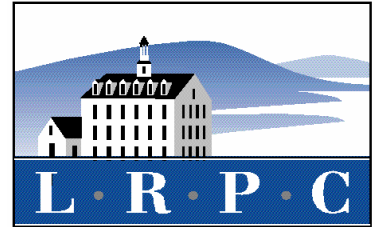


# LAKES REGION PLANNING COMMISSION

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## MINUTES of February 22, 2007 TRANSPORTATION TAC MEETING Humiston Building Meredith, NH

**TO:** Transportation Technical Advisory Committee

**FROM:** Michael Izard, Principal Planner

**DATE:** March 27, 2007

### MEMBERS PRESENT

#### Voting

Sheldon Morgan, Gilford - Chairman  
Phyllis Taylor, Danbury - Vice Chairman  
David Bowles, Tamworth  
Brad Harriman, Ossipee  
Bob Ward, Andover  
Rick Ball, Belmont  
Tink Taylor, Tamworth  
David Kerr, Barnstead  
Robert Barry, New Hampton  
Greg Doyon, Franklin  
John Edgar, Meredith  
Joanne Coppinger, Moultonborough  
Nathaniel Sawyer, New Hampton

#### Non-Voting

Dick Waitt, LRPC Representative  
Dennis Fowler, NH DOT, Bureau of Planning and Community Assistance

### OTHERS PRESENT

Bill Watson, NH DOT, Bureau of Planning and Community Assistance  
Mike Izard, LRPC  
David Jeffers, LRPC  
Erin Plummer, Laconia Citizen  
Mark Morrill, NH DOT, District 3  
Doug Dowie, NH DOT, District 3  
Kimon Koulet, LRPC

## 1. Call to Order and Introductions

Chairman Morgan called the meeting to order at 2:00 PM. He welcomed everyone and asked them to introduce themselves.

## 2. Transportation Improvements Program (TIP) Update Process

M. Izard provided an overview of the TIP update process and introduced guest speaker Bill Watson, Administrator, NHDOT Bureau of Planning and Community Assistance. Mr. Watson began by stating that the Ten Year Plan currently contains 14 – 20 years worth of projects. NH DOT is saying to regional planning commissions (RPCs):

- 1) Don't add any projects;
- 2) Don't remove any projects

NH DOT is charged with working within the parameters noted above to better meet the needs of the state. There are differences between the RPCs in terms of what projects are recommended and how these recommendations are developed.

There is a need to be more transparent in the recommendation process so that the legislature knows how and why projects are recommended. NH DOT expects RPCs to clearly define problem statements, prioritize projects, and identify pieces or phases of projects that might be worked on to reduce pressures on the local and regional transportation systems. NH DOT recognizes regional corridors and it would benefit local projects to be linked to corridor projects.

There are a couple of funding options that are being proposed in the legislature: (a) project bonding and (b) a gas tax. If passed, these funds could help with the completion of transportation projects, however, the funding is not assured and NH DOT must proceed with the existing prioritization method.

## 3. Questions and Comments

TAC members expressed several concerns about Ten Year Plan funding and the regrouping or modification of past projects by NH DOT. Concern was expressed that all RPCs operate under similar rules so that projects from around the state are judged by similar criteria. There was also discussion regarding methods for keeping future expenses lower, such as purchasing land in advance and avoiding 'interim projects' that later have to be torn up. Alternative funding sources such as Garvey Bonds and municipally managed projects were discussed. When asked for the criteria NHDOT uses to assess projects, B. Watson listed the following five-criteria and noted that this is an unofficial list:

1. Congestion/capacity on roadway
2. Safety issues
3. Physical condition
4. Economic development/Land Use
5. Alternative transportation

He also noted that this list varies in priority by region. For example, at Southwest RPC congestion is not a problem but at Nashua RPC congestion is their top priority.

Summary points:

- If components of projects that can be implemented short-term are identified that would improve the transportation network NHDOT would like to move forward with these.
- It was suggested that the TAC use the 2005 10-Year Plan as a starting point and stressed that all projects must identify specifics. Assistance to do that could be provided by District Engineers.
- LRPC will review the projects, especially those that might be phased, then go back to communities to refine these proposals and perhaps apply the Context Sensitive Solutions (CSS) process; but this will take time.
- The RPCs will get their list of projects to NH DOT and then it takes 6 months for NH DOT and the RPCs to discuss and develop recommendations to the Governor and Council.
- Regional Plan Update will be delayed because of this TIP process.

#### **4. Action Steps for TIP Update 2007**

The TAC reached consensus on an approach for developing TIP recommendations to be approved by the Commission and forwarded to NH DOT by the end of April. Focusing on existing Tier I and Tier II-III projects TAC members will provide background information on projects in their communities by answering the following questions:

1. Does the problem being addressed by the project still exist?
2. Is there local support for this project?
3. Is there a portion of this project that can be addressed near term that will mitigate some or the entire problem? If so, please describe.

Responses received by M. Iazard by March 2 will be consolidated into a draft TIP for review at the next TAC meeting. The date of the next meeting was set for Wednesday, March 7 from 2:00 – 4:00 PM at the Humiston Building in Meredith.

The meeting adjourned at 3:57 PM. *M/S/Passed Kerr/Bowles*