

RPC Transportation Advisory Committee
 April 26th, 2018
 9:00-11:00 AM
RPC Offices
156 Water Street, Exeter
 (Directions on reverse)

Paper copies of the attachments will be available at the meeting

1. Introductions
2. Minutes of 2/22/18 TAC meeting (**Attachment #1**) — *[motion to approve]*
3. NHDOT Noise Policy and noise barrier program – Jonathan Evans, NHDOT
4. I-95 High Level Bridge Rehabilitation project
5. Bike/Walk to Work Day
6. State Freight Plan – Lucy St. John, NHDOT
7. Freight Planning Workshop (**Attachment #2**)
8. Project Updates (handout to be distributed at meeting)

TAC MEETING SCHEDULE For 2018 (Next meeting highlighted)

January 25 th	May 24th	September 27 th
February 22 nd	June 28 th	October 25 th
March 22 nd (cancelled)	July 26 th	December 6 th
April 26 th	August 23 rd	

*****Off Schedule*****

There is **two hour on-street parking** along Water Street and Center Street. There is also long term parking in the lot on Center Street, by the Citizens Bank Drive-thru (Non-numbered spaces), and in the municipal lot behind the Town Offices. Handicapped parking spaces are available on the bottom floor of the parking structure adjacent to the RPC office as well as on Water Street in front of the RPC office.



ATTACHMENT 1

**RPC Transportation Advisory Committee
Minutes**

**February 22, 2018
Exeter Town Office – Nowak Room
Exeter, NH**

Members Present: Richard McDermott, Chairman (Hampton Falls); Dave Baxter (Seabrook); Gregg Mikolaities (Rye); Stephen Gerrato (Greenland); Elizabeth Strachan (NHDES); Eric Eby (Portsmouth); Karri Makinen (Salem); Ken Christiansen (Brentwood); Rad Nichols (COAST); Dave Sharples (Exeter); Richard Hartung (Hampstead); Tim Moore (Plaistow); Tavis Austin (Stratham)

Guests: Jessica Wilcox (NHDES)

Staff: Dave Walker, Scott Bogle, Annette Pettengill, RPC

- 1. Chairman McDermott convened the meeting at 9 a.m. and attendees introduced themselves**
- 2. Minutes of December 7, 2017**

*Christiansen moved to approve the Minutes of December 7, 2017 as presented; Gerrato seconded. **SO VOTED** 1 abstention*

- 3. TIP Amendment #4**

Walker referred to Attachment 2 and reviewed the changes proposed to the 2017-2010 TIP and STIP. He noted the public comment period will be March 12-April 10th. The net increase in funding for the projects is just over \$11 million. He reviewed several new CMAQ projects and project scope changes to existing projects, along with funding/cost changes. He explained that NHDOT has not released Fiscal Constraint yet and Air Quality Conformity is not necessary as the region remains in Attainment. Amendment #4 is scheduled to go before the Policy Committee in April. *Moore moved to Recommend approval of Amendment #4 for the 2017-2020 TIP to the MPO Policy Committee pending fiscal constraint; Gerrato seconded. **SO VOTED.***

- 4. Electric Vehicle Infrastructure-NHDES**

Jessica Wilcox, Program Coordinator for Clean City, NHDES, gave a presentation on Electric Vehicle Infrastructure in the region. She explained that it's estimated there will be 266,000 electric vehicles on the road by the year 2030, especially with the cost of batteries decreasing, increased of miles per charge on most models, and reduced maintenance costs. She explained BEV and PHEV cars. She reviewed the types of

charging stations available and discussed how municipalities can start planning for charging station installations in the future by including necessary components into the construction phase of projects on municipal property or parking lots. She explained that NH needs a comprehensive State Charging Plan for EVs and more promotion of electric vehicles within the municipalities, via tax credits and zoning and building codes. Discussion followed on municipality costs to install charging stations, locations already in existence, and the options for school bus companies and DPWs to use EVs.

5. Legislative Update

Bogle distributed a Memo listing four bills the RPC is tracking currently and reviewed each (SB560 Updating State Trails Plan; HB1731 Regulating Bicycles; HB1763 Road Usage Fee; HB1616 RPCs and government funding). Discussion followed regarding the road usage fees and also on the status of rail trail from Hampton to Portsmouth. General consensus was that the HB1763 Road Usage Fees be brought forward to the MPO for discussion.

6. TAC Training

Walker presented information on the MPO transportation planning process and MPO Core Functions. He reviewed the Transportation Advisory Committee's role in Plan development, and function within the MPO.

7. Project Updates – Distributed; No discussion

Bogle noted that the RPC email has been sent to many people's spam folders lately and it might be necessary to check your spam folder if you haven't received any recent emails from the RPC. If you find one in the spam folder simply mark it as Not being Spam and the system will learn and correct the problem for future emails.

Meeting adjourned at 10:45 a.m.

Respectfully submitted,
Annette Pettengill, Recording Secretary

ATTACHMENT #2

National Highway Freight Network Guidance

1. **National Highway Freight Network (NHFN):** The FAST Act requires the FHWA Administrator to establish a NHFN to strategically direct Federal resources and policies toward improved performance of the Network. Section 1103 of the FAST Act amends 23 U.S.C. 101(a)(15) to include a definition of the NHFN established under 23 U.S.C. 167. **The NHFN includes the following subsystem of roadways:**
 - a. **Primary Highway Freight System (PHFS)** – This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The initial designation of the PHFS is the 41,518 centerline mile network identified as a comprehensive network during the development of the highway-only Primary Freight Network (PFN) under 23 U.S.C. 167(d). The comprehensive network includes 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads. Note: This network differs from the PFN that was designated to satisfy the MAP-21 requirement in October 2015. For further information on those distinctions, see the Federal Register Notice of October 23, 2015.
 - b. **Interstate Routes not on the PHFS** – These highways consist of the remaining portion of Interstate roads not designated as part of the PHFS. These routes provide important continuity and access to freight transportation facilities. Nationwide, these portions of Interstate amount to approximately 9,511 centerline miles of Interstate (actual mileage subject to additions and deletions from the Interstate Highway System).
 - c. **Critical Rural Freight Corridors (CRFC)** – These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities. States are responsible for designating public roads in their State as CRFCs. In accordance with 23 U.S.C. 167(e), a State may designate a public road within the borders of the State as a CRFC if the public road is not in an urbanized area, and meets one or more of the following seven elements:
 - (1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);
 - (2) provides access to energy exploration, development, installation, or production areas;
 - (3) connects the PHFS or the Interstate System to facilities that handle more than—
 - i. 50,000 20-foot equivalent units per year; or
 - ii. 500,000 tons per year of bulk commodities;
 - (4) provides access to—
 - i. a grain elevator;
 - ii. an agricultural facility;
 - iii. a mining facility;
 - iv. a forestry facility; or
 - v. an intermodal facility;
 - (5) connects to an international port of entry;
 - (6) provides access to significant air, rail, water, or other freight facilities in the State; or
 - (7) is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

The designation of the CRFC is limited to a **maximum of 150 miles of highway** or 20 percent of the PHFS mileage in the State, whichever is greater.

d. Critical Urban Freight Corridors (CUFC) – These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities. In an urbanized area with a population of 500,000 or more, the metropolitan planning organization (MPO), in consultation with the State, is responsible for designating the CUFCs. In an urbanized area with a population of less than 500,000, the State, in consultation with the MPO, is responsible for designating the CUFCs. Regardless of population, a public road may be designated as a CUFC if it is in an urbanized area, and meets one or more of the following four elements:

- (1) connects an intermodal facility to;
 - i. the PHFS
 - ii. the Interstate System; or
 - iii. an intermodal freight facility;
- (2) is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
- (3) serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
- (4) is important to the movement of freight within the region, as determined by the MPO or the State.

The designation in limited to a **maximum of 75 miles of highway** or 10 percent of the PHFS mileage in the State, whichever is greater. 23 U.S.C. 167(f).

Current New Hampshire Roadways on the NHFN

Designation	Routes	Mileage
PHFS Routes	I95	16.15
PHFS Intermodal Connectors	From I-95 (Exit 6) east 0.7 Miles on Market street to the Port of New Hampshire	0.87
Interstate not on the PHFS	I89	133.11
	I93	60.90
	I293	10.70
	I393	3.76
		208.47
Critical Urban Freight Corridors	TBD	Max 75 Miles
Critical Rural Freight Corridors	TBD	Max 150 Miles