

LAKES REGION PLANNING COMMISSION

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Transportation Technical Advisory Committee (TAC) Meeting Minutes of April 1st, 2026

Members Present	LRPC Staff
George Tuthill – Alexandria David Kerr – Barnstead Rod Cameron – Belmont Buz Kenney – Bristol Jeff Haines – Center Harbor Meghan Theriault – Gilford Paul Hazelton – Hebron Tyler Carmichael – Laconia Chuck Wise – Moultonborough Bob Pollock – New Hampton Joseph Perez – Plymouth Ralph Carter – Sanbornton Maureen Westrick – Sandwich John Gotjen – Tamworth Lloyd Wood – Tuftonboro	Glenn Trefethen – Transportation Planner
	Non-Voting Members (in person)
	Virtual Attendees
	Cindy Yanski – CAPBM RCC Region 3 Mobility Manager William Rose – NH DOT Samantha Fifield – NH DOT District 3 Stephanie Giovannucci – Northfield Town Administrator Mac Bevier- NHDES Ross Wood – NH DOT Isaac Morse – Gilmanton Matthew Baronas – CNHRPC
	Guests

1. Welcome & Introductions/ Roll Call/ Call to Order.

- i. L. Wood (Chair) calls meeting to order at 2:02pm.
- ii. Self- Introductions were conducted in the room and on Zoom
- iii. Quorum was met.

2. Approval of Minutes

- i. Approval of March 4th, 2025

m/s/approved
 Abstentions

G. Tuthill/J. Gotjen
 n/a

3. Public Comment

- a. Items on the Agenda
 - i. None.

4. Items of Information

- a. Transit Updates
 - i. G. Trefethen overviewed the status of the procurement process for the 5305e Laconia Fixed Route Feasibility Study consultant and the selection of SRF

Consulting, and LRPC received the okay to enter negotiations with them by NHDOT. And currently both LRPC and SRF Consulting are working on the master agreement.

- b. Mid-State RCC Ridership Story Map – Presented by Cindy Yanski and Matt Baronas
- i. Matthew Baronas from Central New Hampshire RPC presented an interactive GIS Story Map visualizing demand response ridership data for Mid-State RCC Region.
 - ii. C. Yanski overviews the type of Demand Response options available in the region; CAPBM its Mid-State Transit Buses, Volunteer Driver Program and Concord Senior Transit. She also mentions the purpose of this tool is to bring it to the corporations that the transportation system serves to get their cooperation and buy on to assist with the operations of the transportation systems.
 1. J. Gotjen questioned why some folks are choosing to go to businesses further away than the one nearest to them.
 - a. C. Yanski clarified that is generally due to the transit routes.
 2. D. Kerr wanted clarification on who is eligible for these types of services.
 - a. C. Yanski recapped that it is for anyone 60 years or older, if younger than 60 but have a disability that prevents them from driving. There is a 5 minute over the phone registration that needs to occur.
 3. M. Westrick asked if there was a fee for these services.
 - a. C. Yanski mentioned that pre-Covid it was a suggested \$3 donation for a ride, During Covid they suspended that suggested donation as it was a barrier to entry for some folks.
 4. R. Cameron Asked if the businesses the busses are bringing folks to have dedicated bus drop off facilities. Mentioning it would be good to get their partnership to have such facilities with signage as a way to promote the services.
 5. T. Carmichael Asked what percentage of the folks calling are not eligible for the services, and whether there is a way to supplement the free ridership with a paid ridership option for those who aren't eligible for the free ridership.
 - a. C. Yanski mentioned this has been discussed before, and is definitely a possibility, but the concern is always to make sure that they are not taking seats away from those who are eligible and in need of the service.
 - b. T. Carmichael mentioned that it could be something that would pay for the expanded service hours, route options, or bigger buses to accommodate the additional ridership.
 - iii. C. Yanski overviews the Volunteer Driver Program which is intended to provide trips to medical appointments using the same eligibility criteria to Demand Response. She mentions that there is a big need for more drivers to be a part of this program and that there is a fuel stipend as drivers use their own personal vehicles.
- c. TYP Process – Timelines & Tasks
- i. G. Trefethen went over the timeline he created for all FHWA funded TYP Projects, which was requested during March's TAC meeting which should help with the prioritization of TYP Projects this coming TYP Round.
 1. S. Fifield questioned why some projects on the timeline show a gap in CON funding.
 - a. G. Trefethen clarified that where you see PE, ROW or CON on the timeline is essentially just a placeholder for the funding for those activities of the project, and that the STIP allocates and moves money around every year within the TYP for these activities.

Meaning though, there looks like there is a break in CON in the timeline, the work doesn't stop for one year and restarts again the following.

2. G. Trefethen clarified that the color schemes are separate from the status of the Activity. Just because PE is labeled in a red shade, doesn't mean its not funded.
- ii. G. Trefethen discussed the suggested steps LRPC thinks the TAC Should take for project prioritization for this upcoming TYP round. These steps came about after his discussions with the municipalities that had projects not fully funded on TYP.
 1. G. Trefethen overviewed the funding constraints LRPC TAC will be using for this upcoming TYP round and how that money looks to be allocated. #1 Laconia Union Ave Project for \$1.3M to cover the amount not funded by the current TYP. #2 Plymouth Smith Bridge Road Project rescoping and updating cost estimates (~\$3M), #3 & #4 would likely both Moultonborough projects that had construction removed.
 - a. There was discussion on whether the \$500k allocated for each Moultonborough project would be enough. G. Trefethen mentioned, likely not, though PE is starting with those two projects this upcoming summer, so it would be something we would keep an eye on the next TYP process to see if we need to prioritize an increase in construction funding for those projects. It would not be the best use of LRPC's On-Call Engineering budget to try and get updated costs for this round, since PE is starting.
- d. CMAQ
- i. G. Trefethen Overviewed the CMAQ Program ahead of the late Summer's expected Notice of Funding Opportunity (NOFO) and submission deadline for Letter of Intents (LOI). He also overviewed the types of projects that could be eligible for CMAQ Funding to help TAC Members think about the needs in their communities. He also highlights that we are looking at projects that price tag is no more than \$3M, and that the projects can come from eligible educational institutions and non-profits, or co-sponsored by energy corporations.
 1. There was discussion regarding how a Multi-use Path rail trail hits the eligibility criteria of improved air quality; it was explained that the air quality measurements are taken during peak commuting hours, and that in many cases around the state there are regular commuters by bike on such paths. Even so, if there is a path that has a gap in it, just by connecting the gap there is an assumption that the path would be utilized greater therefore creating improved air quality impacts.
 - a. M. Westrick mentioned that there may be interest from the town of Sandwich for a project around their elementary school, and asked what the process is.
 - i. G. Trefethen mentioned that the process will be clearer as we get to the NOFO, but that essentially to start discussions now with your community, have them understand what sort of project can be funded, the 20% match requirement, and to reach out to LRPC with any questions.
 2. M. Bevier brought up NH Clean Diesel program which is open to qualifying private entities and that the funding could help with purchase of electric school buses, or school bus replacements in general. And the Granite State

Clean Fleets is open for public entities which also includes the purchase of cleaner school buses for public schools that own their own buses.

- ii. G. Trefethen threw out ideas in Moultonborough, Bristol, Tamworth and Tilton that may be great project ideas, as long as the communities Select Boards want to move forward with an application.

5. Items of Business

- i. None

6. Public Comment

- a. M. Bevier overviewed the new funding for the Granite State Clean Fleets program that is funded by the Volkswagen Trust. There is a new RFP for \$2.5M for public entities and \$1M for New Hampshire Clean Diesel. Public Entities and qualifying Non-Profit Entities can apply.
- b. W. Rose Mentioned the Plymouth Smith Bridge Project and the original feedback from NHDOT back in 2021 for this project should be shared with HEB.

7. Other Business

- a. Open Floor discussion.
 - i. G. Trefethen updated everyone on the Regional Highway Safety Summit that was intended to be held in Laconia, was cancelled. And that he will be attending the Concord summit and encourages others to sign up for that one.
 - ii. G. Trefethen gave a plug for the Lakes Region Master Plan Update and that the surveys for Economic Development and Natural Resources were now live, and that they should of received notice of that via email.

8. Adjourn

- a. L. Wood adjourned the meeting at 3:36 PM.

m/s/approved

G. Tuthill/J. Haines