

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

**Friday, February 2, 2018
9:00 a.m.-11:00 a.m.**

The meeting was called to order with a quorum at 9:05am

1. Introductions

Members Present: Martin Laferte (Farmington), Marcia Gasses (Barrington), James Campbell (Rochester), Michael Williams (COAST), Gretchen Young (Dover), Elizabeth Strachan (NHDES), Dianne Smith (Brookfield), Scott Kinmond (New Durham), Michael Hoffman (Newmarket)

Staff Present: Rachel Dewey (Data Analyst), Colin Lentz (Regional Transportation Planner), Stefanie Casella (Data Collection and Analysis Assistant)

2. Staff Communications

Cynthia Copeland, Executive Director, will be retiring at the end of March 2018. A search committee, consisting of Executive Committee members, has been appointed to conduct the Executive Director search and hiring process. C. Lentz noted that Cynthia's final commissioners meeting is on February 22 at 4pm at the Newmarket Town Hall auditorium. This month's meeting theme will be "Looking Back to Move Forward: A Retrospective By Cynthia Copeland". The presentation will be a retrospective look at the Strafford Region over the past two decades.

3. Action Item(s)

3.1 Minutes from January 5th [VOTE]

M. Gasses made a motion to approve the January 5th meeting minutes

Seconded by G. Young

Vote: Unanimous in favor

4. Discussion Items

4.1 Local and regional infrastructure climate vulnerability technical assistance

C. Lentz said that he had begun work with R. Dewey, and S. Casella on a transportation infrastructure climate resiliency toolkit. He noted that the intention was to turn chapter 5 of the previous Metro Plan [which focused on climate change] into a data-based resource communities could use to prepare for impacts to local transportation infrastructure resulting from regional of climate change effects (extreme heat and drought, extreme precipitation, sea level rise, storm surge). C. Lentz explained that this effort aligned well with recent workshops and ongoing projects. He recapped the all-hazards transportation emergency recovery workshop that took place on January 30 and 31. Representatives from a range of organizations and agencies (including municipal representatives, Maine DOT, NH DOT, Rockingham Planning Commission, COAST, C&J Buslines, NH Dept. of Homeland Security, and NH Dept. of

Environmental Services) gathered to discuss transportation infrastructure emergency recovery and preparedness planning. The group discussed several aspects of preparing for and recovering from events that cause large-scale impacts to the transportation network, including: projected climate change impacts; hazard mitigation efforts at the local and regional level; roles and responsibilities; integrating transit capacity into recovery planning; and potential Intelligent Transportation Systems (ITS) strategies.

C. Lentz explained that he had attended a meeting between NHDOT staff and members of the Coastal Adaptation Workgroup, which focuses on adapting NH coastal communities to the impacts of climate change. This meeting was directly related to resilience and recovery planning as attendees discussed how state agencies and municipalities could prepare for and recover from the impacts of climate change.

C. Lentz said these meetings and discussions helped inform the new tool kit, which will use available information and data collected by SRPC staff, including:

- Culvert conditions
- State and local road conditions (RSMS)
- Local and state bridge conditions
- Road capacity (width and number of lanes)
- Flood hazard zones
- SLR scenarios
- Highway importance (e.g. evacuation)

These data sources are regularly updated and improved, allowing the toolkit data and analyses to be updated regularly as well. The goal of the toolkit would be to use available data to analyze transportation infrastructure and calculate an overall vulnerability score that could help communities target investment to improve resilience. C. Lentz explained that he was working with R. Dewey and S. Casella to develop the toolkit. He noted that there were specific data issues that would have to be resolved to implement the full version of the toolkit. One such example was that detailed bridge conditions are only available for bridges on the National Highway System (NHS). C. Lentz said they would be working on a pilot version of the toolkit likely using Newmarket for pilot analysis.

C. Lentz asked for input on the proposed toolkit. Committee members said this was an important resource for municipal planning and made specific requests and suggestions for information to be included.

M. Gases said that a template formatted to identify vulnerable local infrastructure would be extremely valuable to municipalities. She suggested that SRPC staff reach out to local public works, police, and fire departments to incorporate work that has already been completed as part of local hazard mitigation planning. S. Kinmond agreed and noted that municipalities may have completed local assessments, but vulnerability-related data that could help still need to be linked in one framework and tool.

C. Lentz noted that if the toolkit could be developed to identify multiple locations with vulnerable infrastructure, that information could help communities identify likely road failures and plan for evacuation and recovery efforts. S. Kinmond noted that local hazard mitigation efforts may not consider impacts outside their borders (e.g. evacuations crossing borders on small local roads), so a toolkit that could show a regional perspective was valuable. D. Smith concurred, adding that critical evacuation routes usually cross multiple municipal boundaries and one community's portion of the route may be in great shape, but have a poor condition bridge in a neighboring community. M. Hoffman added that small neighborhoods may be isolated and potentially cut off from evacuation routes if their access road is damaged.

5. Project Update(s)

5.1 Performance target setting timeline

C. Lentz explained that the timeline for setting performance targets for had been shifted back due to changes and review at the federal level – primarily due the change in presidential administrations. He specified that this only affected performance measures for infrastructure condition [e.g. pavement and bridge conditions] and system performance (e.g. travel reliability and tailpipe emissions). The original deadline for MPOs to set targets in these performance areas was May 20 of 2018. The new official MPO deadline is November 16th. C. Lentz added that he would be working with COAST and UNH Wildcat to propose updated Transit Asset Management targets for 2019 and review them with TAC and Policy.

6. Other Business

M. Hoffman mentioned that bicycle and pedestrian interest groups were engaged with NHDOT about maintaining bicycle and pedestrian access across the Piscataqua River via the General Sullivan Bridge. M. Hoffman asked for an update on the Mills Scenic Byway. C. Lentz said that the byway was fully designated (with Dover remaining an unofficial portion), and had an approved Corridor Management Plan. He noted that S. Casella has been working on story maps to assist with marketing byways in the region. There is currently a draft story map of the Branch River Valley Scenic Byway. C. Lentz explained that the next steps for the Mills Scenic Byway are to designate a loop off the main route to incorporate local sites in Durham and to create a Mills Scenic Byway story map.

7. Citizen's Forum

No citizens brought comments forward.

8. Adjournment

M. Williams made a motion to adjourn

Seconded by J. Campbell

Vote: Unanimous in favor

The meeting was adjourned at 9:50am

Minutes prepared by Nancy O'Connor and Colin Lentz

Approved by

Name Printed: MARTIN G. LAFERTE

Signed: 

Date: 3-2-18

