

Central NH Regional Planning Commission

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Transportation Advisory Committee

September 6, 2019

Minutes

Bow Municipal Building, Bow, 10 Grandview Road, Bow

9:00 A.M.

Attendees	
Harry Wright, Town of Bradford	Richard Moore, Town of Chichester
Todd Welch, City of Concord	Sam Durfee, City of Concord
Betsy Bosiak, Town of Epsom, TAC Chair	David White, Town of Hopkinton
Carolyn Cronin, Town of Pembroke	Tim Blagden, Town of Warner
Bianca Acebron Peco, Town of Webster	Cindy Yanski, Mid State Mobility Manager - BMCAP
Tim White, NHDES	Lucy St. John, NHDOT
Cam Prolman, SNHPC	

Commission Staff: Dean Williams, Mike Tardiff, Katie Nelson

The meeting began at 9:05 AM, called to order by Chair, Betsy Bosiak.

Introductions

All TAC members and guests present introduced themselves.

Review and Approve Minutes of the June 7th, 2019 TAC Meeting

A motion was made to accept the minutes of the June 7th, 2019 TAC meeting.

M/S/Passed Unanimously Tim Blagden/Carolyn Cronin

NHDOT Draft 2021-2030 Ten year Plan

Dean provided a presentation on the Draft 2021-2030 Ten Year Plan (TYP) by first reviewing the process that lead up to the release of the DRAFT TYP, including the RPC project solicitation process. He noted the strategies that NHDOT has recommended and reviewed with the Governor’s Advisory Commission on Intermodal Transportation (GACIT), including level funding assumptions, a focus on pavement preservation and red listed bridges, an increase in the cost of I-93 Exit 4A and the completion of I-93. He noted that the construction of the I-93 Bow-Concord project would be delayed two years from the previous TYP due to the need for more engineering and alternatives analysis.

Another strategy that NHDOT and GACIT have recommended is to continue to transfer 25% of the Congestion Mitigation and Air Quality (CMAQ) funds out of CMAQ and into other federal categories. Tim Blagden questioned whether there would be more opportunity to comment on that decision. Dean noted that the public will have opportunities to comment on the decision during the GACIT hearing process. He added that the state has already been flexing 25% of the CMAQ funding and the new TYP would continue to do that. Part of the reason being that CMAQ projects which are locally administered (LPA) tend to have delays and progress can be slow, including projects which have yet to begin or yet to be completed from previous rounds. Dean mentioned that the RPC's would be meeting next month and discussing how they can move forward with a plan to have NHDOT, LPA consultants, LPA municipal officials and RPCs work together to make the process more seamless. He agreed to reach out to NHDOT LPA certified municipal officials in the CNHRPC region and update the TAC on the outcomes.

Dean continued to review the Draft TYP by including new projects in the region or those of significance to the region. This included several State Aid Bridge projects and the inclusion of CNHRPC's number one new regional priority project, widening Manchester Street (US 3) in Concord from Garvins Falls Road to Airport Road. He also noted that the Capital Corridor rail project is in the DRAFT TYP and NHDOT will be releasing an RFQ for the project development and engineering phases of the project this winter. He also informed the TAC of the new statewide project to renumber the exits on the Tier 1 highways in 2023 so that they are mileage based, similar to neighboring states.

Richard Moore asked about how bridges get into the TYP. Dean mentioned that the NHDOT has a bridge strategy which aids them in selecting bridge projects. Bridges are inspected regularly by the state and reports are provided to the towns. Towns can also work with NHDOT or their RPC to initiate bridge projects. Richard mentioned US Route 4 through Chichester. Dean noted that there was funding in the previous TYP for the King Road Study in 2020 but this Draft TYP only covers 2021-2030, so some projects that are ongoing are not included within the Draft. Richard also mentioned NH 107 in Pittsfield where there is a serious drainage issue. Dean noted that that section of NH 107 is not Federal Aid Eligible so it would better fit as a district or maintenance project.

Dean then provided an overview of projects in the CNHRPC region which have seen significant changes in funding or schedule changes from the previous TYP to the Draft 2021-2030 TYP. Dean first explained that at the July GACIT hearing one of the councilors questioned if NHDOT was looking into mitigation on I-93 through Concord if indeed construction of the project was to be delayed two more years to 2026. NHDOT has begun to look at the feasibility of using shoulders during peak times as well as practices such as ramp metering. If these options are deemed feasible then NHDOT may study them more as interim measures before the I-93 Bow Concord widening is completed.

Dean then reviewed projects where the PE and ROW phases were moved up to better align with the scheduled timing of construction. He also noted a significant increase to funding for the Henniker-Hopkinton US 202 and NH 127 intersection project. The downfall of the funding increase was a delay of one year in Construction. Dean also touched on an LPA sidewalk project in Hillsborough that was delayed, noting that it is an LPA project under the Transportation Alternatives (TA) program. At the beginning of this TYP process CNHRPC received letters from the town of Loudon emphasizing their wish to construct the NH 106 and South Village Road intersection sooner. The construction phase of the project still remains in 2025 of the DRAFT TYP but there was an increase in funding within the Draft TYP. Also discussed were the bridges in Webster whose construction

phases have changed from the previous TYP. Bianca Acebron Peco mentioned that the project phases have once again changed since the DRAFT TYP was published, noting the NH 127 bridge over the Blackwater River would likely be constructed this year.

There is only one GACIT public hearing in the CNHRPC region which will be on September 16th at 6:00pm at NHDOT. NHDOT and GACIT will also be releasing a public survey to gather input, specifically for those who are unable to attend public hearings. There was a brief discussion on revenue, noting that the DRAFT TYP assumed level Federal funding, and that NHDOT and GACIT have not made any inclination that there would be a toll increase proposal. Although, the public is encouraged to provide feedback regarding revenue concerns through the public hearings and public survey. There was a question regarding the possibility from moving towards a mileage based user fee. Dean responded that NHDOT did receive a research grant regarding that subject so more information is anticipated to be available soon.

Congestion Mitigation and Air Quality Update

Dean informed the TAC that the CMAQ applications were due the day of the meeting (September 6). There were three projects in the CNHRPC region who submitted letters of intent. Tim Blagden noted it was very unlikely that the Concord – Lake Sunapee Rail Trail group would be applying for funding. Tim White noted that NHDES will be submitting an application for funding to construct Electrical Vehicle charging stations on state owned property in Concord and at Cannon Mountain. The infrastructure in Concord would likely be located at State Offices on Hazen Drive. Dean noted that there was also a letter of intent to apply from the NHDOT Bureau of Traffic. The application was to evaluate and implement flashing yellow arrow (FYA) traffic lights at intersections around the state where there is a separated left turn. Tim Blagden noted a safety concern for installing these where vehicles may turn into a pedestrian crossing the side street or not yield to cyclist coming from the other direction. Betsy Bosiak added that there is already one in Epsom at the intersection of US 4, NH 107 and North Road. She offered to check with Epsom Chief of Police, Wayne Preve regarding his experience with safety at that intersection. Dean informed the TAC that they would need to rank the two state projects within the CNHRPC region. He offered to do an initial staff evaluation and bring that to the TAC to inform their voting. The TAC also requested that someone from NHDOT and NHDES attend the next TAC meeting and present their projects.

Mid-State RCC Update

Dean Williams informed the TAC that the Coordinated Plan was complete and that a public comment period was held in July and August. No comments received. He added that the TAC had reviewed and discussed the goals and strategies section of the plan at the last meeting and asked that the TAC consider recommending the CNHRPC Full Commission consider the Plan for adoption.

A motion was made to recommend the Full Commission consider the **Mid-State RCC Coordinated Transit and Human Services Transportation Plan** for adoption.

M/S/Passed Unanimously Dave White/Harry Wright

Cindy Yanski, Mid State RCC Regional Mobility Manager was also present. She provided data regarding the Volunteer Driver Program (VDP), Rural Transit Services and the Taxi Voucher program. Dean noted the VDP had a significant increase in ridership so far this Fiscal Year. Lucy St. John questioned how the denial trips were defined. Cindy responded that they are requested rides that are unfulfilled, most commonly due to lack of a available volunteer driver.

NHDES Updates

VW Settlement

Tim White informed the TAC that NH has been a beneficiary of the VW settlement funds for about one year now and to date there have been 18 projects awarded to 9 grantees. The funding is being used for the state's Clean Diesel Program which will be accepting proposals for new projects in October. NHDOT is using approximately \$6 million of the funds for vehicle replacements. There were also two RFPs for school bus replacement previously.

National Drive Electric Week

Tim explained that National Drive Electric Week is Sept 14-22 and would include eight events around the state. On Saturday Sept 14th there will be an educational event in Concord at the Statehouse where EVs, EV technology, and EV infrastructure will be on display.

NH Clean Diesel Program – Diesel Emissions Reduction Act (DERA)

There will be approximately \$800,000 in funding available for the upcoming round of NH's Clean Diesel Program which is partially funded with EPA DERA funds. The goal is to get old diesel engines off the road and replaced with cleaner engines.

Next Meeting Date

The next TAC meeting was scheduled for October 4th, 2019 at 9:00 A.M. at the Bow Town Offices.

Other Business

Tim Blagden informed the TAC that the State of NH is updating their Bicycle and Pedestrian Plan, holding public hearings this month. Dean added that there is an interactive map available where the public can mark areas in their communities.

Katie provided a summary of the CommuteSmart NH June Statewide Challenge, noting the challenge winners. Winners included S&W Sports, NHDES Water Division, and NHDES Air Resources. Katie also announced the upcoming Fall Buses, Bikes, & Brooms Challenge that will be held from October 20 – November 2. Eligible modes include any form of transportation other than driving alone. Katie also mentioned that additional Transportation Demand Management work is beginning, such as a sample telecommuting policy.

Betsy Bosiak informed the TAC that she was working with Matt Monahan (CNHRPC) to develop a presentation on easements and right of ways for the CNHRPC Full Commission meeting on September 12. She asked that TAC members share any cases they were aware of in their towns where easements and right of way topics have been at the forefront.

Meeting Adjournment

A motion was made to adjourn the TAC meeting at 10:44am.