

**Central NH Regional Planning Commission**

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**Transportation Advisory Committee**

**September 7, 2018**

**Minutes**

Bow Municipal Building, Bow, 10 Grandview Road, Bow

9:00 A.M.

<b>Attendees</b>	
Sam Durfee, City of Concord	Betsy Bosiak, Town of Epsom
Rob Mack, City of Concord	David White, Town of Hopkinton
Tim Blagden, Town of Warner	Elizabeth Strachan, NHDES
Lucy St. John, NHDOT	Jessica Wilcox, NHDES
Richard Moore, Chichester	Carolyn Cronin, Pembroke
Matt Taylor, Bow	Anna Wells, Hopkinton

**Commission Staff:** Mike Tardiff, Dean Williams, Craig Tufts

The meeting began at 9:07 AM, called to order by Betsy Bosiak.

**Introductions**

All TAC members and guests present introduced themselves.

**Review and Approve Minutes of the June 1<sup>st</sup>, 2018 TAC Meeting**

A motion was made to accept the minutes of the June 1<sup>st</sup>, 2018 TAC meeting as written.

*M/S/Passed Unanimously Tim Blagden/David White*

**NHDES Diesel Emission Reduction Act (DERA) Program**

Elizabeth Strachan, NHDES Transportation Analyst, gave a PowerPoint presentation on the Diesel Emissions Reduction Act (DERA) FY 2018 NH Clean Diesel Grant Program. She began with an overview of DERA stating that the 2018 Grant Round would include funding from the Volkswagen (VW) settlement and that the total would be up to \$1,000,000. The funds are managed by NHDES and subgrants are awarded through a solicitation process. Elizabeth continued to explain the eligible projects and match available for each type as follows:

Highway Diesel Vehicles and Buses

- 25% of project costs for a vehicle with a new diesel engine
- 35% of project costs for a vehicle with a CARB diesel engine
- 45% of project costs for a vehicle with an all electric engine
- 50% of project cost for drayage (port vehicles) vehicles

#### Locomotives and Non-Road Diesel Vehicles and Equipment Replacement

- 25% of project costs for a vehicle with a new diesel engine
- 45% of project costs for a vehicle with an all electric engine

#### Marine, Locomotive, or Non-Road **Engine** Replacement

- 40% of project cost for a diesel engine replacement
- 60% of project cost for an electric engine replacement

#### Highway Engine Replacement

- 40% of project cost for a diesel engine replacement
- 50% of project cost for a CARB diesel engine replacement
- 60% of project cost for an electric engine replacement

#### Exhaust Controls

- Up to 100% of project cost

#### Verified Idle Reduction Technologies

- 25%-40% of project costs

#### Verified Aerodynamic Technologies & Verified Low Resistance Tires

- Up to 100% of project cost
- Must be combined with exhaust controls

Elizabeth also explained that the old engines and chassis must be destroyed. Tim Blagden asked how that process works and what the costs are. Elizabeth responded that the scrap yards who take the old engine or vehicle provide the demolition, and pictures are taken for documentation. Other eligibility restrictions include rules such that the vehicle being replaced cannot already be programmed for replacement within 3 years such as documented in a Capital Improvement Program. Quarterly reporting is also required for the first three years after a subrecipient receives a vehicle and annual reporting is required for the following two years. NHDES assists with the reporting. A question was raised regarding buses and infrastructure relating to electric vehicles. Elizabeth noted that this solicitation would be sent out to school bus transportation providers and another program with school buses would likely be part of the VW Settlement grants. She added that she believed charging infrastructure could be included as part of the project cost but would need to verify the details for such projects. Another question was asked regarding the timing of the solicitation for projects and town meetings. Elizabeth responded that in the past communities have had time to put the project match funding up for a vote at town meeting. Dean Williams questioned how many projects were funded last round and how many would likely be funded this round. Elizabeth answered that only three projects were funded last fall, but this round had much more money due to an EPA bonus and the VW settlement. She concluded by mentioning that the VW settlement funding was approximately 31 million dollars and the match needed for

those projects would not be as much although, unlike DERA, the VW money could not be used for off road vehicles such as back hoes, loaders and graders.

### **West Central Trails Plan**

Craig Tufts from CNHRPC introduced the West Central Trails Plan which documents rail trail efforts on the old Concord to Sunapee Rail Line and the Contoocook Valley Rail line which spurs off the main line roughly following the Contoocook river to Hillsborough and Deering. Both railroad lines were abandoned a long time ago and the majority of the old railbed has defaulted back to underlying landowners. Many efforts are underway to collect permanent easements along the Concord to Claremont line in Concord, Hopkinton Warner and Bradford. Craig displayed various segments of the rail trail including sections that are built and sections that are planned to be built. Many of the segments are looked at as small local projects although they are part of a bigger project connecting the entire length of the trail. Opportunities such as the Woods Woolen Mill brownfield site in Hillsborough are examples of the potential for creative ways to get parts of the trail built. A question was asked regarding where the money comes from for the trail materials and labor. Tim Blagden responded that the money often comes from donors but that is often used with match alongside other charitable grants to match larger grants for construction. Volunteers are crucial to the success of trail development and maintenance.

A motion was made that the CNHRPC TAC endorse the West Central Trails Plan.

*M/S/Passed Unanimously Matt Taylor/Richard Moore*

### **Regional Updates/Other Business**

- Dean Williams introduced the 2018 Transportation Alternatives Program grant round by first explaining the project applications that were submitted in the CNHRPC region. He added that the TAC would be responsible for ranking the regions applications and those scores would be submitted to the state where the projects would be scored against all of the projects submitted throughout NH. He then went through the scoring criteria and weights that NHDOT would be using which were identical to the criteria CNHRPC TAC used the last two rounds. Following the criteria review, Dean asked if TAC members would like to form a subcommittee to meet before the October TAC meeting to score the TAP applications from the CNHRPC region. Betsy Bosiak, Richard Moore, Time Blagden, Dave White and Rob Mack all volunteered to be on the TAP scoring subcommittee.
- Dean Williams noted that the 2019-2028 Ten Year Plan had recently been signed by the Governor and that all 9 of the RPC's and NHDOT are now beginning the 2021-2030 TYP update. Dean noted that CNHRPC has worked with many communities on local master plans and special projects throughout the region over the last few years, and that could be the basis for many of the projects to be submitted. He added that CNHRPC will be simultaneously soliciting projects for the Ten Year Plan and the region's Long Range Plan this fall. CNHRPC staff is looking to present the corridor based Long Range Plan, corridor by corridor, to local boards and town officials as an effort to solicit projects for the Plan. The projects for consideration may be as far out as 20 years in the future. The Long Range Plan will be updated regularly, and new projects can be added over time. Dean concluded that TAC

members would be notified when CNHRPC staff attend local board and committee meetings for project solicitation.

**Next Meeting Date**

The next TAC meeting was scheduled for October 5, 2018 at 9:00 A.M. at the Bow Town Hall.

**Any Other Business**

No other business was mentioned.

**Meeting Adjournment**

The meeting was adjourned at 11:01 A.M.