



NOTICE OF MEETING

WHO: Nashua Regional Planning Commission

WHEN: Wednesday – December 16, 2020 – 7:00 P.M.

WHERE: Remote Meeting via Zoom

AGENDA

1. 7:00 pm - Call to Order, Welcome and Introductions
2. Privilege of the Floor (7:05)
3. Approval of Minutes – September 16, 2020 (***action required***) (7:10)
4. Presentation – Chris Buchanan and Matt Waitkins: Souhegan Valley Rail Trail Concept Proposal (7:15)
5. Presentation – Ryan Friedman: NRPC Metropolitan Transportation Plan Project Web Viewer (7:40)
6. MPO Policy Committee (7:50)
 - a) Nashua UZA Memorandum of Understanding (***action required***)
 - b) State of New Hampshire FY 2023 to 2032 Ten Year Transportation Plan project proposals
 - c) Transportation Project Updates
7. Electric School Bus Discussion – Venu Rao (8:10)
8. Four Hill Landfill Discussion - Ed Webber (8:30)
9. General Updates: (8:40)
10. Commissioners Roundtable (8:45)
11. Adjourn (9:00)

***Next Meeting – The next NRPC Commission meeting is scheduled for
Wednesday, March 17, 2020 at 7:00 pm***



**DRAFT – MINUTES
NASHUA REGIONAL PLANNING COMMISSION
Held via Zoom
September 16th, 2020**

Members Present:

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

Others Present:

Reagan Bissonette, Executive Director
NRRA
William Rose, NHDOT
Tim White, NHDES
Suzanne Fournier, Milford citizen

Staff Present:

Jay Minkarah, Executive Director
Sara Siskavich, Assistant Director
Kate Lafond, Business Manager
Gregg Lantos, Principal Transportation Planner/MPO Coor.
Matt Waitkins, Senior Transportation Planner
Mason Twombly, Regional-Environmental Planner

Welcome and Introductions

Elmer opened the meeting at 7:02 p.m. A roll call attendance was conducted.

Privilege of the Floor

No members of the public wished to speak.

Approval of Minutes – June 17, 2020

Spelling correction is to be made to Dell Orfano throughout the minutes. Dell Orfano clarified his statement under the commissioner round table section, Amherst residents want to stop the growth and preserve the community.

Ruch motioned to approve as amended with a second from Weber,

THAT the minutes of June 17, 2020, be approved as amended and placed on file.

The motion **carried**, all in favor

Presentation - Reagan Bissonette, Executive Director, Northeast Resource Recovery Association: Recycling, Solid Waste, and Composting in New Hampshire – current Issues & Trends

Reagan Bissonnette the Executive Director of the Northeast Resource Recovery Association (NRRA) gave a presentation about current issues and trends in recycling, solid waste, and composting.

PDF Copy attached. The recorded presentation can be found at:

<https://www.facebook.com/NashuaRPC/videos/337150254199671>

Election of FY 2021 Executive Committee Officers

The recommended new slate of officer positions is as follows for FY21:

Susan Ruch, Chair / Jim Battis, Vice-Chair / Sarah Marchant, Treasurer

Venu Rao and Kim Queenan have also volunteered to serve on the Executive Committee. Tenhave indicated that their membership only needs to be voted on by the full Commission at the annual meeting, which is now next July.

Tenhave motioned with a second from Weber:

THAT the Nashua Regional Planning Commission approves the recommended FY21 slate of officers.

The motion **carried**, all in favor.

MPO Policy Committee

NRPC Regional On-Road Carbon Monoxide Emissions Reduction Target

Lantos explained that NRPC had previously adopted performance targets which are required for all MPO's. The carbon monoxide reduction performance target applies to transportation management areas. The carbon monoxide performance target is a 4-year target which we are required to implement before the end of the year. Lantos discussed how the targets were developed at the direction of NHDOT and Federal Highway. Three CMAQ projects contribute to the targets. The target was presented to the TTAC and they recommend the target for adoption.

Weber noted that NTS is using more natural gas in buses and asked does this factor in. Lantos indicated that we are using factors developed by NHDES. Minkarah asked Tim White if increased use of natural gas is factored in. White stated that the use of alternative fuel vehicles is a positive development in terms of the improvement of air quality in Nashua. Lantos and Siskavich confirmed that the CMAQ analysis used included emissions calculation for natural gas vehicles.

Dell Orfano asked if any thought was given to renewables like solar and hybrid hot water systems? Lantos this is only for on road mobile source emissions from CMAQ projects.

Ruch commented that emissions affect public health and that is why this is a requirement. Interestingly some natural gas vehicles have higher Carbon Monoxide emissions but lower emissions of nitrogen oxide and particulates so there is a benefit to natural gas vehicles.

Lantos spoke to what would be needed to really have a measurable performance target.

Minkarah reminded that NHDOT and NHDES representatives are voting members of the MPO Policy Committee

Ruch motioned with a second from Battis:

THAT the Nashua Regional Planning Commission MPO Policy Commission approve the Regional On-Road Carbon Emissions Reduction Target.

The motion **carried**, all in favor.

State of New Hampshire FY 2023 to 2032 Ten Year Transportation Plan project proposals

Lantos relayed that every two years NRPC solicits projects for the NHDOT 10-year transportation plan. There is a two-year allocation of \$6.175 million of federal funding. We have received six project applications and there is one carry-over project in the amount of \$294,000 for a Nashua sidewalk project. Lantos reviewed the six projects. The total for the projects amounts to \$4,248,300 of federal funding leaving \$1,926,700 available. It is still possible to accept applications for other projects at this point. Lantos indicated that we do also have the NH 101 safety improvement project that is underfunded and there is thought to see if remaining funds can be applied to that if possible. Minkarah is unsure that the timing of the 101 projects and the availability of funds would align there could be a significant gap. Minkarah commented that we usually hit or exceed the allocation, only four communities in our region have submitted applications this cycle. Ruch noted that all communities under stress right now due to COVID but it is a shame to leave money on the table for eligible projects in the region.

Transportation Project Updates

Lantos provided updates as follows:

The Nashua interregional transit study to evaluate the feasibility of connections to Massachusetts was project was hit hard by the effects of COVID because it relies on the collection of ridership counts and trip patterns. We are now moving ahead and using already collected data.

Another corrective action was to implement a fiscal constraint analysis for FTA funded projects, we have developed the final methodology.

Mason RSMS is underway, and it is our first effort for a town with primarily gravel roads. NRPC received a commendation from NHDOT for Hudson RSMS, it was the largest RSMS project done to date in the State. Minkarah pointed out that RSMS stands for Road Surface Management Study. The process involves staff going out, driving every road, and rating it then the community can then develop a multi-year improvement plan.

The Nashua Urbanized Area MOU 3rd draft has been completed and we will be looking for approval from the MPO in December.

Sustainable Energy Discussion – Venu Rao

Rao spent some time discussing sustainable energy, new technology, and his suggestion that the communities in the region address the matter collectively.

Rao told that in 3 to 5 years there will be more electric vehicles on the road than internal combustion engine vehicles. Surrounding states are getting there quicker and have more aggressive sustainable energy policies. Electrical vehicles are becoming affordable and cheaper to maintain. The influx of electrical vehicles will put a lot of load on electrical suppliers. This requires that we look ahead. The state does not have good sustainable energy policies. Solar microgrids are solar farms with banks of batteries. The state of NH does not have a policy in place to encourage this type of investing. At the local level if we look at land management policies to see how we can encourage this sort of thing and to make them visually appealing or hidden and safe.

Rao believes school buses are another issue. Every school has a lot of school buses and there is a lot of push around the country to move to electric school busses. 28 out of 50 states have laws relating to carbon monoxide limits. In Hollis, the High school and Middle school are considered higher energy consumption buildings, and they are charged a higher demand rate. Banks or batteries can be used to reduce consumption and rates. There are 480 thousand buses in the country and 94% run on diesel, the diesel fumes in the bus are a carcinogen we are exposing children to. Solar farms can be used to benefit both electrical school buses and school buildings. Current data already shows benefits.

Minkarah indicated that NRPC could host a series of round tables surrounding this topic.

Ruch noted that once the non-profit is fully established there may be more funding available for more like this and thanked Rao for bringing this up tonight.

Rao encouraged that we should start now so we are ahead of the curve to address this problem.

General Updates

Minkarah gave an update on the Brownfields grant program, half a dozen sites in four communities have been identified. There is a lot of progress. NRPC also has several significant grant applications out there now.

Commissioners Roundtable

Hollis – Larmouth the start of school was last week and one issue that has arisen is that many are driving students rather than them taking the bus, but the buses still must run. The Primary elections went well with outdoor tents and social distancing. The Olde Home Day was canceled but did hold an outdoor concert and fireworks.

Pelham – Lynde the town is proceeding with a project to put solar panels on all town buildings and hopefully the schools follow next year.

Amherst – Ruch the return to school has gone as smoothly as anywhere.

Merrimack – Tenhave noted that Merrimack has started asphalt recycling by grinding the top layer of the road surfaces and putting the material into dirt parking lots in town. Also, more apartments are proposed along Route 3. Not a lot of workforce housing though. Another interesting note nearly ½ democrat ballots cast in town were absentee.

Nashua – Weber the city is finally moving forward with the Master Plan update. The city also is having a large low-income housing replaced, they are moving people out and then they can come back into beautiful apartments.

Hollis – Rao a year ago we noticed there was no newspaper in town anymore so the Hollis Brookline Rotary newsletter was started, just information no editorial.

Amherst – Dell Orfano the town voted to make the Planning Board an elected Board in March. He stayed on the board to help bring the new board and it is an interesting task. Innovative integrative housing ordinance was rescinded so now there is a 128-unit development proposed and we do not have criteria for allowance. Also, the Jacobsen application was voted on 3 to 3 that the application was not materially different so put the project to rest. That will go to court and will cost the town a lot of money.

Brookline – Sorell Brookline has a Solar Committee, she will get Rao in touch with them. The election was well run. The lake was open with usual issues with crowd and parking but overall, it was a successful season.

Hudson – Battis reflecting on buses, a lot of buses in Hudson are also pretty empty. The Hudson Logistic Center is still the big topic in town, it will be a long time before that is resolved.

Milford – Langdell saw a Facebook post about a waiting list for the bus in Milford because they are limiting bus occupancy. It was announced today that the Milford Library was voted best in the state out of 254 towns. This is a credit to the great staff and Librarian.

Lyndeborough – Reynolds nothing to report

Litchfield – Queenan the Town Hall official reopened on Monday. The primary election went well. There is a positive case of COVID in Kindergarten. In town, there is the option to go remote full time or in school full time. On September 23rd, 2021, a virtual public hearing will be held to approve the draft CIP. The CIP committee & PB put together a community facility survey to provide input to the Master Plan. Last meeting a potential water issue was mentioned. Pennichuck investigated and believe a new water distribution system that went in 2019. It is hoped that the flushing of the waterline will resolve the issue.

Adjourn

Motion to adjourn was made by Weber with a second from Dell Orfano. The meeting ended at 9:06 p.m. The next Commission meeting will be held on Wednesday, December 16, 2020, at 7:00 p.m.

Respectfully submitted

Jay Minkarah, Executive Director

MEMORANDUM OF UNDERSTANDING

by and between the

NASHUA REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION

SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION

MONTACHUSETT METROPOLITAN PLANNING ORGANIZATION

NORTHERN MIDDLESEX METROPOLITAN PLANNING ORGANIZATION

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES

NASHUA TRANSIT SYSTEM

MANCHESTER TRANSIT AUTHORITY

LOWELL REGIONAL TRANSIT AUTHORITY

concerning the

FEDERAL CERTIFICATION REQUIREMENTS for METROPOLITAN PLANNING ORGANIZATIONS

WHEREAS, the Metropolitan Planning Organizations (MPOs), States, and public transportation operators, hereinafter referred to as the “Parties,” having responsibility for portions of the Nashua, New Hampshire-Massachusetts (NH-MA) Urbanized Area (UZA), conduct a continuing, comprehensive, and **cooperative (3C) multimodal transportation planning process as provided for by the Fixing America’s Surface Transportation (FAST) Act of 2015** and its provisions under Title 23 U.S. Code of Federal Regulations (CFR) and Title 49 U.S. CFR; and

WHEREAS, the Nashua, NH-MA UZA, hereinafter referred to as the “UZA,” has been expanded as a result of the 2010 Decennial Census, and now contains or extends into three contiguous existing Metropolitan Planning Areas (MPAs), including: Southern NH Planning Commission (SNHPC) and, in Massachusetts, the Northern Middlesex Council of Governments MPO (NMCOG) and Montachusett Regional Planning Commission MPO (MRPC); and

WHEREAS, the UZA has a population of over 200,000 individuals and is designated as a Transportation Management Area (TMA) and, as such, the transportation planning processes of MPOs within the UZA are subject to review and certification by the FHWA and FTA once every four years; and

WHEREAS, the Parties seek to participate in this memorandum of understanding (MOU), to the extent that it is not in conflict with any law, existing agreement or procedure, to effectively coordinate the metropolitan planning processes for the transportation system within the UZA; and

WHEREAS, more than one MPO serves the UZA, the MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to the development of consistent metropolitan transportation plans, transportation improvement programs and selection/reporting of performance targets. The planning processes for affected MPOs should, to the maximum extent possible, reflect coordination of data collection, analysis, and planning assumptions across MPA boundaries; and

WHEREAS, the FHWA has established performance measures that require MPOs to coordinate on the establishment of targets to the maximum extent practicable through 23 CFR 490; and

WHEREAS, there are significant data-sharing needs for the establishment of these performance targets; and

WHEREAS, all parties agree that they will coordinate with each other to ensure consistency and transparency among their respective transportation planning policies and programs.

NOW THEREFORE, the Parties agree to coordinate and promote sound transportation planning as follows:

General Agreement

1. All provisions of the MOU by and between the New Hampshire Department of Transportation and New Hampshire MPOs executed on September 17, 2019 are adopted into this UZA agreement by reference and are applicable to the transportation planning processes of the UZA.
2. All parties will ensure the mutual exchange of information and expertise and the transmittal for review of all pertinent transportation planning documents including maps.
3. All parties will ensure notification of, and participation in, meetings concerned with matters of mutual interest including cooperation and consultation on plans and programs. If inconsistencies or conflicts arise, the affected parties shall meet and employ their best efforts to develop a satisfactory resolution.
4. The staffs of New Hampshire and Massachusetts MPOs that are signatories to this MOU agree to meet at least once each year to consult on projects, plans, studies, and other transportation issues of mutual interest and potential impact. In particular, the development and implementation of Congestion Management Processes (CMPs) for cross-border highway or transit corridor facilities is a key coordination area of emphasis. The meeting will be organized and hosted by NRPC.
5. In the interest of effective performance-based planning and programming, all parties shall seek to ensure that the transit agencies; local, regional, and statewide stakeholders; and partners are active

participants in the development of performance goals, measures, targets, and reporting and shall seek to align their goals, objectives, measures, and targets.

6. The relevant parties will agree to the process for sharing information, coordinating the selection of performance targets, and reporting of these targets.
7. All parties will comply with applicable sub-agreements of this document (Appendix A and B).

MPO Responsibilities

The New Hampshire and Massachusetts MPOs in the Nashua UZA agree to the following:

1. Notify the adjoining MPO(s) of, and invite the other MPO(s) to, its meetings and shall notify the adjoining MPO(s) of specific actions it undertakes as part of its Public Participation Program.
2. Conduct cross-boundary coordination of matters affecting the Congestion Management Process, including monitoring activities and the sharing of relevant data such as traffic counts, park-and-ride facility use and transit use to and from adjoining MPA's.
3. Coordinate strategies to maintain transportation investments spanning MPO boundaries within the Nashua UZA.
4. Cooperate and actively contribute to the development of performance measures and targets related to regional and statewide performance-based planning frameworks, according to 23 USC 119, 134–135, and 148–150.
5. Share available information, such as GIS layers, shapefiles, databases, and other applicable electronic data along common boundaries for the purpose of travel demand model development, calibration, and other analytical applications as requested, practicable, and subject to agency-level policies, procedures, and agreements.
6. Coordinate the collection and analysis of data regarding travel patterns to, through and among adjacent MPAs. Examples include traffic counts, household surveys, on-board passenger surveys, "big data" acquisition (e.g., cell phone origin-destination data or travel speed data).
7. Share and coordinate the latest estimates, projections, and planning assumptions related to population growth, employment, land use, travel, transit, congestion, and economic activity for long-range planning applications.
8. Exchange information and expertise in matters of mutual concern - this includes each agency ensuring the notification of, and participation in, meetings concerned with matters of mutual interest, and collaboration on projects and studies with other parties that share transportation corridors, service routes, and assets spanning MPA boundaries.
9. NRPC, SNHPC and NMCOG along with transit providers NTS, MTA and LRTA participate in the annual negotiation process to split FTA 5307 Urbanized Area Formula Funds, 5340 Growing States and High Density States funds, 5310 Enhanced Mobility for Seniors and Individuals with Disabilities funds, and 5339 Bus and Bus Facilities Program funds apportioned to the Nashua NH-MA Urbanized Area. The negotiation process is facilitated annually by NRPC in coordination with SNHPC between NTS, MTA and LRTA. The most recently executed agreement becomes a sub-agreement to this MOU and is an annual update to this MOU (Appendix A) without the necessity of obtaining signatures from all parties to the Nashua UZA MOU.

The NRPC and SNHPC also agree to the following:

1. Adopt either 1) the State of New Hampshire four-year performance target for the total emissions reduction of carbon monoxide per 23 CFR 450.306(d), 23 CFR 490.105(f), and 23 CFR 490 Subpart H, or alternatively or 2) develop a regional emissions target based on the region's cumulative reduction of CO from CMAQ projects with implementation phases during the performance period. (Appendix B includes this requirement within an overall agreement on Air Quality Planning).
2. Phase-in the performance measure and target into the MTP and TIP the first instance those documents are amended or updated, per 23 CFR 450.340.
3. Plan and program projects in the Long-Range Transportation Plan and TIPs that contribute toward the accomplishment of the relevant State DOT carbon monoxide reduction target.
4. The CMAQ CO Emissions Target requirements are based on the Cities of Nashua and Manchester being CO maintenance areas. If the maintenance area designation expires, the requirement for CMAQ CO target setting is also terminated.

State DOT Responsibilities

In addition to responsibilities described in the existing MOU between NHDOT and NH MPOs, NHDOT shall be responsible for, and shall be considered the lead agency in conducting, the following transportation planning and programming activities:

1. Develop and provide to Nashua UZA MPOs the current four-year performance target for the total emissions reduction of carbon monoxide per 23 CFR 450.306(d), 23 CFR 490.105(f), and 23 CFR 490 Subpart H.
2. New Hampshire's Statewide Transportation Improvement Program (STIP), in coordination with Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIP) will continue to implement congestion and emissions reduction programs such as traffic signal coordination, increased mass transit, RideShare, anti-idling and other traffic mitigation measures.
3. Provide consultation for and review of MPO planning level air quality determination of Long-Range Transportation Plans and Transportation Improvement Programs.

MassDOT agrees to coordinate with NHDOT and MPOs in the following activities:

1. Informing the MPOs of federal or state statutes, policies, regulations, and guidelines that bear upon metropolitan transportation planning and programming activities and contractual arrangements.
2. Coordinate with NHDOT and MPOs concerning the collection of performance data, the selection of performance targets, the reporting of targets and actual achievement of performance related to those targets.
3. Providing technical support, data, and information collected or maintained by the DOT and, to the extent feasible, data from other state agencies pertinent to the transportation planning work to be performed by the MPOs under this Agreement.

NH Department of Environmental Services Responsibilities

1. Serve as the lead agency in overall State Implementation Plan (SIP) development, coordination and implementation.
2. Coordinate the overall SIP consultation process.
3. Coordinate with EPA on SIP-related issues.

4. Provide consultation for and review of MPO planning level air quality determination of Long-Range Transportation Plans and Transportation Improvement Programs.

Public Transportation Operators Responsibilities

1. Coordinate with MPOs to share service information, ridership data and other data for use in the planning process, including the congestion management process, calculation of transit asset management performance measures for target setting and public transit safety target setting.
2. Coordinate with and assist the MPOs in the development and update of the Transit component(s) of their Transportation Plans, which may include, but not be limited to, transit system policies and service demands, transit service modifications and extensions, transit fares, and transit system capital facilities needs.
3. Provide information to the MPOs relative to the proposed programming of federal, state and local funds for metropolitan transit system improvements.
4. Preparing and submitting applications for state and federal mass transportation capital and operating assistance grants and administering approved grants.
5. Coordinate with MPOs on planning and programming for investments, including services, that cross MPA boundaries.
6. Nashua Transit System, Manchester Transit Authority and Lowell Regional Transit Authority will participate with the MPOs in the annual negotiation process to split FTA 5307 Urbanized Area Formula Funds, 5340 Growing States and High Density States funds, 5310 Enhanced Mobility for Seniors and Individuals with Disabilities funds, and 5339 Bus and Bus Facilities Program funds apportioned to the Nashua NH-MA Urbanized Area.

Effective Date, Duration and Termination

1. This MOU shall become effective upon execution by all signatories, and it shall remain in force until terminated or superseded by a new agreement.
2. This MOU may be amended periodically as facts or circumstances warrant or as may be required by state or federal laws, administrative regulations, or other orders or guidelines having the full force and effect of law. Changes in a community's affiliation with a specific RPC shall not invalidate this agreement or necessitate its amendment so long as the community continues to be represented in the MPO process. NHDOT or the MPOs may terminate this MOU by giving 60 days' written notice of such termination to the other parties. In the event of termination, the MPOs will be entitled to receive just and equitable compensation for any satisfactory work completed under this MOU to the effective date of such termination.

APPENDIX A

**Nashua, New Hampshire – Massachusetts Urbanized Area Transit Funding Distribution
Memorandum of Understanding**

This “Memorandum of Understanding” (MOU), dated March 12, 2020, constitutes the complete and binding agreement between the Nashua, New Hampshire - Massachusetts Urbanized Area (UZA) Designated Recipients with regard to the distribution of Federal Fiscal Year (FFY) 2020 Section 5307/5340 Urbanized Formula Funds, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Formula Funds and Section 5339 Bus and Bus Facilities Formula Funds. It is agreed that the funds will be distributed to the designated recipients as shown in the table below.

Designated Recipients

Manchester Transit Authority (MTA-CART)
Lowell Regional Transit Authority (LRTA)
Nashua Transit System (NTS)

Distribution of FFY 2020 Funds (Full year of funds based on final FFY20 full year apportionments).

FFY2020 FINAL APPORTIONMENTS
Full Year After Negotiations

Designated Recipients	5307	5310	5339	Total
CART	\$235,715	\$111,028	\$99,615	\$446,358
LRTA	\$126,870	\$0	\$17,605	\$144,475
NTS	\$1,415,142	\$90,144	\$81,629	\$1,586,915
Total	\$1,777,727	\$201,172	\$198,849	\$2,177,748

Further, all Designated Recipients agree that they will be responsible for the following administrative requirements with regard to the funding made available to them under this agreement: Grant filing and execution; Grant reporting requirements; and Grant matching requirements. Appropriation shall be net of any federal adjustments or take-down.

In addition, all parties agree that this MOU covers only FFY 2020 for 5307 and 5340, 5310 and 5339 funds. This MOU does not cover any other federal funding that may be available to any of the Designated Recipients through other sources. The Parties agree that this MOU is binding and in force for the distribution of FFY 2020 only and that, a new and separate agreement will be negotiated for the distribution of funds for FFY 2020 and beyond.

APPENDIX B

SUBAGREEMENT REGARDING THE CONDUCT OF AIR QUALITY PLANNING, PERFORMANCE TARGET SETTING AND TRANSPORTATION CONFORMITY COORDINATION IN THE NASHUA UZA

Between the

NASHUA REGIONAL PLANNING COMMISSION

SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES

NASHUA TRANSIT SYSTEM

MANCHESTER TRANSIT AUTHORITY

WHEREAS, the Cities of Manchester and Nashua were formally designated as carbon monoxide (CO) nonattainment areas and re-designated to CO attainment areas on January 29, 200 since1 (65 FR 71060), with the provision that CO maintenance plans be implemented;

WHEREAS, the MPOs serving the Nashua UZA must (1) Develop specific written provisions for the FHWA performance measure for on-road mobile source emissions, per 23 CFR 450.314(h); (2) Establish a 4-year performance target for the total emissions reduction of carbon monoxide, per 23 CFR 450.306(d), 23 CFR 490.105(f), and 23 CFR 490 Subpart H; and (3) Phase-in the performance measure and target into the MTP and TIP the first instance those documents are amended or updated, per 23 CFR 450.340;

WHEREAS, under the existing CO Limited Maintenance Plan of August 1, 2012, On-Road Mobile Sources have been identified as an emission category for development of CO reduction strategies;

WHEREAS, a Vehicle Miles Traveled (VMT) reduction strategy has been adopted as a key objective for state and local transportation plans, programs and projects;

WHEREAS, planning level air quality conformity determinations are required to be conducted with each four-year Metropolitan Transportation Plan update and two-year Transportation Improvement Program update.

NOW, THEREFORE, the Parties jointly agree as follows:

General Agreement

The Parties recognize an obligation in coordinating transportation/air quality planning matters of shared interest across agencies for the benefit of the Nashua UZA.

The Parties agree that policies that reduce vehicle use, traffic congestion, and their associated emissions, are key state and local transportation objectives. These include the promotion of ridesharing, alternative commuting arrangements, expanded public transit services, traffic signal coordination and

increased roadway capacity where vehicular congestion and delay are contributors to increased emissions.

Responsibilities of All Parties

- Maintain an ongoing consultative and cooperative process for determining conformity of transportation plans, programs and projects to the State Implementation Plan (SIP), ensuring that decisions made on improvements to transportation facilities and programs help to attain and maintain the NAAQS.
- Exchange information and expertise in matters of mutual concern and interest related to transportation and air quality. Each agency agrees to ensure the notification of meetings concerned with matters of such mutual interest, and to provide opportunities for collaboration on such plans, projects, studies and other research with each of the parties sharing the applicable local areas, transportation corridors, service routes, non-attainment or maintenance areas, states and larger regional areas.

NH Department of Environmental Services Responsibilities

- Serve as the lead agency in overall SIP development, coordination and implementation.
- Coordinate the overall SIP consultation process.
- Coordinate with EPA on SIP-related issues.
- Provide consultation for and review of MPO planning level air quality determination of Long-Range Transportation Plans and Transportation Improvement Programs.

New Hampshire DOT Responsibilities

- Develop and provide to Nashua UZA MPOs the current four-year performance target for the total on-road mobile source emissions reduction of carbon monoxide per 23 CFR 450.306(d), 23 CFR 490.105(f), and 23 CFR 490 Subpart H.
- If requested, provide target setting guidance to the Nashua UZA MPOs should they decide to establish their own targets for the CO emissions performance measure.
- Provide data used by NHDOT for statewide target setting and update data sets as required.
- New Hampshire's Statewide Transportation Improvement Program (STIP), in coordination with Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIP) will continue to implement congestion and emissions reduction programs such as traffic signal coordination, increased mass transit, RideShare, anti-idling and other traffic mitigation measures.
- Provide consultation for and review of MPO planning level air quality determination of Long-Range Transportation Plans and Transportation Improvement Programs.

NH Metropolitan Planning Organizations' Responsibilities

- Adopt either 1) the State of New Hampshire four-year performance target for the total emissions reduction of carbon monoxide per 23 CFR 450.306(d), 23 CFR 490.105(f), and 23 CFR 490 Subpart H, or alternatively or 2) develop a regional emissions target based on the region's cumulative reduction of CO from CMAQ projects with implementation phases during the

performance period. Provide NHDOT, FHWA and FTA with letters confirming the above action by the MPO Policy Committees.

- If MPOs choose to develop their own targets, they will provide NDHOT with any supplemental data utilized in the target-setting process.
- Phase-in the performance measure and target into the MTP and TIP the first instance those documents are amended or updated, per 23 CFR 450.340.
- The Nashua UZA MPOs will plan and program projects in the Long-Range Transportation Plan and TIPs that contribute toward the accomplishment of the relevant State DOT carbon monoxide reduction target.
- Conduct and adopt planning level air quality conformity determinations for Long-Range Transportation Plans and TIPs.
- Maintain regional forecasts of VMT through updates of land use growth and traffic model assumptions.
- Share data, planning assumptions and forecasts which impact emissions monitoring within the Nashua UZA.

Public Transportation Operators Responsibilities

- Coordinate with MPOs to share service information, ridership data and other data for use in the planning process and air quality conformity determinations.

NRPC TEN YEAR PLAN 2023-2032 PROJECT SUBMISSIONS & PRELIMINARY COST ESTIMATES

Costs inflated 2.8%/year to 2032

		<u>Federal</u>	<u>Local</u>	<u>Total</u>	<u>Total</u>	<u>Score</u>	<u>Rank</u>
Nashua	Bridge and Canal Sts Complete Streets	\$1,360,000	\$340,000	\$1,360,000	\$1,700,000	6.55	1
Nashua	NTS Bus shelters, lighting, benches, misc other	\$445,600	\$111,400	\$445,600	\$557,000	5.80	2
Merrimack	Replace Ped Bridge over Souhegan River #112/115	\$948,800	\$237,200	\$948,800	\$1,186,000	5.22	3
Wilton	Pedestrian bridge spanning Stony Brook	\$528,000	\$132,000	\$528,000	\$660,000	5.03	4
Regional	State Highway Traffic Signal Improvements	\$1,927,000	\$0	\$1,927,000	\$1,927,000	4.23	5
Brookline	Improve NH 13/Mason Rd intersection	\$145,000	\$0	\$145,000	\$145,000	2.88	6
Brookline	Reconstruct NH 13/Ruonala Rd intersection	\$527,000	\$0	\$527,000	\$527,000	2.23	7
<i>Add unfunded balance from previous round:</i>							
Nashua	Kinsley St sidewalks	\$293,900	\$73,470	\$293,900	\$367,370		
	Total	\$6,175,300	\$894,070	\$6,175,300	\$7,069,370		
	Biennial Allocation	\$6,175,000					