

Upper Valley Lake Sunapee Regional Planning Commission Transportation Advisory Committee

MEETING Minutes

December 13, 2022

4:00-5:30 PM

Hybrid Meeting via ZOOM

Kilton Public Library

80 Main St, West Lebanon, NH 03784

Members Present: George Sykes (Lebanon), Bill Chaisson (Wilmot), Scott Hazelton (Sunapee, Remote), Allyson Traeger (Sunapee, Remote), Rob Taylor (Enfield, Remote), Gerald Coogan (UVLSRPC Commission/New London, Remote), Richard “Dick” Jones (Lyme, Vice Chair), John Haffner (Vital Communities, Remote), Christina Hall (Hanover), Ellen Hender (Vital Communities, Remote), deForest Bearse (Claremont, Remote)

Partners Present: William Rose (NHDOT, Remote), Sean Chamberlin (LRPC), Candy Reed (Sullivan County Regional Mobility Manager, Remote)

UVLSRPC Staff Present: Meghan Butts, Andrea Cass

I. Call to Order and Roll Call

- a. Chair George Sykes called the meeting to order at 4:02 PM.

II. Action on Minutes from October 11th, 2022

- a. Dick Jones motioned to approve the minutes; Bill Chaisson seconded. abstained. The minutes from October 11th were unanimously approved 8-0-0.

III. FY 2025-2034 Ten-Year Plan Updates

- a. Andrea Cass explained how the TYP projects in our region are now being reviewed by NHDOT.

IV. Congestion Mitigation and Air Quality (CMAQ) Program updates

- a. Andrea Cass shared that there were 12 letter-of-interest submitted for the CMAQ program, representing 7 towns/cities. Some of the proposed projects include public electric vehicle (EV) charging stations, municipal fleet electrification, bike/ped facilities, and park and rides. UVLSRPC staff are available to help communities as they develop their applications.
- b. John Haffner, Christina Hall, Bill Chaisson, and Dick Jones volunteered to serve on the CMAQ sub-committee for the purposes of estimating how projects from our region will score. Information from this sub-committee may or may not inform the regional ranking. The regional ranking will take place at our next TAC meeting in February.

V. Long Range Transportation Plan

- a. Andrea Cass provided an overview of the Long-Range Transportation Plan. Currently, UVLSRPC is setting goals and gathering data. Over the next year, Staff will be developing the Plan which will be informed by the public and experts.
- b. Part of UVLSRPC's goal setting process was to create a model to think broadly about the goals of this project. As major outcomes, UVLSRPC hopes to increase our regional understanding of transportation gaps, increased co-learning and public engagement activities of needed behavioral changes to promote alternative transportation modes, advance our goals outlined in the corridor plan, and create a document ("The Plan") to guide our internal and our region's transportation activities.
- c. Much of the work around infrastructure projects, project development, facility needs, etc. have already been addressed in the corridor plan. Therefore, UVLSRPC does not intend to duplicate these granular efforts but rather zoom out, think about the goals more broadly, and how a non-capital lens might get us closer to meeting transportation gaps. Some of these include regulatory and land-use considerations, outreach, the role of education, community pilot projects, the transportation workforce and training, as a few key like to explore under an equity lens. Equity is paramount to transportation-related issues. It's thinking about access to modes, participation in decision-making, an understanding of how transportation impacts different overburdened and underrepresented communities. It's also an exploration of transportation justice and an evaluation of how the current system privileges certain groups more than others and identifying solutions to dismantle these imbalances.
- d. George Sykes mentioned the importance of homelessness in the conversation around equitable transportation.
- e. Bill Chaisson brought up a point about how you cannot be too radical with some of these ideas and that will be important during public engagement.
- f. George Sykes and Bill Chaisson are directly interested in supporting the LRTP.

VI. Updates from Members

- a. Lyme: Dick Jones shared there were over 200 people who attended the public informational for the Lyme-Thetford Bridge. The contract has been awarded. The public was upset about no sidewalks, no bicycle lanes, and how the bridge will be closed for 18 months. The condition of the bridge is poor condition. George Sykes mentioned that one of the concerns is that NHDOT will be working on the bridge in Hanover and the two interstates at the same time. This will create traffic problems. Dick Jones mentioned how the Lyme-Thetford Bridge has the least amount of traffic at around 2000 cars per day. Most people will use the Orford bridge if they are trying to get to Dartmouth College. George Sykes mentioned how there is no chance of a temporary bridge because of the right of way. Bill Chaisson asked if there were any alternative, temporary measures (bus transit) included. There is not.

NHDOT: William Rose said there has been some staff turnover at NHDOT. There is a new commissioner, Bill Cass. Dave Rodrigue is now the assistant commissioner. CMAQ updates: 19 are from private businesses. 36 proposals were seeking alternative fuels. 16 of private businesses were for EV chargers. 5 out of the 9 and DOT will be getting back to the RPC in January for TYP. NHDOT is in the process of updating the state transportation improvement program (STIP). They are in the process of developing UPWPs with all RPCs. They are providing \$10 million to the RPCs. If any community is interested in a specific transportation projects, reach out to the RPC. 4307 is underway and a consultant has been hired to develop process to prioritize corridors. NHDOT is soliciting for state long range transportation plan.

UVLSRPC: Meghan Butts mentioned the UVLSRPC is developing the UPWP. DOT has added funds to our region (\$100k). The RPC will be asking if there is specific transportation projects for the next UPWP cycle.

Lebanon: George Sykes mentioned that city management had concerns around downgrading to a single engine jet from Cape Air to Boutique Air. They worried this would not enable dual engines in the future. The City Council recommended that Cape Air be awarded the next 4 year contract with conditions: new routes would be included to Boston. There have been a lot of improvements to the airport. Main street improvement funds have been approved.

VII. Other Business

- a. None.

VIII. Adjourn

- a. Dick Jones motioned to adjourn. Bill Chaisson seconded. All in favor. 8-0-0. Meeting adjourned at 5:07 PM.