

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

December 8, 2009 Meeting Minutes  
Lebanon Senior Center- Lebanon, NH

**Attendees:**

Van Chesnut, Chair, Advance Transit  
Dave Edkins, Charlestown  
Richard Lee, New London  
Dick Jones, Lyme  
Peter Kulbacki, Hanover  
Barbara Brill, CATS  
Mike Lavalla, Lebanon  
William Rose, NHDOT  
Nate Miller, UVLSRPC

**Introductions and Approval of November 10<sup>th</sup> Meeting Minutes**

Following introductions, Dick Jones moved that the minutes of November 10th be accepted as submitted. Peter Kulbacki seconded, and the motion passed unanimously. Mike Lavalla abstained due to absence.

**Safe Routes to School Round 4- Project Prioritization**

Nate Miller provided an overview of the two Safe Routes to School applications received from UVLSRPC Communities for Round 4 of the program:

- **Town of Hanover-** SRTS Travel Plan (\$18,050)
- **City of Lebanon-** Infrastructure/Non-infrastructure (\$56,560)

Nate Miller noted that the Town of Hanover's proposal was received under the "rolling" deadline for SRTS Travel Plan applications. However, due to coincident timing, the TAC is able to evaluate this application concurrently with the City of Lebanon's Round 4 Infrastructure/Non-infrastructure application.

The TAC scored the Town of Hanover's application under the 50-point scoring system for SRTS Travel Plan projects.

<b>Scoring Criteria</b>	<b>Maximum Points</b>	<b>Town of Hanover</b>
Inclusive SRTS Task Force	10	9
Evaluation	10	10
Education, Encouragement, and Enforcement	10	9
Quality of Budget	10	8
Potential Infrastructure Projects	10	10
<b>Total</b>	<b>50</b>	<b>46</b>

The TAC scored the City of Lebanon’s application under the 100-point scoring system for SRTS Infrastructure/Non-Infrastructure projects.

<b>Scoring Criteria</b>	<b>Maximum Points</b>	<b>City of Lebanon</b>
Comprehensive SRTS Travel Plan	20	20
Surveys/Site Visits	5	5
Education	10	10
Encouragement	10	10
Enforcement	10	10
Engineering	20	18
Inclusive SRTS Task Force	5	4
Documented Municipal and School Support	5	5
Parental Support	5	4
Educational Community Support (e.g. PTA/PTO)	5	3
Support from Biking/Walking Advocacy Groups	5	5
Disadvantaged Communities	20 (bonus)	6
<b>Total</b>	<b>100 (+20 bonus)</b>	<b>100</b>

The TAC offered the following comments on the applications:

*Town of Hanover*

The TAC commended the Town of Hanover for its commitment to School Travel Planning, noting that SRTS infrastructure funding requests must be supported by a strong, defensible SRTS Travel Plan. The TAC expressed optimism that the Safe Routes to School program would be successful in the Town of Hanover because of the town’s size, existing development patterns, and strong partnership between town and school officials.

*City of Lebanon*

The TAC was impressed by the City of Lebanon’s emphasis on implementing a Safe Routes to School program that was not entirely focused on engineering new infrastructure. Rather, Lebanon’s program presents numerous, innovative ideas in the fields of education, encouragement, and enforcement. The TAC noted that, too often, these aspects of the program are forgotten or given short shrift in SRTS funding applications.

In their scoring of the City of Lebanon’s application, the TAC awarded 6 points to the City of Lebanon under the “Disadvantaged Communities” criterion. The TAC awarded these points based on the special strategies delineated in the SRTS Travel Plan for encouraging children living at the Romano Circle subsidized housing development in West Lebanon to walk and bike to school. Currently, approximately 35 elementary school students live at Romano Circle. However, as members of the TAC noted, the Romano Circle housing development is being expanded and additional elementary school students will likely move into the development, making the implementation of the City’s SRTS encouragement strategies especially timely and pertinent.

**Dick Jones moved that the TAC formally approve the scoring for each application and recommend to NHDOT that both applications receive full funding. Dave Edkins seconded and the motion passed unanimously.**

Nate Miller advised that he would send correspondence to NHDOT and the applicants detailing the TAC's prioritization of the applications.

### **GACIT/Ten-Year Plan Updates**

Nate Miller provided an update on the GACIT process to formally approve the draft 2011-2020 Ten-Year Transportation Improvement Plan. Following a series of public hearings around the state, NHDOT has developed a list of project priority needs that lack sufficient funding. Nate Miller distributed this list of projects to the TAC, noting that the reconstruction of Main Street in New London and the reconstruction of Route 10 in Newport/Goshen/Lempster are included on this list.

The list includes a number of "suggested projects" to include in the 2011-2020 Ten-Year Plan. The reconstruction of Main Street in New London is one of the projects suggested for inclusion in the plan. Nate Miller noted that GACIT will be meeting on December 9<sup>th</sup> to approve the draft 2011-2020 Ten-Year Plan and he will provide additional updates to the TAC in January.

Nate Miller distributed a summary of Ten-Year Plan funding assumptions, noting that NHDOT is considering a number of new sources of revenue to fund transportation projects around the state. A demonstration toll project on I-93 at the Massachusetts state line is one option for funding a portion of the I-93 expansion. The cost of the I-93 expansion project is a significant burden on the Ten-Year Plan, and NHDOT estimates that with alternative I-93 funding, nearly \$260 million in currently unfunded projects could be accomplished over the next ten years.

Nate Miller noted that the TAC reserves the right to provide NHDOT recommendations not only on specific project and program priorities, but on revenue programs as well. TAC members expressed interest in continuing this discussion in January, and asked Nate Miller to provide additional information about the proposed demonstration toll project.

### **Congestion Mitigation and Air Quality (CMAQ) Solicitation**

Nate Miller advised that NHDOT is currently soliciting applications for the Congestion Mitigation and Air Quality (CMAQ) program. Normally, this program does not affect the Upper Valley Lake Sunapee region because the region is in attainment of federal air quality thresholds. However, the UVLSRPC TAC may need to review and prioritize CMAQ applications that: 1) Originate from our region and purport an air quality benefit to non-attainment areas of the state; or 2) Purport a statewide air quality benefit.

Nate Miller advised that, similar to the Transportation Enhancement Program, letters of interest for the CMAQ program are due to NHDOT and Regional Planning Commissions on January 8, 2010.

## **Overview of Potential Sites for Upper Valley Intermodal Transportation Facility**

Nate Miller provided an update on the Upper Valley Intermodal Facility planning process, noting that two Public Informational Meetings have been held. The Intermodal Facility Project Advisory Committee (PAC) is currently in the process of analyzing 29 potential sites for the facility. On December 18<sup>th</sup>, the PAC will be meeting to narrow the list of 29 potential sites down to six potential sites. Nate Miller advised that he would present the “shortlist” of sites for the facility to the TAC in January.

## **Other Business**

The TAC confirmed their next meeting for January 12th at 5:00 PM at the Lebanon Senior Center. Dick Jones made a motion to adjourn the meeting at 6:30 PM. Barbara Brill seconded, and the motion passed unanimously.