

**Central NH Regional Planning Commission**

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**Transportation Advisory Committee**

**December 6, 2019**

**APPROVED Minutes**

Bow Municipal Building, Bow, 10 Grandview Road, Bow

9:00 A.M.

<b>Attendees</b>	
Harry Wright, Town of Bradford	Richard Moore, Town of Chichester
Todd Welch, City of Concord	Sam Durfee, City of Concord
Donna White, Town of Dunbarton	David White, Town of Hopkinton
Bianca Acebron Peco, Town of Webster	
Cindy Yanski, Mid State Mobility Manager - BMCAP	William Rose, NHDOT Bureau of Planning

**Commission Staff:** Dean Williams, Mike Tardiff, Katie Nelson

In the absence of the Chair and Vice Chair, Richard Moore called the meeting to order at 9:06 AM.

**Introductions**

All TAC members and guests present introduced themselves.

**Review and Approve Minutes of the Oct 4th, 2019 TAC Meeting**

A motion was made to accept the minutes of the October 4<sup>th</sup>, 2019 TAC meeting.

*M/S/Passed Unanimously Bianca Acebron Peco/Dave White*

**NHDOT Ten Year Plan Update**

Dean Williams reviewed a handout with the TAC members that included all of the projects in the latest Draft of the Ten Year Plan (TYP) within the CNHRPC region. Several changes were noted including advanced construction on multiple bridges and the introduction of a new project involving widening of a southern section of NH Route 106 in Loudon.

William Rose noted that the Governor's Advisory Council on Intermodal Transportation (GACIT) held 20 hearings throughout the state which resulted in many of the changes noted from the previous (8-12-19) Draft 2021-2030 TYP. GACIT sent a letter to the Governor with their recommendations for the Draft 2021-2030 TYP which will next go to the NH Legislature for approval. The GACIT letter, as well as the current Draft 2021-2030 TYP and an explanation of project changes are all available on NHDOT's website. He added that with the additional bonding that GACIT approved, there would be significant amount of bridge projects advanced in

construction. Richard Moore questioned when the bonds would be paid and how. William Rose replied that the bonds would be getting paid back in the later years of the Ten Year Plan and it's anticipated that they would be paid using part of the allocation of FHWA funding. Without an increase in revenue to pay back the bonds, NH residents will see a decline in paving and bridge projects in the later years of the TYP as it's currently drafted. Dean added that there was some cost savings associated with completing all of the bridge projects sooner than later. He also noted that previous Ten Year Plans all had some bonding payments being taken off the top of the overall funding.

Richard Moore inquired about the US Route 4 corridor and whether there was any funding within the Draft TYP to look at improvements. William Rose responded that there is approximately \$700,000/year available beginning in FY 21 to fund corridor studies throughout the state. NHDOT envisions the funding being enough to fund two corridors per year. US Route 4 from Epsom to Lee is identified as one of the corridors to be studied, but the process for prioritizing which corridors are funded has not been finalized. More information on that will be distributed in the Spring of 2020. Mike Tardiff added that there is funding in the approved 2019-2028 TYP to study King Road and US 4 in Chichester.

### **NH Statewide Transit Assessment**

Dean Williams presented on the Statewide Transit Assessment, focusing on the research and recommendations for the CNHRPC region. He first reviewed the intercity service within the state and the recommendations for new services. The study looked at the following potential new intercity routes connecting to Concord; Keene to Concord, Laconia to Concord, Portsmouth to Concord and Hanover to Concord. The intercity routes could also have stops along the way in some of CNHRPC's more rural towns. The potential Keene to Concord intercity route considered a stop in Henniker mainly due to the concentration of college students without vehicles at New England College. It was noted that intercity trips are not typically frequent or regular trips like commuting trips. They would serve to get people visiting NH throughout the state and likewise allow people in NH to get to other cities within the state and to Boston/Logan Airport. Although it was noted there is some overlap between intercity routes and commuter routes. For example, one of the highest tier priorities for intercity routes was the Laconia to Concord route which could also act as a commuter route and stop in Tilton, Franklin and Boscawen. Dean added that this summer NHDOT put out an RFP to get providers to service the Laconia-Franklin-Concord and Keene-Nashua routes. There was approximately \$750,000 for 1.5 years of funding requiring 50% match for operating expenses. There were no proposals received for the Laconia to Concord service although it was anticipated that Concord Area Transit would be interested, the timing was not good for them.

Dean then reviewed the transit propensity information which was used to look at where local services and commuter connections were needed. Transit propensity is a measure of a variety of demographic and employment data that identifies communities and census blocks where transit would most likely succeed. Within the CNHRPC region, Pembroke and Allenstown (Suncook) was identified for having high transit propensity and no existing service. There was also a census block in Boscawen which scored high, likely due to the county retirement home and corrections facility. Dean continued to review the information regarding commuter services which primarily looked at services for people employed in Concord within the CNHRPC region. Dean concluded that the study had just been wrapped up and the big takeaway is the background information that went into the study and the variety of services prioritized in the event there is funding available to begin implementing new routes.

## **Regional Updates**

### **Concord Trails Plan Special project**

Dean briefly explained the Concord Trails Plan Special project and informed the TAC that there would be more updates on the project as it gets closer to completion.

### **Mid-State RCC**

Dean noted that there weren't any pressing issues regarding the Mid-State RCC but they would have more to update on some of the ongoing work at the next TAC meeting.

### **Commute Smart Fall Challenge**

Katie Nelson briefed the committee on the CommuteSmart Fall Commuter Challenge "Buses, Bikes, & Brooms" that occurred during the last two weeks of October. Moving forward, the CSNH Committee will focus on planning the more intensive, month long June Challenge and shift to focusing on other TDM planning and activities in the new year. Katie also noted that CSNH hosted a TDM strategy meeting with Vermont, Maine, and NHDOT staff regarding TDM practices occurring in each state and ways to potentially collaborate together in the future.

## **Next Meeting Date**

The next TAC meeting was scheduled for February 7, 2020 at 9:00 A.M. at the Bow Town Offices.

## **Other Business**

Richard Moore pointed out that the meeting really brought things together for him regarding the TYP, Long Range Planning and looming issues regarding transportation funding.

Dave White noted that the Concord Lake Sunapee Rail Trail would be holding public meetings regarding their efforts to continue connecting segments of the trail. Dean will send out the dates and locations once they become official.

## **Meeting Adjournment**

A motion was made to adjourn the TAC meeting at 10:47am.

*M/S/Passed Unanimously Harry Wright/Dave White*