

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

**Transportation
Advisory Committee**

Transportation Advisory Committee

**May 7, 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 Lerandeau
Swanzey

Cheryl Mayberry
Walpole

Leandra MacDonald
Peterborough

Ed Smith
Hinsdale

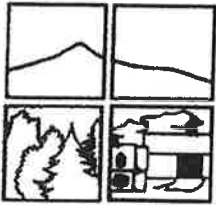
with

John Kallfelz
NH DOT District 4

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

Agenda

- I. Minutes of March 5, 2018
- II. Transportation Program Updates
 - a. 2019-2028 Ten Year Transportation Improvement Plan
 - b. Hinsdale-Brattleboro Bridge Project
 - c. Monadnock Region Coordinating Council
 - d. Monadnock Alliance for Sustainable Transportation
 - e. Other
- III. Presentation: The Future of Electrical Vehicle Charging in New Hampshire
- IV. Discussion: Critical Rural Freight Corridors
- V. Next Meeting: July 9, 2018 (as may be needed)
- VI. Adjourn



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Transportation Advisory Committee

Minutes

March 5, 2018

Present: Kendall Lane, *Chairman, City of Keene*; Frank Sterling, *Vice-Chairman, Town of Jaffrey*; Brian Barden, *Town of Dublin*; Leslie Casey, *Town of Sullivan*; William Faulkner, *Pathways for Keene*; Mia Gagliardi, *Town of Hancock*; John Gomarolo, *Town of Winchester*; John Kallfelz, *NH Department of Transportation (NHDOT)*; Rhett Lamb, *City of Keene*; Gus Lerandean, *Town of Swanzey*; Leandra MacDonald, *Town of Peterborough*; Cheryl Mayberry, *Town of Walpole*; Ed Smith, *Town of Hinsdale*.

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

Guests: Michael Abbott, *NH State Representative*; Lucy St. John, Jon Evans, *NH Department of Transportation*; Erica Roper, *Windham VT Regional Planning Commission*.

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

I. Minutes of January 8, 2018

The minutes of January 8, 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
- Jaffrey Dogleg Project
- Vilas Bridge Project
- Public Private Partnership Initiative
- Asset Management Plan
- Electrify America
- Peterborough application for Federal Transit Administration Funding
- Monadnock Region Coordinating Council

J. B. Mack reviewed the items briefly and encouraged TAC members to contact him with any questions they might have on the above topics.

New Hampshire State Representative, Michael Abbott provided a brief report on the status of the FY 2019-2028 Ten Year Transportation Improvement Plan (TYP). He noted that the House Public Works and Highways Committee is recommending that the proposed \$4 million in the TYP to study commuter rail be used instead to study the bus transportation system. He advised that this and additional changes may be made when the TYP goes before the full NH House and the NH Senate.

III. Presentation: NH Statewide Freight Plan

J. B. Mack introduced Lucy St. John, Senior Planner from the NHDOT Bureau of Planning. Lucy St. John explained that NHDOT needs to develop a Statewide Freight Plan in order to be eligible for certain types of federal funding. She noted that the intent of the Plan is to understand freight travel patterns in NH, freight congestion and travel delays, and the role of different freight modes as well as identify the role NH's freight system has in the regional, national and global economy. She briefly reviewed the public outreach efforts underway to inform the Plan including meetings of the State Freight Advisory Committee, public open houses, state freight summits, an online freight survey, and stakeholder interviews being conducted by NHDOT's consultant that is reviewing and compiling the data obtained from various stakeholders including SWRPC for inclusion in the Plan. She reviewed the Plan's goals and objectives, which closely mirror the national guidelines, and pointed out existing deficiencies and restrictions pertaining to freight transit which include limited bridge clearances, weight restrictions, steep grades and truck prohibitions. In addition to exploring freight transportation, airport and rail options are being examined to see how NH can stay competitive in the global marketplace.

Lucy St. John asked TAC members for their comments and input regarding her presentation. Leslie Casey asked how this Plan will affect the scenic and historic features of our smaller communities. She expressed concern with the impact that larger trucks have regarding safety and damage to municipal infrastructure and suggested that big businesses should share in the costs of repairs. Leandra MacDonald pointed out that municipalities need to take into account providing for local deliveries when approving business growth. John Kallfelz noted that quite often tractor trailer truckers will travel through smaller communities rather than pay the permit fees required on I-91. He added that the Plan is trying to find a way to accommodate all users of the system.

Lucy St. John announced that NHDOT will be sponsoring both a freight summit and open house in Claremont on March 27th. J. B. Mack offered to forward the announcement for both events to TAC members.

IV. Presentation: NHDOT Type I & II Noise Policy

J. B. Mack introduced Jon Evans, Air and Noise Program Manager for the NHDOT Bureau of Environment. Jon Evans provided handouts and a presentation on the NHDOT Type I & II Noise Policy. He reviewed the noise policies required by federal regulation including the identification of highway traffic noise impacts, examination of potential abatement measures, incorporation of reasonable and feasible noise abatement measures into highway projects, and coordination with local officials to provide information on how to foster compatible land use planning in areas with highway noise impacts. He explained that there are three types of noise abatement highway projects and Type I and II projects must have an approved noise policy in order to receive federal funding. Examples of Type I projects include the construction of a new highway, the addition of one or more through traffic lanes, the addition of interchange lanes or ramps, and the addition of weigh stations, rest areas, toll plazas and park and ride lots. Type II projects include noise abatement on existing highways where there are no plans for highway improvements. Jon Evans noted that federal funding is not available for Type II projects at this time in NH. Type III projects are highway projects that do not have a Type I or Type II classification and do not require the assessment of noise impact and abatement.

Jon Evans explained the process used to assess the level of noise impact and abatement that includes identifying homes and businesses that could be impacted by a project, the amount of potential impact and measures that would need to be taken to abate the problem. He reviewed noise levels that are acceptable for both residential and business properties and noted that any abatement method must be both feasible and reasonable to be considered. He referred to page 17 of the Noise Barrier Programs handout which provides information on what can be done through municipal planning to help minimize traffic noise impacts.

Leandra MacDonald asked what range is considered when addressing noise abatement, noting that she lives ½ mile from a highway and can hear highway noises. Jon Evans responded that the impact area considered is usually limited to 500 feet from the highway. Leslie Casey asked if any discussion has taken place regarding limiting noises made by commercial trucks. Jon Evans explained that this would be more of an enforcement issue since it might involve poorly maintained vehicles.

Tim Murphy noted that this is important information that should also be shared with municipal planning staff and boards and suggested having it as a session at the annual NH Municipal Association conference and/or Planning and Zoning Conference sponsored by the NH Office of Strategic Initiatives. Jon Evans agreed noting that they are starting by giving presentations to the RPC TAC's but are willing to present to other groups as well.

V. Next Meeting: May 7, 2018

The next meeting of the TAC is scheduled to take place on May 7, 2018 at 2:00 p.m.


Other:

No other matters were brought before the TAC at this time.

VI. Adjourn

The meeting adjourned at 3:15 p.m.

Respectfully submitted,



Rebecca I. Baldwin
Office Manager



Southwest Region Planning Commission

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Agenda Item II

Date: May 7, 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 May 7th meeting.

- a. 2019-2028 Ten Year Transportation Improvement Plan: At the time of writing, the 2019-2028 Ten Year Transportation Improvement Plan as proposed by the NH House of Representatives (HB2018) has moved through the NH Senate Transportation Committee with an "ought to pass" vote. No substantive changes to projects in the SW Region are included. A copy of the NH House draft TYP is available at the following weblink: <https://goo.gl/raldKx>.
- b. Hinsdale-Brattleboro Bridge Project: Since the last TAC meeting, the Federal Highway Administration announced the 2017 TIGER grant recipients. NHDOT's \$20 million request for the Hinsdale-Brattleboro Bridge Replacement Project was not successful, however, NHDOT's \$10 million request for a I-89 Lebanon-Hartford Bridge Reconstruction and Widening Project was among this round's winners. The \$20 million for the Hinsdale-Brattleboro Bridge Project would have replaced some already identified federal funds for the new bridge as well as provided some funds to refurbish the existing Charles Dana and Anna Hunt Marsh bridges for bicycle and pedestrian use. While funding is still available to move forward with the new Hinsdale-Brattleboro Bridge Project, funding still needs to be identified to address the two existing bridges.
- c. Monadnock Regional Coordinating Council: The Monadnock Regional Coordinating Council for Community Transportation (MRCC) held two community transportation planning events on April 17th and 18th in Peterborough and Keene, respectively. Forty-nine people attended the forums including community transportation users, volunteer drivers, state legislators, selectmen, hospital, and social service agency representatives. Each forum included a presentation on *Why community transportation is everyone's business*, and provided information about community transportation needs, existing resources, and service gaps. Many attendees shared concerns about shortages of both services and financial support for community transportation.
- d. Monadnock Alliance for Sustainable Transportation: The Monadnock Alliance for Sustainable Transportation (MAST), through support from an anonymous donor, is currently accepting applications for the Monadnock Region Complete Streets Implementation Grant. The current grant is the second time MAST has offered funding to encourage improvements focused on the safety of all road users in communities that have adopted a Complete Streets policy. Up to \$95,000 for improvements is available to one or more communities that provided a letter of intent (LOI) earlier this year. Eight of the nine communities in the Monadnock Region with a Complete Streets policy submitted a LOI, amounting to a combined total request of over \$900,000. A MAST-appointed Complete Streets

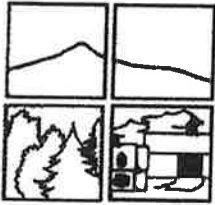
TDD Access: Relay NH 1-800-735-2964

Subcommittee will score and rank project applications in July of this year, and make a recommendation for award to the MAST Steering Committee. MAST also currently supports a Carsharing Subcommittee, focused on assessing the feasibility of offering a carsharing service in the Monadnock region, as well as a Bicycle Friendly Community Subcommittee, which is focused on implementing strategies designed to promote cycling in the City of Keene and beyond.

- e. Other: SWRPC staff and Committee members may suggest other transportation related updates during the May 7th meeting.

Recommendation

For your information.



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Agenda Item III

Date: May 7, 2018
To: Transportation Advisory Committee
From: Staff

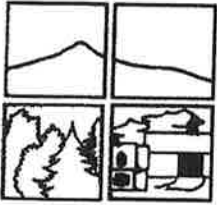
RE: Presentation: The Future of Electrical Vehicle Charging in New Hampshire

Background

Electric Vehicle (EV) registrations continue to rise in New Hampshire and surrounding areas indicating that EVs are in NH's future. NHDES staff will present an introduction to EVs and EV charging technology as well as a discussion on how municipalities can prepare for the future through policies and innovative thinking.

Recommendation

For your information.



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Agenda Item IV

Date: May 7, 2018
To: Transportation Advisory Committee
From: Staff

RE: Discussion: Critical Rural Freight Corridors

Background

At the March 5th TAC meeting, NHDOT provided an introductory presentation on the development of the NH State Freight Plan. In that presentation, NHDOT staff indicated that each state is required to develop a State Freight Plan in order to access federal National Highway Freight Program (NHFP) funding and obligate freight formula funds. NHFP funding available to New Hampshire is roughly \$4.6 million per year through federal fiscal year 2020.

In order to obligate NHFP funds for a freight intermodal or freight rail project, the project must also be included in the fiscally constrained freight investment plan and must also be located on a state designated critical urban or rural freight corridor. As part of the development of the State Freight Plan, NHDOT will be designating its critical urban and rural freight corridors for the first time. As part of its effort to designate these corridors, NHDOT has requested regional planning commissions to provide feedback.

At the May 7th TAC meeting, SWRPC and NHDOT staff will provide some background on the eligibility requirements for designating critical freight corridors, the amount of mileage available for designation in New Hampshire, and some of SWRPC staff's thoughts on potential areas for designation in the Southwest Region. In preparation for this discussion, TAC members are encouraged to think about proposed Ten Year Plan projects (programmed and unprogrammed) as candidates for critical freight corridors as well as revisit SWRPC's 2015 report, *A Profile of Freight Transportation in Southwest New Hampshire*, which is available on the SWRPC transportation page. A short url link to the report is <https://goo.gl/zLNusq>.

Recommendation

For your information.