

RPC Transportation Advisory Committee  
 May 24<sup>th</sup>, 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 4/26/18 TAC meeting (**Attachment #1**) — *[motion to approve]*
3. Update on TIP Amendment #4 (Information will be sent to TAC/Policy Separately)  
 – Dave Walker
4. Freight Planning Workshop (**Attachment #2 – Same info as April Meeting**) –  
 Dave Walker
5. Next Project Solicitation/Prioritization Process – Dave Walker/Scott Bogle
6. Stratham Safe Routes to School – Scott Bogle
7. Bike Month Update – Scott Bogle
8. Hampton Beach Master Plan – Scott Bogle
9. Project Updates (handout to be distributed at meeting)

**TAC MEETING SCHEDULE For 2018 (Next meeting highlighted)**

<del>January 25<sup>th</sup></del>	May 24 <sup>th</sup>	September 27 <sup>th</sup>	<b>***Off Schedule***</b>
February 22 <sup>nd</sup>	<b>June 28<sup>th</sup></b>	October 25 <sup>th</sup>	
<del>March 22<sup>nd</sup></del> (cancelled)	July 26 <sup>th</sup>	December 6 <sup>th</sup>	
April 26 <sup>th</sup>	August 23 <sup>rd</sup>		

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

April 26, 2018

RPC Conference Room, Exeter NH

**Members Present:** Richard McDermott, Chairman (Hampton Falls); Robert Clark (Atkinson); Tim Moore (Plaistow); Ken Christiansen (Brentwood); Rad Nichols (COAST); Chris Cross, Peter Welch (Newington); Chris Jacobs (Hampton); Dave Sharples (Exeter); Tavis Austin (Stratham); Maria Stowell (PDA); Tracy McAllister, Lucy St. John (NHDOT); Elizabeth Strachan (NHDES)

**Guest:** Jonathan Evans (NHDOT)

**Staff:** Dave Walker (Transportation Program Mgr); Scott Bogle (Sr. Transportation Planner); Tim Roache (Executive Director); Christian Matthews (GIS/Transportation Analyst); Annette Pettengill (Business Manager)

1. **Introductions:** Chairman McDermott convened the meeting at 9 a.m. and attendees introduced themselves

### 2. Minutes of February 22, 2018

Strachan noted there were some typographical/administrative changes and she would send them to Pettengill to be incorporated into the Minutes after the meeting today. *Moore moved to approve the Minutes of February 22, 2018 as presented with administrative changes to be added; Christiansen seconded. **SO VOTED.***

\*\*\* Agenda Order changed \*\*\*

### 6. State Freight Plan – Lucy St. John, NHDOT

St. John gave a presentation on the reasons why freight travel is so important in NH and the goals and objectives of completing a State Freight Plan (SFP) for NH. She explained that each state must do a SFP to be eligible for National Highway Freight Program funding. The State Freight Advisory Committee (SFAC) is charged with preparing an SFP and to do so it must develop an understanding of freight travel in NH. Trucks ship more than 95% of all goods in NH.

Transportation costs accounts for 10% of product costs, and our proximity to Boston means a lot of overseas products come into this area, therefore good infrastructure is very important. The SFP reviews documents and data, identifies existing infrastructure status and truck and rail flows, trends, supply chains and looks at all existing deficiencies and restrictions related to the flow of freight travel. She noted that many sources are looked at in the process of doing a freight plan. The State Freight Advisory Committee (SFAC) also conducts public outreach and she encouraged everyone to attend and participate. Discussion followed.

### **3. NHDOT Noise Policy & Noise Barrier Program – Jonathan Evans, NHDOT**

Evans explained that the Code of Federal Regulations requires identification of highway traffic noise impacts; examination and incorporation of potential abatement measures; and coordination with local officials to provide helpful information on compatible land use planning and control. He reviewed three specific types of highway projects, how noise impact is assessed and potential abatement measures that can be used. Questions and answers followed.

### **5. Bike/Walk to Work Day – Scott Bogle, RPC**

Bogle distributed flyers about the events happening in May that highlight Seacoast Bike & Walk Month. This is an effort by the Seacoast Bicycle Riders to coordinate the use of alternatives to single vehicle occupant commutes and promotes riding bikes to work, carpooling, telecommuting or using public transportation.

### **7. Freight Planning workshop – Tabled until next meeting**

### **4. I-95 High Level Rehabilitation Project – Scott Bogle**

Bogle explained that the I-95 bridge rehab project goals include safety improvements, traffic flow improvements and preventative maintenance of bridges along the I95 highway corridor. That means replacing asphalt, safety rails, barriers, providing electric upgrades and adding ITS (intelligent transportation systems) measures. Construction is planned for 2019 & 2020 and totals approx. \$28 million including engineering and construction.

### **8. Project Updates – distributed**

Meeting adjourned at 11:05 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**

<b>Designation</b>	<b>Routes</b>	<b>Mileage</b>
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	<b>Max 75 Miles</b>
Critical Rural Freight Corridors	TBD	<b>Max 150 Miles</b>