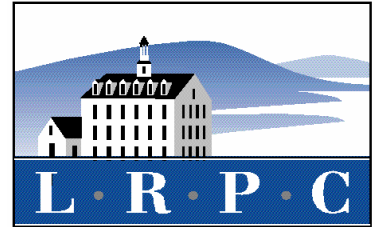


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MINUTES of June 4, 2008 TRANSPORTATION TAC MEETING Meredith Village Savings Bank Laconia, NH

TO: Transportation Technical Advisory Committee

FROM: Michael Izard, Principal Planner

DATE: August 27, 2008

MEMBERS PRESENT

Voting

Sheldon Morgan, Gilford (Chairman)
John Gotjen, Tamworth
Warren Hutchins, Laconia
Brad Harriman, Ossipee
David Kerr, Barnstead
John Edgar, Meredith
Rick Ball, Belmont
Ralph Carter, Sanbornton
Robert Barry, New Hampton
David Ford, Wolfeboro
Center Sanders, Tilton

OTHERS PRESENT

Ansel Sanborn, NH DOT
Leonard Campbell, NH Catholic Charities
Dan Paradis, Bristol
Steve Favorite, Bristol
Dick Waitt, LRPC Commissioner
Kathy Brockett, NH DES Air Resources Division
Kimon, Koulet, LRPC
Michael Izard, LRPC
David Jeffers, LRPC

1. Call to Order

Chairman Morgan called the meeting to order at 2:04 PM and asked each person to introduce themselves. He welcomed everyone.

2. **Public Input**

The Chairman asked for public input, there was none.

R. Carter posed some questions for everyone's consideration as follows: 1. Do the railroads pay fuel taxes? 2. What is the funding source for current rail repairs? 3. If CMAQ funds are intended to reduce congestion and air pollution, can they be used to encourage the use of rail, reducing the number of vehicles on New Hampshire's roads? This generated some interest in the topic.

3. **NH DOT's Long Range Transportation Plan (LRTP)**

Representing the NH DOT, Ansel Sanborn gave a presentation on the LRTP touching on five key steps: Purpose, Process, Outcomes, Initiatives, and Next Steps. Note: A copy of the presentation, the Draft Summary Report, and the Draft Full Report are available at: <http://www.nh.gov/dot//municipalhighways/LongRangePlan.htm>. The Purpose of the Plan is to outline the broad strategic direction of transportation in NH for the next two decades and beyond focusing on policies, programs, goals, and objectives. He reviewed the development of the 2006 Community Advisory Committee (CAC) report, the composition of this committee, and how it guided the development of this LRTP.

The LRTP also addresses Issues, a Vision and Goals, and Future Choices. The seven major Issues are Land Use, Mobility, Safety and Security, the Environment and Public Health, Preservation and Maintenance, Coordination, and Stewardship.

The Draft Plan addresses trends in NH, including employment patterns (NH has an emphasis on the service and technology sectors), changing demographics (NH is aging), land development patterns (funding for transit is linked to land development), construction costs and inflation/revenue stability, and the cost, availability, and impacts from fossil fuel usage.

He pointed out that the Vision Statement has two parts, one dealing with connectivity and the other looking at the quality of life in NH. The cost to implement the vision is estimated to be \$700 million/year, while available revenues are estimated at \$400 million/year. The committee looked at various scenarios, leading to a preferred strategy.

Several areas were identified as needing to be worked on and are referred to as 'Outcomes'. These included needing more linkage with the broader state goals, needing Integrated Intermodal Planning, needing a strategic approach (as opposed to a project-oriented approach), and needing to collaborate on the approach, especially regarding Land Use where policy is actually made at the local level.

The Plan addresses a number of Key Initiatives including traveler safety, the concept of preservation before expansion, asset management, using and communicating the results of performance measurements, and incorporating Context Sensitive Solutions (CSS) into project planning. This also introduced the topics of corridor management planning and utilizing new investment strategies.

A. Sanborn explained that while corridor planning has been around for many years, its

scope has changed over the years, becoming broader, more flexible, and better adapted to addressing the needs of impacted communities. The concept of corridor unites transportation and land use, and maintains links with local planning practices.

He discussed the draft Statewide Inter-regional System Map, explaining that this is not the exclusive budgeting tool for the state, but it is one budgeting tool. There is money in the Ten Year Plan to begin the Corridor Planning Process. Inter-regional corridor planning could be led by NH DOT, while intra-regional corridor projects would likely be led by RPCs.

The new investment strategy recommended in the LRTP continues to devote more than 80% of state transportation spending on Highway and Bridge projects, however, some of these funds are decreased, allowing for increased funding for Public Transportation, Bicycle/Pedestrian projects, and ITS connectivity. While spending for Maintenance and Modernization remain constant in this plan, funding for Preservation is up and funding for Expansion is down.

Several questions were asked by those present to help clarify the definition of the four program categories (maintenance, preservation, modernization, and expansion) and how they might apply to specific projects. For example, access management to preserve capacity would be considered a form of preservation. The plan is to conduct corridor studies for all identified corridors over the next five years, establishing a threat analysis to the corridor.

NH DOT is actively seeking comment on this Draft Long Range Transportation Plan. NH Resource Agencies met with NH DOT on May 1, 2008. There is a Public Comment Period which runs from May 7, 2008 to June 13, 2008. To date, most comments have generally been in support of transit. The final LRTP is due June 30, 2008.

There were a number of comments and questions from the TAC members as noted below:

- General approval of the LRTP and support for preservation was expressed.
- Are there suggestions for creative methods for financing rail?
- Think that NH Route 28 from Wolfeboro towards Concord ought to be shown as a candidate for an Inter-regional corridor
- Sought clarification of "Preservation" - preserving the system's condition and preserving the system's capacity
- According to A. Sanborn, the Ten Year Plan recommendations were not based upon the proposed corridors
- Seeking clarification on how NH DOT priorities get established
- Preservation is a need of the system; such projects will not be dictated by corridor studies
- A corridor study would take into account all the needs of an area.
- Clarifying the distinctions between Modernization/ Preservation/ Maintenance
- What relationships are there with adjacent state? Discussed coordination between Maine, Vermont, and Massachusetts and with the Transit Investment Project
- When we go through the planning process will we be provided with an indication of the balance of funds in each category? Use the plan as a guide as to how the project is cast.

- Passenger rail and bus are being funded in the southern part of the state as resources are prioritized to where large segments of the population live
- There was discussion on possible methods for reducing costs in construction, signage, and delineation
- Has the integration of school busses into the public transit system been explored?
- Is this just an exercise in reprioritizing the list of projects within the same budget?
- There is a need to start increasing funds statewide. A. Sanborn noted that the first version of this plan was developed by the CAC and two-thirds of the committee said that more funds need to be obtained. This second version (from NH DOT) is built on the premise that the state does not need to raise more funds.
- A. Sanborn suggested that members look at work done by the Transit Investment Study <http://www.i93transit.org/index.html>
- Are there incentives for communities to support alternative transportation modes and higher density development, as suggested in the CAC report?
- It was suggested that there be collaborative incentives or additional transportation services for certain types of land use density, such as Park and Rides
- A question was raised about Memorandums of Understanding (MOUs) between the communities and NH DOT and changes in driveway permitting process. A. Sanborn indicated that communities in the I-93 corridor are receptive to the MOUs.
- TAC project prioritization – is the LRTP the guidance that we should be using? NH DOT has embraced the planning process set forth here, although some details of the document may change based on public feedback.

4. Regional Updates

M. Izard reported that the Final Public Hearing for the Coordinated Transit Plan for Central NH was held last night. The plan has five major recommendations; it recommends establishing both statewide and regional coordinating committees. This plan has taken longer than anticipated to develop but is consistent with statewide goals. The final possible date for approval is June 15, 2008. There was discussion of funding and coordination of transportation networks and the ‘stepping-stone’ role of this report in the development of regional and statewide services.

Motion: Will the TAC support the recommendations in the Coordinated Transit Plan?
M/S/Approved Carter/Ford

LRPC received five applications for Safe Routes to Schools (SRtS) funds, four seeking start-up funding and one full proposal. Bristol, Freedom, Moultonborough, and Wolfeboro applied for start-up funds, while Ossipee submitted a full application. There was discussion regarding how the TAC should be involved in the scoring of projects. Scoring must be completed at the RPC level and submitted to NH DOT by July 7, 2008. Communities should be prepared to make a presentation at NH DOT by July 21, 2008. R. Carter noted that the TAC should be prepared to participate in future SRtS application rounds.

Motion: The LRPC staff should grade this round of five applications and send them on to NH DOT.

M/S/Approved Ford/Ball

The TAC is seeking a Vice-Chair. All interested members should contact the Chairman or LRPC prior to the next meeting.

The next TAC meeting will be August 6, 2008 at 2:00 PM; the location to be determined.

5. Air Quality Updates

In response to a request at the May meeting, K. Brockett distributed graphs showing the ozone levels in Laconia over the past ten years. The data are compared with both the old and the new EPA ozone levels. For comparison, similar data from Nashua are also shown. She emphasized that while the new standard is not as strict as what the New England states had sought, it is a lower threshold and more protective of air quality and human health.

6. Adjourned 3:58 PM

M/S/Passed Barry/Carter