

LAKES REGION PLANNING COMMISSION
Transportation Technical Advisory Committee

103 Main Street, Suite 3
Meredith, NH 03253
(603) 279-8171 | www.lakesrpc.org



TAC Meeting
DRAFT Minutes of April 4, 2018
Humiston Building, Meredith, NH

Members Present

Sheldon Morgan, Chair – Gilford
George Tuthill—Alexandria
David Toth – Ashland
David Kerr – Barnstead
Rick Ball – Belmont
Steve Favorite – Bristol
Bill Dowey—Bristol (alternate)
Jeff Haines – Center Harbor
Paul Hazelton – Hebron
Malcolm “Tink” Taylor – Holderness
Robert Pollock – New Hampton
John Gotjen – Tamworth
Lloyd Wood – Tuftonboro

Non-Voting Members

Nancy Spaulding, NHDOT District 3

Guests/Others

Lucy St. John, NHDOT
Elizabeth Strachan, NHDES
Jessica Wilcox, NHDES
Tom Caldwell, Laconia Daily Sun

LRPC Staff

Susan Slack, Principal Planner
Tracey Ciriello, Executive Assistant

1. Call to Order | Minutes

The Chair called the meeting to order at 2:05 PM. Motion to approve the draft minutes of March 7, 2018 as written was approved.

M | S | P Taylor | Favorite | Passed
Abstained Haines, Kerr

2. Guest Presentation—State Freight Plan

Lucy St. John, Senior Planner from the NHDOT Bureau of Planning and Community Assistance, gave a brief overview in the form of a PowerPoint presentation of the Statewide Freight Plan; hardcopies were distributed along with her contact information for any further questions or comments. Key points she touched on included:

- Defining what freight is
- Why do we need a plan? The Chair confirmed with Lucy that there is no plan yet; this will be the first
- SFAC—the state appointed an advisory committee to create the plan; three meetings have been held so far
- Draft a list of goals and objectives
- Process—involves working with the 9 RPCs
- Used regional, national, and international maps to depict interconnected networks of routes/hubs/traffic (mode/type) by land (truck and rail), air, and water. The maps also illustrate what happens to the flow of freight over good infrastructure versus existing infrastructure—knowing where all the red-list bridges are. Other maps illustrated widely-varying supply chains from online goods to natural resources but all using intermodal transportation—more than one type of transport. Examples shown included Portsmouth, Montréal, the Panama Canal; example routes by freight type shown included heating oil supply chain, liquid asphalt, and road de-icing salt.
- Connecting NH to the world—National Highway Freight Network (NHFN)/Interim INHFN
- Next Steps—150 miles/75 miles allowed—Critical rural freight corridors (CRFC)
- Can’t spend money/funding on these roads until part of the NHFN.

3. Guest Presentation—The Future of EV (Electric Vehicle) Charging in NH Towns

A joint slideshow presentation was given by Jessica Wilcox, Granite State Clean Cities Coordinator, and Elizabeth Strachan, Transportation Analyst from the NH Department of Environmental Services showing the increasing trends in electric vehicles. They described their forecasting of gas and diesel eventually going the way of the horse and buggy due to the decreasing cost of batteries coupled with the increase in miles per charge making electric vehicles convenient and affordable. Copies of their presentation were also distributed, and a mailing list sign-up sheet was made available. Some of the trends they described included:

- Types of EVs (electric vehicles)—for example, PHEVs are plug-in hybrids
- Electric requires infrastructure to charge the battery—3 types of charging stations with level 2 currently the best fiscal choice, but we need infrastructure in place to reduce the cost of charging stations
- 4 major auto manufacturers giving dates for all or partial EV dates
- Need electric infrastructure in place to receive tourists—17 million total out-of-state visitors last year
- Real-world NH examples—Durham and Hanover successes
- Made appeal to municipalities to lead the way—to lead by example by encouraging neighbor towns, schools, major employers, builders, etc.—in being proactive rather than reactive.

4. Regional Updates

Route 113/West Rattlesnake Mountain Trailhead Parking

After Susan Slack reviewed where things stood regarding the Route 113/West Rattlesnake Trailhead Parking issue in Holderness, the Committee discussed the various approaches/possible solutions based on the verbal response from the state regarding no parking signs as well as any options not yet tried or considered by the town. The consensus was that the next steps are to first Contact the NHDOT's Bureau of Traffic by phone to get information directly from them, then talk to the Town of Holderness and its Selectboard; second, that Malcolm Taylor and Susan Slack will coordinate together with LRPC about sending a letter to NHDOT.

Public-Private Partnership (P3) Infrastructure Projects

Susan Slack distributed a copy of a letter from NHDOT regarding the NH Route 11 scenic byway in Gilford and informed the Committee that the proposal for improving the view with an observation tower or other alternatives was not selected by the Private Partnership Infrastructure Oversight (P3) Commission for funding. The application had to compete with other more large-scale projects. However, DOT said that it is working with other state agencies on a solution to the problem of maintenance of scenic vistas around the state and will keep LRPC informed of its progress.

Status of 2019-2028 Ten Year Plan

The state's proposed Ten Year Plan has passed the House and now moves on to a Senate public hearing on April 10, 2018; this is the final version. Regarding any Lakes Region representation on legislative committees, Susan will email Moultonborough.

5. Long-term Funding of Transportation Improvements

A draft long-term transportation funding fact sheet compiled by Susan Slack was distributed for the Committee to review whether the draft would suffice as a starting point for members to use to talk to their Selectboards; it was received with positive feedback and the consensus was yes. Anyone who would like to see anything else added should email Susan. The group discussed the background of the state aid highway program and asked Susan to help them clear up some confusion and find out which is correct—is it state highway aid fund or program and is/was it for 1.7 or 2.5 million and is/was it for every 2 years? Also discussed were previous funding programs such as motor vehicle fees, a program which would have allowed towns to increase from \$5.00 to \$10.00 but failed in the state senate.

6. Other Business

Next Meeting: Wednesday, May 2, 2018, in Meredith by default. Anyone who would like to host should contact Susan.

7. Adjourn

The meeting adjourned at 3:50 pm.

M | S | P

Favorite | Ward | Passed

Respectfully submitted,

Tracey Ciriello, Executive Assistant