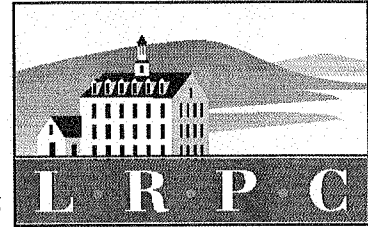


LAKES REGION PLANNING COMMISSION

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To: Lakes Region Transportation Technical Advisory Committee

From: Michael Izard, Principal Planner

Date: June 1, 2011

Minutes of April 6, 2011
LRPC Transportation Technical Advisory Committee (TAC) Meeting
Humiston Building, Suite #1
Meredith, NH

VOTING MEMBERS PRESENT

David Kerr, Barnstead
R. Murray Campbell, Bristol
Steve Favorite, Bristol
Jeff Haines, Center Harbor
Sheldon Morgan, Gilford - Chairman
Ralph Lavin, Gilmanton
Malcolm Taylor, Holderness
Shanna Saunders, Laconia
John Edgar, Meredith
Scott Kimmond, Moultonborough (Alt.)
Brad Harriman, Ossipee - Vice-Chair
John Gotjen, Tamworth
David Ford, Wolfeboro

OTHERS PRESENT

Dick Waitt, LRPC Representative (Gilford)
Dean Eastman, NH DOT Bureau of Planning
and Community Assistance
Eric Abrams, NH DES, Air Resources Division
Michael Izard, LRPC
David Jeffers, LRPC
Ginny Schnieder, BM CAP

1. Call to Order and Introductions

Chairman Morgan called the meeting to order at 2:07 PM. A motion was made to accept the minutes of the March 2, 2011 meeting as written.

M/S/Passed - Ford/Harriman
Abstain: Edgar

A motion was made to accept the minutes of the March 30, 2011 meeting as field notes.

M/S/Passed - Favorite/Gotjen
Abstain: Ford, Kerr

2. TIP Update Scoring Process

M. Izard reviewed the scoring process noting the method of including new projects. It was noted that many of the newer projects have less detailed information; those submitting acknowledged this fact.

The group discussed other potential sources of funding for these projects. It was noted that it was good to have the District Engineers present for the field visits to give their input on projects. The TAC has refined and added to its scoring criteria over time leading to varied supporting documentation for projects. Several projects have minimal supporting documentation in the form of a community letter of support.

To get approval from both the LRPC Executive Board and the full Commission prior to submission to NH DOT, the TAC will need to get its recommendations to the Executive Board by April 13, followed by the full Commission on April 25. A couple of ideas were discussed regarding how to score/rank the various projects fairly, effectively, and within the designated time frame.

There was discussion of the need for the review process. It is important for everyone to see how the process works and then take from this the need for local communities to work on project development locally, especially in the current economic and political atmosphere. Several members commented that it is important to keep the corridor projects that impact the most of us on high on the priority list(s). It was pointed out that putting a project on the Ten Year Plan does not disqualify it for other funding streams. This year's TIP update process has heightened need to help towns learn about the various funding streams that might be available for projects and the local match required. Communities were encouraged to build up a dialogue with the District Engineers. It was noted that as communities attempt to develop creative solutions to the existing infrastructure problems and develop local-state dialogue and partnerships, there also needs to be a commitment to developing good memorandums with the state, so that communities can take on some responsibilities, such as maintenance of drainage features.

There was more discussion on the best method to address existing projects, pointing out that these roadways are state assets which have a large impact on local communities and their economies. The TAC membership was encouraged to begin thinking about ways to continue planning and refining these projects to be in the best possible position to address these pressing transportation needs in the future. It was suggested that some method of making new TAC members aware of existing Ten Year Plan projects (perhaps through the new member handbook) would be useful for the future.

3. TIP Update Projects Discussion and TAC Scoring

After a discussion about the new projects submitted by Holderness, Freedom, and Moultonborough, along with possible alternate funding sources (including the Highway Safety Improvement Program, Hazard Mitigation, and State Aid Highway), a motion was made to not score three of the Moultonborough projects (Lakeshore Drive, Glidden Road, and Redding Lane) as well as the Holderness and Freedom projects.

M/S - Ford/Edgar

This motion was amended to also not score the three projects that do not have letters of support.

Amended by Ford/Edgar
Passed

Projects to be considered:

- Alton/Gilford - NH Route 11
- Andover – US Route 4
- Bristol – Central Square
- Laconia – US Route 3
- Meredith – NH Route 106
- New Hampton/Meredith – NH Route 104
- Moultonborough – NH Route 25
- Moultonborough – NH Route 25@ Saw Mill
- Moultonborough - NH Route 25@ Sheridan
- Northfield - I-93 @ Exit 19
- Wolfeboro – NH Route 28

After consideration of whether to score (or re-score) the proposed projects, it was suggested by Dean Eastman that NHDOT does not want to see a long list of projects; the group come up with the top two or three projects. A motion was made to submit the following projects to the Commission in rank order: Wolfeboro, Bristol, Meredith (NH Route 104).

M/S - Harriman/Taylor

An amendment was proposed to adjust the rank order to read Wolfeboro, Meredith (NH Route 104), Bristol.

M/S/Passed - Kerr/Kimmond

Abstain: Ford, Edgar, Favorite

The amended motion then passed.

Abstain: Ford, Edgar, Favorite

Discussion included the need to continue to articulate to the state, commission, communities, and others that there are many more regional needs. Communities should continue to identify and scope out potential Ten Year Plan projects, focusing on describing and mapping out functions, accident history, volume data, economic value, and pavement conditions.

4. **Regional Updates**

G. Schneider gave an update on the Belknap-Merrimack Community Action Program (BM CAP) and noted that the Winnepesaukee Transit System (WTS) Advisory Committee will meet April 20th at 10:00 AM in the Tilton Town Hall. The WTS now has a public service announcement running on five local radio stations. They are working with the Lakes Region Chamber of Commerce. The staff from BM CAP has now trained seniors from Wesley Woods on how to use the senior transportation services and they can now use it to link into the WTS routes. They have been talking with the Carroll County Transportation Advisory Committee and will coordinate linkages between the two systems. Copies of the WTS map and schedule have been distributed to many public locations and can be found at <http://www.bmcap.org/pdf/CAT/WTS%20map%20and%20schedule%20website%20Nov%201%2010.pdf>.

5. **Other Business**

M. Taylor noted that the State of NH has developed a Rail Plan and there are two public hearings this week. Having such a plan is a requirement to receive federal funding for a study and engineering. He felt that in the Lakes Region freight trains make more sense currently than passenger trains.

Comments from the discussion that followed included: This would get some trucks off the roads; it would be helpful to track where material is coming from or going to; include Land Use considerations in the discussion. Also, as more people head to the state, we need to consider the ramifications to our infrastructure and air quality. Laconia supports both freight and passenger service. The States of Maine and Vermont are both quite supportive of rail.

6. Adjourn

A motion to adjourn was unanimously approved.

M/S/Passed - Taylor/Harriman