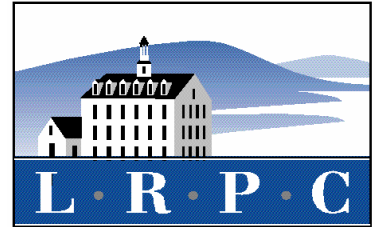


# LAKES REGION PLANNING COMMISSION

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## MINUTES of May 8, 2008 TRANSPORTATION TAC MEETING Freedom Town Hall Freedom, NH

**TO:** Transportation Technical Advisory Committee

**FROM:** Michael Izard, Principal Planner

**DATE:** August 27, 2008

### MEMBERS PRESENT

#### Voting

Sheldon Morgan, Gilford (Chairman)  
David Bowles, Tamworth  
Malcolm Taylor, Holderness  
Brad Harriman, Ossipee  
David Kerr, Barnstead  
John Edgar, Meredith  
Scott Brooks, Freedom  
Ralph Carter, Sanbornton  
George Bull, Effingham  
John Gotjen, Tamworth

### OTHERS PRESENT

James Brown, Freedom  
Chris Huff, Hannaford Brothers  
Kathy Brockett, NH DES Air Resources Division  
Michael Izard, LRPC  
David Jeffers, LRPC

#### 1. Call to Order

Chairman Morgan called the meeting to order at 2:07 PM and asked each person to introduce themselves. He welcomed everyone and thanked the town of Freedom for providing the meeting location.

#### 2. Approval of the Minutes

The March 5, 2008 minutes were approved.  
*M/S/Passed Carter/Taylor*

The April 2, 2008 minutes were approved with a correction. The words “by the” shall be inserted in the fourth paragraph under Regional Updates between the words “recommended” and “NH”.

*M/S/Passed Carter/Edgar*

The Chairman asked for public input, there was none.

### **3. Transportation Issues and Hannaford Trucking Company**

Chris Huff, Director of Transportation for Hannaford Trucking Company gave a presentation to the TAC on the type of trucking that the company does, some of their business practices, and changes in their fleet. A handout was distributed summarizing many of the facts and figures of the presentation.

The trucking company delivers goods to the 165 Hannaford supermarkets throughout New England and New York from their distribution centers in Maine (2) and Connecticut (1). By working in conjunction with US EPA, a variety of steps have been taken to improve fuel efficiency and reduce emissions. These steps include experimenting with equipment such as types of tires, transmissions, and on board computer systems, improved maintenance, and working with their staff and drivers to improve work practices through incentive programs.

There was a discussion of rail transportation. Hannaford had found that the reliability of rail transport was not adequate for their needs, that shipments were arriving “just in time” and sometimes simply sitting on the tracks for unacceptable periods of time. The company does occasionally use rail for long haul shipments from the West Coast and will often work with competitors to take advantage of bulk purchasing opportunities.

Other items noted in the discussion included: the average haul round trip is 199 miles and 35% of that is on interstate roads, currently the transportation of Hannaford products is \$0.35 per cubic foot, the use of double trailers in New York and parts of Massachusetts, and that there are federal incentives for efficiency in trucking. At current costs it is less expensive to maintain and expand the three distribution centers for the region as opposed to building additional hubs.

### **4. Air Quality Updates**

K. Brockett explained that the US EPA has established a new ozone standard of 0.075 ppm, down from 0.08 ppm. This new standard is higher than the 0.07 ppm that the New England states had recommended. She provided a couple of handouts and pointed out that with this new threshold New Hampshire is expected to have nearly twice as many exceedences as in the past. This new standard is more protective of the population, as premature death and cardiac problems are associated with elevated ozone levels.

It was pointed out that New Hampshire’s air quality is improving. The ozone standard will be reviewed in five years and a further reduction is anticipated by NH DES. Ozone levels do play a role in triggering the need for transportation modeling activities. TAC members

requested that K. Brockett supply the ozone data for Laconia. Regulations on stationary sources of nitrogen oxide (NO<sub>x</sub>) pollution are increasing; this includes power plants in the Midwest, as source of New England's acid rain.

There was discussion regarding the proposed Barnstead 5 kilowatt wood chip power plant, NH DES's promotion of alternative fuels, and the Diesel Emissions Collaborative ([www.northeastdiesel.org](http://www.northeastdiesel.org)).

## 5. Regional Updates

M. Izard addressed several questions raised at prior TAC meetings; he handed out an updated list of the TAC membership, and the TAC Rules and Procedures. He noted that Steve Pesci gave his presentation on rail transportation in NH to the LRPC Commissioners at the LRPC Area Commission meeting on April 28. Minutes from the most recent NH Rail Transit Authority meeting were distributed.

The next TAC meeting will be June 4, 2008 in at the Meredith Village Savings Bank in Laconia at 2:00 PM; NH DOT representatives will discuss the Statewide Transportation Plan.

Beginning August 6, 2008, the TAC will resume meeting monthly for the purpose of developing project prioritization criteria. M. Izard distributed a handout showing scoring methods used by three other rural regional planning commissions and listing potential scoring categories. A discussion on this topic included comments regarding the ability to fairly compare projects which may have very different functions, the weighting of the scoring, the suggestion that the TAC explore topics in small groups, and the need to provide the scoring criteria to applicants.

## 6. Adjourned 4:07 PM *M/S/Passed Taylor/Carter*