

**Strafford Metropolitan Planning Organization
Policy Committee Meeting
150 Wakefield Street, Suite 12, Conference Rm. 1A
Rochester, NH 03867**

Minutes

**Friday, January 19, 2017
9:00 AM-11:00 AM**

1. Introductions

Members Present:

Glenn Davison (NHDOT), Mark Avery (Madbury), Judy Nelson (Rollinsford) , Brian Tapscott, Liz Strachan, Michael Williams (COAST), Peter Nelson (Newmarket), Tom Crosby (Madbury), Victoria Parmele (Northwood), Steve Pesci (UNH), Fred Kaen (Lee), Sandy Keans (Rochester), Marcia Gasses (Dover), Don Hammann (Rochester)

Staff present: Rachel Dewey (Data Analyst), Colin Lentz (Regional Transportation Planner), Rachael Mack (GIS Analyst), Nancy O' Connor (Program Content Coordinator), Cynthia Copeland (Executive Director),

2. Staff Communications

C. Lentz announced that the 2018 New Hampshire Land Use Regulation manuals are now available and said members were welcome to take the books their town had ordered if possible.

3. Public Hearing – Draft 2018 Strafford MPO Prospectus

T. Crosby made motion to open the public hearing
seconded by M. Williams

Vote: Unanimous All in favor

C. Lentz gave an overview of the new prospectus. He said Ken Mayo had done a comprehensive edit for clarity. C. Lentz explained that the prospectus describes the structure and function of the MPO, the federal regulations that guide transportation planning, and the MPO's primary processes and documents (for instance, developing and maintaining and long-range transportation plan). He noted several updates and additions to the prospectus:

- Review and updates to all references to the Code of Federal Regulations (CFRs) related to metropolitan transportation planning
- A new section on performance-based planning required of all MPOs and state departments of transportation
- Updated goals related to public participation – to reflect the recently approved Public Participation Plan
- Air Quality conformity rules and processes (C. Lentz noted that Strafford MPO is in attainment of air quality standards, but the air quality rules and process are retained in the prospectus as a reference)

C. Lentz noted that the prospectus includes a master agreement (memorandum of understanding – MOU) between NHDOT, the four MPOs in New Hampshire, and public transit providers (COAST and UNH Wildcat). He explained that these entities were in the process of updating the MOU to include new roles and responsibilities related to new performance-based planning requirements. The updated MOU will include specific requirements for data sharing to ensure collaboration on tracking performance and setting targets. C. Lentz said the master MOU and sub-agreements would be updated over the next few months and incorporated into the prospectus.

C. Copeland asked whether the Partnering for Performance NH (PFPNH) workgroup is included in the prospectus [the PFPNH workgroup is comprised of the four New Hampshire MPOs to address performance-based planning and other MPO-specific planning issues]. C. Lentz said that it was.

T. Crosby made motion to close the public hearing
seconded by M. Williams

Vote: Unanimous All in favor

4. Action Items

4.1 Minutes of December 15th

B. Tapscott made motion to approve the minutes as written
seconded by T. Crosby

Vote: Unanimous All in favor

4.2 Adopt the updated prospectus

M. Gasses made motion to adopt the updated prospectus
seconded by D. Hammann

Vote: Unanimous All in favor

4.3 Highway safety performance targets

C. Lentz and R. Dewey gave a presentation about safety targets. They reviewed the federal requirement for states and MPOs to establish performance targets for safety on New Hampshire roads. C. Lentz reviewed the requirements for State DOTs and MPOs to set targets. He explained that federal regulations required targets needed to be set for five measures:

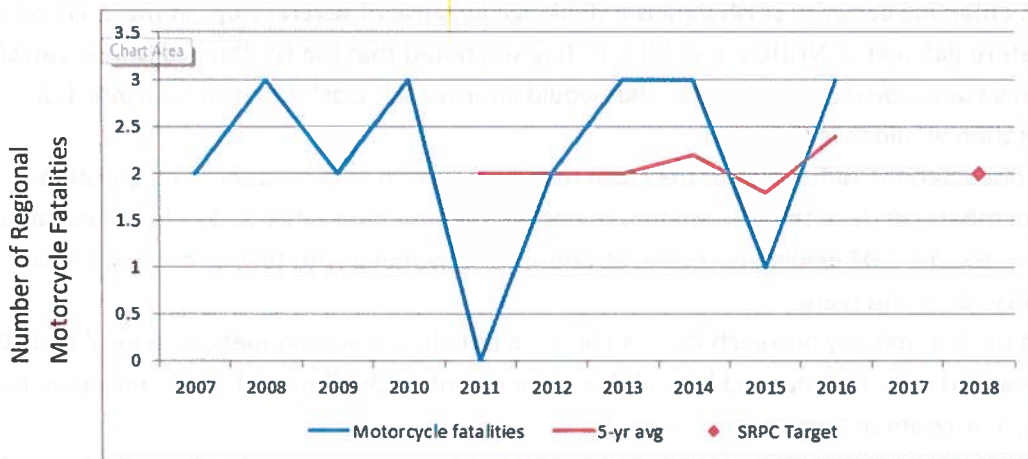
1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries

C. Lentz explained that FHWA had recommended that MPOs support the statewide targets set by NHDOT for this first round of safety target setting. R. Dewey explained that she had used crash data to identify the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries that had occurred in the Strafford region. Based on that information she calculated a regional share of fatalities, serious injuries, and non-motorized fatalities and serious injuries that could be used as a

regional benchmark. This benchmark can be used to guide efforts in the region to improve highway safety. C. Lentz explained that Strafford MPO has also calculated a supplemental target for motorcycle fatalities in the region. He reiterated that mandated and supplemental measures and targets would be integrated into the Metropolitan Transportation Plan and TIP in order to link planned and programmed projects to system performance. C. Lentz displayed data on regional motorcycle fatalities and noted the proposed target of 2 fatalities for 2018.

C. Lentz explained that the safety targets were developed using a rolling average of the past five years of data related to each measure. He added that New Hampshire MPOs would also be tracking the number of motorcycle fatalities as a supplemental measure specific to the state. He explained that new safety targets would be set each year, and presented the safety targets that had been set by NHDOT:

Mandated Measure	State Target	SRPC's Share
Fatalities	113.2	10% (about 11 fatalities)
Fatality Rate	0.866 per 100 million VMT	NA
Serious Injuries	499.8	11% (about 53 injuries)
Serious Injury Rate	3.847 per 100 million VMT	NA
Non-motorized Fatalities and Serious Injuries	51.4	6% (about 3 fatalities/injuries)



C. Lentz emphasized that Federal Highway Administration had recommended that MPOs support the safety targets set by the state for this first round of target setting. This does not mean Strafford MPO will use the targets as a specific benchmark for the region. Instead, to support NHDOT in improving safety overall, Strafford MPO will work with NHDOT to develop projects that reduce fatal and serious injury crashes in the region. C. Lentz explained the methodology for tracking safety performance that will determine the targets

V. Parmele asked why targets for fatalities shouldn't be set at zero. C. Lentz discussed how improving highway safety is a complex challenge because so many accidents are caused by human error. He said engineering solutions can only solve so many traffic related issues, but said state agencies involved with improving safety on public highways follow a *Driving Toward Zero* approach [that "one death is too many"]. C. Lentz noted that this is likely the first time that small MPOs have been involved this directly in addressing complex safety challenges. He said Strafford MPO staff would be reaching out to local police departments to discuss with them the necessity of consistent reporting of accidents and injuries.

P. Nelson asked if it would be possible to analyze the data to compare the MPO region's crash records to other regions in the state. This could help municipalities and the MPO develop projects that focus investment where it can be most effective for improving safety.

C. Lentz said that it would be possible to compare crash data between regions. He also noted that injuries and fatalities can vary from years to year; they even track economic trends such as changes in fuel prices. C. Lentz referenced a map R. Mack had developed using fatality locations regional. He said he was using the map to work with municipalities to target road segments and intersections that had a history of fatal and serious injury crashes, and then apply for Road Safety Audits with NHDOT. C. Lentz noted that the annual deadline for road safety audits was December 1st, but there was a possibility of an additional round of applications in the spring. He added that he was available at any time to assist municipalities with developing applications for an audit.

Michael Williams asked if anyone is looking at the specific causes of crashes. R. Dewey said fatal crashes are investigated through the Fatal Accident Reporting System (FARS – a federal program). Glenn Davison noted that obtaining accurate crash data is a challenge because of several steps in the crash reporting process before data get to NHDOT and RPCs. G. Davison noted that the NH Dept of Motor Vehicles is working on a statewide database system that would improve the crash reporting process, but implementation would take time.

Members discussed the difficulties of the crash reporting system, and its steps. The question arose whether members can take this information to engage their municipalities and police departments.

C. Copeland asked if DOT would appreciate Strafford MPO working with towns to engage police departments about this issue.

G. Davison replied that any outreach that can be used to help law enforcement with local reporting challenges would help. C. Lentz said he had discussed an outreach effort with staff and would continue developing a program to engage local police.

Steve Pesci commented that if the overarching goal to make roads safer and reduce accidents, there are many simple solutions like adequate striping, rumble strips, and signage. He said these are low-cost solutions that make a big difference, but are usually too easy to put off year to year with tight budgets.

M. Gasses made a motion to approve the federally mandated and supplemental targets as proposed
Seconded by S. Keans

Vote: Unanimous All in favor

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Seconded by S. Keans

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5. Discussion Items

5.1 Ten Year Plan & 5.2 CMAQ

C. Lentz gave an update on the Draft Ten Year Plan. He said the Governor had submitted the draft Ten Year Plan to the legislature on January 15th. S. Pesci asked if the Governor had made any major changes. C. Lentz said no individual projects had been altered or removed, but that the Governor had vetoed the proposed toll increase and not included it in the draft Ten Year Plan to the legislature. The Governor did include funding for passenger rail in the capital corridor (along US93). C. Lentz noted that the Governor included funding for statewide corridor studies and soundwall improvements. C. Lentz reiterated that the proposed corridor study program included \$700,000 per year to fund two studies per year, and that NHDOT had proposed developing a study selection process in coordination with regional planning commissions and MPOs.

C. Copeland noted that Bill Watson had said that it is important for the RPCs to attend legislature hearings on the Ten Year Plan. Steve Pesci asked if SRPC took an official position on the propose toll increase. C. Lentz said that SRPC supported reasonable increases to the toll structure that contribute to the sustainability of the turnpike system. He noted that SRPC had raised concerns about proposed expansion of the turnpike without planned additional toll collections. C. Lentz explained that he had sent letters to multiple decision-makers and given testimony at a recent GACIT public hearing. C. Lentz added that SRPC communications on the Ten Year Plan had included a request for decision-makers to include transit providers as an eligible recipient of turnpike funds because they are an asset to the turnpike system.

Brian Tapscott made a motion to adjourn

Seconded by T. Crosby

Vote: Unanimous in favor

Minutes prepared by Nancy O'Connor and Colin Lentz

Approved by

Name Printed: Victoria Parnelle

Signed: Victoria M. Parnelle

Date: 2/16/18