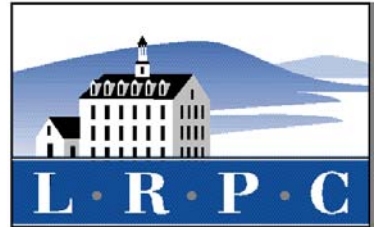


LAKES REGION PLANNING COMMISSION

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MINUTES of February 4, 2009 Transportation TAC MEETING Humiston Building, Meredith, NE

MEMBERS PRESENT

Voting

Sheldon Morgan, Gilford (Chairman)
Herb Farnham, Moultonborough
David Kerr, Barnstead
Malcolm Taylor, Holderness
Rick Ball, Belmont
Center Sanders, Tilton
Brad Harriman, Ossipee
Shanna Saunders, Laconia
David Ford, Wolfeboro
Steve Favorite, Bristol
John Gotjen, Tamworth

OTHERS PRESENT

Dean Eastman, NH DOT/ Planning & Community Assistance
William Rose, NH DOT
Kathleen Brockett, NH DES
Jane Fairchild, Moultonborough
Jason Plourde, Greenman-Pedersen, Inc.
Erin Plummer, Laconia Citizen
Michael Iazard, LRPC
Kimon Koulet, LRPC
David Jeffers, LRPC
Adam Hlasny, LRPC

1 Call to Order

Chairman Morgan called the meeting to order at 2:00 PM and asked all in attendance to introduce themselves.

2 Public Comment

The Chairman called for public comment; none was returned.

3 **Approval of Minutes**

The Minutes were approved as written.
M/S/Passed Ford/Kerr

4 **Regional Updates**

Malcolm "Tink" Taylor mentioned that the addition of rail in New Hampshire has been on the radar of late, especially since the possibility of federal stimulus money has been on the table. He reiterated that only "shovel-ready" projects would be eligible for funding, and that commuter rail from Nashua southward to Boston would be the most realistic option. Maine and Vermont are well ahead of New Hampshire with commuter rail, the Downeaster and Vermonter serving as those states' connections with Boston and New York, respectively. Other prospective projects that have been discussed on a medium-to-long range basis include the Boston to Montreal line via White River Junction, and the Ossipee line that would connect the seacoast to the White Mountains via Ossipee and Conway.

M. Izard said that DOT is currently reviewing the TE/CMAQ guidebook, which was last updated in 2001. D. Eastman stated that these documents are available on the DOT website. M. Izard explained that the LRPC goes through an update of the UPWP (Unified Planning Work Program) for Transportation biannually, a contract the planning commissions have with the DOT. The LRPC is currently in the process of writing a work program from 2010-2011. Items to be included in the upcoming UPWP include involvement in CSS (Context-Sensitive Solutions) for transportation projects. There has also been discussion with DOT regarding RSMS (Road Surface Management System) and its use in assisting one or two communities per year in taking full inventory of road conditions. There is a new RSMS package that has been released, which is expected to save significant amounts of time during data collection. The cost of this software is a \$600 annual subscription fee.

K. Koulet mentioned that the UPWP is the vehicle that brings resources to the region and have five broad categories: data collection, development of a transportation plan, TIP process, local assistance, and administration.

5 **2009 TIP Update**

M. Izard said that a letter was sent out to communities in October 2008 asking for comments regarding the TIP update. As of January 31, 2009, there had been three responses dealing with seven of the 18 projects in or removed from the 10-year plan. Several communities have expressed a desire to respond after the deadline. The scoring criteria have been updated, but the TAC has yet to talk about how the process is going to proceed. The entire 10-year plan is financially constrained. There is a need to follow up on a more recent DOT request to ensure that the projects still on the 10-year plan reflect regional priorities. The projects removed from the 10-year plan should be reviewed and ranked as well. Once we do the rankings, how do we ready ourselves for a project to be moved ahead with implementation? Dave Ford asked if the projects cut could still be considered. The amount of money available for each region is fixed at this point. For the Lakes Region, this amount is approximately \$23 million over 10 years. This amount excludes state bridge repairs. M. Izard distributed a handout on the evolution of the 2009-2018 TIP. In terms of reprioritization, M. Izard suggested a "field trip" to view and discuss

the projects in question to aid in prioritizing road improvements for DOT. The deadline to submit these prioritizations to DOT is May 15.

K. Koulet commented on the potential for the economic stimulus package affecting the STIP. There is a potential for \$300 million from the federal government for rail/mass transit, and \$235 million for highway improvements, \$120m of which would be devoted to a Conway bypass road.

In the next couple of months, LRPC will provide a list of projects to potentially be included on the 10-year plan. Communities must provide supporting documentation if they wish for their project to be included/prioritized.

K. Koulet asked if it would be possible for the TAC to examine the list of 10-year plan projects immediately for suitability of inclusion. The goal would be to have TAC approval of a reprioritized list by the April commission meeting. The TAC decided to jump forward and cover Safe Routes to School quickly, and to then come back and further discuss 10-year plan projects.

6 Safe Routes to School (SRTS)

M. Izard distributed a handout summarizing Grant Round 3, which ended on February 2. The LRPC received three applications for funding; one for a startup grant in Ashland, and two for implementation, in Bristol and Ossipee. Ossipee was successful in a previous grant round, receiving funding for the building of sidewalks. The RPCs have been given until March 30 to respond DOT's request for scoring, comments, and recommendations. D. Ford asked if it was possible for all three projects to be funded. M. Izard answered with a resounding yes, despite the increasing competitiveness of the process. At this point, grant round four has not been established, but will likely take place sometime in 2009. D. Ford asked if it was possible for the LRPC staff to review the three applications and make a recommendation at the next TAC meeting. M. Izard said that the startup application is not evaluated on the same scale as the implementation application. S. Saunders suggested that perhaps staff could handle application review once more, due to the awkward timing of SRTS with the TIP update. A motion was made and approved unanimously.

M/S/Passed Ford/Taylor

7 Ten-Year Plan Update

D. Ford suggested the removal of the Alton Traffic Circle, NH 28 Barnstead-Alton and Meredith projects from the list. B. Harriman mentioned the necessity of the realignment of the NH 16/25/41 intersection in West Ossipee. He also expressed concern about a proposed development at the intersection of NH 16/28, and asked about the possibility of moving that project up the priority list. K. Koulet mentioned that DOT plans to do preliminary engineering in the next several years for several projects, including those in Ossipee. S. Saunders said that a project with a pending development nearby should receive greater priority in the plan. S. Morgan said that the possibility of an Alton-Gilford bypass is highly unlikely, as it has been on the books for nearly 40 years. Only one project on the plan is no longer of interest: the NH 140 project in Belmont. S. Morgan asked if the TAC was comfortable leaving the seven bolded projects on the list. K. Koulet said that the towns must be made aware if a project within their jurisdiction is to be removed from the 10-year

plan. D. Ford said that the system is flawed, but made a motion to leave those seven projects on the list.

M/S/Passed Ford/Harriman

D. Ford made a motion to score the seven projects remaining on the list with the information we have and that which will be coming in from the communities.

M/S/Passed Ford/Saunders

D. Ford made a motion to have LRPC staff send an update letter to the towns updated them of the status of the prioritization process. S. Morgan suggested simplifying by leaving it to the discretion of the Director to write the letter.

M/S/Passed Ford/Saunders

D. Eastman said that the TAC should take into the consideration the regional nature of Lakes Region roads, and used the example of the NH 104 corridor in New Hampton. This road has great importance above and beyond the town of New Hampton, and as such should be considered on a more regional basis. The TAC must be the driving force to ensure the regionality of roads.