



**MINUTES**  
**NASHUA REGIONAL PLANNING COMMISSION**  
**Held via Zoom**  
**February 24<sup>th</sup>, 2021**

**Members Present:**

Susan Ruch, Amherst	Tim Tenhave, Merrimack
Mike Dell Orfano, Amherst	Peter Howd, Wilton
Tamara Sorell, Brookline	Janet Langdell, Milford
Robert Larmouth, Hollis	Ed Weber, Nashua
Venu Rao, Hollis	Dave Hennessey, Pelham
James Battis, Hudson	
Kim Queenan, Litchfield	
Burton Reynolds, Lyndeborough	
Bill Boyd, Merrimack	
Karin Elmer, Merrimack	

**Others Present:**

William Rose, NHDOT  
Tim White, NHDES  
Camille Pattison, NTS  
Betsy Gamrat, Resident

**Staff Present:**

Jay Minkarah, Executive Director  
Gregg Lantos, Principal Transportation Planner/MPO Coor.

**Welcome and Introductions**

Ruch opened the meeting at 6:35 p.m. A roll call of attendance was conducted.

**Public Hearing: Approval of a Minor Update to the adopted Nashua Metropolitan Area 2019-2022 Transportation Improvement Program (TIP) and the 2019-2045 Metropolitan Transportation Plan (MTP)**

Ruch opened the Public Hearing at 6:40.

Minkarah thanked MPO Policy Committee members for attending the special meeting and apologized for the delayed start. Minkarah acknowledged Gregg Lantos, Principal Transportation Planner/MPO Coordinator, who provided an overview of the proposed updates. Lantos provided an overview of the NRPC FY 2021-2024 TIP Infrastructure Condition Investments, NRPC FY 2021-2024 TIP Highway Safety Investments and NRPC FY 2021-2024 TIP System Performance Investments followed by an overview of MTP projects including State of New Hampshire Ten Year Plan Projects, Nashua MPO Recommended Fiscally Constrained Projects, and Nashua MPO Illustrative Projects (Not Fiscally Constrained). Lantos explained that the MTP projects list is more comprehensive since the TIP only covers a four-year period.

Hennessey asked for clarification on the split between the Boston UZA and Nashua UZA in relation to Pelham. Hennessey then asked whether Boston UZA funds could be used to pay for improvements in the portions of Pelham within the Boston UZA. Lantos explained that the state does receive a share of Boston UZA funds. Boyd questioned why the Bedford Road bridge project was included since the

project is complete. Lantos explained that it was constructed during FY 2021 and therefore included in the MTP. It will be removed with the next MTP update when the TIP is next amended. It was noted that funding for the Capital Corridor Project Development Phase was included in the last TYP but does not show-up in the project list. Lantos explained that it is listed under statewide programmatic funds. Lantos read email comments into record from Betsy Gamrat.

“I read through the list of projects and there are several major projects related to adding lanes and creating new roadways. These should be canceled, and the money allocated to rail, bus and micro mobility. The project evaluation criteria should not include reduce congestion and traffic volume, because the outcome is more asphalt and induced demand. It is time to make driving expensive and inconvenient, and provide comfortable alternatives using public transit - frequent, safe and accessible - helping people get around without cars.

"Widening of NH 101A in Nashua is a capacity project which will reduce congestion, thereby promoting fuel conservation and reduced air emissions." This is a perfect example of induced demand – “the phenomenon that after supply increases, and there is sufficient demand, price declines and more of a good is consumed” making it easier to drive will increase fuel consumption and emissions. City planner Jeff Speck has called induced demand "the great intellectual black hole in city planning, the one professional certainty that everyone thoughtful seems to acknowledge, yet almost no one is willing to act upon."

“At any given time the latent demand to be on a busy road is very high, so if you make it easier to travel on that road, all you’re going to do is attract some of the people who would be on the road but for the congestion levels,” said UCLA Luskin School of Public Affairs urban planning professor Mike Manville. “So you have a road that is every bit as congested just wider.”

Lantos replied that he did not believe induced demand would be a significant factor and noted that traffic volumes have fallen due to increased work from home. Discussion continued.

Ruch asked if there were any members of the public who wished to speak.

There being no one, Boyd motioned with a second from Tenhave to close the public hearing.

Boyd motioned with a second from Dell Orfano:

THAT the Nashua Regional Planning Commission MPO Policy Committee approve the Minor Update to the adopted Nashua Metropolitan Area 2019-2022 Transportation Improvement Program (TIP) and the 2019-2045 Metropolitan Transportation Plan (MTP)

A roll call vote was taken. The motion **carried**, all in favor.

### **Adoption of Performance Measure Targets, including Public Transportation Agency Safety Target, Transit Asset Management Target, and Highway Safety Target**

Lantos explained that public transportation providers, State Departments of Transportation and MPOs are required under federal law to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the National Public Transportation Safety Plan (NSP). SPTs must be developed for each transportation mode in the following in four categories: Fatalities, Injuries, Safety Events, System Reliability. Lantos then provided an overview of the Safety

Performance Target Summary for the Nashua Transit System (NTS). Pattison explained that most of the injuries related to NTS involves falls while boarding or on the vehicle.

Lantos reviewed the Transit Asset Management Target. Webber asked whether NTS is planning to convert its fleet to electric vehicles. Pattison replied that most of the vehicle fleet has now been replaced with hybrid vehicles are relatively new.

Lantos reviewed the Highway Safety Targets. He noted that the targets address five factors: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, Rate of Serious Injuries and the Number of Non-Motorized Fatalities and Non-motorized Serious Injuries. Lantos noted that the targets are set based on a five-year historic average, however, if the average would result in an increase, the target remains level.

Boyd motioned with a second from Battis:

THAT the Nashua Regional Planning Commission MPO Policy Committee adopt the Performance Measure Targets, including Public Transportation Agency Safety Target, Transit Asset Management Target, and Highway Safety Targets

A roll call vote was taken. The motion **carried**, all in favor.

### **Adjourn**

Motion to adjourn was made by Dell Orfano with a second Boyd. The meeting ended at 7:40 p.m. The next Commission meeting will be held on Wednesday, March 17<sup>th</sup>, 2021, at 7:00 p.m.

Respectfully submitted,

Jay Minkarah, Executive Director