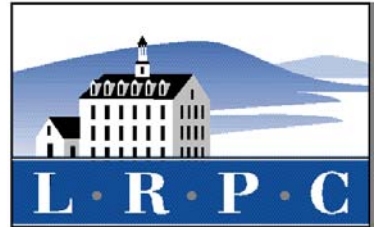


LAKES REGION PLANNING COMMISSION

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Minutes of August 5, 2009 LRPC Transportation Technical Advisory Committee (TAC) Meeting Gilmanton Town Offices, Gilmanton, NH

VOTING MEMBERS PRESENT

Sheldon Morgan, Gilford (Chairman)
Herb Farnham, Moultonborough
Betty Ann Abbott, Gilmanton
Brad Harriman, Ossipee
Rick Ball, Belmont
Jeff Haines, Center Harbor
Steve Favorite, Bristol
John Edgar, Meredith
Dave Kerr, Barnstead
John Gotjen, Tamworth
David Ford, Wolfeboro

OTHERS PRESENT

Dick Waitt, LRPC Representative
Michael Iazard, LRPC
Adam Hlasny, LRPC
Dean Eastman, NH DOT
Jim Pilliod, Belmont
Sharon Penney, Alton
Randy Sanborn, Alton
Ann Lowery, Laconia
Mike Smith, Gilmanton
Murray Campbell, Bristol
Beverly Raymond, North Country Transit

1 Call to Order and Introductions

Chairman Morgan called the meeting to order at 2:03 PM and asked all in attendance to introduce him/herself. There were no comments from the public. A motion was made to accept the minutes of the May 6 meeting as written.

M/S/Passed Gotjen/Favorite

2 Regional Updates

M. Iazard gave a status update on Safe Routes to Schools. There is \$2.5 million still available, and the fourth grant round opens on September 14. LRPC is currently working with Moultonborough on their travel plan, a prerequisite for infrastructure funding. NH DOT is currently considering increasing the limit on infrastructure grants from \$100,000 to \$200,000 or \$250,000. The funding announcements from Grant Round 4 will be made in March 2010.

Iazard also gave a brief status update on the NH 28 Corridor Study. The engineering firm VHB is currently finalizing recommendations, with a letter due from them by August 7. The last committee meeting is tentatively scheduled for August 20, and presentations of findings to corridor communities are tentatively to take place in early September.

3 Carroll County Transit Service Status

Beverly Raymond of North Country Transit gave a presentation regarding transit options in Carroll County. Her presentation detailed the history of transit in the "north country," current need, and progress of her agency to fund transit in Carroll County. American Recovery and Reinvestment Act (ARRA) funding has greatly helped investments in buses for the upcoming service in Carroll County, scheduled to begin in October of 2010. Raymond also pointed out that transit service in the area is warranted, due to the amount of those who are elderly, disabled, or in poverty. The tentative plan is to have two types of routes: both fixed and demand/response. She also mentioned that buses will be painted blue with a white stripe- more expensive, but better for passenger recognition while on the road. Raymond fielded questions about a public school/transit connection, and the possibility of expanding services to weekends. She said that Carroll County Transit exists as a separate entity from school services, and could possibly expand to weekends based on the amount of NH DOT funding that is received. Finally, Raymond stated that the goal of this transit company is to meet up with the current systems of transit (i.e. hospital service) to create an integrated network.

4 Transportation Enhancements

M. Izard explained that Regional Planning Commissions have sent background information on TE projects to all communities. So far, 10 letters of intent have been submitted by Lakes Region communities, along with one statewide project. The deadline for applications is September 15. NH DOT is currently in the process of hosting its Municipally Managed Public Workshops (MMPWs) around the state; 7-8 of the 10 Lakes Region applicants have attended these meetings. The TAC must review these applications quickly in October/November, in preparation for presentation of the results at the November 23 Commission meeting. Izard distributed handouts detailing proposed changes to LRPC's scoring criteria for TE project applications. He explained that NHDOT is using a 45/15/5 bonus points system (45 points = #1 ranked project, 15 = #2, 5 = #3), to award the top three projects in each region. There are approximately 45 additional bonus points available based on the content of the application. The 2005 Lakes Region criteria were based on 10 questions, whereas the proposed 2009 criteria are based on 8.

Izard asked if a requirement for matching funds should be a criterion. There have been TE projects on the table for several years without receiving funding. S. Favorite stated that with some projects, environmental reviews have stalled progress. These financial obstacles, Izard stated, are reason why in 2009, DOT is requesting the best possible information heading into the process. DOT is not looking for engineering specifics before funding, but is looking for accurate cost information, and the best available numbers. D. Eastman said that DOT's goal is for a given project to start in 9 months, and end within 2 years. D. Ford asked how a community shows financial commitment. M. Izard responded that DOT is requesting a purpose and need statement, and that the community must prove its financial commitment to the project. Ford suggested that a commitment to fund the project could fit into criterion #4.

J. Edgar asked if up to 20 bonus points can be awarded, or if it is "all or nothing." Izard replied that in the past a sliding scale was used. D. Ford suggested allotting extra points if 20% of the matching funds are already reserved. Izard said that there are very few

applications that already have funds appropriated. Edgar suggested that smaller towns could be at a disadvantage if extra points are awarded for funds available, as cities often have more flexibility when managing budgets.

A motion was made to accept the 8 suggested criteria as a basis with the addition of a commitment to fund the project made to item #4.

M/S/Passed Ford/Ball

M. Izard recommended amending the wording to give more points to those communities where the project is identified in town/city documents. B. Abbott suggested using the wording "up to 10 points." Chairman Morgan suggested "0 to 10," and asked for any other concerns, comments, or changes from the committee.

S. Favorite asked D. Eastman how much funding was available, and whether smaller projects have a more realistic chance of being funded by DOT. Eastman said that there is \$6.4 million available from DOT over the next two years. Each RPC should come up with its #1 project, and most projects should fall into the \$500,000 range. J. Edgar asked if larger projects should be broken down. According to Eastman, while DOT does not want to exclude towns from applying for larger projects, funding for these is unlikely unless there is broad agreement between planning commissions (i.e. intrastate rail service) that a large project is worthy of the limited funding available. A motion was made that the language of criterion #6 should read "final engineering" and "permitting."

M/S/Passed Ford/Gotjen

J. Edgar stressed that "broad" support is important language when referring to that coming from communities. There is a difference between support of the select board, and support from residents of a community. M. Izard added that the TAC should have a dialogue regarding what constitutes a 20-point reward and a 5-point reward. Chairman Morgan asked for additional comments; there were none. M. Izard agreed to email TAC members with the revised criteria, and 5 days would be provided to respond with additional comments.

Izard briefly delineated a timeline for the next steps in the TE project ratings. Applicants will give presentations at the October TAC meeting, which will be followed by committee scoring and discussion. Recommendations from the TAC will be due by November 9 in advance of the November 23 Commission meeting.

5 Other Business

The next two meetings were scheduled: Wednesday, September 2 in Meredith at 2:00 PM, and Wednesday, October 21 from 9:00 AM to 2:00 PM for project presentations. The location of the second meeting will be determined, but is likely to be either Belmont or Laconia.

Chairman Morgan thanked Gilmanton for hosting the meeting, and a motion was made to adjourn at approximately 3:58 PM.

M/S/Passed Haines/Ball