



**Transportation Technical Advisory Committee (TAC)  
 Meeting Minutes of September 7, 2022**

Members Present	LRPC Staff
Malcolm (Tink) Taylor - Holderness, Chair George Tuthill – Alexandria David Kerr – Barnstead Sarah Whearty– Belmont (virtual) Steve Favorite – Bristol Bill Dowey (alternate) - Bristol Seth Creighton - Franklin Meghan Theriault – Gilford Paul Hazelton – Hebron John Edgar – Meredith Dari Sassan – (virtual) Moultonborough Robert Pollock, New Hampton June Hammond Rowan - (virtual) Plymouth LeeAnn Moynihan - (virtual) Tilton John Gotjen – Tamworth Lloyd Wood – Tuftonboro	Jeff Hayes, Executive Director Susan Slack, Principal Planner Sean Chamberlin, Senior Transportation Planner  <b>Guests</b>
<b>Non-voting Members</b>	
Kim Rummo, NHDOT, Bureau of Planning and Community Assistance	

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

Chairman Taylor called the meeting to order at 2:05 PM. Attendees introduced themselves. Chair called for a quorum count, and it was determined there was not a quorum.

**2. Election of Chair and Vice Chair**

Due to a lack of quorum, the election of officers was postponed to the next meeting.

### **3. Approval of Draft TAC Meeting Minutes**

Review and approval of meeting minutes of April 6, 2022, May 4, 2022 and June 6, 2022 was postponed because of a lack of meeting quorum.

### **4. Planning for the 2025 – 2034 Ten Year Transportation Plan**

S. Chamberlain said that planning had begun for potential Ten Year Plan projects to be added for construction in the outer years of the plan – 2033 – 2034. The regional funding allocation from NHDOT for potential projects for the Lakes Region has increased to \$6.2 million from \$5.1 million due to additional funding from the federal infrastructure legislation. He noted that proposals submitted to NHDOT must have engineering review for feasibility of scope and cost estimates, which must factor in 2.8% annual inflation rate and indirect costs of 10%. He explained that LRPC has contracted with an on-call engineer, HEB Engineers, and has \$20,000 available for these services. Up to an additional \$20,000 is available if municipalities are willing to financially support those services without having to go through their own request for services administrative process.

Project proposals have been submitted by Laconia and Plymouth. Proposals will be presented at a TAC meeting and the Ten Year Plan criteria will be used to evaluate and prioritize proposals. TAC's priority list will be forwarded to LRPC's Executive Board and submitted to NHDOT by its November 10 deadline.

Information on the proposals received will be shared with TAC members ahead of the next meeting. Proposals received include reconstruction of Union Ave (NH 107) in Laconia and realignment and reconstruction of a segment of North Main Street (Route 3) near the Armory in Plymouth and construct sidewalks. There may be a third proposal to add funding to the existing TYP project to improve four intersections on NH 25 east of Meredith village.

S. Chamberlin briefly discussed the weighting of various criteria to be used to evaluate project proposals. S. Slack noted that criteria weighting was discussed at the June TAC meeting, when the consensus of the membership was to retain the same weighting as had been followed in previous TYP project rounds. In response to a question from L. Wood, S. Slack said that all nine regional planning commissions in the state use the same criteria to evaluate project proposals, but each RPC is permitted to establish its own weighting structure.

### **5. Road Safety Audits**

S. Chamberlin discussed the Highway Safety Improvement Program (HSIP) and its intent to reduce traffic fatalities and serious injuries on all public roads. Projects to improve highway safety can be identified on the local level for HSIP funding. Road Safety Audits (RSA) are required for funding. Locally identified projects must be justified by Road Safety Audits that show a crash history of fatalities or severe injury and can be corrected by infrastructure improvements. Municipalities can apply for a Road Safety Audit. Applications must include crash reports for the past 10 years, average daily traffic data, speed history, and other information, which LRPC can assist with. J. Hayes stressed the importance of local police reports that support RSA applications. S. Chamberlain explained that when an application is approved by NHDOT's HSIP committee, an audit team of NHDOT staff and consultants, municipal officials, abutters and RPC staff will conduct local meetings to reach consensus on short-, medium- and long-term improvements.

The RSA application deadline is December 1, and S. Chamberlin advised that if municipalities would like LRPC's assistance with an application, they let him know by October 31. Applications must be signed by LRPC and by NHDOT's District Engineer before being submitted to NHDOT in Concord. D. Kerr said LRPC and the Central RPC worked together with Barnstead and other towns on an RSA on NH 28 that eventually led to several Ten Year Plan improvement projects. He said a lot of positive work can result from the audits and encouraged members to consider them.

## **6. Transportation Updates – NH 11 Alton-Gilford Planning Study**

S. Chamberlin gave a brief update on the NH 11 planning study and potential improvement projects. The planning study was one of LRPC's TYP proposals. Engineering consultants have been meeting with representatives from Alton and Gilford and have provided a draft report for some alternatives for NH 11 improvements or compact roundabouts at the NH 11 A and the Ellacoya State Park intersections and potential widening of some highway segments. After a September 13 Corridor Advisory Committee meeting, a final report is expected at the end of December.

## **7. Municipal Updates**

Members commented on various local highway issues including traffic back ups at peak times from the I-93 exit on NH 104 in New Hampton. The status of a proposed access management agreement between New Hampton and NHDOT was questioned. R. Pollock said the agreement was signed by the New Hampton selectboard but not by NHDOT. J. Hayes said the status of the agreement should be followed up on.

M. Theriault said Gilford DPW will start work soon on the Governor's Island bridge, which will be shut down to a 10-foot lane during construction to fix expansion joints.

J. Edgar said Meredith is working on surveys and designs for a potential Transportation Alternative Program project, which grew out of a 2 ½ block Main Street Road Safety Audit following a pedestrian fatality in front of the Post Office. The preliminary work is being funded by the town through its capital reserve funds.

B. Dowey said that Bristol tried for an electric vehicle charging station at the town library through the VW settlement grant funding, but that the cost to bring electricity from the utility pole to the transformer was not covered by the grant and at a cost of \$19,000 was more than the town could absorb. In addition, the federal EV charging station grant program was following the VW program guidelines and the town suggested that it be revised to include this expense so that municipalities can afford to pursue EV charging station projects. He also expressed concerns over the cost of demand charges.

T. Taylor complimented NHDOT District 3 crews for reclaiming roadside ditches, which will extend the life of the highway pavement and reduce frost heaves by providing proper drainage.

## **8. Public Comments**

There were no comments from the public.

## **9. Adjournment**

The committee adjourned at 3:25 PM.