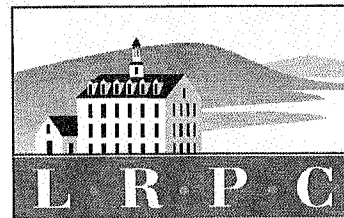


LAKES REGION PLANNING COMMISSION

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TO: LRPC Transportation Technical Advisory Committee

FROM: Michael Izard, Principal Planner

A handwritten signature in black ink, appearing to be 'MI', is written over the name 'Michael Izard' in the 'FROM' line.

DATE: October 5, 2011

Minutes of September 7, 2011
LRPC Transportation Technical Advisory Committee (TAC) Meeting
Humiston Building, Suite 1
Meredith, NH

VOTING MEMBERS PRESENT

Shanna Saunders, Laconia
John Edgar, Meredith
David Kerr, Barnstead
Glenn Smith, Northfield
David Ford, Wolfeboro
Ken McWilliams, Alton
Scott Kinmond, Moultonborough
Dave Bowles, Tamworth
Sheldon Morgan, Gilford, Chairman

OTHERS PRESENT

Michael Izard, LRPC
Eric Senecal, LRPC
Ginny Schneider, BM-CAP
Dean Eastman, NHDOT, Bureau of Transportation
Planning
Mark Morrill, NHDOT, District 3 Engineer
Paul Lockwood, NHDES, Air Resources Division
Nancy Mayville, NHDOT, Highway Engineer
Jan Collins, Newfound Lake Pathway Team
Bob Southworth, Northfield

1. Call to Order and Introductions

Chairman Morgan called the meeting to order at 2:04 PM. He introduced guest speakers, Nancy Mayville from NH DOT, and Paul Lockwood from NH DES.

A motion was made to accept the minutes of the August 3, 2011 meeting as written.

M/S/Passed with amendments Scott/Kerr

2. Regional Updates

- M. Izard introduced E. Senecal as a new representative from LRPC.
- P. Lockwood introduced himself as the new non-voting member from the NH DES, Air Resources Division, replacing E. Abrams. He provided an overview of air quality levels in the region and referenced a handout showing downward trends in ozone and particulate emissions in Laconia and other cities, as well as the real-time monitoring data

and 2011 exceedences. Laconia has consistently been below EPA's National Ambient Air Quality Standard. He suggested that causes that may be driving the general downward trend in ozone and particulate concentration since 2003 may include point source control efforts, congestion mitigation, less driving, cleaner fuels, and cleaner cars.

In January of 2010, the EPA proposed to reducing the air quality standard from 0.075 ppm, stepwise to 0.60 ppm. If the new standard were applied, based on historic data Laconia might be considered a non-attainment area, as it has regularly exceeded 0.060 ppm. Non-attainment status would require compliance with a host of regulations for traffic conformity, tying transportation improvement plans to environmental regulations.

The state's On Board Diagnostic vehicle inspections program contract ended on June 30, 2011 but was extended through FY 2012. NH DES is working on an RFP, and they believe that the OBD program has led to decreases in emissions. EPA continues to push for tail pipe testing, but NH DES is arguing that OBD testing is producing better results.

The National Emission Standards for Hazardous Air Pollutants program passed new regulations requiring all commercial and institutional boilers to be registered with the EPA by September 17, 2011. Information about the new boiler law was passed out. All boilers constructed before June of 2010 will have to have a biennial tune up, and newer boilers will have to meet particulate emissions standards, though the state will not be authorized to enforce the regulations.

- M. Izard distributed a handout outlining the distribution of Highway Block Grant Aid and asked N. Mayville to discuss the general declining trends. N. Mayville explained that distribution is based on road mileage and population, with some exceptions. DOT maintains the road mileage database and pays out to the towns quarterly. She explained that the three elements involved in determining block grant aid are the prediction of future revenues, payment to towns in the present year, and comparison of the previous year's projected allocation to actual receipts. In the present year, payment adjustments are made based on the analysis of the previous year. Because of the unanticipated repeal of the \$30 motor vehicle registration surcharge, communities will see a downward adjustment in their aid in 2013, details of which will be projected by November. It behooves towns to keep their road mileage data current with DOT, as it impacts distribution of aid. She then clarified the quarterly payment schedule, and there was some discussion.
- E. Senecal gave a brief update on the regional bicycle and pedestrian plan update process, noting the December 31, 2011 deadline. The plan will focus on existing conditions and the needs of multiple users, emphasizing the importance of locally generated plans in achieving regional goals.
- M. Izard noted that the dates and times for the three upcoming GACIT hearings in the Lakes Region on the draft Ten Year Plan 2013-2022 (TYP) have not changed. He distributed a handout summarizing proposed changes in the draft TYP 2013-2022 from the TYP 2011-2020. He noted that improvements to the NH Route 28 at Peacham Road intersection, which was previously part of the Barnstead/Alton NH Route 28 reconstruction, is identified as a separate project in the draft TYP 2013-2022. Most

Lakes Region projects have been moved out in time in the draft TYP. A link to the draft plan on the DOT website was distributed. There was some discussion about a number of specific projects.

- G. Schneider provided an update on activities at BM-CAP. They hired a new travel trainer to train people with limited English fluency how to use public transportation. They are continuing to hold Winnepesaukee Transit System advisory committee meetings and are working on marketing, outreach, match, route expansion and a communications plan. Franklin Savings Bank has provided a grant to extend the route to Gilford, and a mobility manager is updating the schedule at regional sites and is working with M. Izard on compiling and mapping data. They are still working to raise their match. BM-CAP is also considering applying for new FTA funds that could support the establishment of a regional call center to coordinate among multiple service providers. The FTA grant could possibly fund the design of the project. BM-CAP is also coordinating a volunteer driver program.
- D. Eastman provided an update on LRPC's Scenic Byways Grant. LRPC was one of two successful applicants. It was a partial award, clarification is pending from the Federal Highway Administration clarifying the portion of the request that was disallowed. M. Izard expressed a reluctance by LRPC to announce the award due to questions about the funding process.

3. STP Urban Program – Nancy Mayville, NHDOT Highway Engineer

N. Mayville provided an outline of NHDOT's Bureau of Planning and Community Assistance, which provides financial aid and technical assistance for municipal highways and bridges. The Bureau provides funding in 13+ programs, including the STP Urban program which provides funding for reconstruction of specific roads that are eligible for federal aid. Eligibility is based on federal functional classification or roads, LOS, population, and linkages. There are 58 municipalities in NH that have eligible roads; three in the Lakes Region (Franklin, Laconia, and Gilford). The program has a 20 percent match requirement and represents \$5 million of the draft TYP.

She discussed the funding history of STP Urban, the local nomination and allocation process at NHDOT, and the future status of the program. NHDOT is concerned that the program has become somewhat dysfunctional for a number of reasons. NHDOT is looking at a number of options to make the program more effective, including developing an aid infrastructure bank to provide an accessible funding source and attractive repayment plan. A discussion about state transportation funding ensued.

4. NH Snow Removal Policy – Mark Morrill, NHDOT District 3 Engineer

M. Morrill explained that draft the Snow Removal policy had not yet been approved, but that it would be reviewed by the new commissioner shortly. Winter maintenance was the last program to be cut in the new budget. To meet budget a revised policy *may* rely less on hired contractors, allow additional accumulation before plows are sent out, increase plow beats, and increase use of pre-wetting equipment. D. Ford expressed a strong interest in seeing a copy of the draft so that comments could be made, and expressed concern that without reliable work, plow owners around the region would look elsewhere for work, and might not be reliable in times of need. Discussion about coordination of municipal and state plowing

policies, as well as methods for allocating based on traffic ensued. The importance of a publically available draft policy was emphasized by many.

M. Morrill mentioned that NHDOT has sand bags available to municipalities for storm preparation. S. Morgan mentioned that feed supply stores tend to have empty 50 pound bags available after divvying up smaller portions of seed for retail sale.

5. Other Business

The next meeting is scheduled for October 5, 2011 at 2:00 PM, location to be determined. Communities interested in hosting the meeting should contact M. Izard.

6. Adjourn

A motion to adjourn was unanimously approved.

M/S/Passed Ford/Brooks