

Central NH Regional Planning Commission

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Transportation Advisory Committee

January 6, 2017

APPROVED Minutes

Bow Municipal Building, Bow, 10 Grandview Road, Bow

9:00 A.M.

Attendees	
Barbara Annis, Town of Warner	Betsy Bosiak, Town of Epsom
Emilio Cancio-Bello, Town of Sutton	Ted Houston, Town of Boscawen
Rob Mack, City of Concord	Ted Mitchell, Town of Pittsfield
Richard Moore, Town of Chichester	Stan Prescott, Town of Loudon
Jim Pritchard, Town of Pittsfield	Heather Shank, City of Concord
Christine Trovato, Town of Henniker	Harry Wright, Town of Bradford
Carol Macuch, NHDOT	Liz Strachan, NHDES
Tim White, NHDES	

Commission Staff: Sam Durfee, Steve Henninger, Jennifer Mock, Micheal Tardiff, Craig Tufts, Dean Williams

The meeting began at 9:07 A.M, called to order by Chair, Barbara Annis.

Review and Approve Meeting Notes of the November 4, 2016 TAC Meeting

Rob Mack (Concord) requested on Page 3 “It also includes the implementation of a Complete Streets policy” be removed. A motion was made to accept the notes of the November 4, 2016 TAC meeting as amended.

M/S/Passed Emilio Cancio-Bello/Stan Prescott

NHDES VW Settlement Presentation – Tim White

Tim White introduced himself to the TAC and provided a brief overview of the agenda for the presentation. He began by providing a history behind the settlement, explaining that it was discovered Volkswagen 2.0 and 3.0 liter diesel engines were equipped with defeat devices that violate the Clean Air Act, affecting approximately 580,000 vehicles nationwide. Time provided an overview of the consent decree, which outlines the three portion of the settlement: 1) the buyback or emissions modification on the subject vehicles, 2) \$2.7 billion to fully remediate the excess emissions from the subject vehicles, and 3) investment of \$2 billion to promote the use of zero emission vehicles and infrastructure. It was explained that New Hampshire has yet to agree to

participate in the settlement offer, however, if the state agrees to participate and estimated \$30 million will be allocated to the state as part of a mitigation trust fund that is based off of the number of Volkswagen 2.0 liter vehicles registered in the state. It can be expected that if the state decides to participate in the settlement, funds may begin to be available by the end of the calendar year.

Tim continued to discuss the Beneficiary Mitigation Plan, including required components of the Plan. The trust funds may be used for eligible projects, which includes Class 8 local freight and port drayage trucks, school, shuttle, and transit buses, freight switchers, ferries and tugs, ocean going vessels shorepower system, Class 4-7 local freight trucks, airport group support equipment, forklifts and port cargo handling equipment, light duty zero emission vehicle supply equipment, and the Diesel Emission Reduction Act projects. The trust funds also must follow cost-sharing guidelines, are not eligible for projects otherwise required by state or federal law, and only 15% of the allocation amount may be used for administrative costs.

The presentation continued with discussion on the proposal put together by NHDES on what the trust funds would be used for if the state agreed to the settlement. Tim explained the proposal will not exclude any of eligible mitigation actions allowed by the consent decree and will also utilize the allowable portion of funds (15%) for development of EV charging infrastructure to support EV travel within and through New Hampshire. Project selection criteria has not yet decided. It was also noted that additional data may be collected that can help determine the air pollution burden.

Several questions were asked after the presentation ended. It was asked if any additional requirements would be required by using the funds, such as having to plow sidewalks built with federal funding. Tim replied that he was unsure, as additional guidance and clarification will be needed when/if New Hampshire chooses to participate in the settlement. This is a similar answer to when it was asked if the First Student bus company would be considered a private or government company. It was also asked if there was additional tools available for data gathering. Tim was unsure of any off of the top of his head.

It was asked what the deadline for writing the mitigation plan is. Tim replied that once a trustee is formally put in place, the state has 60 days to certify as the beneficiary and then an additional 90 days to write the mitigation plan. It was asked what other New England states have participated in the settlement. It was explained that both Vermont and Massachusetts have chosen to not participate in the settlement and file their own claim against Volkswagen. The final question asked if funds could be used for emissions caused by heating oil. It was explained that the trust funds are intended for transportation related projects only.

Transportation Improvement Program/Ten Year Plan

Dean Williams updated the TAC on the status of the TIP. Project solicitation was sent to the Region's communities, including Town Administrators and Board of Selectmen. Project solicitations are due on February 1st. Existing projects in the TIP will remain in the TIP and Dean volunteered to help any community complete the project form for any new project they would like to submit. Dean mentioned that new projects he is aware of include Exit 1 on I-89, King Street in Boscawen, and the intersection of Route 4 and Route 127 in Salisbury. The Loudon Road project will be removed as it will be addressed as part of Urban Compact.

Dean presented the handout on the Surface Transportation Program with projects in the Ten Year Plan. A discussion on the Route 4 and King Street turning lane was brought up, with the possibility of putting the intersection back in the TIP to address the intersection further.

Dean recommended forming a subcommittee to review and rank the TIP projects for the TAC. It was agreed upon by the TAC and a subcommittee was formed with Stan Prescott, Christine Trovato, Betsy Bosiak, Richard Moore, Barbara Annis, and Rob Mack. The subcommittee will meet at CNHRPC on Friday, February 17. Project recommendations will be brought to the TAC for their March meeting for scoring by the whole committee. CNHRPC will have access to the Decisions Lens software used to rank the projects as well.

CNHRPC Special Projects

- **Concord Pedestrian Master Plan**
Craig Tufts noted that a Draft Concord Pedestrian Master Plan has been sent to TPAC and was received well. It will take an extra month to get to the City and make any changes. City staff did wish to add information on maintaining pedestrian access during construction and have a clear zone on sidewalks. Craig noted that the plan is wrapping up and can be expected to be voted upon by the TAC at the next TAC meeting.
- **Concord – Franklin Transit Feasibility Study**
Dean Williams indicated that the Request for Proposals will be going out this month for consultants to assist with the Franklin Transit Feasibility Study. CNHRPC will also be working with CAT to look at scheduling. This study is one of three studies currently underway with CAT, the other two being the Boarding and Alighting Study and a study looking at the scheduled routes in Concord.
- **Concord Boarding and Alighting Study**
Dean Williams provided an update to the TAC on the Boarding and Alighting Study. Data collection and data entry has been completed and analysis is expected to be completed by the end of the month. The results of the study will be brought to the next TAC meeting.

Regional Updates/Other Business

- **Mid State Regional Coordinating Council**
Dean Williams stated that the Department of Corrections is working to open a new facility located at the State Prison in Concord that will work with the transition of inmates. This new facility is expected to increase the number of riders. The Department of Corrections has continued to use the taxi voucher program, where the Department is only required to pay 20% of the taxi ride. Dean mentioned that there was four taxi voucher rides used last month.

Dean stated that the volunteer driver program (VDP) rides have remained steady. Currently \$10,000 match funding is needed to run the program and the RCC has recently applied for a community reinvestment funds. In addition, private donations are being received and he hopes to reach out to Towns to see for additional donations. Currently there are 22 active drivers in the program and the RCC continues to actively recruit additional drivers. There are a set of driver standards that individuals would need to meet in order to provide rides. There is also training provided to drivers.
- **CommuteSmart Central New Hampshire**

Mike Tardiff stated that CNHRPC has submitted a CTAP application to NHDOT to seek funding to expand CommuteSmart NH. The application includes a two-tier proposal. The first tier contains additional TDM funding for the four RPCs within the CTAP region and the second tier contains additional statewide funding. NHDOT is considering both of these options and Mike hopes to hear their decision by the next TAC meeting.

- Update from NHDOT

Carol Macuch from NHDOT stated that the TAP letters are in the Commissioner's office.

- Bow-Concord Presentation

Mike Tardiff stated that McFarland Johnson and NHDOT will be giving a presentation to the CNHRPC Full Commission on the Bow-Concord I-93 and I-89 project. The presentation will be next Thursday and all are invited. Mike stated that this project began in 2009 and is now in the engineering phase.

Next Meeting Date

The next TAC meeting was scheduled for February 3, 2017 at 9:00 A.M., at the Bow Town Hall.

Meeting Adjournment

The Meeting was adjourned at 10:40 A.M.