



April TAC Agenda (30 minutes)

1. Welcome, Call to Order, and Roll Call (Name and City/Town)
2. Action on Minutes from February 21, 2023
3. FY 2025-2034 Ten-Year Plan
 1. Motion to accept preliminary ranking as final ranking to NHDOT
4. Regional Corridor Transportation Plan
5. Long Range Transportation Plan
6. Updates from Members
7. Other Business
 1. May is National Bike Month
 2. [Public EV Charging Infrastructure Grant](#)
 3. [Safe Streets for All Grant Program](#)
8. Adjourn Regular Business Meeting



TYP Scoring Sub-Committee Results

1. Lebanon Hanover Street:
72.5 / 100

2. Claremont Main Street:
71.2 / 100

3. Newport Park and Ride:
43.8 / 100

Criteria Information			Claremont Main St Phase II		Lebanon Hanover St		Newport Park & Ride	
Criteria	Sub-Criteria	Criteria Weight	Raw Score (out of 10)	Weighted Score	Raw Score (out of 10)	Weighted Score	Raw Score (out of 10)	Weighted Score
Economic Development	Local & Regional	7%	7	4.9	7	4.9	3	2.1
	Freight Movement	5%	7	3.5	7	3.5	1	0.5
Equity, Environmental Justice, & Accessibility	Equity & Environmental Justice	5%	8	4	3	1.5	8	4
	Accessibility	7%	8	5.6	9	6.3	5	3.5
Mobility	Mobility Need & Performance	7%	8	5.6	9	6.3	6	4.2
	Mobility Interventions	7%	8	5.6	8	5.6	5	3.5
Natural Hazard Resiliency	Hazard Risk	7%	8	5.6	8	5.6	10	7
	Hazard Mitigation	7%	2	1.4	1	0.7	0	0
Network Significance	Traffic Volume	4%	3	1.2	7	2.8	5	2
	Facility Importance	10%	8	8	8	8	5	5
Safety	Safety Performance	9%	7	6.3	8	7.2	1	0.9
	Safety Measures	9%	7	6.3	9	8.1	3	2.7
State of Repair	State of Repair	4%	9	3.6	6	2.4	2	0.8
	Maintenance	4%	8	3.2	8	3.2	3	1.2
Support	n/a	8%	8	6.4	8	6.4	8	6.4
		100%	Score out of 100:	71.2	Score out of 100:	72.5	Score out of 100:	43.8



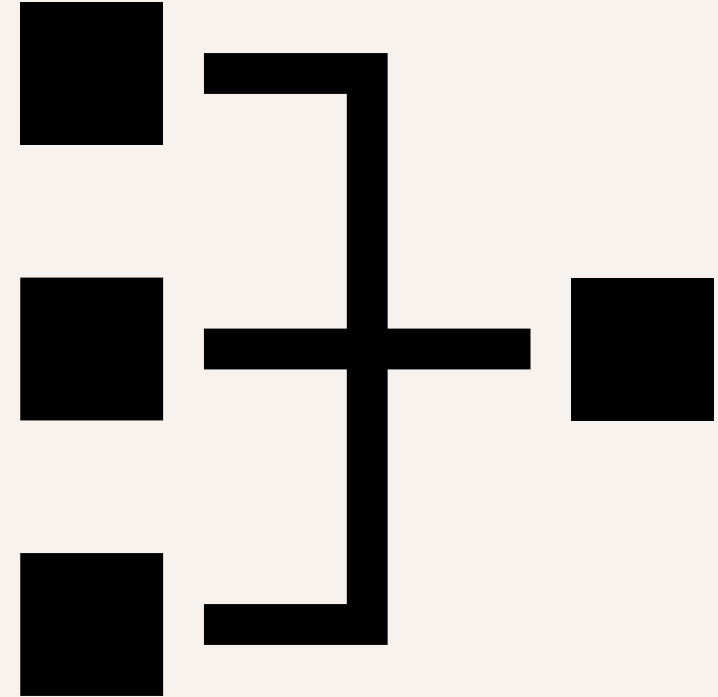
BETA TYP Updated Cost Estimates

BETA Estimates

Project	Old Estimate: 2020	New Estimate: 2022	Future Estimate: 2034
Lebanon Hanover Street	\$3,440,000	Full Depth: \$4,411,678 Reclamation: \$4,087,944	Full Depth: \$6,789,000 Reclamation: \$6,290,000
Claremont Main Street	\$4,164,000	\$3,718,000	\$5,721,000
Newport Park and Ride	\$235,553	\$562,603	\$847,201

A systems approach to a more equitable and sustainable transportation system in the Upper Valley

FACILITATED BY: ANDREA CASS
ASSOCIATE PLANNER



Land Acknowledgement

The City of Lebanon is situated upon ancestral and unceded lands of the Abenaki people, known as the Alnôbak in their own language. The land, known as Koas (place of the Pines), sits within the greater ancestral territory of the Abenaki and Wabanaki homeland, called Ndakinna. This acknowledgment reminds us of the significance of place, the continued existence of Abenaki people, and our commitment to building respectful relationships with those who call these lands home today.

Initial Questions

Has anyone heard of
systems thinking before?

What do you know about it?

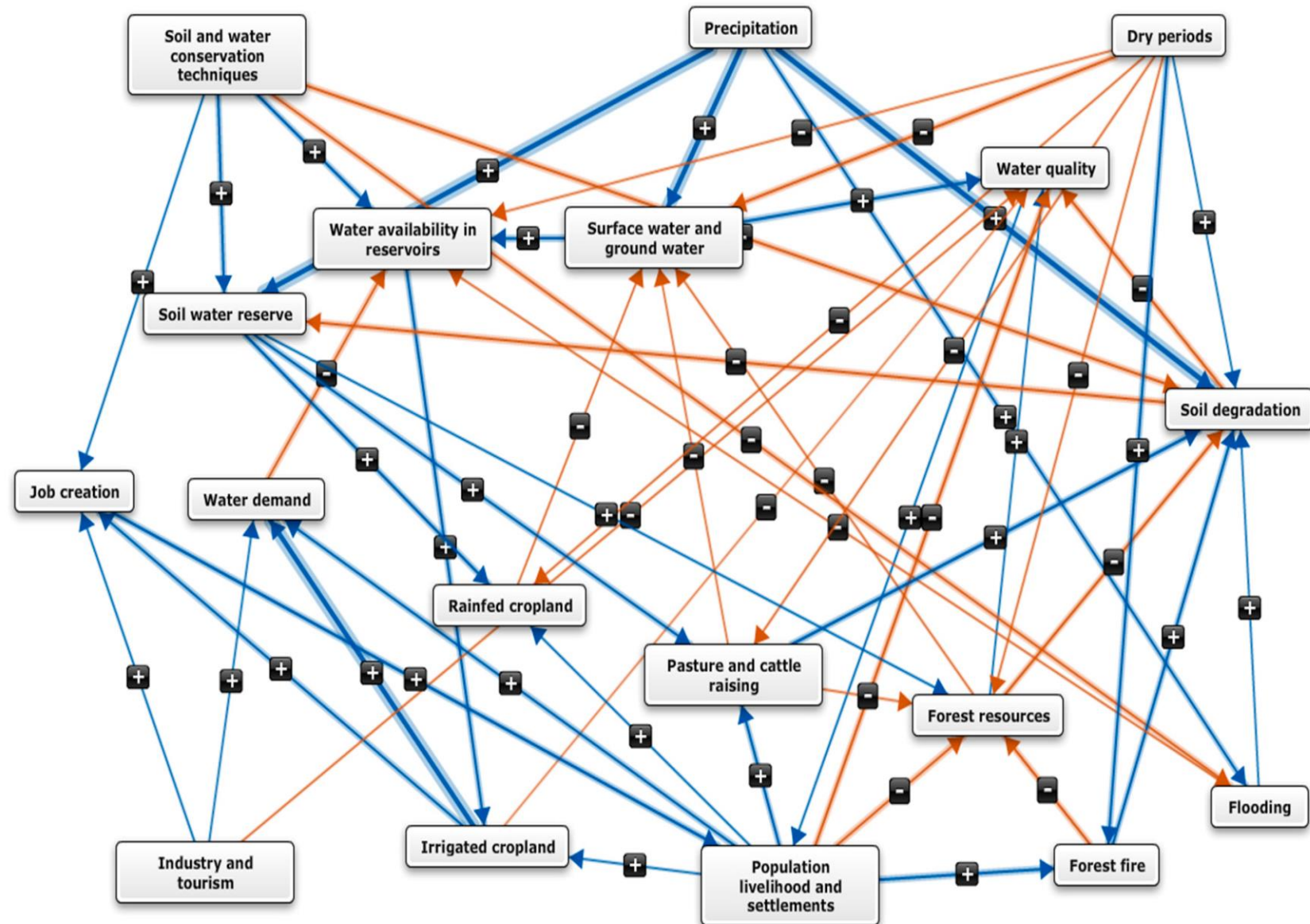
Why do we use it?

Donella Meadows Quote

"An interconnected set of elements that is coherently organized in a way that achieves something. ... a system must consist of three kinds of things: elements, interconnections and a function or purpose." So a system, in this definition, must contain parts that affect each other, and where those "parts together produce an effect that is different from the effect of each part on its own".

Systems 101

- Elements/Concepts/Variables
- Connections
- Each connection has a weight according to the strength of the causal relationship
- Creates dynamics
- Example: River Basin Management in Spain



Activity

- Boundaries: Upper Valley Lake Sunapee Region
- Create a mental model of the CURRENT UVLS regional transportation system
- Break into small groups
- Draw circles for concepts, lines for relationship
- +++ and --- for relational strength
- Can I measure this concept either physically or conceptually?
- Is there a direct relationship between these concepts or is something needed in between?
- Be as specific as possible
- Think of relationships in terms of increase (+) / decrease (-), not positive/negative
- "Lens" are just a starting place



Discussion Questions

- How can we think about transportation in ways that can be measured? In ways that it can't be physically measured?
 - Did the "lens" make you think differently about our current regional transportation system?
 - What are some interventions that we can make from a regulatory and governing framework to the transportation system?
 - How would our transportation system change if we expanded the boundaries to outside of the region?
 - What do you think the biggest barriers are to reducing single-occupant travel?
 - How does systems thinking relate to equity and sustainability?
 - Is our transportation system resilient? Why or why not?
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