

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

September 14, 2010 Meeting Minutes
UVLSRPC Offices- Lebanon, NH

Attendees:

Van Chesnut, Chair, Advance Transit
Dick Jones, Lyme
Dave Edkins, Charlestown
Aaron Brown, UVTMA
Peter Kulbacki, Hanover
William Rose, NHDOT
Nate Miller, UVLSRPC

Acceptance of August 10th Meeting Minutes

Following introductions, Dick Jones moved that the minutes of August 10th be accepted as submitted. Peter Kulbacki seconded and the motion passed unanimously.

Top 100 HSIP Intersections

Nate Miller distributed an analysis conducted by the NHDOT Bureau of Highway Design of high-crash intersections around the state. The analysis shows the "Top 100" high-crash intersections in New Hampshire for Highway Safety Improvement Program (HSIP) funding consideration. After reviewing the analysis, TAC members noted that no intersections were cited in the Upper Valley Lake Sunapee Region.

Dick Jones advised that, while most of the high-crash intersections are in urban areas of the state, NHDOT seems to be making a concerted effort to provide some HSIP funding for rural areas. Nate Miller confirmed this, noting that the NHDOT hopes to equitably distribute HSIP projects around the state. The forthcoming HSIP project at the intersection of NH Route 10/East Thetford Road is one example of this effort.

NHDOT Long-Range Transportation Plan

Nate Miller reported that NHDOT recently released its Long-Range Transportation Plan for New Hampshire. The plan was originally released in draft form in 2008. However, the State Legislature reacted negatively to the plan because they felt it was improperly setting statewide transportation policy. Ultimately, the 2008 draft was shelved.

William Rose advised that the Federal Highway Administration (FHWA) requires the state adopt a Long-Range Transportation Plan. NHDOT has released a revised version of the 2008 plan to meet this requirement; however, the plan no longer includes the policy statements that the State Legislature rejected.

Attendees offered the following comments on the Long-Range Transportation Plan:

- Aaron Brown noted that, while the plan describes in detail the problems associated with the state's transportation system, it does not identify specific funding mechanisms to address these problems.
- Dick Jones noted that the plan places importance on regional transportation plans. This language is important and welcome.

- Dave Edkins reported that he was pleased to see the emphasis on Context Sensitive Solutions (CSS) as a way of doing business, noting that the CSS process worked very well when planning for the reconstruction of NH Route 12 in Charlestown.

Nate Miller noted that the plan places high importance on system preservation, maintenance, travel demand management, and the development of “travel choices.” These priorities are consistent with the TAC’s priorities when evaluating proposed projects for funding. Van Chesnut asked about the process to finalize the plan. William Rose advised that FHWA has already approved the plan. However, comments that improve the plan can still be incorporated.

Federal Infrastructure Investment Proposal

Nate Miller reported that President Obama recently proposed a \$50 billion investment in road, rail, and runway infrastructure. This investment was previously proposed, but removed from, the Jobs for Main Street Act. The proposed \$50 billion investment would be roughly equivalent to the transportation infrastructure funding provided in the American Recovery and Reinvestment Act.

Nate Miller advised that TAC members follow the development of this proposal. Some TAC members advised that, because of the forthcoming Congressional election, it is unlikely that the proposal would be acted on quickly.

Other Business/Updates

Moose Warning Signage

Nate Miller reported that the fall season is quickly approaching, and this is the most active time for moose. Each year, there are a number of moose accidents across the region in areas with dense moose populations. For instance, there were five moose-vehicle accidents on NH Route 118 in Dorchester in 2009.

Nate Miller advised that the New Hampshire Highway Safety Agency has a variable message sign available for communities. The sign can be used to warn drivers in areas with dense moose populations. Many drivers ignore, or become accustomed to, static moose warning signage. Variable message signs are much more effective, even if they are only used for a few weeks in the fall.

FY 2012-2013 Unified Planning Work Program

Nate Miller advised that, during the course of the fall, UVLSRPC would be developing its next Unified Planning Work Program (UPWP) with NHDOT. Nate Miller asked TAC members to think about what planning services are most valuable to communities, so that those services can be emphasized in the Commission’s next Unified Planning Work Program.

The next TAC meeting will be held Tuesday, October 12th, 5:00 PM, at the UVLSRPC offices in Lebanon, NH. Peter Kulbacki moved to adjourn the meeting at 6:30 PM. Dick Jones seconded and the motion passed unanimously.