

**Upper Valley Lake Sunapee Regional Planning Commission  
Meeting of the Transportation Advisory Committee (TAC)**

May 12, 2009 Meeting Minutes  
Lebanon Senior Center- Lebanon, NH

**Attendees:**

Van Chesnut, Chair, Advance Transit  
Dick Jones, Vice Chair, Lyme  
Dave Edkins, Charlestown  
Barbara Brill, CATS  
Mike Lavalla, Lebanon  
William Rose, NHDOT  
Nate Miller, UVLSRPC  
Rachel Ruppel, UVLSRPC  
Gabe Zoerheide, UVTMA

**Review and Approval of April 14<sup>th</sup> Meeting Minutes:**

Following introductions, Dave Edkins moved that the minutes of April 14<sup>th</sup> be accepted as submitted. Dick Jones seconded, and the motion passed unanimously. Mike Lavalla abstained due to absence.

**Transportation Enhancement Program Update**

Nate Miller reported that NHDOT is currently making revisions to the Transportation Enhancement Program prior to the next solicitation for projects, which is tentatively scheduled for June 1<sup>st</sup>. William Rose noted that the TE Program is currently backlogged with "semi-approved" projects. Some communities have not been able to provide local match funding, and some projects have significantly underestimated budgets.

NHDOT anticipates that the American Recovery and Reinvestment Act (ARRA) TE funds will clear out this backlog. However, changes need to be made to the program to prevent these issues from reoccurring. Nate Miller noted that the changes will place additional emphasis on project development, especially planning and budgeting. There will also be a strengthened role for Regional Planning Commissions in the TE program.

Nate Miller reported that the TE Program changes will be finalized prior to June's TAC meeting. The TAC agenda for June will include a detailed overview of the changes to the program.

**Congressional Appropriation Requests**

Nate Miller reported that the U.S. Congress has started discussing the upcoming re-authorization of federal surface transportation funding legislation (currently known as SAFETEA-LU). As part of the process, UVLSRPC has been approached by Congressman Hodes' staff to submit high priority projects from within the region for congressional appropriation consideration.

UVLSRPC submitted three projects for Congressman Hodes' consideration: 1) The reconstruction of Main Street in New London; 2) The reconstruction of NH Route 10 in the villages of Newport, Goshen, and Lempster; and 3) The development of a new public transit service between Claremont and the Upper Valley. All of these projects have been identified as

priorities through regional transportation planning processes. Nate Miller advised that he would keep the TAC updated on new developments related to these projects.

**Prioritization of Potential Park-and-Ride Locations**

Following up on the TAC’s discussion in April, Nate Miller presented his scoring of the top eight potential park-and-ride sites in the region. Nate Miller explained that the expansion of the Exit 12 park-and-ride lot and the development of the Upper Valley Intermodal Transportation Facility were not included in the prioritization because those projects are funded and ongoing.

<b>Tier 1 Park-and-Ride Priorities in the Upper Valley Lake Sunapee Region (Locations with Immediate Potential)</b>				
<b>Rank</b>	<b>Community</b>	<b>Location</b>	<b>Transit Provider</b>	<b>Score</b>
1	Enfield	U.S. Route 4- Enfield Community Center	Advance Transit	37
2	Claremont	NH Route 120/North Street	CATS (Potential)	33
T-3	Charlestown	NH Route 11/NH Route 12	CATS (Potential)	32
T-3	Lebanon	U.S. Route 4- Mormon Church	Advance Transit	32
5	Charlestown	NH Route 12- NHDOT Right-of-Way/Rest Area	CATS (Potential)	31
6	Lyme	NH Route 10/High Street	N/A (Carpool)	29
7	Plainfield	NH Route 12A- Church of Christ	N/A (Carpool)	28
8	Claremont	NH Route 120- River Valley CC Vicinity	CATS (Potential)	25

Following discussion, Dave Edkins moved that the TAC accept the park-and-ride priorities. Barbara Brill seconded, and the motion passed unanimously.

**UVLSRPC Transportation Demand Management Planning Initiative**

Nate Miller introduced Rachel Ruppel, who has been working on UVLSRPC’s Transportation Demand Management planning initiative. Rachel explained that she recently conducted a survey of employer attitudes related to public transit in the Upper Valley, and received nearly 20 responses. The respondents ranged from the region’s largest employers to employers with less than 10 employees.

A summary of Rachel Ruppel’s presentation is affixed to these minutes (Appendix A).

**Other Business**

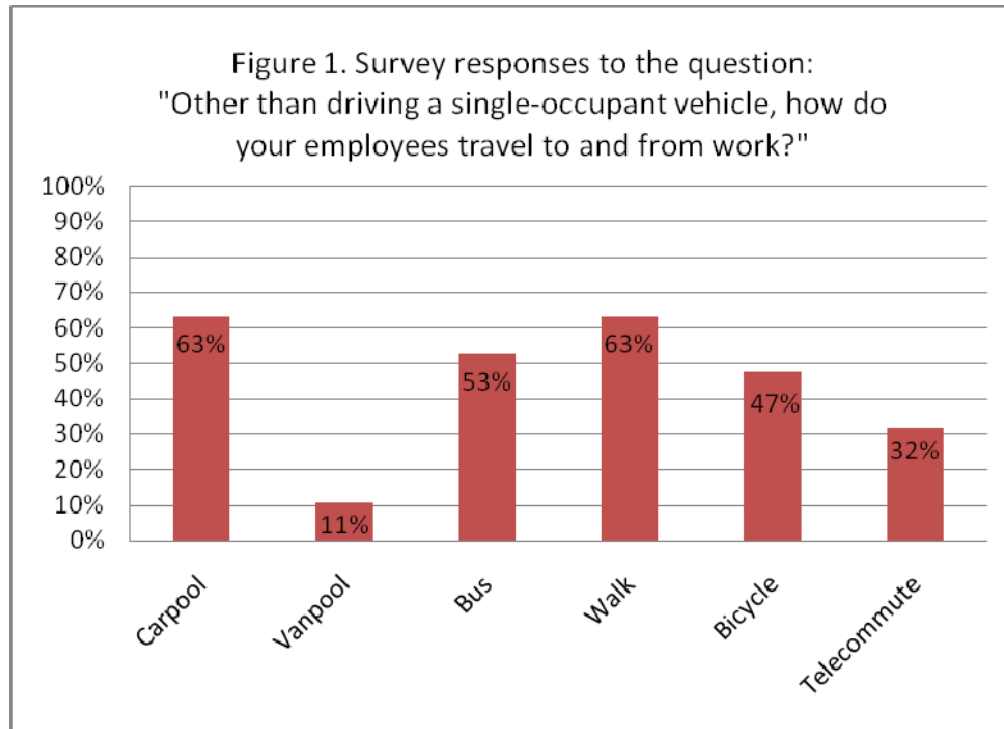
- Van Chesnut reported that Advance Transit’s building expansion project is going out to bid. Bids will be due in early June. Advance Transit’s service improvements, including increased frequency on the Red Route will begin July 6<sup>th</sup>.
- Gabe Zoerheide reported that the United Valley Interfaith Project will be holding a public meeting to discuss transit service to Alice Peck Day Hospital on Sunday, May 17<sup>th</sup>.
- Dave Edkins asked if NHDOT has made final decisions about ARRA-funded municipal bridge projects. William Rose noted that the decision is imminent, and is expected to be announced this week.

The TAC scheduled their next meeting for June 9<sup>th</sup> at 5:00 PM at the Lebanon Senior Center. Dick Jones made a motion to adjourn the meeting at 6:30 PM. Van Chesnut seconded, and the motion passed unanimously.

## APPENDIX A- Upper Valley Employer Survey Results

### Summary of Key Results

1. People who work in the Upper Valley utilize several different modes of alternative transportation.



2. Parking is seen as a problem for both employers and employees. 37% of employers surveyed currently face a parking shortage, and 47% expect a parking shortage within 5 years. Forty-two percent of survey respondents ranked "Parking is a problem" as very important in motivating employees to consider alternative transportation.
3. Upper Valley employers are addressing their workers' transportation needs through a variety of programs and incentives:
  - 75% of employers offer flexible work schedules. Many businesses that utilize standard shifts have staggered shift start times, especially the typical day shift.
  - 55% of employers provide information about transit services or RideShare.
  - 53% of employers are aware of Upper Valley Rideshare's program; 32% offer their own in-house carpool/vanpool matching service.
  - For the 9 employers who state that their employees bicycle to work, 6 provide shower and locker facilities and 5 provide secure bicycle storage. One employer additionally provides money for bike tune-up to regular bicycle commuters.

### ***Small businesses (under 50 employees)***

Bicycling and walking are the most common alternative travel modes (38 & 50%, respectively). 75% offer flexible work schedules, and 38% offer telecommuting.

All small businesses surveyed are located in town centers, which provide opportunities to walk to lunch or do errands without needing a car.

Small businesses are primarily offering and interested in low-cost TDM strategies, such as secure bicycle storage, information on transit services and RideShare, reserved parking spaces for carpools, and employer-owned vehicle for off-site meetings.

### ***Medium-sized employers (50-200 employees)***

Carpooling and bus service are the most common alternative travel modes (83%). 67% have developed flexible work schedules and 50% offer telecommuting options.

Two employers offer in-house carpool (ride) matching, and two others have an informal system.

This class of employers ranges widely in their strategies to promote travel options, but most employers are already using a few low-cost TDM strategies (e.g., providing information on transit and RideShare; providing secure bike storage or showers and lockers). In addition, there is interest in supporting bus service and the construction of bus shelters at worksites.

### ***Large employers (200-6,000 employees)***

100% of survey respondents have some employees who take the bus or carpool.

All large employers offer either numerous work schedules or shifts with staggered start times. 40% of employers offer telecommuting.

Parking is a concern for 80% of large employers, either currently or in anticipation of a shortage in the next five years – 50% already run or support shuttles from parking areas to worksites, and one has begun a parking spot buy-back program. All employers provide information about bus transit or RideShare, and 60% provide in-house carpool matching.

Incentives for alternative transportation that may be considered in the future include:

- Employer-employee cost-sharing of transit fares on long-distance commuter routes;
- Reserved parking spaces for carpools and vanpools;
- Local match for a federally-funded bus shelter at the work site;
- Employer-owned vehicles for off-site meetings;
- Cash incentives for not driving.