

Central NH Regional Planning Commission

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Transportation Advisory Committee

April 2nd 2021

APPROVED Minutes

9:00 A.M.

Attendees	
Matt Taylor, Town of Bow	Harry Wright, Town of Bradford
Richard Moore, Town of Chichester	Dick Lemieux, City of Concord
Sam Durfee, City of Concord	Karen Hill, City of Concord
Donna White, Town of Dunbarton	Betsy Bosiak, Town of Epsom
Joe Devine, Town of Henniker	Dave White, Town of Hopkinton
Carolyn Cronin, Town of Pembroke	Emilio Cancio-Bello, Town of Sutton
Tim Blagden, Town of Warner	
Cindy Yanski, Mid State Mobility Manager, CAPBMCI	Lucy St. John, NHDOT Bureau of Planning

Commission Staff: Craig Tufts, Dean Williams, Katie Nelson, Mike Tardiff, Steve Henninger

Introductions

The meeting began at 9:02 AM, called to order by the Chair. Mike Tardiff then read a statement pursuant to Executive Order 2020-04, authorizing the TAC to meet electronically. All TAC members and guests present introduced themselves.

Review and Approve Minutes of the February 5th, 2021 TAC Meeting.

A motion was made to accept the minutes of the February 5th, 2021 TAC meeting.

*M/S/Passed Tim Blagden/Emilio Cancio-Bello
Abstentions – Betsy Bosiak, Joe Devine, Sam Durfee*

Transportation Alternatives Program (TAP) Round 4

Dean Williams briefly reviewed the Transportation Alternatives Program (TAP) goals and eligible activities before providing an overview of the application scoring process. NHDOT scores applications based on predetermined criteria as well as regional rankings adopted by the TAC. Dean reviewed the seven criterion that the TAC was asked to use to score the five applications in the region. He noted that CNHRPC staff was recommending including a criteria for socio-economic benefits, while the NHDOT was not using that as a criteria for this round due to impacts from the pandemic. After reviewing the criteria, Dean explained that the

NHDOT had not yet finalized their weights for the criteria but CNHRPC staff had developed recommended criteria weights. He compared the CNHRPC recommended weights for this TAP round with the TAP Round 3 criteria weights that the TAC had used in 2018. The following criteria weights were discussed:

Criteria	Sub-Criteria	Proposed Criteria Weights
Potenital for Success	Project Readiness & Support	15%
	Financial Readiness	10%
	Feasibility	7%
Safetey	Stress Analysis	18%
	Improve Safety Conditions	10%
Project Connectivity	Project Connectivity	28%
Socio Economic Benefits	Socio Economic Benefits	12%

Emilio Cancio-Bello questioned why Project Connectivity was increased so much from the previous round. Craig Tufts responded that Project Connectivity fulfils the purpose and need of the TAP program offering safe connections for people walking and biking. He added that the two safety criteria add up to the same weight percentile as the Project Connectivity criteria. Dean added that the Project Readiness, Financial Readiness and Feasibility sub-criteria are also grouped into the overall “Potential for Success” criteria which adds up to a similar weight as Safety and Project Connectivity.

Tim Blagden asked whether including Socio-Economic Benefit as a criteria when NHDOT is not could adversely affect the chances of a highly ranked regional project getting scored highly by NHDOT. Dean noted that most of the State’s Regional Planning Commissions are using socioeconomic data as part of their scoring process and the NHDOT’s scoring process has historically weighted the RPC Priority criteria low. Unfortunately, at the time of the meeting, NHDOT criteria weights for this TAP round (Round 4) were not available. Tim questioned what NHDOT’s perspective on funding projects that reconstruct sidewalks versus projects that construct new sidewalks. Dean responded that projects that reconstruct sidewalks may score higher under the Feasibility criteria and depending on the person scoring the projects, they may score a reconstruction project lower under the Safety criteria. He added that towns that want to reconstruct dilapidated and unsafe sidewalks on State Routes are faced with the provisions that NHDOT lays out, increasing the cost and making TAP the most viable means of rebuilding the sidewalks.

A motion was made to use the criteria weights as presented.

M/S/Passed Unanimously Matt Taylor/Tim Blagden

Dean reviewed the region’s five TAP projects, sharing maps and photos of each prior to discussing the scoring process. All TAC members were asked to review the five applications and score each application based on the seven criteria using a scoring sheet prior to the meeting. Eleven TAC members completed the scoring and CNHRPC staff also submitted a scoring sheet for a total of twelve. The average of those scores were presented to the TAC as well as the weighted averages.

CRITERIA	Bradford	Concord	Henniker	Hopkinton	Warner	CNHRPC Weights
Project Readiness & Support	6.60	6.45	6.12	6.68	6.68	15%
Financial Readiness	3.80	3.60	4.83	3.09	2.91	10%
Feasibility	2.94	2.87	3.09	2.86	2.38	7%
Stress Analysis	7.38	7.38	6.61	7.52	8.20	18%
Improve Safety Conditions	4.20	3.90	3.67	4.36	4.36	10%
Project Connectivity	10.64	12.04	9.58	10.95	12.21	28%
Socioeconomic Benefit	4.44	4.68	4.00	5.02	4.91	12%
Weighted Score	40.00	40.92	37.89	40.48	41.64	
Ranking	4	2	5	3	1	

Karen Hill noted that she felt the Financial Readiness score for Concord was fairly low due to the City of Concord having funding allocated in their Capital Improvement Program. She added that it is fairly easy and routine for City Council to appropriate the funding once the grant is awarded versus towns who have to go to town meeting. Matt Taylor pointed out that because of the range of how ready towns may be financially, he felt good about the weight for that criteria being low. Tim Blagden stated that himself and others spent a great amount of time reviewing and scoring the applications and he felt the scores accurately represented the projects. Matt Taylor and Betsy Bosiak echoed Tim’s comment that they didn’t see any need to adjust the average scores presented.

Dave White shared that he felt using a subcommittee process would have likely produced better results, and that with only twelve scorers, just a couple people scoring differently could really skew the results. Mike Tardiff responded that the limited timeframe and the need for a virtual process hindered our ability to utilize a subcommittee for reviewing and scoring. The benefit for this process was also that the majority of TAC members were able to review all five of the applications. Karen pointed out that with the ranks as presented, the number one regional project (Warner) scored the lowest in financial readiness which she felt may hurt its chances to rank highly as part of the NHDOT’s scoring process.

Dean explained that the TAC members were asked to score each application based on Socio-Economic Benefits although applicants were not given a space in the application to demonstrate project benefits for that criteria. Matt Taylor questioned how Hopkinton had scored the highest in that criteria. Dave White noted that the project was located in the economic heart of the village so considering economic impacts, TAC members may have given it a higher score. Dean shared the free and reduced lunch rate data that NHDOT had used in previous TAP rounds to score this criteria to help give projects in underserved communities a better chance to get funded. It was noted that Hopkinton did have a lower free and reduced lunch rate than other towns with applications.

A motion was made to accept the regional project ranks as presented.

M/S/Passed 11-1 Matt Taylor/Emilio Cancio-Bello

NHDOT Ten Year Plan Update

Dean Williams provided a brief update on the CNHRPC Transportation Improvement Program (TIP) and the NHDOT Ten Year Plan (TYP) FY2023-2032 Update. The CNHRPC Full Commission adopted the CNHRPC TIP on March 31st and recommended that NHDOT include the top two regional project priorities into the Draft FY2023-2032 TYP. It is anticipated that the Draft TYP will be available for the public this summer and the Governor's Advisory Council on Intermodal Transportation (GACIT) hearings will begin late summer/early fall.

Any Other Business

Katie Nelson informed the TAC that CommuteSmart New Hampshire is working to procure a Transportation Demand Management Software for the state. She added that there would be a Spring Challenge this May, where like in previous challenges, employers can compete against each other in commuting in alternative modes besides driving alone.

Next Meeting Date

The next TAC meeting was scheduled for May 7th, 2021 at 9:00 A.M.

Meeting Adjournment

A motion was made to adjourn the TAC meeting at 10:40am.

M/S/Passed Unanimously Matt Taylor/Emilio Cancio-Bello