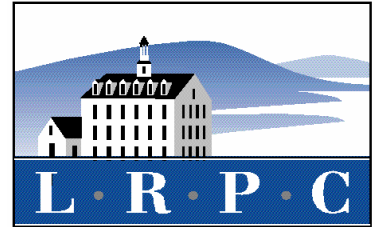


LAKES REGION PLANNING COMMISSION

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MINUTES of June 6, 2007 TRANSPORTATION TAC MEETING Laconia Municipal Airport Gilford, NH

TO: Transportation Technical Advisory Committee

FROM: Michael IZARD, Principal Planner

DATE: July 16, 2007

MEMBERS PRESENT

Voting

Sheldon Morgan, Gilford (Chairman)
David Bowles, Tamworth
Ralph Carter, Sanbornton
Malcolm Taylor, Holderness
Brad Harriman, Ossipee
Bob Barry, New Hampton
Russ Bailey, Alton
David Kerr, Barnstead

Non-Voting

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

OTHERS PRESENT

Carol Niewola, NH DOT, Bureau of Aeronautics
Diane Cooper, Laconia Airport
Neub Le Roy, Laconia Airport Authority
David Rodrigue, NH DOT ITS Program Manager
David Jeffers, LRPC
Kimon Koulet, LRPC
Cutter Mitchell, Laconia Citizen

1. Call to Order and Introductions

Chairman Morgan called the meeting to order at 2:02 PM. He welcomed everyone and asked them to introduce themselves.

2. **Approval of Minutes**

The Minutes of the April 4, 2007 TAC meeting were approved as written.

M/S/Passed-Bowles/Barry There was an opportunity for public comment but none was given.

3. **Intelligent Transportation Systems (ITS) Presentation**

D. Rodrigue of NH DOT provided a handout on the statewide ITS architecture and discussed this structure and the role of regional planning commissions.

He stated that we cannot continue to build our way out of the growth that is occurring in the state. The principle of ITS is the use of data to help manage traffic. Data include volume and speed of traffic and weather conditions. ITS also involves disseminating information to travelers, which may include highway signs and the 511 System.

The architecture requires regional ITS programs to be compatible with the state ITS program. The Lakes Region is not required to develop a regional architecture; it is covered under the state plan. Regional plans require stakeholder input and tend to be more detailed than the statewide plan.

The state ITS plan has 13 chapters. Any local or regional programs that utilize federal funds must be in the state ITS architecture and follow the Systems Engineering Design Process. The budget for ITS is still being defined; currently it is at \$6.5 million, with 90 percent federal and 10 percent state funds.

Local projects may receive funding but they should be defined elements of the statewide architecture. It is also strongly recommended that NH DOT be involved in the conceptual stages of the project. Projects that have been identified in a regional or statewide architecture do have a competitive advantage over those not in the architecture.

4. **Laconia Municipal Airport Improvements**

C. Niewola provided information regarding airports statewide, and then D. Cooper presented detailed information about the Laconia Airport.

There are 26 airports in New Hampshire, 11 are eligible for federal funding. Many projects are 95 percent Federal Aviation Administration (FAA) funded, such as the current work at Laconia Municipal Airport. The Laconia airport is self-sufficient, with a budget of \$288,500. It is a municipal airport and does not have any plans to become a commercial airport. It has an annual impact of \$49.5 million on the region. Their target plane is the Hawker 800 XB, a mid-sized jet carrying eight passengers and two crew members with the capability of flying non-stop coast-to-coast.

To meet FAA regulations, the airport is currently:

- increasing its runway safety areas by a total of 400 feet;
- getting greater separation between the runway and the taxi areas;
- replacing the entire electrical system; and
- upgrading the navigation system.

This work will cost \$8.5 million with 95 percent funding by the FAA trust fund while the state and the airport each contributed 2.5 percent.

D. Cooper noted that the airport is neither lengthening the runway nor increasing the number of flights. In the construction process, several steps are being taken that will impact the environment:

- 14 acre wetlands disturbance;
- 145 acre wetlands mitigation;
- removal of railroad ties and old pavement (no net change in impervious surfaces); and
- during the winter there is no deicing of planes or pavement.

5. Lakes Region Transportation Improvement Program (TIP) – Affirming Priorities

K. Koulet stated the Lakes Region Transportation Improvement Plan (TIP) was presented to and approved by the LRPC Commission in April. At that meeting, it was noted by Bill Watson, NHDOT, that a message is being sent by interim NH DOT Commissioner O’Leary that projects will likely need to be removed from the Ten Year Plan in order for it to be fiscally constrained. B. Watson also indicated that other regional planning commissions have selectively removed projects from the state plan.

K. Koulet reported that the removal of TIP projects was a topic of discussion at the May LRPC Executive Board meeting. While the TIP was developed based on guidance provided by NH DOT in February, the board voted to ask the TAC to consider prioritizing the projects in the recently adopted TIP in anticipation of NHDOT project removal. The TAC was asked to consider this request.

Discussion on the request centered on the need for criteria, timeframe, and the project prioritization that occurred when each project was originally submitted for consideration in the TIP. After much discussion, the TAC concluded:

- all projects in the TIP were previously prioritized;
- the projects in the TIP represent the priorities for the region;
- project removal requires NHDOT for the statewide context;
- project prioritization without knowing state priorities would not be appropriate.

A motion was made to stand behind the plan that was submitted to NH DOT in the spring. *M/S/Passed-Carter/Bailey*

5. Other

M. Taylor noted that the signs for the new Plymouth Bridge seem to be much too large for the roads. It was suggested that the Traffic Bureau at NH DOT be contacted; D. Fowler will send a message regarding this.

The next TAC meeting will be August 1 at 2:00 PM in Meredith at the Humiston Building.

6. Adjourned 4:01 PM

M/S/Passed-Bowles/Carter