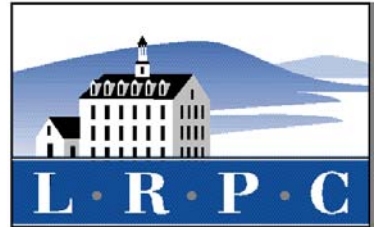


## LAKES REGION PLANNING COMMISSION

103 Main Street, Suite #3  
Meredith, NH 03253  
tel (603) 279-8171  
fax (603) 279-0200  
www.lakesrpc.org



### MINUTES of March 5, 2009 Transportation TAC Meeting Humiston Building, Meredith, NH

#### MEMBERS PRESENT

##### Voting

Sheldon Morgan, Gilford (Chairman)  
Shanna Saunders, Laconia  
David Ford, Wolfeboro  
Steve Favorite, Bristol  
Elizabeth Corrow, Franklin  
Robert Barry, New Hampton  
Ralph Carter, Sanbornton  
Malcolm Taylor, Holderness  
David Kerr, Barnstead  
John Gotjen, Tamworth  
Rick Ball, Belmont

##### OTHERS PRESENT

Dean Eastman, NH DOT / Planning & Community Assistance  
Chris Skoglund, NH DES  
Jason Plourde, Greenman-Pedersen, Inc.  
Michael Iazard, LRPC  
David Jeffers, LRPC  
Kimon Koulet, LRPC  
Adam Hlasny, LRPC

#### 1 Call to Order

Chairman Morgan called the meeting to order at 2:03 PM.

#### 2 Approval of Minutes

The Minutes of February 4, 2009 were approved as written.  
M/S/Passed Carter/Favorite

#### 3 Public Comment

The Chairman called for public comment; none was returned.

#### 4 **Regional Updates**

Chris Skoglund of NH DES explained that he was "filling in" for Kathy Brockett in giving the update on air quality in New Hampshire. He distributed maps showing revised ozone nonattainment areas. There was a proposal to join Belknap, Merrimack, and part of Hillsborough County to the Eastern Mass.-Rhode Island Nonattainment area. The alternative, resulting in much less needless work for the RPCs, is not including the aforementioned counties. This proposal is expected to be sent to the Governor on March 11. M. Izard asked what gets lost for Belknap County by being excluded from the proposed nonattainment area. Skoglund pointed out that higher vehicle standards would help ozone levels. He also mentioned that DES is not trying to avoid doing air quality work, but rather avoid unnecessary air quality work that would most likely be brought if Belknap, Merrimack, and Hillsborough counties were to be included in the new Nonattainment area.

Skoglund distributed copies of work being done to improve air quality. An expansion of the diesel emission reduction act funding was one proposal. Another had to do with increasing the use of clean fuels in schools, heavy duty trucks, etc. to reduce emissions. Funding is available to retire vehicles "a little bit earlier." D. Ford commented that retiring vehicles early is "unheard of" and expressed confusion about the program. The purpose of the program is to take inefficient vehicles off the road rather than to retire particular vehicles early, although that result might occur as a side consequence. S. Morgan stated that in the municipal sector, retirement ages of vehicles are often exceeded rather than breached. S. Favorite stated, "We're missing the boat." We're throwing away workable vehicles/technologies without having new fuels/technologies in place.

M. Izard gave a summary of the development of the Unified Planning Work Program (UPWP) for Fiscal Year 2010-2011. He was interested in hearing thoughts from the TAC on anything worthy of inclusion in the UPWP. He mentioned the TIP projects in 2007 that were identified as CSS process projects, and expressed desire to have the TAC prioritize these projects, as well as the corridors of concern. He mentioned the training attended by 12 of the 14 representatives from the two RPCs and the five communities in the NH 28 Corridor Study Area. This has been a positive development, and intersections along the corridor will undoubtedly benefit when the Safety Audits commence. D. Kerr added some details about the Safety Audit training, including the composition of the two-day course, and how these observations will affect the forthcoming NH 28 Corridor Study. M. Izard is hopeful to make use of the Federal Highway Administration's Peer-to-Peer program, a free program that assists in the organization of a safety audit procedure.

#### 5 **2009 TIP Update**

M. Izard distributed a response from William Rose of NH DOT regarding the status of current 10-year plan projects. D. Ford stated that he thought something was taking place on each of the projects on the plan. The memo stated that no work was taking place on three of the projects. R. Carter said that the first three years of the plan were in concrete, and the next seven years' projects are the ones to be reprioritized. D. Ford expressed displeasure with the Alton Traffic Circle project, and said he was under the impression that all projects had some work being undertaken. D. Eastman stated that now would be a good time to change out a project in the 10-year plan in favor of a more important, re-evaluated project.

M. Izard described the need to compile a packet of information on all proposed 10-year plan projects to be distributed to all TAC members before the April 1 meeting. He also questioned whether a "field trip" for at least six TAC members to visit all sites would be necessary to get a better understanding of what is currently on the ground at the proposed project locations. He explained that in 2003, a reevaluation of projects occurred. The TAC agreed that a "field trip" would be very beneficial to the reevaluation. The logistics of this trip were discussed. A motion was made to conduct a field visit with a minimum of six people.

M/S/Passed Ford/Carter

D. Ford suggested bringing a digital camera. Volunteers to take part in the field visit on March 27 included D. Ford, S. Saunders, S. Favorite, R. Berry, S. Morgan, E. Corrow, M. Taylor, and R. Carter. A backup date of March 30 was selected in case of inclement weather.

M. Izard recommended the April 1 meeting run from 1:00-4:00 rather than the usual 2:00-4:00, due to the extensive amount of information that must be discussed. The packets of information will be sent out to the TAC the week of 3/9, in time for members to review prior to the 3/27 field trip and 4/1 meeting.

## **6 Safe Routes to School (SRtS)**

A. Hlasny gave a brief summary of the status of Grant Round 3 SRtS applications. Ashland submitted an application for a startup grant worth up to \$5,000, and Bristol and Ossipee submitted applications for a general grant, worth up to \$100,000. LRPC staff scored these applications, and recommended that all three applications be funded. LRPC is still working with the towns to continually improve the quality of their applications. With the amount of funding currently available from DOT, there is a good chance that all three towns will receive funding. D. Ford asked when monies will become available. D. Jeffers added that there were some creative ideas coming from these applications, such as paw prints on the sidewalks for kids to follow. Encouragement of kids and parents to become more enthused about biking/walking is in some cases more important than the "bricks and mortar" of sidewalk construction. S. Favorite stated that child molestation and bullies prevent many parents from feeling comfortable allowing their children to walk to school. He explained that the Bristol paw print idea was to encourage middle school students to assume more of a leadership role rather than one of bullying.

## **7 Legislative Update**

K. Koulet distributed an informational sheet on the status of transportation-related bills currently in the NH House and Senate. He summarized HB 124, which has been retained in committee. This bill involves a \$.18 increase in road tolls and future increases based on consumer price index. Every penny increase in this toll represents approximately \$8.4 million in additional revenue for the state; the NH Association of Municipalities supports this legislation. HB 125 will likely be folded into HB 644, which was voted on 3/4 and was passed with amendment and referred to the Ways and Means Committee. HB 644 establishes a NH Road and Bridge account, and establishes a Revenue Commission for Highways and Bridges. Road toll increases would begin with \$.23 on July 1, 2009, and followed by other incremental increases over the following two years. HB 450 provides a guideline for projects to be in the state 10-year transportation plan. Any project considered for the plan will be considered based on safety, multimodalism, land use, infrastructure

preservation and overall corridor improvement. SB 186 would create a new commission to provide direction to DOT in the development and advancement of a long-range transportation plan based on several factors.

E. Corrow commented that she is encouraged by the municipal support for the gas tax increase as a boon to the funding base for much-needed transportation projects within the state. D. Ford questioned who pays for the preliminary designs that are necessary for state consideration in HB 450. D. Eastman said that we must get away from the "town road vs. state road" mentality. E. Corrow said that HB 644 is a "good deal" and that HB 450 is positive in theory, yet poorer communities would struggle to keep up with wealthier ones in terms of locally funding projects. D. Ford said he is "very frustrated" with the process, and that it is incomprehensible that DOT is not inventorying all roads, and coming to people with the money and telling them the amount that will be needed to repair the existing road infrastructure. D. Eastman pointed out that it is essential to have community involvement in the ten-year plan process. K. Koulet recommended visiting the state website for more details on all of the transportation bills being discussed.

## **8 Next Meeting**

The next TAC meeting will be held on April 1, tentatively at the Corner Meeting House in Belmont from 1:00 - 4:00 PM. R. Ball to confirm availability of meeting space. A motion was made to adjourn.

M/S/Passed Barry/Carter