

LAKES REGION PLANNING COMMISSION

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MINUTES
LRPC COMMISSION MEETING

Beane Conference Center
 Laconia, NH
 November 19, 2012

PRESIDING: Stanley Bean, Jr.
QUORUM: No

CALL TO ORDER: 6:00 p.m.
COMMUNITIES PRESENT: 12

MEMBERS PRESENT:**OTHERS:**

John Cotton (Andover)	Sarah Silk (Wolfeboro BOS)
David Kerr (Barnstead)	Linda Murray (Wolfeboro BOS)
Charlotte McIver (Danbury)	Neil Irvine (New Hampton)
Scott Dunn (Gilford)	John Conkling (New Hampton)
Stanley O. Bean, Jr. (Gilmanton)	Fran Buczynski (NH DOT)
Warren Hutchins (Laconia)	Sam Perry (Moultonboro)
William Bayard (Meredith)	Jim Hidden (Tamworth)
Herby Vadney (Meredith)	Bob Abraham (Tamworth)
Barbara Perry (Moultonborough)	Michael Faller (Meredith DPW)
Carmine Cioffi (Sanbornton)	Mickey McIver (Danbury)
Patricia Farley (Tamworth)	Nancy Carr (Barnstead)
Joseph Jesseman (Tilton)	Steve Dubois, NH DOT
Roger Murray, III (Wolfeboro)	Craig Green, NH DOT
Chuck Storm (Wolfeboro)	Ansel Sanborn, NH DOT
MEMBERS EXCUSED:	Don Flanders (NH Legislator)
Richard Waitt (Gilford)	Mark McConkey (NH Legislator)
Wayne Crowley (Northfield)	Collette Worsman (NH Legislator)
Toby Eaton (Sandwich)	Frank Tilton (NH Legislator)
LRPC STAFF	
Kimon Koulet	
Mike Izard	
Daniel Callister	
Marie Gelinis	
Karin Landry	

1. Welcome and Introduction

Chairman Stanley Bean called the meeting to order at approximately 6:05 p.m. and called for a motion to declare a quorum. A motion to declare a quorum for the purpose of conducting business was made and unanimously approved. *M/S/P Storm/Perry*. Introductions were made by those in attendance.

2. Motion to Approve of the September 24, 2012 Commission Meeting Minutes.

A motion to approve the minutes of the September 24, 2012 Commission meeting was made and unanimously approved. *M/S/P Storm/Murray, III*.

3. **The NH Department of Transportation Balanced Scoreboard and Audience Participation.** Ansel Sanborn, NH Department of Transportation (NHDOT) Project Manager spoke about the mission, purpose, and vision of transportation in New Hampshire. He said the NHDOT has been measuring the performance and condition of the transportation system for many years and a Working Group established a Purpose Statement in support of the Mission, Purpose, and Vision to develop four strategic organization goals: Employee Development, Effective Resource Management, Performance, and Customer Satisfaction. The Working Group expanded the measures collected and connected them to the Department's strategy using a Balanced Scorecard approach that addressed three priorities such as goals, objectives, and performance measures.

Ansel Sanborn explained the Balanced Scorecard is being used to help achieve the Department's mission of transportation excellence, and to enhance the quality of life in New Hampshire. He reviewed the goals identified on the Scorecard, which build on the idea that the most critical resource at DOT is its employees, which includes customer satisfaction, performance, effective resource management, and employee development. The Scorecard was first used in 2011, and data are projected through 2016.

Ansel Sanborn also explained the economic challenges faced by DOT in keeping New Hampshire's roadways and bridges in good condition. If the trend continues, roadways in fair to good condition will reach an all time low of 2,440 miles in 2016. He briefly reviewed data for rail lines, airport runways, transit lanes, freight, highway mobility, safety, and security.

NHDOT Assistant Director of Project Development Craig Green explained the changes in the Federal Highway Program as a result of the Moving Ahead for Progress in the 21st Century (MAP-21) funding reauthorization that was enacted October 1, 2012. MAP-21 will provide a more efficient investment of federal highway funds by focusing on national transportation goals including a reduction in fatalities and injuries on public highways by maintaining infrastructure in a state of good repair, congestion reduction, system reliability, improving the freight movement network, environmental sustainability, and reducing project delivery delay. Each state will be required to report performance measures to the U.S. DOT to assess how well the Federal Highway Program is doing. It is anticipated that states will be required to have performance targets in place by April, 2015.

Mr. Sanborn and Mr. Green responded to several questions posed by the audience regarding specifics of MAP-21, projections on the cost of asphalt, the condition of New Hampshire's roads, alternative sources and reallocation of funding, and alternative techniques for roadway maintenance. Dialogue ensued regarding the condition of New Hampshire's rural roads. The NHDOT concentrates on keeping the best roads good, and the rest of the roads compete for the remaining funds. Mr. Dubois acknowledged that many rural roads need to be rebuilt, but choices must be made because there are a finite number of resources to allocate. K. Koulet noted that the LRPC has and will continue to advocate for funding for the secondary road system.

In order to obtain input for the Balanced Score Card, the audience used hand held devices to respond electronically to questions raised by DOT staff:

1. Rate the overall condition of state highways. (Equally split between Satisfied and Dissatisfied)
2. Snow and ice removal and winter maintenance by DOT. (3/4 Very Satisfied; 1/4 Satisfied)
3. How well keeping roadway together - surface, guardrail repair, summer maintenance (mowing program), culvert replacement, etc. (Evenly split between Satisfied and Dissatisfied)
4. Effectiveness of communicating what DOT does and why. (Neutral to Satisfied)

5. Timeliness in responding to the public and its needs. (Neutral to Dissatisfied)
6. Timeliness in completing highway and bridge projects. (Dissatisfied)
7. Allocation of transportation funds by DOT. (Very Dissatisfied)
8. Accessibility to alternate modes of transportation. (Trend to Less than Satisfied)

Attendees were then asked to prioritize seven future needs, one being the lowest priority and 7 the highest priority. The results are as follows:

1. Reduce the environmental impact of transportation projects.
2. Improve safety of highway projects.
3. Improve and extend capacity for freight and goods movement.
4. Improve and expand capacity to move people.
5. Operate to maximize safety.
6. Expand other modes of transportation.
7. Maintain and rehabilitate highways to minimize long-term cost.

A. Sanborn said that comments regarding the survey and more effective ways to solicit information should be directed to the NHDOT or the LRPC.

Dialogue ensued regarding the New Hampshire Driving Toward Zero program and some of the measures that are being undertaken to achieve zero deaths on the highway system.

4. Adjourn

S. Bean declared the meeting adjourned at 7:45 p.m.