



**Transportation Technical Advisory Committee (TAC) Meeting  
 Minutes of March 3, 2021 (Zoom)**

<b>Members Present</b>	<b>LRPC Staff</b>
Malcolm (Tink) Taylor - Holderness, Chair George Tuthill - Alexandria David Kerr – Barnstead Dari Sassan (Alt) – Belmont Steve Favorite – Bristol Bill Dowey (Alt) - Bristol Mark Hempton - Effingham Meghan Theriault - Gilford Paul Hazelton – Hebron Krista Larsen - Laconia John Edgar- Meredith Bruce Woodruff - Moultonborough Robert Pollock - New Hampton Joe Fagnant - Plymouth John Gotjen - Tamworth Lee Anne Moynihan - Tilton Tavis Austin (Alt.) - Wolfeboro	Susan Slack, Principal Planner Dave Jeffers, Regional Planner Jessica Bighinatti, Assistant Planner  <b>Guests</b> Mark McConkey, Vice Chair, House Public Works and Highways Committee (Carroll District 3) Ray Masse- Resident of Sanbornton

<b>Non-Voting Members</b>
Bill Watson, NHDOT Lucy St. John, NHDOT, Bureau of Planning and Community Assistance Samantha Fifield, NHDOT District 3

**1. Welcome and Introductions / Call to Order**

Chairman Taylor called the meeting to order at 2:00 p.m. and read the required Notice of Electronic Meeting pursuant to the Governor’s Executive Order 2020-16. Attendees and guests introduced themselves.

**2. Approval of Minutes**

At the request of the Chair, a motion to approve the December 2, 2021, meeting minutes was made by J. Gotjen and seconded by R. Pollock. A roll call vote was taken, and all voting TAC members voted in favor of approving the Feb 3, 2021 Minutes. There were no abstentions.

**3. Guest: Rep. Mark McConkey (Carroll District 3) Vice Chair, House Public Works and Highways Committee**

Rep. McConkey is an LRPC Commissioner and former Executive Board member. He said he had spoken with NHDOT Commissioner Sheehan immediately following her recent briefings in Washington, DC. He said the drop in gasoline sales since the pandemic resulted in a shortfall of \$70 million in gas tax funding of transportation in 2020. Federal COVID relief funds have made up \$41 million of that shortfall, but Rep. McConkey said he didn't think there would be additional funding for new highway projects. He added that the drop in commuter traffic during the pandemic has reduced turnpike toll revenue by 18%, and that commuting is not likely to return to pre-pandemic levels soon. He added that traffic volume on local roads doesn't seem to have declined as much but federal funds are not available for municipal roads. Rep. McConkey said he is concerned about support for Betterment programs, which are state funded and provide improvements on non-federal aid eligible highways, bridge aid programs, and others.

T. Taylor asked about federal transportation legislation, and Rep. McConkey said the FAST Act, which provides federal transportation funding, is on a continuing resolution and that Congress is not likely to enact new legislation before September 2021. When asked about the possibility of federal stimulus money for infrastructure, he said if Congress agrees on funding it will likely include a broader definition of infrastructure than 2009, including broadband, and will spread out money to more categories than just highways. He said that after the Great Recession, stimulus funds had to be used for "shovel-ready" projects. He said New Hampshire received less stimulus money than any other state. It had to be used within seven or eight months, so New Hampshire used the money for paving projects. He said state transportation leaders prefer stimulus funding to be "project-ready" and have a two-year completion timeline. He said he thinks infrastructure stimulus would be used to advance projects that are already in the Ten Year Transportation Plan and complete them earlier than planned, allowing more projects to be brought into the later years of the TYP. He said it is unknown if there will be more federal relief, but said there will be more need than the number of projects that would get funded.

D. Kerr asked if any changes in the gas tax are anticipated to increase funding for transportation. Rep. McConkey said there is no gas tax legislation currently under consideration but that there have been proposals establish a miles traveled system tied to annual motor vehicle registration, which accounts better for the increased use of fuel efficient vehicles and electric vehicles. J. Gotjen drivers may pay more to purchase electric vehicles, but they are less expensive to own over time than conventional vehicles.

In response to a question from T. Taylor, Rep. McConkey said he thought stimulus funds will be available for rail and air, as well as highways.

Freight line north of Ossipee aggregate line, McConkey talks about how there is an upcoming meeting that may discuss that. The people who operate the line, washout of rail lines between there and west Ossipee.

#### **4. Ten Year Transportation Plan (2023 – 2032) Projects**

As mentioned last meeting LRPC had submitted to NHDOT 3 TYP Projects for review. After receiving feedback from NHDOT, LRPC will be recommending to the executive board the Meredith- NH 25 project and Plymouth- Tenney Mountain Highway (NH 25) Roundabout, as well as funding the rest of the Tilton Main Street Roundabout from the 2021-2030 TYP. By recommending the Plymouth- Tenney Mountain Highway (NH25) roundabout project, LRPC will be allocating an amount of future funding from the next TYP round of funding. S. Slack said she spoke with TAC members from Meredith, Plymouth, and Laconia about the NHDOT comments. She presented the following information:

- **Lakes Region Allocation**

- \$5,109,680
- \$619,123 – carryover for Tilton Main Street roundabout 2021-2030 TYP
- \$4,490,557 – remaining for 2023-2032 allocation

- **LRPC's 2023-2032 Priorities**

- Meredith – NH 25
  - Improvements to 4 intersections east of the village
  - NHDOT project estimate - \$2,813,515
- Plymouth – Tenney Mountain Highway (NH 25)
  - Roundabout at Smith Bridge Road intersection
  - NHDOT project estimate - \$2,886,799
- Laconia – Weirs Blvd (US 3)
  - Replace Langley Brook bridge, add turning lane and sidewalks
  - NHDOT estimate - \$3,778,787 (federal - \$3,023,030; city - \$755,758)

## **5. Transportation Alternatives Program (TAP) Updates**

S. Slack said six Lakes Region municipalities submitted Letters of Intent to NHDOT for Transportation Alternatives projects for this year's funding round. The six municipalities' proposals are:

- Belmont: Winnisquam Scenic Trail Phase II paved multi-use trail – Osborne's Agway (US 3) to Jefferson Road
- Bristol: 4-season multi-use pathway on abandoned RR bed along Pemigewasset River – Bristol Falls Park to Profile Falls
- Laconia: Multi-use trail, sidewalks – Elm St and Hickory Stick Lane
- Meredith: Sidewalk, crosswalk, safety improvements – Main St
- Moultonborough: Bike-ped pathway Phase III – Moultonboro Neck Road
- Plymouth (will choose one of two options): New paved sidewalk Warren, Russell, and Crawford streets and replace sidewalk Russell and Pleasant streets; or New paved sidewalk Avery, Cummings, Hawthorne, and Merrill streets

S. Slack discussed the TAP application and scoring schedule. LRPC plans to use the April 7 TAC meeting as an opportunity for representatives of municipalities that submit applications to NHDOT by March 19 to present information on their project proposals. TAC members will be able to ask questions and then fill out scoring sheets on their own time after the meeting. The following is the TAP schedule:

- March 19 – municipalities submit application to NHDOT by 12 PM
- April – RPCs receive completed applications from NHDOT
- April 7 – LRPC TAC hears presentations from applicants
- April 9 – TAC members submit scoring sheets to LRPC
- April 14 – LRPC Executive Board votes on TAP priorities to submit to NHDOT
- May – Statewide Scoring Committee evaluates proposals
- May 28 – Final Approval NHDOT Commissioner

J. Edgar said NHDOT is not requiring presentations from applicants at the state level and questioned if TAC should be consistent and not have presentations at the local level. J. Gotjen said having 20 minutes for each

**Transportation Technical Advisory Committee (TAC) Meeting  
Minutes of March 3, 2021 (Zoom)**

---

town to present is more than enough time and that it should be 10 to 15 minutes. TAC came to a consensus that each town will be given 15 minutes total to do a presentation and answer any questions. (10 minutes for presentation and 5 minutes for questions).

At the request of the Chair, a motion to approve having the April 7, 2021 TAC meeting be for TAP Presentations was made G. Tuthill and seconded by B. Dowey. All members of the TAC voted in favor of approving the April 7, 2021 TAC Meeting TAP presentations.

Lastly, S. Slack discussed the criteria for TAP scoring. Scoring will be done exactly like the Ten Year Plan scoring round, where members will listen to the presentations and will receive a scoring sheet that they fill out in their own time after the TAC meeting and send it back to S. Slack or J. Bighinatti of LRPC. The following is the TAP scoring criteria and weighting:

- Project Connectivity – 21.9% of total score
- Safety
  - Stress Analysis - 21.2% of total score
  - Improve Safety Conditions – 8.6% of total score
- Potential for Success
  - Project Readiness and Support – 13.2% of total score
  - Financial Readiness – 19.8% of total score
  - Feasibility – 15.3% of total score

## **6. Regional Coordinating Council (RCC) Update**

D. Jeffers discussed the available funding to RCCs. The total funding available for regional distribution is \$1,633,886. The regionally allocated funds being made available under are comprised of federal fiscal year (FFY) 2021 and FFY 2022 apportioned Federal Transit Administration (FTA) Section 5310 funds, FFY 2021 and FYY 2022 Federal Highway Administration (FHWA) “flex” funds transferred to FTA to supplement 5310-related service statewide, plus carryover balances from both sources. This funding is allocated by region based on a previous contract amount, with allocations based on regional populations of those age 65+ and those between the ages of 0 and 64 with disabilities. Below is the chart D. Jeffers showed of the 5310 RCC Funds available to reach region. The Lakes Region is part of the Region 1, Region 2, and Region 3 RCC.

**Transportation Technical Advisory Committee (TAC) Meeting  
Minutes of March 3, 2021 (Zoom)**

5310 RCC FUNDS		Available FTA Funds SFY2022	Available FTA Funds SFY2023
Region 1	Grafton-Coos	\$ 187,535	\$ 187,535
Region 2	Carroll County	\$ 97,134	\$ 97,134
Region 3	Mid-State	\$ 261,746	\$ 261,746
Region 4	Sullivan County	\$ 82,260	\$ 82,260
Region 5	Southwest/Monadnock Region	\$ 163,333	\$ 163,333
Region 7	Nashua Region	\$ 152,031	\$ 152,031
Region 8	Southern NH Region	\$ 364,463	\$ 364,463
Region 10	ACT (Seacoast Region)	\$ 325,384	\$ 325,384
Total		\$ 1,633,886	\$ 1,633,886

R. Pollock said ridesharing services could be better advertised to communities and that many communities could benefit from these services if they knew about them. D. Jeffers said he is in the process of creating informational documents to send to towns and cities to post on their websites and distribute to better advertise for these services to their residents.

**7. Public Comments**

S. Fifield from NHDOT District 3 discussed the effects of COVID-19 on staffing shortages. She said there isn't enough transportation funding to do all of the maintenance and operations work District 3 needs to do, or to keep many workers at the district level compared to the local level.

**8. Other Business**

**Next TAC Meeting, April 7, 2021- Zoom.**

**Adjournment**

The Chair asked for a motion to adjourn the meeting. S. Favorite made the motion, it was seconded by P. Hazelton, and the meeting adjourned at 3:55 p.m.