

New Hampshire Rail Transit Authority Project Committee

December 11, 2013

Southern NH Planning Commission
438 Dubuque Street
Manchester, NH 03104

Minutes

In Attendance:

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| Patrick Herlihy | NH DOT |
| Adam Hlasny | Southern NH Planning Commission |
| Mike Izbicki | NH RTA – Governor’s appointee |
| Kenyon F. Karl | Sierra Club NH/Transportation Action |
| Nancy Larson | NH RTA Citizen Rep – Bedford |
| Tom Mahon | NH RTA Chair |
| Tim Moore | NH RTA Rep – Rockingham Planning Commission |
| David Preece | Southern NH Planning Commission |
| Mark Sanborn | Concord Coach |

I. Call to Order

The meeting was called to order at 8:41 am.

II. Public Input

Mr. Tom Mahon announced that he is scheduled to meet with Rep. Candace Bouchard on December 16, 2013 to discuss Rail Transit Authority (RTA) governance issues, as well as the potential restructuring of the authority and the budgeting process.

There was also a brief discussion on the potential initiation of an overnight rail service between Montréal and Portland.

III. Discussion of the purpose of the Project Committee

Mr. Patrick Herlihy asked if the project plan in question is different from that of the Capitol Corridor Study. Mr. Mike Izbicki added that an administrative piece on how to manage rail in the state should be included in the project plan. Mr. Mark Sanborn asked if the NH Rail Transit Authority’s name refers to “Rail Transit” or “Rail and Transit”. He emphasized that Concord Coach and other bus operators desire to work together with the Rail Transit Authority to advocate for multimodal, system-wide solutions to transit issues in New Hampshire. The committee

agreed that any solution will involve all modes, and stressed the importance of cooperation between bus operators and a potential rail operator.

Mr. Herlihy questioned whether NH RTA wants to take on operation of rail if the Capitol Corridor or other projects move forward. It was suggested that NH RTA examine several models of rail operations from around New England:

- NNEPRA
- Rhode Island
- MBTA

Mr. David Preece added that it would be useful for the NH RTA to have conversations with representatives from each of the above agencies to further explore their operating models. Mr. Tim Moore suggested adding the Vermont model to the list, as VT DOT has a contract with Amtrak in what is a more complicated arrangement than that of the MBTA with MassDOT.

Mr. Izbicki noted that, despite the importance of talking with reps from the 3-4 aforementioned agencies, the role NH RTA wants to play must be further fleshed out and defined. Mr. Preece suggested reviewing the other models and coming to the next meeting ready to discuss them.

Mr. Izbicki volunteered to put together a 4-5 page white paper with details. Mr. Preece said that it would be better to have a more concise (i.e. 1 page) paper, and should focus on the RTA's governance, staffing, and budgets. Intermodalism should also feature prominently in the one-page summary. Mr. Izbicki said that after composing this high-level outline, it can be passed off to the full RTA committee and be used to develop legislation clarifying the RTA's role, should the Capitol Corridor project proceed.

Mr. Moore said that there is a short window for these documents to be completed, as they must be on the governor's desk by June 2014 at the latest. Mr. Preece said that he would develop a schedule for the next six months to ensure staying on task.

The next meeting will be held sometime during the third week in January.

The meeting stood adjourned at 9:40 am.

Respectfully submitted by Adam Hlasny, SNHPC

12/12/13