

Central NH Regional Planning Commission

28 Commercial Street, Suite #3

Concord, NH, 03301

Tel: (603) 226-6020

www.cnhrpc.org



**Transportation Advisory Committee
Bow Town Office Meeting Room C 10 Grandview Rd**

February 2, 2024

Meeting Minutes

9:00 A.M.

Attendees	
Richard Moore, Town of Chichester	David Tilton, SNHPC
Betsy Bosiak, Town of Epsom (chair)	Donna White, Town of Dunbarton (virtual)
Carolyn Cronin, Town of Pembroke	William Rose, NHDOT (virtual)
Karri Makinen, Town of Bow	Robin Payson, Town of Hillsboro (virtual)
Karen Hill, City of Concord	
David White, Town of Hopkinton	
Russel Tatro, Town of Webster	
Tim Blagdon, Town of Warner	

Commission Staff: Craig Tufts, Mike Tardiff, Vincent Pagano, Steve Henninger, Stephanie Alexander (virtual)

1. Call to Order and Introductions

The meeting began at 9:03 AM, called to order by Chair, Betsy Bosiak. All TAC members and guests present, both in person and virtually, introduced themselves.

2. Review and Approve Minutes of the December 1, 2023 TAC Meetings.

Betsy asked if there were any changes or revisions to the December 1, 2023 minutes. No one had any comments. A motion was made and seconded to accept and TAC committee unanimously approved the December 1, 2023 minutes.

3.NHDOT Ten Year Plan Update

Craig provided a brief review of the Draft 2025-2034 Ten-Year Transportation Improvement Plan (TYP) development and review process and invited William Rose to add his comments afterwards. The draft TYP went through the Governor’s Advisory Commission on Intermodal Transportation (GACIT) hearing process.

Meetings were held on November 8 and November 29, 2023. The intent of these meetings is not to take public testimony but rather to finalize the plan for legislative review and approval. The Governor has reviewed the plan, and made some edits, and then the draft plan went to the Legislature. There were minimal changes in our region. Craig reminded us how Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects were not in the first TYP draft, following the GACIT review, CMAQ projects are back. The Project Amendments were to add various non-EV projects and 15 EV projects from the 2022 application round to the Draft TYP. However, the Governor removed Project # 44629 -the Revision Energy application for direct current fast charging (DCFC) dispensers allowing EV charging at Fort Eddy Rd. Tim Blagden asked if this had anything to do with the state losing 15 million dollars on EV charging program/ projects. Craig didn't know and stated it was difficult to move quickly with new technology. William Rose said he heard the story but was not related to the NHDOT funding so he didn't have anything to add.

Discussion regarding new technologies continued. Richard and Betsy had a meeting where a group came in (Chichester and Epsom) to propose the installation of solar panels to be placed on a dump (closed landfill), a couple of years ago, and at that time, it was going to cost over a half million to a million dollars. Yet another proposal came in a couple of nights ago, and the current proposal included a lease payment of \$1,000 per month to the Town. Discussion ensued. It was also stated that demand for EVs has not kept pace. Craig concurred that this may partly be due to the availability of chargers and that news articles have confirmed this information. Robin Payson indicated that solar panels were installed on the Hillsborough landfill quite a few years ago, and they are deemed a successful project. Craig asked if there were additional questions, and if so, he could try to find answers. Betsy stated that these issues were interesting to discuss, even though not on the agenda, are welcomed.

Richard then asked a question about the status of the safety project in Route 28/ Webster Mills Road and Kelly Corner in Chichester; he said it was on the TYP at one time however people familiar with it (those at NHDOT and Hoyle Tanner) are no longer working on it and he asked if this project was dropped and could it be added back. CMAQ projects being brought back into the current Draft TYP triggered his inquiry. Betsy added the project was part of a safety corridor audit and Bill Lambert was on the safety crew, and there were supposed to be additional turn lanes, both north and south bound added. Craig and William will get back to the TAC committee with more information regarding the Chichester project.

4. Road Surface Management System (RSMS)

Vincent Pagano provided a detailed description of the Road Surface Management System (RSMS) via a power point presentation. He introduced RSMS as an asset management program developed via collaboration of the UNH Technology Transfer Center (T2), NHDOT, and regional planning commissions (RPC's). The RSMS is a program administered and managed by the RPC's and the goal is to assess the condition of town paved roads in order to provide a report detailing potential repair strategies, costs and priorities. RSMS also helps town highway departments and town officials to answer citizen's questions regarding road conditions. Vince continued to explain the RSMS process in further detail. First, a town's road inventory is completed with the CNHRPC's assistance. Secondly, a windshield survey is performed. Third, a priority analysis is conducted based on current surface conditions. Tim asked if the road segment nomenclature aligned with the NHDOT's road viewer database. Vince answered that NHDOT's road segments numbering system does not necessarily coincide with the RSMS. Then the question was asked if CNHRPC is collecting data involving shoulder width,

road width, and number of lanes. Vince answered that these details are included along with describing various types of crack assessments. We don't measure the shoulder width per say, but we do note the type of shoulder. Tim further inquired if the type of asphalt material is also noted and Vince confirmed it is. Vince indicated he adds notes during his assessment to describe the actual pavement appearance. Richard contributed that in his experience, water is the most factor affecting road conditions. Vince concluded his explanation of the RSMS process by explaining the fourth and fifth steps, Repair Selection and Planning and Budget Preparation. Karen Hill inquired if the data collection was similar to that done for SADES (NH's Statewide Asset Data Exchange System), Vince confirmed it is. Highway departments usually already have a plan regarding their roads however RPC's help the Town to budget for an additional expense that may be anticipated. Mike reinforced how RSMS ties into a Town's Capital Improvement Plan (CIP) Mike added that road agents in the central region have become more open to the RSMS technology and are utilizing it in order to help plan. Vince added that an inventory of every road in a Town is valuable information. A road in good condition costs less to maintain than those in poor conditions. The final deliverable includes maps, summary of scenarios and data, key findings and recommendations, as well as a report listing of roads for repair by year, and the type of intended repair. CNHRPC can also tailor the report to the Town's needs. CNHRPC has provided road assessment for the towns of Pembroke (2021), Canterbury (2022), Webster (2023), Bradford (2017), and Bow (2017). The question was asked how many can we do in a year and how many road miles were assessed. Vince explained that we can assess approximately 10 miles a day and Mike added that we can do two towns per year. Craig agreed that there was opportunity to utilize more sophisticated data collection tools. Dave White mentioned that his road (Hopkinton) could not be worked on due to lack of funding. Rebuilding a road is prohibitively expensive and Dave W. then asked if there are available grant opportunities. Mike mentioned that Targeted Block Grants (TBG) are available for our member towns. Betsy mentioned that she is working on federal grants and some involve a match. William said that federal funding sources are available for facilities considered federal aid eligible, and he also reinforced that the TBG's that Mike mentioned are specifically intended to address the road maintenance and repair issues discussed today. Other road issues such as speed were mentioned. Tim mentioned that NHDOT is developing their own Complete Streets Program Policy, and how there is hope that roads might be engineered differently if you want people to slow down. Mike ended the presentation with discussion how we've had RSMS success working with Russ in Webster, and how RSMS is a nice tool CNHRPC can offer. The question was asked regarding the approximate cost for startup of RSMS and Mike clarified that CNHRPC can provide this service under our Unified Work Program (UWP) Transportation budget. Pembroke is a great example of a Town using the RSMS system to support their CIP and also after Vince met with Bradford, they were able to make a successful case at Town meeting. Betsy then introduced the next topic.

5. Traffic Counting 2024 Season and Equipment Update

Vince provided an overview of our traffic counting program scheduled to begin in May. CNHRPC will send the 2024 request form to each town. The form includes a priority listing of road names, their location and towns can provide us with the details of what kinds of counts the Town desires including state roads. Mike added that we can also do radar counts. Vince mentioned the example of how we use a JAMAR radar counter in Epsom, therefore speed and volume data can be collected. Tim mentioned that Warner has digital signs showing speed. The discussion included the use of digital road signs for data collection of speed and counts of cars, and Craig referred to the specialized bike ped counter that CNHRPC utilizes on trails. The question was asked if we could get feedback from the police, and should the reference request form go to the town

administrator, the police and the road agent. Vince emphasized how collaboration and agreement of what roads to collect data on is very helpful. Betsy added that the form circulates through various departments in Epsom such as the planning board and each sector fills out the form. Vince offered to provide the historical data link to the Towns. It was suggested that CNHRPC include the link on the form. Betsy suggested that coordination with abutting towns, and the ability to utilize the other Town's data would be helpful. Questions were encouraged before moving on the next topic.

6. CommuteSmart New Hampshire Update

Vince reported that the January statistics are in and that we are currently planning for our Spring May bike challenge via our monthly CommuteSmart meetings. He announced that the International Winter Bike to Work Day (WBTW) is to be held on February 9, 2024 and credited Tammy Zamoyski at SRPC for running this challenge. Vince explained how to use the CommuteSmart NH app; Stephanie Alexander shared her calendar and how she logs her telecommutes, and then Craig shared how he uses the trip function to automatically log his planned bike rides and deletes the days he doesn't ride. Regarding WBTW day, the suggestion was made to solicit bike shops (i.e. the Trek shop in Concord) to contribute winter bike gear as an incentive for next year's WBTW day participation.

8. Next Meeting Dates

The next two TAC meeting dates were scheduled for Friday, April 5th and Friday, June 7th consistent with the first Friday of the month. The meeting location was not finalized, but will likely be at the same location.

9. Other Business

Betsy opened up the meeting to other business and Tim mentioned the TYP NHDOT hearing is scheduled for 10 AM on February 14, 2024 in Room 201 at the Legislative Office Building. Also, on February 5, 2024, the Central New Hampshire Bike Coalition (CNHBC) and the Concord Lake Sunapee Rail Trail (CLSRT) are scheduled to meet with the Concord School Board regarding the donation of bikes for K-1-P.E. classes, the goal being to reinstitute the culture of riding bikes, originally taught by their parents but no longer done to road safety concerns. Craig concurred that every kid should learn how to ride a bike. A successful project example of Bicycles for the Kearsarge School District in 2023 was provided.

The meeting was adjourned at 10:27 AM.