chair and Vice Chair.

The motion **carried**.

Fimbel called the meeting to order at 7:12 PM with introductions.

**PRIVILEGE OF THE FLOOR:**

There was no public present that wished to speak.

**APPROVAL OF THE MINUTES – SEPTEMBER 20, 2017**

The Chair asked if there were any comments on the minutes of September 20, 2017. Lynde questioned if “constant” was the correct word on page 2, 3<sup>rd</sup> paragraph under *Appointment of the Executive Director*. Minkarah clarified it should be “continuity”. Lynde also clarified his comments under the Commissioners Roundtable noting that “Pelham would be tapping into a gas pipeline and this is the first time they will have access to gas in Pelham with construction of takeout line.” Also, “Tuscan Kitchen is coming to Salem and there are concerns about the impact to Pelham.” Dell Orfano also clarified his statement under the Commissioners Roundtable to read that “Amherst had its first 30-unit applicant under the new housing and zoning ordinance.” After further discussion, Langdell motioned with a second from Lynde:

THAT the minutes of September 20, 2017 be approved as amended and placed on file for audit.

The motion **carried** with 2 abstentions from Battis and Boyd.

**PUBLIC HEARING: AMENDMENT #3 TO THE ADOPTED NASHUA METROPOLITAN AREA 2017 – 2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND 2017–2040 METROPOLITAN TRANSPORTATION PLAN (MTP) (ACTION REQUIRED)**

**7:15pm – Public Hearing Opened by Fimbel**

Lantos provided a presentation to the Commission on TIP Amendment #3 to the adopted Nashua Metropolitan Area 2017 – 2020 Transportation Improvement Program (TIP). He stated that NRPC is amending the TIP to account for changes to projects within the Nashua Region and to maintain consistency with the Statewide TIP (STIP). NRPC is also updating the 2017 – 2040 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list. NRPC staff has reviewed this amendment in consultation with the NH DOT, NH DES, US EPA, FHWA, FTA and representatives of the MPOs, and recommends approving the proposed changes in this amendment. Lantos reviewed the regional projects:

- **Bedford -Merrimack 16100:** Improvements to the Bedford Tolls to implement Open Road Tolling (Turnpike Capital Program), moving construction funds in FYs 17 & 18 to FYs 19 & 20 and increasing construction funds due to need for greater rehab and addition of Traffic Management System. Total project cost increasing from \$10,099,400 to \$17,100,124.
- **Brookline 40662:** Construction of SB left turn lane from NH13 onto Old Milford Rd; bringing into TIP because PE moving from FY23 to FYs 20 & 21 (Estimate shows ROW moving from FY25 to FY23) Construction still in FY26. Total Project Cost: \$264,639.
- **Nashua-Concord 29408:** ITS Deployment on the FE Everett Turnpike: Decreasing FY17 construction funds & adding in FYs 18 & 19 and increasing construction funds because proposals higher than estimated. Total project cost increasing from \$4,100,000 to \$4,712,000.
- **Nashua-Merrimack-Bedford-Manchester 13761:** FE Everett Turnpike widening of 2-lane sections from Exit 8 (Nashua) to north of I-293 (Manchester), increasing PE in FYs 18 – 20 (culvert and bridge issues) and removing ROW in FY18 and decreasing in FY19 (more refined layout). Total Project Cost increasing from \$81,960,200 to \$153,512,842.
- **Wilton-Milford-Amherst-Bedford 13692:** Corridor improvements from NH 31 in Wilton to Wallace Rd in Bedford, removal of project from the TIP and funds to be moved to individual child projects. Total project cost decreasing from \$8,992,162 to \$847,252 (pre-2017 funds).
- **Wilton-Milford-Amherst-Bedford 13692D:** Traffic and safety improvements consistent with the intent of the 2002 corridor study; adding PE in FYs 18 & 19 and adding ROW in FY19 with estimate showing construction in FY2021. Total Project Cost: \$9,776,497.

Lantos briefly reviewed the various statewide projects as well and stated NRPC placed a legal notice in the Nashua Telegraph and on the NRPC website. Public comments were accepted through December 13, 2017. The amendment is fiscally constrained and meets applicable conformity requirements. Public comment on TIP Amendment #3 was received from Tad Putney, Brookline Town Administrator:

- Given the small scale of Brookline Project #40662, Route 13 southbound left turn lane onto Old Milford Road project, is there any possibility of also advancing the construction phase of the project?

Lynde asked about the almost doubled project increase on the Nashua-Merrimack-Bedford-Manchester 13761: FE Everett Turnpike widening project and what the basis was of this. Lantos noted that the project estimates were redone which resulted in an 87% increase. Miller commented that additional culverts were needed to be reconstructed vs. rehabilitated as originally scoped and most of this comes from ROW and engineering costs.

Williams questioned the 101 piece on the Wilton-Milford-Amherst-Bedford project 13692 and reason for moving it to a child project. Reczek stated that the way the project was broken out, was funding for ROW and

engineering for several projects and construction was moved out to its own project to address safety issues along the corridor.

Boyd referred to the FE Everett Turnpike widening project stating that he had made the argument for 4 lanes. He wanted to know how to get the recommendation back to DOT for the 4 lanes where they are increasing the project cost to almost double for rebuilding of culverts. Minkarah said that we can communicate that concern back to DOT. Boyd questioned the \$10m to \$17m project increase related to the required rehab for the Bedford -Merrimack open road tolling project. Fimbel was not sure if the 4 lanes are in the scope of the project. Boyd said he would support the TIP Amendment with the stipulation that DOT answer his questions. There was discussion between Boyd and Lynde on whether a breakdown lane would be more proper. Boyd felt it is about safety and that DOT should be able to design a clear visible, unobstructed roadway. Dell Orfano commented that culverts and bridges are being built out to accommodate width, why not make it 4 lanes. Lantos was not sure if the design included a 4<sup>th</sup> lane. Boyd stated that it did not include a 4<sup>th</sup> at the Bedford portion and asked again why it can't be made to 4 lanes. Hennessey stated that he supports Boyd and feels he needs more information. He asked what happens if we vote it down. Miller felt there would be ramifications to DOT and that they need approval from all 4 of the MPOs and that by not approving it, it could create delays in other projects. Boyd said that he did not like being bulldozed into voting for this without more information. Boyd motioned to table it. Rose informed the Commission that the Everett Turnpike project information was discussed at the GACIT hearings. Lynde said that it sounds like there are also not adequate breakdown lanes. Langdell asked if there was objection to just 2 of the projects, could there be a caveat? Rose felt this was not the proper forum for this regional process and that DOT would be willing to sit down and have a discussion. Fimbel asked the group how they would like to proceed. There was discussion on presenting something to DOT about the Commission having issues and would like more info. Fimbel asked if there were any other opportunities to vote on this. Rose commented that the next STIP update will be after the TYP adoption in June. Dell Orfano had concerns with voting on for TIP Amendment #3 with 3 lanes and how this would benefit the community by approving something unsafe because of a timeline. Hennessey seconded Boyd's motion to table. Reczek noted that funding for projects are contingent on this and that a lot of projects and advertising will happen in the next couple of months. By not approving the amendment, there are risks involved and potentially huge ramifications. Langdell asked if the TTAC had any issues with costs and number of lanes. Both Waitkins and Lantos said no. Rose commented that the projects have been out since October and he had not heard any issues with this. Fimbel stated that motion is to table to discuss in March. Hennessey said he would like to support Boyd, but he would vote not to table. Boyd withdrew his motion and made another motion to with a second from Lynde to approve TIP Amendment #3 with the caveat that his concerns be answered by DOT in March. Battis added to also direct TTAC to look at the issue. Boyd motioned to add the friendly amendment with a second from Lynde:

THAT the NRPC Commission approve the Nashua Metropolitan Area 2017 – 2020 Transportation Improvement Program (TIP) Amendment #3 with the caveat that Boyd's concerns be answered by DOT in March and to also direct TTAC to look at the issue.

The motion **carried**.

#### **7:51pm – Public Hearing Closed by Fimbel**

Lantos briefly reviewed the December Minor Revision with the Commission. Melizzi-Golja asked what the delay was with the E. Hollis St. improvements project. Reczek stated that the City was working to get a consultant on board for engineering and would be advertising in the Fall of 2019. Williams and Langdell inquired about the FTA5311 Rural Public Transit Grants; specifically, why the dollar amount in the statewide fund for this changed. Waitkins stated that there was carryover from the previous fiscal year and an increase in the funding from FTA.

**GUEST PRESENTATION - JENNIFER RECZEK, NH DOT PROJECT MANAGER: DISCUSSION OF 101/101A TRANSPORTATION PROJECTS PROGRESS**

Reczek, Project Manager for the NH101/NH101a projects, introduced herself and informed the Commissioners that she would be providing an update on the progress of the NH101/NH101a projects. Reczek stated that history of the Milford to Nashua Corridor improvements project was initiated in 1985 as the NH101A By-pass Study. An updated corridor study was completed in 2002 with 4 proposed projects: Nashua 10136A, Nashua 10136B, Amherst 10136C, and Merrimack 10136D. She provided a brief progress update on each including the project need, proposed work, and the current status of each:

**Amherst 10136C - Intersection of NH 101EB off-ramp & NH101A**

- *Project Need:* Corridor Study Action Item #20, right-turn demand exceeds capacity and has lengthy delays with queuing extending down off-ramp
- *Proposed Work:* Realignment of the NH 101 EB off-ramp with construction of right-turn slip ramp and acceleration lane, Installation of stormwater treatment and conduit for future signals and will accommodate peak hour demands for right-turn
- *Current Status:* Consultant contract approved in June 2017, slope & drain plans (60%) in Sept. 2017, scheduled to advertise in March 2018 with construction for Summer 2018 and an estimated construction cost ~\$1.5 million

Langdell asked if there would be any ROW taking if no, are you using the breakdown lane. Reczek there would be no ROW taking and that there is room in the existing. Fimbel asked how this would affect businesses. Reczek stated that they are far enough away that traffic should be able to merge in. She added that the construction cost was reduced due to the light being removed. Hennessey referred to the multiple train derailments at the Rte. 122/101A intersection in the last 2 years which has also caused major backup to Rte. 13 and asked if they could look at grading on the tracks. Reczek said she could pass that information along to the railroad coordinator.

**Merrimack 10136D - Widening NH 101A and Intersection Improvements**

- *Project Need:* Corridor Study Action Items #14 and 22, capacity deficiencies and craftsman lane used as bypass through residential areas
- *Proposed Work:* NH 101A Widening (0.5 mi) that adds third EB through-lane and sidewalk, an additional right-turn lane from Continental Boulevard to NH 101A WB and adds right-turn lane from NH 101A WB to Continental Boulevard. Reconfiguration of Boston Post Road / Craftsman Lane intersection
- *Current Status:* Consultant contract approved Dec. 2017, re-evaluate environmental impacts with a hearing in Summer 2018 and scheduled to advertise Summer 2020 with construction in 2021 to 2022. Estimated construction cost ~\$3.5 million

Boyd asked why a sidewalk on the eastbound side, there is nothing there and that the westbound side would be good. There was further discussion on the layout of the road. After looking at the map, Reczek said she was thinking of the wrong side. Langdell questioned if there was a sidewalk that ran from Pennichuck Square to Wendy's and if there was a safe way to cross over to the West Side Plaza, adding that she had serious concerns with the safety issues in that area. Boyd hoped Reczek would be working with MVD and Pennichuck near Tallarico. Reczek said it was part of protocol. Boyd asked for a copy of the presentation.

**Nashua 10136A&B - Widening NH 101A**

- *Proposed Project:* Corridor Study Action Item #17 – widen NH101A from Celina Ave to Somerset Parkway with 3 through-lanes with shoulders and sidewalks in each direction in addition to modifications to 7 signalized intersections to address the insufficient capacity and poor level of service.

- *History:* Completed under LPA process, public hearing held on August 18, 2008, NEPA process concluded on Sept. 3, 2008, cost estimate in 2009 was double the budget and was last worked on in approximately 2010
- *Additional Considerations:* ROW required throughout, there are complex environmental concerns regarding the MS4 permit stormwater treatment and there are lots of utility relocations
- *Project Approach:* Re-evaluate corridor to confirm alternative, conduct new public outreach & hearing, update NEPA document and perform final design (level of work will determine schedule)
- *Current Status:* Is to enter into agreement with City, because it is in the urban compact, for NHDOT to manage project, make consultant selection by 2018, hold a public hearing between years 2021-2022, advertise project by 2025 and start construction between 2026 & 2027. Estimated cost of approximately \$11.5 million

Kelly referred to the alignment on 101A and asked if a certain section was part of the work. Reczek said if it is in that stretch it will be looked at. Fimbel asked if there would be inner connections between businesses along this stretch of the project. Reczek stated that we suggest to the City that there be more connections between businesses when the improvements are done along this stretch, but it is not a DOT thing, it would be a City decision.

Reczek moved onto the NH101 Wilton-Milford-Amherst-Bedford #13692 Corridor Improvements. The history of this project started with a Corridor Study that was completed in 2002 and includes three TYP Projects to-date; Bedford 13692A intersection improvement at the intersection of NH 101 with Hardy Road and Jenkins Road which is complete; Milford 13692B safety improvements project which entailed widening and lane reconfiguration from Wilton Road east approx. 2750 ft., also complete; and lastly, Bedford 13692C bridge replacement project on NH 101 over Pulpit Brook which is currently under design. Reczek informed the group that this is an existing red-listed bridge built in 1951 with twin 5ft culverts with no highway alignment deficiencies identified. General considerations are for bridge rehab or replacement, on-alignment with traffic diversion and bridge closure with ABC Construction. Currently, a consultant contract was approved in the Fall of 2016, TS & L plans are 30% as of Nov 2017, project is scheduled to advertise in July of 2019 with construction set for Summer of 2020. Estimated cost is approximately \$2 million. Reczek stated that going forward; we are looking to identify additional project locations with a safety focus in mind, based on the 2002 Corridor Study. We met with TTAC in September and presented this information. TTAC identified several areas for further study:

- Left-hand turns at Camp Road, Joppa Road, Blueberry Hill Road, "Meeting place" and Post Office in Amherst, and interchanges at NH 13 and NH 101A and NH 31 & 101 during the winter.

Dell Orfano felt that Horace Greeley and Walnut Hill should be also looked at. Langdell asked if this info was sent to the Selectmen in the towns. Reczek said not yet, but she would send out communication to the towns. Langdell pointed out that it is not always representatives of Towns that are at TTAC meetings. Reczek stated that DOT had brought a statewide consultant on board to evaluate and prioritize areas of concern. Dell Orfano felt that intermittent traffic in both ways would be good such as a traffic light to break flow to improve highway access.

**GOVERNOR'S ADVISORY COMMISSION ON INTERMODAL TRANSPORTATION (GACIT) TEN YEAR TRANSPORTATION PLAN CHANGES AND TOLL INCREASE PROPOSAL PUBLIC INFORMATION SESSION (ACTION REQUIRED)**

Minkarah informed the Commission that the MPO's have been asked to take a position on the following changes. All are separate, but related. Lantos reviewed the changes the Ten-Year Plan and the proposed TYP toll increase:

- **Nashua to Manchester:** Capitol Corridor Study (Preliminary Engineering, Environmental Requirements, Financial Plan); Total cost \$4million transferred from Boston UZA (FTA5307) Statewide Programmatic to this new project
- **Milford 41587:** Rehabilitation of Swing Bridge; Advance PE and ROW from 2028 to FY2020; Advance Construction from FY2028 to 2025; Decrease total cost \$66,581 (avoided inflation).
- **Statewide: Flex 25% (\$2.7M/year) of CMAQ to STBG-Flexible for:**
  - Statewide Corridor Study Program (New) \$700,000 per year to fund 2 studies annually from FY 2021 to FY 2028 for a total of \$ 5,600,000;
  - Statewide Sound Wall Program (Type 2 noise policy) (New) \$2,000,000 per year Flexed CMAQ funds (FY 2021 to FY 2028) and TPK funds; \$ 16,000,000.

Langdell asked what corridors are being studied. Lantos said they were not in our region and he would get her the information on which ones. Rose stated that they are not official and just candidates for consideration. Boyd asked if Continental Blvd. was part of the corridors being studied. He added that historically, Merrimack taking control of Continental Blvd. was part of the stipulation for getting rid of the tolls in Merrimack. Minkarah said he has not heard any mention of that. Minkarah also noted that TTAC did vote to support these changes but had concerns with the flexing of CMAQ funds. Lantos clarified that it is 4mil in funds and that this still has to go to G&C and then to the Governor. After further discussion, Boyd motioned with a second from Hennessey:

THAT the NRPC Commission approve the Ten-Year Plan changes as presented with the comments/concerns from the TTAC and the Commission incorporated in.

The motion **carried**.

Lantos summarized the Toll Increase Proposal and associated anticipated benefits with the Commission.

#### **TYP Toll Increase Proposal**

- New Toll Structure w/ Frequent User Commuter Plan (27% increase); Hookset, Bedford, Hampton ML Plazas - \$0.50 increase, commercial toll \$1 increase; Hampton Side, Dover & Rochester ML, Hookset Ramp Plazas - \$0.25 increase, commercial toll \$0.50 increase; Estimated \$36M annual toll revenue per year, 54% out of state travelers.

#### **Anticipated Benefits:**

- Increased revenue for Capital Investment and Acceleration of Major Projects; Removal of FEET Exit 10 and 11 Ramp Tolls in Merrimack; Acceleration of FEET Widening between Exit 8 & Bedford tolls, Construction complete in 2023 instead of 2026; Funding for Type II Soundwall Program (\$4M/year); Transportation Demand Management Program (\$3M/year); Extension of Turnpike to Merrimack River Bridges in Concord completes entire Bow-Concord with Project Turnpike funds by 2027 and frees up over \$210M of Fed funds to be used for Red List Bridges and Highway Projects.

Lynde stated that he supports the toll increase noting that 50% is paid by out of state drivers and it speeds up the projects. He added that currently TYP projects are now 20-year projects; we have to bite the bullet, it harms development and travel. Williams stated that toll money can only be spent on the turnpike, nowhere else due to bond agreements. He did feel that widening past Exit 8 makes sense and roads with tolls are the best in the state. Battis asked if any federal funds are used for turnpikes. Minkarah said that federal money can't be used for turnpikes but revenue from a toll increase would free up 210M of Federal funds for other red listed and highway projects. Battis asked if toll credits can be used as the state contribution. Minkarah said yes, as match. Fimbel said he believes in user fees, if you are using the turnpike, you should pay. He also referred to the gas tax, noting that it is a user fee, but not 100% goes to the toll road. With a toll increase, all of it goes back into the turnpike. Boyd referred to the 101 red-listed Pulpit Brook Bridge stretch commenting

that people need to be able to get from point A to point B and felt that user fees are an appropriate response. He added that you don't want a critical accident to happen; things have to be paid for and roads are a key component to grow this region. Boyd stated he and the Town of Merrimack fully support the proposed toll increase. Hennessey referred to the 300 houses listed for sale this year and the buyer/seller that showed the #1 constraint was the commute time to work. The State is a reflection of this national question and he has lost potential buyers who get stuck in the mess on the turnpike between Exits 8 and 12. He added that it is an economic development component. Langdell asked if the toll increase would divert dollars for maintenance that can be used for non-turnpike roads; referring to the 210M that would be freed up. Rose said if it encompasses the project, if not, it frees up the money. Williams felt you would see an impact on the flow of traffic at first, but over the road tolling is the solution. Dell Orfano asked if any money could be used towards the Exit 36 project. Minkarah said no, because the project is in MA. White asked for clarification on what the Commission is voting on. Boyd motioned with a second from Hennessey:

THAT the Nashua Regional Planning Commission support the TYP Toll Increase Proposal.

The motion **carried** with Kelly opposing.

### **MPO PERFORMANCE MEASURES (ACTION REQUIRED)**

Waitkins reviewed the MPO Performance Measures with the Commission. He provided a brief background stating that on March 15th, 2016 the Federal Highway Administration published the final rule on the Highway Safety Improvement Program that requires State DOTs and MPOs to establish targets for each of five Safety Performance Measures (SPMs). NHDOT was required to adopt targets by August 31, 2017 and MPO's are required to adopt targets within 6 months of NHDOT (by February 27, 2018). For the first year, FHWA recommended that MPOs adopt the statewide targets in the first year.

Waitkins explained that Safety Performance Measures are:

- number of fatalities
- rate of fatalities per 100 million VMT
- number of serious injuries.
- rate of serious injuries per 100 million VMT.
- number of non-motorized fatalities and serious injurie

Waitkins summarized target development informing the Commission that States establish HSIP targets and report them for the upcoming calendar year. Targets apply to all public roads and must be identical to the National Highway Traffic Safety Administration (NHTSA) Highway Safety grant program. He noted that in NH, the annual Highway Safety Plan process formed the basis for establishing these targets with coordination between NHDOT and the 4 MPOs, using currently available data and calculated using a 5-year rolling average and projected values for 2018.

Waitkins stated that as part of the target adoption for 2018, the MPO agrees to support the State of NH HSIP targets in all mandated areas which include:

- Work with stakeholders to address areas of concern for fatalities or serious injuries within the MPO area.
- Coordinate with the State to include the SPM and targets for all public roads in the MTP.
- Integrate the safety goals, objectives, performance measures and targets described in other plans into the MTP.
- Include a description in the TIP of how the safety targets will be achieved.

Lastly, Waitkins showed the Statewide Target Summary. Fimbel asked what the connection is between the MPO and the NRPC. Lantos and Minkarah explained that the MPO encompasses all the NRPC communities. Lynde asked if this was a trend because why would he want to increase fatalities. Lantos stated that the focus is just on specific accidents and fatalities. Minkarah said there was some discomfort when looking at this, but

they are trends, and this is something we have to think about going forward. Langdell asked how these targets were going to be used at the MPO level. Waitkins said they would be updated every year. Minkarah added that when evaluating projects to recommend for the TYP, we will be evaluating the projects based on these measures/targets. He added that it is a federal requirement that we adopt these performance measures. Kelly asked if all these pieces of data exist in NH. Waitkins noted that the focus is on personal injury because there is a lack of data; we as an MPO will do our own performance measures and others will to. He added that this is the standard right now, but it is inadequate. Minkarah clarified that the performance measures have to be consistent across MPOs; right now, it is the State Standard, so it is consistent. Dell Orfano stated that it is the minimum, but it can be supplemented. Melizzi-Golja asked for clarification. Lantos said we have to adopt the statewide standard now, per federal requirements and then moving forward as we get more accurate data, we will update as our own and re-adopt our own as an MPO. Kelly felt that once you deviate from the standard, it's not the same and that if it is not accepted by the State when the MPO changes it, then it is not valid. Williams stated that they are different measures/targets for all MPO's because all the areas are different. Lynde stated that projects are being evaluated on safety. Miller stated that it is federally required and there may be more acute issues in Nashua Region than in other regions. He added that it is good to have differences; this is the first step and will be refined. Waitkins noted that the NRPC TTAC recommended the NRPC Policy Committee adopt the NH DOT Safety Performance Targets as the Nashua MPO targets for 2018 at their December 13<sup>th</sup> meeting. After further discussion, Lynde motioned with a second from Hennessey:

THAT the Nashua Regional Planning Commission adopts the NH DOT Safety Performance Targets as the Nashua MPO targets for 2018.

The motion **carried**.

#### **TRANSPORTATION PROJECT UPDATES:**

##### **Congestion Mitigation and Air Quality (CMAQ) DOT Scoring Results**

Lantos informed the Commission that 4 out of the 5 projects submitted for CMAQ funding were selected.

##### ***Projects meeting proposed funding threshold cutoff:***

- Nashua Heritage Rail Trail East
- Nashua Transit System Amherst 101A Expansion
- Pelham Mammoth Rd and Sherburne and Marsh Roads Intersection Improvements
- Hudson Lowell Rd/NH 3A Intersection Improvements

##### ***Projects below the proposed funding threshold cutoff:***

- Milford Nashua Street and Ponemah Hill Road Signalization

Langdell asked why this project did not meet the threshold. Lantos explained that scoring criteria showed the project ranked below the threshold because it would not address mitigating congestion and air pollution.

##### **Draft Transportation Management Area (TMA) Programming Process Update**

Lantos provided an update and very brief presentation on the TMA programming process. He stated that at the February 2017 TTAC meeting, staff provided an overview of the proposed Transportation Management Area (TMA) Programming Authority Process and its effect on the NRPC region. Since that time, discussions have continued between Southern NH Regional Planning Commission (SNHPC) staff, NRPC staff and NHDOT staff with respect to implementing a TMA programming authority process. These discussions have resulted in some refinements to the proposed process. He referred to the draft report included in the agenda packet. He added that Commissioners should use this as an opportunity to provide comments on the draft TMA Programming Authority Process. Further amendments are also expected, and all comments will be aggregated and incorporated into a revised draft before it is finalized and presented for implementation in 2018.

Fimbel asked if the Commissioners could get this information in a memo so they can read the draft included in the agenda packet. Langdell asked if draft could accompany the memo. Lantos added that funds will have to

be phased in and that we are not looking to disturb the FY19-22 STIP. Minkarah stated that NRPC would be looking for action at the March Commission meeting.

**Commuter Rail Update**

Minkarah stated that the Nashua Rail Committee was up and running and have since met 2 times. NRPC has also attended to the NH Rail Transit Authority (NHRTA) meetings. There has been no real action yet.

**GENERAL UPDATES:**

**Nashua Region Solid Waste Management District (NRSWMD) Cooperative Agreement**

Fimbel briefly touched on the NRSWMD stating that all agreements have been signed and this change will not affect the process.

**PROGRAMS HIGHLIGHTS**

Minkarah stated that the December Program Highlights were included in the agenda packet and will be available on the website NRPC website. He added that paper copies to share with your Select Boards can be made available upon request.

**COMMISSIONERS ROUNDTABLE:** A Commissioners Roundtable was not held.

**OTHER BUSINESS**

Fimbel wanted to recognize the late Commissioner and Executive Committee member Thomas Young stating that when he spoke, he had a great heart and will be missed. Langdell spoke of his very significant contribution to the Executive Committee and the tremendous loss. Langdell added that there is now a vacant seat on the Executive Committee and that anyone interested should contact Minkarah.

Fimbel asked the Commission to keep in mind if there is any chance to make the December Executive and Commission meetings the first or second Wednesday instead of the 3<sup>rd</sup> Wednesday which generally happens very close to the holiday. Baker would take a look at the calendar to see if this is something that can be pursued.

**Tim White - Volkswagen Settlement Update**

Following establishment of the October 2nd Trust Effective Date, the Environmental Mitigation Trust (Appendix D) portion of the Volkswagen Settlement is underway. States have completed the process of applying to become designated beneficiaries of the Trust and New Hampshire submitted certification paperwork on November 1st. The NH Office of Strategic Initiatives (OSI) has been designated as the State Lead Agency for the Environmental Mitigation Trust. NH Department of Environmental Services is currently assisting OSI to develop a Beneficiary Mitigation Plan for New Hampshire. The plan will include the overall goal for use the funds, eligible mitigation actions to be funded and how the air quality benefits of the mitigation actions will be quantified. OSI updated the Governor and Executive Council on the VW Settlement during their breakfast meeting held on December 20th. It is anticipated that the NH Beneficiary Mitigation Plan will be released in January 2018. Please direct any questions/comments on the VW Settlement to Chris Ellms [Christopher.EllmsJr@osi.nh.gov](mailto:Christopher.EllmsJr@osi.nh.gov) and Tim White [Timothy.White@des.nh.gov](mailto:Timothy.White@des.nh.gov).

Boyd informed the Commission that he was recently appointed by the Governor to be representative on the New Hampshire Drinking Water and Groundwater Advisory Committee.

**ADJOURN**

Motion to adjourn came from Hennessey with a second from Langdell. The meeting ended at 9:37pm. The next Commission meeting will be held on Wednesday, March 21, 2018 at 7:00pm.

Respectfully submitted

Jay Minkarah, Executive Director: \_\_\_\_\_