

*Southwest Region Planning Commission*  
37 Ashuelot Street, Keene, NH 03431 603-357-0557 Voice 603-357-7440 Fax

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**Transportation  
Advisory Committee**

**Transportation Advisory Committee**

**June 4, 2018  
2:00 p.m.**

Kendall Lane, Chair  
*Keene*

Frank Sterling, Vice Chair  
*Jaffrey*

Susan Ashworth  
*HCS Community Care*

*Brian Barden  
Dublin*

Leslie Casey  
*Sullivan*

William Faulkner  
*Pathways for Keene*

Mia Gagliardi  
*Hancock*

John Gomarolo  
*Winchester*

Rhett Lamb  
*Keene*

Gus Lerandean  
*Swanzey*

Cheryl Mayberry  
*Walpole*

Leandra MacDonald  
*Peterborough*

Ed Smith  
*Hinsdale*

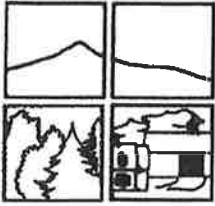
*with*

John Kallfelz  
*NH DOT District 4*

**Southwest Region Planning Commission  
37 Ashuelot Street  
Keene, NH**

**Agenda**

- I. Minutes of May 7, 2018
- II. Transportation Program Updates
  - a. Hinsdale-Brattleboro Bridge Project
  - b. Ashuelot Rail Trail Planning Pilot Project
  - c. Intermodal Transportation Center Feasibility Study
  - d. Peterborough NH 101 & US 202 Corridor Improvement Study
  - e. Monadnock Region Coordinating Council
  - f. Monadnock Alliance for Sustainable Transportation
  - g. 2018 Transportation Data Collection Activities
  - h. Other
- III. Critical Rural Freight Corridors
- IV. Next Meeting: July 9, 2018 (as may be needed)
- V. Adjourn



# Southwest Region Planning Commission

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## Transportation Advisory Committee

### Minutes

May 7, 2018

**Present:** Kendall Lane, *Chairman, City of Keene*; Frank Sterling, *Vice-Chairman, Town of Jaffrey*; Susan Ashworth, *Home Healthcare, Hospice and Community Services*; Brian Barden, *Town of Dublin*; William Faulkner, *Pathways for Keene*; John Gomarlo, *Town of Winchester*; John Kallfelz, *NH Department of Transportation (NHDOT)*; Gus Lerandeau, *Town of Swanzey*; Leandra MacDonald, *Town of Peterborough*; Ed Smith, *Town of Hinsdale*.

Staff members present: Tim Murphy, *Executive Director*; J.B. Mack, *Principal Planner*; Becky Baldwin, *Office Manager*.

Guests: Michael Abbott, *NH State Representative*; Lucy St. John, Tracy McAllister, *NHDOT*; Jessica Wilcox, Elizabeth Strachan, *NH Department of Environmental Services (NHDES)*.

Chairman Lane called the meeting to order at 2:00 p.m., welcomed those in attendance, and introductions were made.

### I. Minutes of March 5, 2018

The minutes of March 5, 2018 were approved as submitted by unanimous vote.

### II. Transportation Program Updates

J. B. Mack referred to the agenda item in the meeting packet that provides updates on the following transportation-related matters:

- 2019-2028 Ten Year Transportation Improvement Plan
- Hinsdale-Brattleboro Bridge Project
- Monadnock Region Coordinating Council
- Monadnock Alliance for Sustainable Transportation

J. B. Mack reviewed the items briefly and encouraged TAC members to contact him with any follow-up questions.

### III. Presentation: The Future of Electrical Vehicle Charging in New Hampshire

J. B. Mack introduced Jessica Wilcox from the NHDES who explained that one of the goals of NHDES is to improve air quality by implementing strategies that will reduce the use of petroleum. She noted that NHDES will be one of the sponsors of the *Green Your Fleet* event that will take place at the NH Motor

Speedway on June 1, 2018. She explained that one of the ways to decrease our dependence on petroleum is through the use of electric vehicles which have been in existence since the early 1900's. She referred to a map that showed the number of electric vehicles registered in New Hampshire by county, pointing out that there has been a 30% increase in registrations over the past year. Electric vehicles have become more popular since the price for batteries has decreased and the miles per charge have increased. She explained the three ways currently used to charge electric vehicles which consist of: level 1 which uses a standard household outlet that provides 2-3 miles per hour of charging, level 2 which provides 10-20 miles per hour of charging and DC Fast Charging which provides 60-80 miles per hour of charging. Level 2 charging stations cost between \$1,000 - \$20,000 to install and DC Fast Charging stations cost between \$25,000 - \$100,000.

Jessica Wilcox explained that approximately 40% of greenhouse gases in New Hampshire come from vehicle emissions. Automakers are working on developing electric vehicles for the future and by 2025 Ford, GM, Mercedes-Benz, Toyota, Lexus and Volvo will all have vehicles available for the public. With the increase in the use of electric vehicles we need to have infrastructure in place that will accommodate not only our residents but visitors from other states. Strategies to consider include utilizing electric vehicles for municipal fleets and providing workplace charging stations for employees.

Jessica Wilcox noted that in 2015 the City of Durham installed charging stations in their municipal parking lot that cost \$10,000 to install and \$400 per year to maintain. The City of Portsmouth has also installed electric charging stations for the total amount of \$9,000. Both cities received a \$5,000 grant from NHDES for the installations.

Ed Smith asked if the goal is to eliminate the use of fossil fuels in our vehicles, has anyone considered where the funds will come from to maintain our highways. One option that has been suggested is to develop a method where electric vehicle owners are charged for the miles they drive through the vehicle registration process.

Wink Faulkner asked if enough data is currently available to know where charging stations should be placed throughout the state. Liz Strachan replied that they are currently looking at plans that have been developed in other states such as Vermont. Chairman Lane observed that it will be more difficult for rural areas to support installation of charging stations noting that 80% of NH is rural. Liz Strachan noted that the primary charging locations for more rural areas will be at vehicle owner's homes and workplaces.

John Gomarolo noted that NHDES has had electric cars for several years and asked if they've seen any advancement in the technology. Liz Strachan noted that there were quite a few problems with the first vehicles they owned, but technology has improved and they now have hybrids in their fleet that can get up to 78 mpg.

Ed Smith asked if any thought has been given to the aspect of supply and demand on charging stations during tourist season and what time will be involved in charging 1,000s of vehicles. Jessica Wilcox explained that this is one of the aspects that is being considered since it will be important to be able to charge a vehicle in the same amount of time it takes to fill a fuel tank. Wink Faulkner asked if there is a private partnership that could be formed with the State to develop electric vehicle recharging stations. Liz Strachan noted that there isn't enough of a market out there at present for the private sector to be interested. Mike Abbott asked if the P3 Commission has any thoughts on this. Tim Murphy noted that both he and Ed Smith serve on the P3 Commission that are exploring private/public partnerships and although they have solicited projects, no proposals have yet been submitted of this type. Ed Smith added that there needs to be some kind of economic incentive to make this work.

J. B. Mack asked if funding will be available from the Volkswagen settlement that can be used to fund electric vehicle recharging infrastructure. Liz Strachan explained that although \$31 million will be

coming to NH from this settlement, the majority of it will be used for the replacement of older diesel vehicles. She added that the plan is to have approximately 15% of the funding used towards electric vehicle charging infrastructure.

Jessica Wilcox explained that they are making presentations like this across the state to get people thinking of ways to promote electric vehicles and their infrastructure through the planning process, encourage builders to invest and identify locations for electric vehicle charging stations. Tim Murphy noted that it will be important to get the word out to communities so they are aware of the dynamics involved in planning for future infrastructure to accommodate electric vehicles. He suggested presentations at events sponsored by the NH Planners Association, NH Municipal Association and Office of Strategic Initiatives. Leandra MacDonald asked if they have any model legislation that would encourage basic infrastructure changes and Jessica Wilcox noted they have some resource information they could provide.

#### **IV. Presentation: Critical Rural Freight Corridors**

J. B. Mack referred to the presentation that was given during the March 5<sup>th</sup> TAC meeting on the development of the NH State Freight Plan that is required to access federal National Highway Freight Program (NHFP) funding. Approximately \$4.5 million is set aside annually to invest in highway improvements for freight transportation through the NHFP. Goals of the NHFP include strengthening economic competitiveness in the U.S., reducing congestion, reducing the cost of freight transportation, improvement of year-round reliability and increasing productivity.

NHDOT has requested that the RPC's provide feedback regarding the designation of critical rural freight corridors (CRFC) and critical urban freight corridors (CUFCs) throughout the state to be known as the National Highway Freight Network (NHFN). Up to 150 miles of highways in the state can be designated as CRFCs and, as a rural region, some of these miles may be designated in Southwest NH. J. B. Mack reviewed the criteria specifications noting that not all of them need to apply for a corridor to be designated. He added that the most flexible of the criteria calls for a corridor to be "vital to improving the efficient movement of freight of importance to the economy".

Several examples of areas that might qualify for designation as a CRFC were discussed including: Winchester Street in Keene to the Swanzey town line, Route 101 in Keene to the Marlborough town line, Manning Hill in Winchester, bottleneck and congested areas on Route 202 in Jaffrey and Peterborough, and Route 9 in Stoddard and Antrim. Chairman Lane asked if TAC is being asked to prioritize the areas they identify since only \$4.5 million is available statewide. Lucy St. John responded that more guidelines will be provided regarding final designation once the State Freight Plan is developed, but for now NHDOT is looking at any nominations. It will pass on nominations to the consultant working on the Plan.

J. B. Mack referred TAC members to two documents that were created by SWRPC including *Southwest Connects: Southwest Region Transportation Plan 2014-2035* and *A Profile of Freight Transportation in Southwest New Hampshire* that provide insight regarding congestion, load limits, height and width restrictions, and pavement conditions related to freight transportation within the region. He also showed a series of maps that depict statewide truck volumes by class and regional volumes, crashes, pavement conditions, and bridge conditions. Another series of maps track the commodity flow of inbound and outbound freight by tonnage and value. Additional maps related to employment and projects included in the SWRPC Regional Transportation Improvement Program were also reviewed.

Chairman Lane had to leave the meeting and Vice-Chairman Sterling continued to chair the remainder of the meeting.

Vice-Chairman Sterling suggested that TAC members compile lists of areas they would like to see considered for CRFC designation and send them to J. B. Mack. J. B. Mack noted that he would make today's presentation available electronically for TAC members to assist them with this task and suggested lists be returned to him in a couple of weeks. Lucy St. John noted that recommendations need to be submitted to NHDOT by June 30<sup>th</sup>. Tim Murphy pointed out that the next scheduled meeting of TAC will be in July and questioned if it would make sense to meet again prior to the list being compiled and sent to NHDOT. Vice-Chairman Sterling suggested that TAC members submit their recommendations to staff by May 21<sup>st</sup> and consider meeting on June 4<sup>th</sup> to discuss them prior to submittal to NHDOT. J. B. Mack provided a handout that includes ranking criteria to assist TAC members in making their recommendations. He suggested that TAC members provide him with a listing of their top five recommendations giving their reasons for each based on the criteria provided.

**V. Next Meeting: June 4, 2018**

The next meeting of the TAC is scheduled to take place on June 4, 2018 at 2:00 p.m.

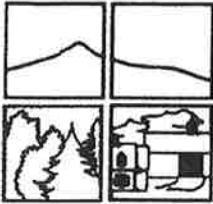
**VI. Adjourn**

The meeting adjourned at 3:30 p.m.

Respectfully submitted,



Rebecca I. Baldwin  
Office Manager



# Southwest Region Planning Commission

37 Ashuelot Street, Keene, NH 03431

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## Agenda Item II

**Date:** June 4, 2018  
**To:** Transportation Advisory Committee  
**From:** Staff

**RE:** Transportation Program Updates

### Background

Several transportation-related items of interest are on-going and are outlined below. These items can be discussed further during the June 4<sup>th</sup> meeting.

- a. Hinsdale-Brattleboro Bridge Project: The Hinsdale-Brattleboro Existing Bridges Subcommittee, a new subcommittee of the Hinsdale-Brattleboro Bridge Project Advisory Committee (PAC), conducted its first meeting on May 23<sup>rd</sup>. The Subcommittee's charge is to explore the challenges and opportunities for reusing the Charles Dana and Anna Hunt Marsh Bridges and Hinsdale Island after the new Connecticut River bridge is constructed. Like the PAC, the Subcommittee receives administrative support from SWRPC and Windham Regional Commission, with technical assistance from NHDOT and VTrans. The May 23<sup>rd</sup> meeting included an overview of Hinsdale-Brattleboro Bridge project #12210C, and a review and discussion about the Subcommittee's purpose, membership, process, timeline and deliverables. More information is provided as Attachment 1 to this memo.
- b. Ashuelot Rail Trail Planning Pilot Project: For several years SWRPC has received input from municipalities, interest groups and the general public describing the area's rail trails as regional untapped assets capable of improving access to recreational opportunities and the natural environment, expanding economic opportunities, and making new transportation connections. The focus of this initiative is the Ashuelot Rail Trail, which extends from its intersection with Emerald Street in Keene approximately 21.5 miles south through Swanzey, Winchester, and Hinsdale. On May 3<sup>rd</sup>, SWRPC hosted the first meeting of the Ashuelot Rail Trail Planning Project Advisory Committee (PAC), a group formed to aid and guide staff in the development of a vision and plan for the Ashuelot Rail Trail. The first meeting of the PAC included an orientation to the project and scope of work, review of a draft survey aimed at understanding use and areas of concern, as well as a map exercise to identify key needs and assets. During the meeting, attendees discussed shared interests in improving the trail, the positive impact it has made in their communities, as well as identified past initiatives and resources that can inform the current project. More information is provided as Attachment 2 to this memo.
- c. Intermodal Transportation Center Feasibility Study: SWRPC will soon begin its Federal Transit Administration funded Intermodal Transportation Center (ITC) Feasibility Study. The idea of an ITC is seen as an opportunity to further enhance the Greater Keene area's role as a regional service center, to facilitate orderly community development activities and promote smart growth, become a catalyst for economic activity, and serve as a cultural center for the community and the region. This two-year study anticipates assistance from a consultant and support from an advisory committee. The scope of work includes research and data collection, a needs assessment, and public forums. The scope of work also envisions a scenario planning exercise assessing potential ITC locations and provide information in support of various alternatives.

- d. Peterborough NH 101 & US 202 Corridor Improvement Study: SWRPC is preparing for a planning initiative with the Town of Peterborough and NHDOT to guide land use planning and transportation infrastructure investments on the NH 101 and US 202 Corridors near the town center. The purpose of the Study is to develop a unified local, regional and state strategy for the use, development, and management of NH 101 and US 202 in the project area. The Study will assess a broad range of factors affecting both highway performance and community development including an evaluation of the capabilities of the highways to accommodate growth as well as the identification of development constraints. A focus of the Study will be to assess opportunities to address access management and multimodal transportation options along the highway corridors.
- e. Monadnock Regional Coordinating Council for Community Transportation (MRCC): Since the May 7<sup>th</sup> TAC meeting, the MRCC held two Executive Committee meetings and one meeting of the Outreach Subcommittee. The Executive Committee included meetings summarizing the results of two community transportation forums held during April, and a discussion about increasing the use of Federal Transit Administration Section 5310 Purchase of Service funds towards ambulatory unmet need ride requests using taxis and other backup transportation resources. The Outreach Subcommittee discussed next steps for following up with community transportation forum attendees, as well as preparing to contract a graphic designer to help the MRCC with branding and a logo.
- f. Monadnock Alliance for Sustainable Transportation (MAST): Since the May 7<sup>th</sup> TAC meeting, the MAST Bicycle Friendly Community (BFC) Subcommittee and the MAST Carsharing Subcommittee both met. The BFC Subcommittee focused on Bike to Work Week (May 13 - 19, 2018) activities and outreach with the City of Keene, Monadnock Buy Local, The Bicycle Mayor of Keene, and others. The Carsharing Subcommittee discussed a plan to engage Zipcar and Enterprise to explore the feasibility of launching a carsharing service in the Keene area. The MAST Complete Streets Subcommittee will meet in July to review up to nine project applications as part of the Monadnock Region Complete Streets Implementation Grant, which are due by June 29, 2018. In addition to the activities of the subcommittees mentioned above, MAST anticipates releasing a guidance document aimed at helping employers promote transportation options.
- g. 2018 Transportation Data Collection Activities: During May, SWRPC began a variety of data collection activities to support local, regional, and statewide transportation planning initiatives. These activities include ongoing work to conduct culvert and stream crossing assessments in the communities of New Ipswich and Chesterfield. The aim of these assessments includes to better inform capital improvements planning, maintenance, and hazard mitigation activities. SWRPC continues to support the NHDOT Bureau of Traffic with short term traffic counts at over 350 locations throughout the region, as well as many local requests. SWRPC is also conducting studies related to freight or truck traffic use, bicycle and pedestrian travel, and carpooling. In addition, SWRPC is offering road surface management system data collection and planning assistance and will be working with the Town of Hancock after successfully completing a pilot project with the Town of Dublin in 2017.
- h. Other: SWRPC staff and Committee members may suggest other transportation related updates during the June 4<sup>th</sup> meeting.

## **Recommendation**

For your information.

## HINSDALE, NH – BRATTLEBORO, VT CONNECTICUT RIVER BRIDGE PROJECT

### Existing Bridges Subcommittee

#### OVERVIEW

#### I. PURPOSE

The purpose of the Existing Bridges Subcommittee is to develop a vision for the Charles Dana and Anna Hunt Marsh Bridges and Hinsdale Island, including the envisioned activities and uses of the bridges and island, physical changes, management and maintenance considerations, and expected impacts on economic development, tourism, transportation/access, and recreational opportunities.

The Existing Bridges Subcommittee reports to and advises the Hinsdale-Brattleboro Bridge Project Advisory Committee formed by the New Hampshire Department of Transportation and the Vermont Agency of Transportation.

#### II. MEMBERSHIP

The Existing Bridges Subcommittee will be comprised of the following members: three (3) people representing public safety, two (2) people representing municipal public works and/or highway departments, two (2) people representing economic development organizations, two (2) people representing rail trail user groups, one (1) person representing the Town of Hinsdale, one (1) person representing the Town of Brattleboro, one (1) person representing public health, and one (1) person representing historic interests. Approximately half of the Subcommittee membership should be stakeholders from Hinsdale or the state of New Hampshire, and the other half should be stakeholders from Brattleboro or the state of Vermont.

#### III. PROPOSED PROCESS & DELIVERABLES

1. **Evaluate Existing Conditions.** This could include, but is not limited, to creating an inventory of existing plans, policies, and reports having a bearing on the future use and management of the existing bridges and/or island, gathering data on current uses and activities, gathering information on the structural conditions of the bridge, and gathering information about the island's conditions.
2. **Conduct Public Outreach and Engagement Activities.** The Existing Bridges Subcommittee should solicit input from the public to better understand concerns related to the bridges/island and develop an inclusive vision that is informed by a cross-section of community stakeholders. Public engagement activities could include holding one or more public meetings, conducting a resident survey, conducting a public workshop, etc.
3. **Develop a Vision for the Existing Bridges and Island.** After the Existing Bridges Subcommittee has assessed the existing conditions of the bridges and island and received public input, the Subcommittee should develop a vision for the bridges and island which includes the envisioned activities and uses of the bridges and island, physical changes, management and maintenance considerations, and expected impacts on economic development, tourism, transportation/access, and recreational opportunities.

As the planning process unfolds, the Existing Bridges Subcommittee and Hinsdale-Brattleboro Bridge Project Advisory Committee may determine other Subcommittee activities will be necessary.





## PLAN FOR ASHUELOT RAIL TRAIL: A PILOT PROJECT

Let's create a more accessible and useful rail trail in your community!

Rail trails have long been recognized as a way to improve local and regional opportunities related to transportation, recreation, economic development, and health throughout Southwest New Hampshire. A variety of individuals and groups take on maintenance of rail trails, and they are enjoyed routinely by residents and visitors alike. Southwest Region Planning Commission (SWRPC) sees value in developing a plan which addresses the future of our rail trails.

### WHAT WILL BE ACCOMPLISHED?

**Plan for Ashuelot Rail Trail** is a planning effort aimed to address challenges and opportunities along the approximately 21.5-mile stretch of trail between the Massachusetts state line and Keene, New Hampshire. The project will collect data on existing trail use, conditions, and amenities and conduct meetings among municipalities and other stakeholders to both share information and consider maintenance, connectivity, safety, and coordinated improvement to the trail. The project will result in a common vision for Ashuelot Rail Trail to better inform volunteer groups, local government, and regional and statewide transportation planning.

### WHO IS INVOLVED?

Over time, the need to coordinate on improvements to the rail trail has risen for local, regional, and statewide groups. Because of the importance of rail trails to the transportation network of our region, a collaborative approach is needed. SWRPC is working with communities along the rail trail corridor to review and prioritize solutions to issues and needs through an 18-month planning process.

The Ashuelot Rail Trail is an enormous transportation, recreation, and health asset to a wide variety of users throughout the year.



## WHAT HAS BEEN DONE SO FAR?

Over the years, statewide initiatives have successfully addressed "big picture" needs. In 2005, the New Hampshire Department of Transportation published the *State Trails Plan*, which identified corridors throughout the State and provided guidelines for their development by taking into consideration trail users, design, management, and future needs.

In 2014, SWRPC published an update to the Region's long range transportation plan, *Southwest Connects*, which documents the need for regional rail trail planning, recognizes the importance of railroad rights-of-way for current and future use, and identifies rail trails as assets to each of the eight transportation corridors described in the Plan.

Today, a project is underway to assess the current condition of the Ashuelot Rail Trail, its users, and plan for the future.

## HOW CAN I PARTICIPATE?

SWRPC will announce the availability of a project website shortly. A variety of outreach methods are planned, including surveys for the general public and municipalities, interviews, a project open house, and rail trail tours. For more information, please contact:

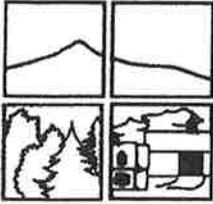
Henry Underwood, Southwest Region Planning Commission (SWRPC) at [hunderwood@swrpc.org](mailto:hunderwood@swrpc.org) or (603) 357-0557.

## PROJECT ADVISORY COMMITTEE

In addition to SWRPC, a project advisory committee will oversee the development of a rail trail plan.

## TIMELINE

The project will formally start in March of this year and be completed by the end of June 2019.



## *Southwest Region Planning Commission*

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### Agenda Item III

**Date:** June 4, 2018  
**To:** Transportation Advisory Committee  
**From:** Staff

**RE:** Critical Rural Freight Corridors

#### **Background**

Since the May 7<sup>th</sup> TAC meeting, members were asked to consider and nominate candidates for Critical Rural Freight Corridor (CRFC) designation in Southwest New Hampshire. Staff are compiling TAC and staff CRFC recommendations and will provide a presentation during the June 4<sup>th</sup> meeting that cross-references those highway segments and intersections with available freight data to facilitate in developing a prioritized list that can be forwarded to NHDOT and considered for the New Hampshire Freight Plan.

#### **Recommendation**

Review and consider nominations for New Hampshire's CRFC system along with relevant data and develop CRFC priorities for Southwest New Hampshire for recommendation to NHDOT.