

Strafford Metropolitan Planning Organization Policy Committee Meeting

Friday, February 15th 2019 9:00 – 11:00 AM

Strafford Regional Planning Commission
150 Wakefield Street, Suite 12, Conference Room 1A
Rochester, NH

AGENDA

1. **Introductions**
2. **Staff Communications**
3. **Action Item(s)**
 - 3.1 - Minutes from January 18th 2019 [VOTE]
 - 3.2 - Safety Performance Targets for 2020 [VOTE]
 - 3.3 - 2019-2022 Draft Transportation Improvement Program (TIP) and
2019-2040 Metropolitan Transportation Plan [VOTE]
4. **Discussion Items**
 - 4.1 Legislation and Decision-maker engagement updates
5. **Other Business**
6. **Citizen's Forum** – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements should be limited to three minutes.
7. **Adjournment**

Reasonable accommodations for people with disabilities are available upon request. Include a description of the accommodation you will need including as much detail as you can. Also include a way we can contact you if we need more information. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted, but may be impossible to fill. Please call (603) 994-3500 or email srpc@strafford.org.

Rules of Procedure

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others, or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as citizen forum, public hearings, public comment periods, outreach events, seminars, workshops, listening sessions, etc.

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

Minutes

**Friday January 18, 2018
9:00 AM-11:00 AM**

1. Introductions

Meeting was called to order at 9:10 AM

Members:

John Huckins (Middleton), Fred Kaen (Lee), Peter Nelson (Newmarket), Dianne Smith (Brookefield), Elizabeth Strachan (NHDES), Steve Diamond (Barrington), Michael Bobinsky (Somersworth), Victoria Parmele (Northwood), Marcia Gasses (Dover), David Landry (Dover), Mark Avery (Madbury), Don Hamann (Rochester), Wayne Burton (Durham)

Staff: Jen Czysz, Stefanie Casella, Colin Lentz, Rachel Dewey, Nancy O'Connor

2. Staff Communications

2.1 SRPC strategic plan and planning retreat

J. Czysz reminded the committee of SRPC's strategic planning retreat on February 8 at the Durham Public Library. This is an opportunity to review progress SRPC has made and set priorities for the future. There will be a neutral facilitator as well as students from the UNH planning program to assist in note-taking and facilitation. All are welcome to attend and we look forward to getting input from everyone.

3. Action Item(s)

3.1 Minutes from December 21 2018 [VOTE]

D. Hamann made a motion to approve the December minutes, seconded by M. Gasses.

D. Hamann noted the misspelling of his name; correction was made in spelling from Hamman to Hamann.

Vote: Unanimous in favor.

4. Discussion Items

4.1 Setting federal safety performance targets in February

C. Lentz: Reminded the committee that the regional safety performance targets need to be updated and voted on at the February meeting. He said targets are updated on an annual basis

and that staff were going to recommend that the MPO adopt the targets set by NHDOT. C. Lentz provided several reasons why supporting the state targets was the best option at this point:

- While there are identifiable highway locations that contribute to safety hazards, crashes essentially occur randomly across the state.
- NHDOT set their targets in June of 2018 but a spike in crashes happened late in the year, meaning that 2018 crashes were ultimately 46% higher than 2017. If Strafford MPO were to set their targets based on updated data they would be drastically different than NHDOT. Strafford MPO would theoretically set a higher target than NHDOT, which would be a confusing and inappropriate message.
- Performance targets are calculated averaging the past five years of crash data in each category (on a rolling basis). Crash rates respond to economic trends, and the end of the 2008 recession reduced the crash rate because fewer people were driving. The five-year rolling average for crash rates used to update the 2020 targets would now not include the end of the recession – therefore showing a significantly higher crash rate.
- It is difficult to “prove” that a certain highway project will reduce crashes by a specific number. Region-wide safety improvements will come from long-term planning and project development.

C. Lentz noted that the state’s 2019 target for fatal crashes was 116. He emphasized that supporting the state target did not mean endorsing that number for the region as well. The overarching philosophy for NHDOT and Department of Safety was that zero deaths is the only acceptable goal (“Vision Zero”). The performance target represents an incremental approach to reducing traffic fatalities. In supporting the state targets, SRPC will do everything it can to reduce the number of fatal and severe crashes in the region.

The committee discussed the need to improve data crash and crash reporting across the state and region. P. Nelson said SRPC should have a map of fatal crashes and target the locations for funding and improvement projects. J. Czysz said they already do that, using maps to identify fatal crash hot-spots and work with municipalities to apply for funding to make improvements.

C. Lentz noted that the safety targets and regional data would be incorporated with more specific goals and objectives as part of future updates to the metro plan. D. Landry asked how prevalent it was for states to adopt a similar “vision zero” policy and whether there were any state comparisons to be made. C. Lentz responded that he thought the vision zero philosophy was shared by a majority of states. He added that there are web resources for peer-reviewed research on types of infrastructure improvements and quantitative analysis on how much they

reduced crash rates. M. Avery said it was important to investigate the specific causes of crashes. If someone is killed or injured because they weren't wearing a seatbelt or were intoxicated, infrastructure improvements would not have made a difference in the crash outcome. R. Dewey noted that if someone involved in a crash dies as a result of injuries from the crash within 30 days, the crash is recorded as a fatal.

4.2 Decision-maker engagement

4.2.1 Updated resolution language (Regional Transportation Priority Communications)

C. Lentz presented the latest draft of Regional Transportation Priorities document, referred to as "resolutions". This document is designed to be a set of guiding principles and policy statements that represent the MPO's regional priorities for regional transportation goals and policies. C. Lentz reminded the committee that it was still under development and would ideally serve as an internal tool for developing formal plans and policy documents, vetting potential transportation projects, and communicating with decision makers. He noted section 3.a. was highlighted to emphasize the need for more in-depth discussion and revision. The section as currently read:

- 1) State support for public transit service may be inadequate to meet the needs of rural and urban residents.
 - a. Statewide, the age-65 and older population is growing and New Hampshire seniors are better able to age-in-place if they have responsive, affordable, and accessible transportation options.

C. Lentz explained that D. Smith had contacted him with edits to the resolutions and specific concerns about section 3a. D. Smith referred to comments she had sent to C. Lentz, explaining that she would never suggest people should be pressured to live in urban areas (or somewhere they didn't want to) but she had concerns about public policy that supported the use of public dollars to subsidize demand-response public transportation in rural areas. She noted the incredible expense of providing public transportation services in dispersed rural areas. She said it was important to encourage people to make wise choices about where they live and not expect that public service like transportation would be available everywhere.

Members discussed what "age-in-place" really meant. W. Burton noted that he was in the process of finding the best place to live in retirement. He noted that the legislature was discussing accessory dwelling units where seniors could live in a smaller separate unit on their

relatives' property. W. Burton added that over 50% of the emergency calls in Durham were to 55 and over housing areas.

V. Parmele disagreed with D. Smith, saying that there were many senior NH residents who live in rural areas and it was incumbent on the state to ensure its policies supported those people as they age, regardless of where they live. M. Gasses said it bothered her when seniors were discussed as a burden and a cost. Seniors have paid taxes and supported their communities all their lives and their investment is paying for those who came after them.

The committee discussed the challenge of balancing public investment with individual quality of life, agreeing that any MPO language would need to be more precise. Discussion touched on numerous variables, including: emergency services to rural and urban residents, residence proximity to public transit routes, demand-response service, socioeconomic impacts, and proximity to healthcare.

C. Lentz suggested that the issue was such a difficult and complex discussion because the core issue was about balancing the qualitative "quality of life" (which is based on personal preference) with quantitative costs to communities and public funds (which is impacted by the decisions of individuals).

J. Huckins suggested that there may not be a definitive answer to the issue because it's going to be a constantly shifting challenge. P. Nelson agreed, saying it wasn't only a transportation issue, but a community planning issue. Communities should plan for growth and development in a way that ensures services and residents are in closer proximity to each other. C. Lentz said he had been making adjustment to the document during the discussion and would investigate various resources that would help move the conversation forward. He suggested that this topic presented a great opportunity to invite a legislator or other issue specialist to a future Policy meeting.

P. Nelson suggested that it would be beneficial for the region to collect data and model things like drive times to area hospitals and other critical services. D. Smith noted that Brookfield, Wakefield, Milton, Middleton, and New Durham currently had no organized transportation services, and it currently took about 20 minutes to get from her house to the nearest grocery stores.

4.2.2 Upcoming legislation

C. Lentz presented a list of Legislative Service Requests (proposed house and senate bills) that would be under review at the state level in the coming months. He reminded the committee

members that if there are any items on the list that they would like further information on, SRPC staff can gather materials for them to support testimony and other communications. He added that several TAC and Policy committee members had volunteered to participate on a legislative sub-committee focused on engaging decision-makers and pending legislation.

W. Burton noted that he had testified on behalf of SRPC in support of a bill that would provide reimbursement for municipalities that had completed recent sewer upgrade projects to reduce water quality impacts from septic system overflows. He said the bill would be critical for encouraging continued efforts by municipalities to reduce water quality impacts. M. Gasses noted that when private septic systems get pumped, the waste gets processed by the municipal waste water system anyway. She added that septic systems do not remove medicines and impurities that eventually seep back into the ground.

J. Czysz emphasized that Strafford MPO is strictly prohibited from lobbying. Any individual can speak to a specific bill or issue, but any lobbying (e.g. testimony) for a specific vote would need to be paid for with local dues dollars, not MPO funds. She noted that she is going to NH Municipal Association sub-committee meeting and will get the list of bills that they are monitoring.

V. Parmele asked how the subcommittee would weigh in on legislative issues and if they could go beyond the explicitly transportation-related and issues. C. Lentz responded that transportation was a factor in so many issues that it made sense that the committee members could engage about a wide range of bills. For instance, transportation was a critical factor in healthcare.

E. Strachan said she would send a list of transportation-relevant bills that NHDES is tracking. She added that the NHDES website has a page with relevant legislation

4.2.3 Presenting issues and information

C. Lentz explained that Governor Sununu would be submitting his draft state budget to the legislature soon, so he had drafted a letter to be sent to the governor based on language from the resolutions. He asked if the committee would be comfortable reviewing the letter and providing edits by the following Wednesday so he could have V. Parmele sign it in time to send the letter by next Friday.

M. Bobinsky noted a typo and Colin said he would incorporate an edit. M. Bobinsky asked for clarification on language regarding State match in place (or addition to) turnpike toll credits. C.

Lentz clarified and said he would improve the readability of the sentence. S. Diamond asked that the letter include more specific mention of trails.

There was consensus from the committee that they would provide input by Wednesday so comments could be incorporated.

5. Project Updates

C. Lentz reminded the committee that the TIP was out for public comments until February 14th, and public comments could also be submitted at the public hearing at the Policy Committee on the 15th.

6. Other Business

S. Diamond recalled an article he had read about ozone levels. The article referenced research that had found that even healthy ozone levels (standards established under federal law) were potentially harmful to respiratory health. E. Strachan clarified that the federal and state standards were based on days with the highest concentrations of ozone (the 4 hottest days in the summer). She added that some of the highest ozone concentrations were in the White Mountains where eastbound winds carried pollution from the Midwest.

M. Bobinsky explained that Dover and Somersworth had recently received funding to build a shared emergency water connection so that both communities would have resilient drinking water supply. W. Burton noted the importance of collaboration in projects like this. He added that members of the panel deliberating the Seacoast Reliability project (to construct high-capacity electrical transmission lines across Little Bay) had heard substantial evidence that the project would severely impact the estuary and natural resources, but had ignored it by claiming that the electrical system was in danger without the project. He emphasized the power of language and power of playing on people's fear to push dangerous projects through. He added that the law specifies that any consultant proposing similar projects of regional impact must consult with the regional planning commission, but they had not done so for the Seacoast Reliability Project.

E. Strachan said the state contract for passenger vehicle replacements had just been released. Municipalities can purchase vehicles through the contract to replace older vehicles, and the contract now includes all-electric vehicles as well. She said detailed information was available on the NHDES website.

7. Citizen's Forum – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements should be limited to three minutes.

8. Adjournment

M. Bobinsky made a motion to adjourn, seconded by D. Hamann

Vote: Unanimous in favor

Meeting adjourned at 11:00 AM

Minutes prepared by Colin Lentz and Stefanie Casella

Approved by

Name Printed: _____

Signed: _____

Date: _____

Notes on Agenda Action Items

1. Setting safety performance targets for 2019

Vote request: Approve the support of State safety targets for Calendar year 2019

New Hampshire's MPOs need to set new performance targets for safety. See below for more detailed data on the following measures:

- The number fatal crashes
- The rate of fatal crashes (per 100 million Vehicle Miles traveled)
- The number of crashes resulting in severe injuries
- The rate of serious injury crashes (per 100 million Vehicle Miles traveled)
- The number and rate non-motorized fatalities and serious injuries

NHDOT set their targets in June of 2018. Their targets are as follows:

- The number fatal crashes: **116.4**
- The rate of fatal crashes (per 100 million Vehicle Miles traveled): **0.879**
- The number of crashes resulting in severe injuries: **433.2**
- The rate of serious injury crashes (per 100 million Vehicle Miles traveled): **3.207**
- The number and rate non-motorized fatalities and serious injuries: **53.4**

Staff are recommending that Strafford MPO **support the state targets** for several reasons:

- While there are identifiable highway locations that contribute to safety hazards, crashes essentially occur randomly across the state.
- NHDOT set their targets in June of 2018 but a spike in crashes happened late in the year, meaning that 2018 crashes were ultimately 46% higher than 2017. If Strafford MPO were to set their targets based on updated data they would be drastically different than NHDOT. Strafford MPO would theoretically set a higher target than NHDOT, which would be a confusing and inappropriate message .
- Performance targets are calculated averaging the past five years of crash data in each category (on a rolling basis). Crash rates respond to economic trends, and the end of the 2008 recession reduced the crash rate because fewer people were driving. The five-year rolling average for crash rates used to update the 2020 targets would now not include the end of the recession – therefore showing a significantly higher crash rate.
- It is difficult to “prove” that a certain highway project will reduce crashes by a specific number. Region-wide safety improvements will come from long-term planning and project development.

Due to these factors it makes the most sense to support the state targets and do as much as possible to improve the crash rates in the Strafford region by continuing to identify dangerous intersections and road segments. Support of the state targets (see below) does imply that those numbers are acceptable for the region (or the state). New Hampshire is a “vision zero” state and the underlying philosophy is that zero deaths on NH roads is the only acceptable goal. Federal performance targets represent an incremental approach to improving safety and Strafford MPO will work to contribute in every way possible.

At their February meeting, the TAC voted in favor of supporting the 2019 safety targets set by the State. The full safety performance targets report is included later in this meeting packet.

2. 2019-2022 Draft Transportation Improvement Program (TIP) and 2019-2040 Metropolitan Transportation Plan

Vote Request: Approve the draft 2019-2022 TIP and 2019-2040 Metro Plan updates.

The TIP is still open for public comments until February 14th (or at the public hearing at the Policy Committee meeting on February 15th). The document itself did not change significantly aside from some data updates. An updated list of projects for the region is listed with the document. Updates to the TIP require a concurrent update to the Metro Plan since projects flow from the Metro Plan, through the Ten Year Plan, and finally into the TIP. Staff will give a presentation about new and continuing projects and other additions at the meeting. Please visit Strafford.org for a digital version of the draft documents. You can also visit the office for a hard copy, or stop by library or City Hall in Dover, Somersworth, or Rochester.

3. Transportation-Related Legislation in Development

Decision request: Next steps for decisionmaker engagement or bill support/oppose. See additional memo and list of bills below.

Strafford MPO

Proposed 2019 Safety Performance Targets and Methodology

January 28, 2019

Background

The Federal Highway Administration (FHWA) implemented the final rule on the Highway Safety Improvement Program (HSIP) effective April 14, 2016. This regulation (23 CFR 490) requires that five safety related performance targets must be set and published annually by State DOTs by August 31st and MPOs within 180 days after the state targets are established. This target setting is intended to coordinate the efforts of the State Department of Transportation, State Office of Highway Safety, and Metropolitan Planning Organizations, as well as the specific planning efforts of the State Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the Highway Safety Improvement Program (HSIP), into measures that help to assess the safety performance of the transportation system. The federally required targets assess and report five factors related to highway safety:

1. **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. **Number of Non-Motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Data for the establishment of these measures is provided from three sources:

- Fatality Analysis Reporting System (FARS): FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state.
- State Motor Vehicle Crash Database: Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injury crashes in the state (currently those classified as "A" on the KABCO scale). Crashes can be aggregated at the state, region, community, or highway level.
- Highway Performance Monitoring System (HPMS): State Vehicle Miles of Travel (VMT) data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities.

Target Development

States establish Highway Safety Improvement Program (HSIP) targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for the purposes of evaluating and reporting measures however those sub-state targets are not included in the significant progress determination that will be made by FHWA.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs. This involved coordination and consultation between the New Hampshire

Departments of Transportation and Safety, as well the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2007-2017 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five year rolling averages were developed from these values and utilized to compute projected values for 2019.

State Targets

The tables on the following pages show the data supporting the targets for the five required measures as well as a graph showing the state targets for 2019. Detailed graphs of statewide data used to develop five-year rolling averages in each target category are displayed on the following pages.

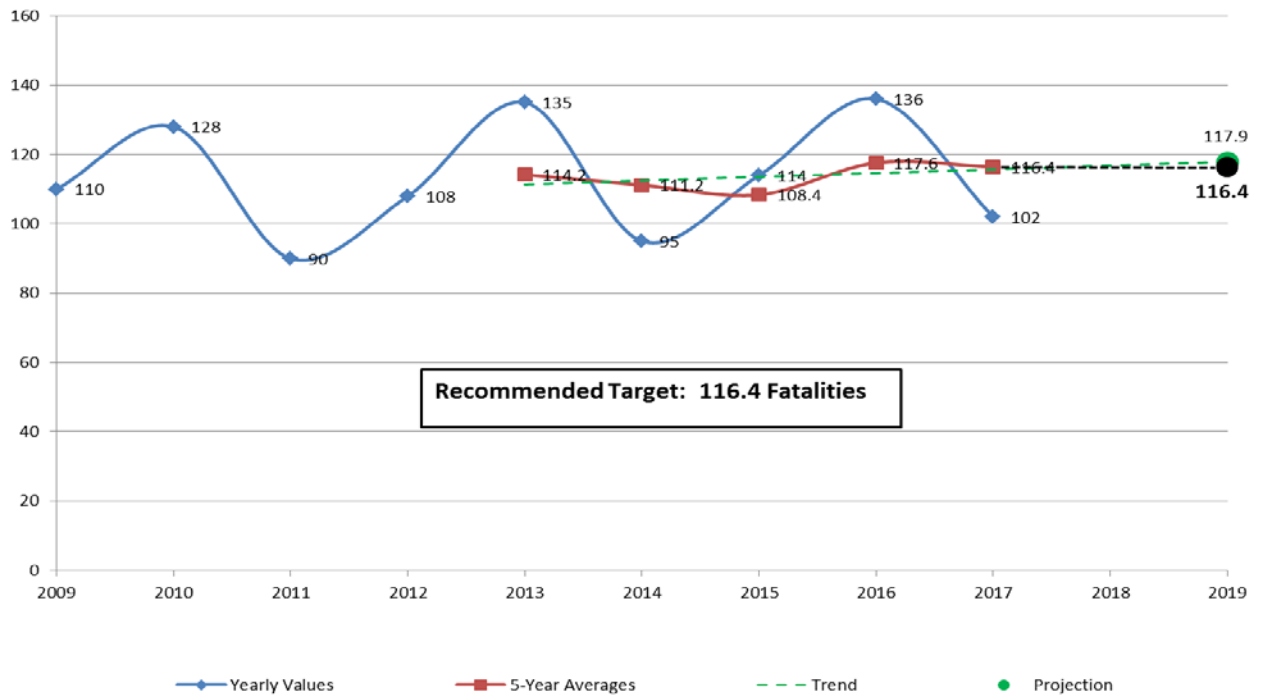
Statewide 2019 Safety Performance data and targets based on 5-year rolling average (2013-2017)						
Measure	2017 Value	Previous	Current	Trend	Desired Trend	2019 Target
Number of Fatalities:	102	117.6	116.4	↓	↓	116.4
Rate of Fatalities:	0.746	0.900	.881	↓	↓	0.879
Number of Serious Injuries:	410	499.8	457.2	↓	↓	433.2
Rate of Serious Injuries:	3.567	3.847	3.462	↓	↓	3.207
Non-Motorized Fatalities and Non-motorized Serious Injuries:	54	56.4	53.4	↓	↓	53.4

MPO Targets

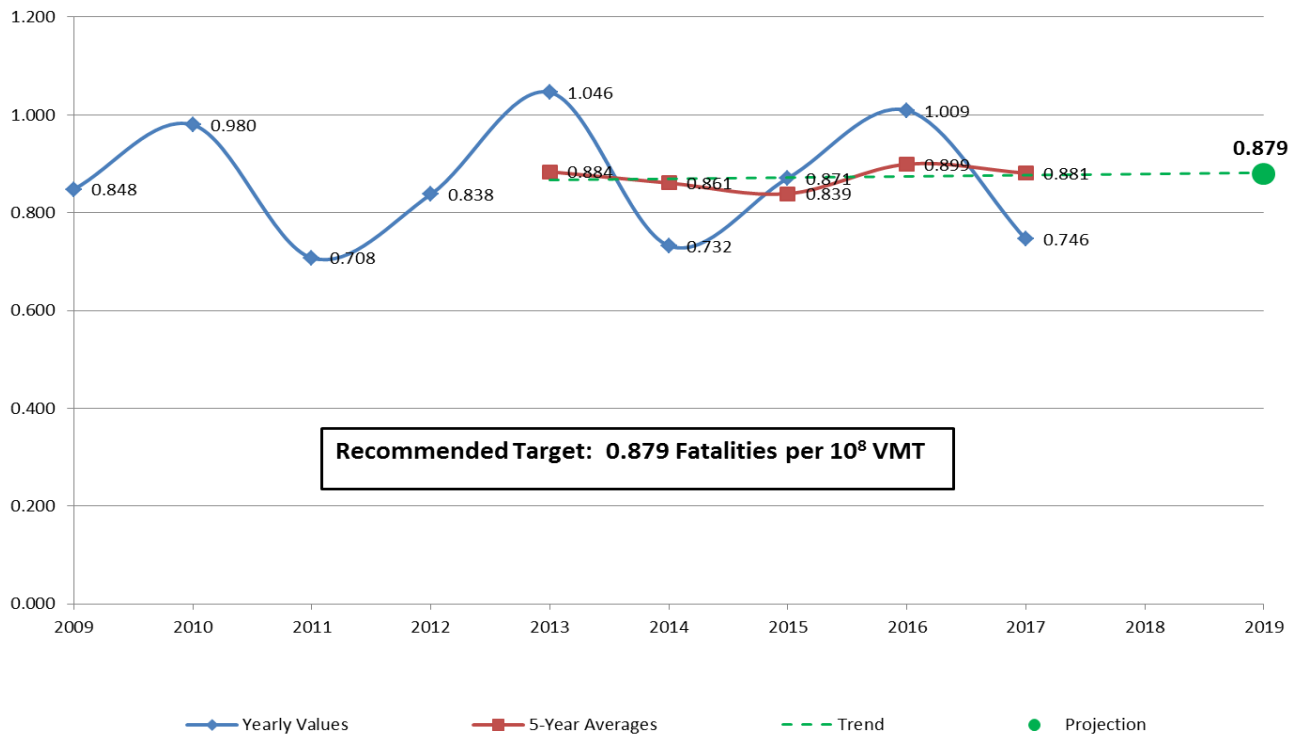
For 2019, Strafford MPO staff are recommending that the MPO support the State of New Hampshire HSIP Targets in all five mandated areas. This does not mean that the statewide number and rate of fatalities and injuries is acceptable. Rather, in supporting the state targets, the MPO agrees to:

- Conduct regional analysis to identify highway safety hazards and work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the region.
- Coordinate with the State and incorporate safety performance measures and targets Metropolitan Transportation Plan and Transportation Improvement Program. This includes more specific description of the anticipated effect of programmed or proposed projects in achieving safety targets and improving safety outcomes.
- Integrate goals, objectives, performance measures, and targets described in other applicable State transportation safety plans and processes into the MPO planning process.

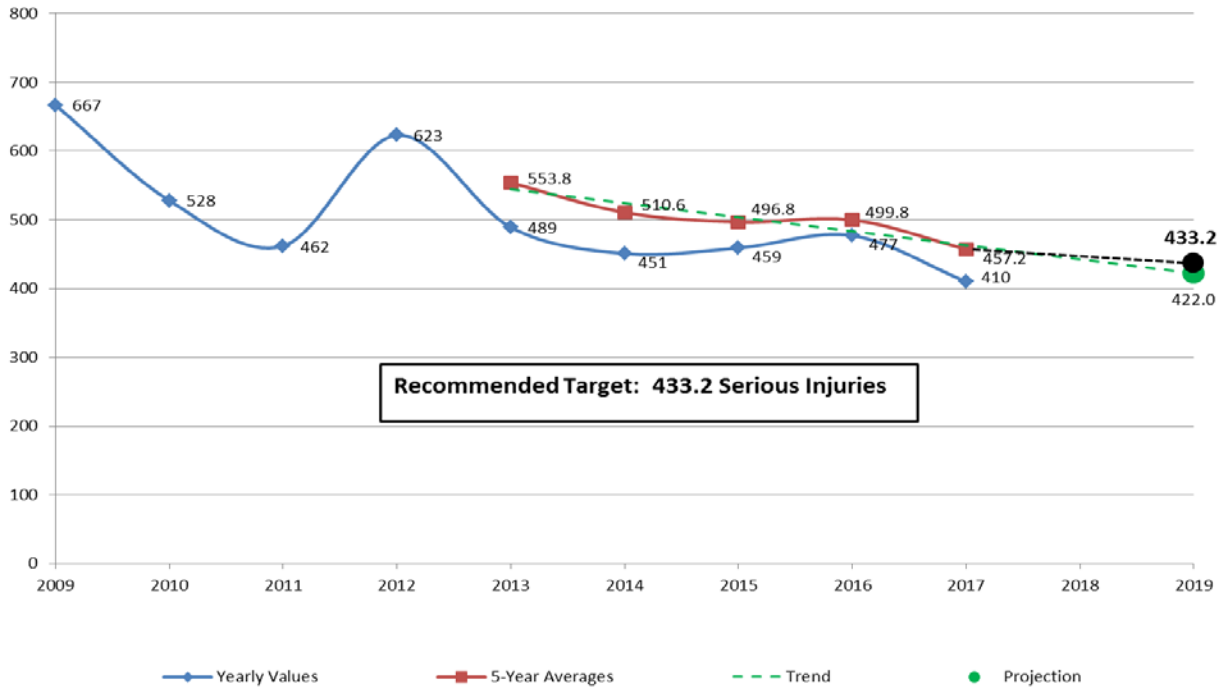
Fatalities - 2019 Projection



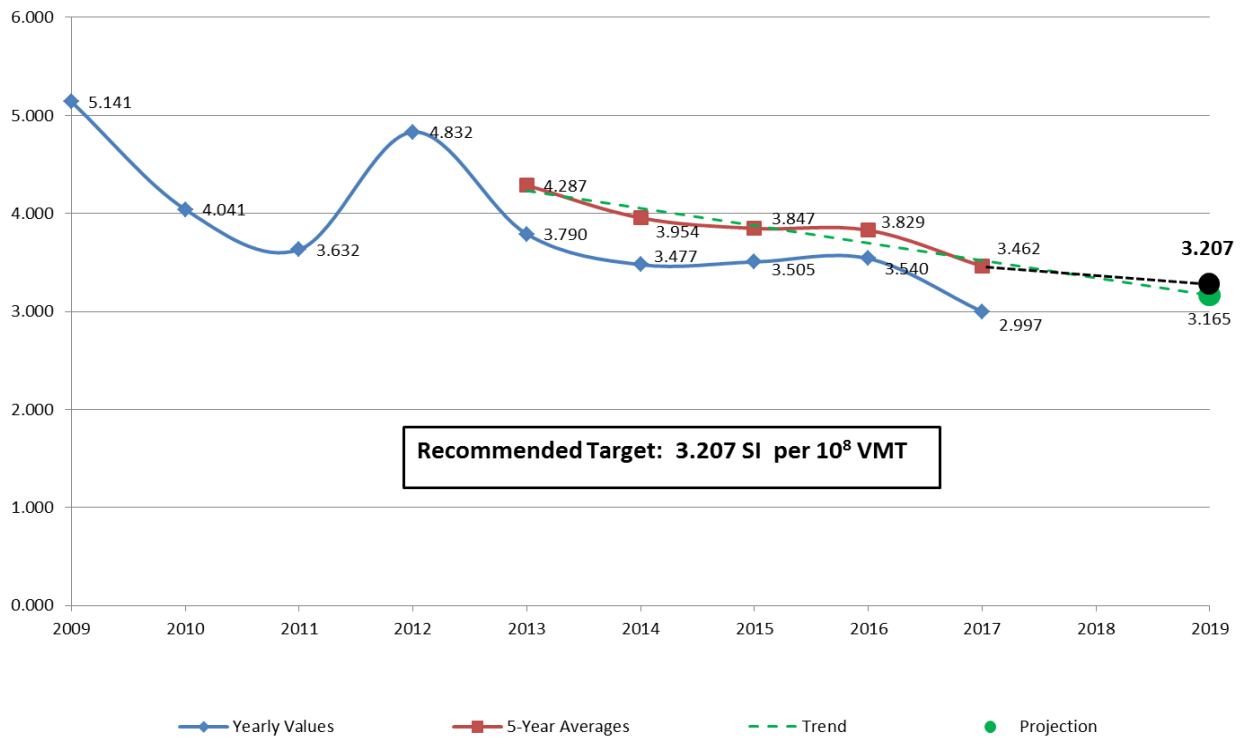
Fatality Rate - 2019 Projection



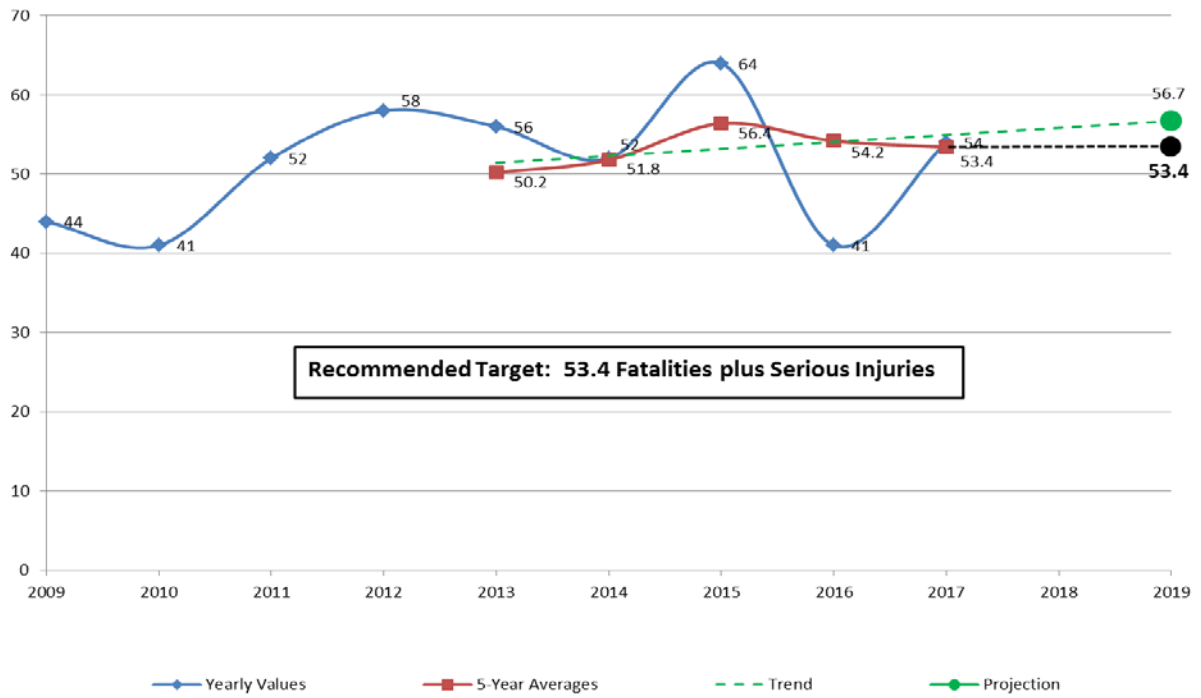
Serious Injuries - 2019 Projection



Serious Injury Rate - 2019 Projection



Non-motorized Fatalities & Serious Injuries - 2019 Projection



For discussion at Friday's Policy Committee meeting SRPC staff have identified the following bills of interest to the MPO and SRPC in general. During Friday's meeting we would like to assess:

- As SMPO and/or as SRPC do we wish to support, oppose or watch any of the following?
- Do we wish to testify or submit written testimony for any of the bills?
- Do Commissioners who volunteered to assist with legislation wish to meet to further discuss current legislation?

Transportation Funding Bills:

Bill #	Title	Status
HB264	making an appropriation to the Carroll, Strafford, and Coos counties freight rail improvements project and making an appropriation for the Coos county freight rail improvements project.	Retained in Committee (PWH)
HB409	relative to the maximum optional fee for transportation improvements charged by municipalities when collecting motor vehicle registration fees.	Introduced 1/3/19 (MCG)
HB478	establishing a road usage fee and making an appropriation therefor.	Executive Session: 02/13/2019 (PWH)
HB510	relative to state motor vehicle registration fees and funding for noise abatement projects.	Executive Session: 02/13/2019 (PWH)
HB538	increasing the road toll and providing funding for state road and bridge projects.	Executive Session: 02/13/2019 (PWH)
SB221	establishing a commission to study highway fund revenue for hybrid and electric vehicles.	Hearing 2/12/2019 (Transp)
SB240	relative to reciprocal toll collection. <i>(from/to other states)</i>	Hearing 2/5/2019 (Transp)

Transportation Bills:

Bill #	Title	Status
HB534	relative to certain major state projects <i>(project bidding)</i>	Committee Report: OTP for 2/14/19 CC
SB185	stablishing a rail trail corridors advisory committee to assist the department of transportation in updating the state trails plan and making an appropriation therefor	Committee Report: OTP for 2/14/19
SB214	relative to transportation projects.	Hearing 2/19/2019 (Transp)
SB216	establishing an automated vehicle testing and deployment commission and an automated vehicle testing pilot program, and providing requirements for automated vehicle deployment.	Hearing 2/12/2019 (Transp)
SB220	relative to department of transportation access to crash data.	Hearing 3/5/19 (Transp)
SB275	requiring that all of the state's motor vehicles will be zero emissions vehicles by the year 2039.	Hearing 2/19/19 (Transp)
SB40	relative to online driver education.	Senate OTP 1/31/19
SB56	establishing a committee to study motor vehicle registrations of active duty military personnel.	Hearing 2/12/2019 (Transp)
HB148	Relative to electric bicycles.	Executive Session: 02/12/2019

Other Transportation Bills (outside the Strafford Region):

Bill #	Title	Status
SB241	relative to funding for the project development phase of the capitol corridor rail project.	Committee Report: OTP for 2/21/19
SB300	eliminating certain ramp tolls on the Everett turnpike in the town of Merrimack.	Hearing 2/19/19 (Transp)
SB52	relative to certain department of transportation projects. (specific projects in Conway and Mt. Washington auto road)	Hearing on 01/29/2019 (Transp)

Bills of General SRPC interest:

Bill #	Title	Status
SB202	establishing a stormwater management and flood resilience fund within the department of environmental services.	Committee Report: OTP w/AM for 2/14/19
SB285	establishing a coastal resilience and economic development program.	Hearing 2/5/19 (ENR)
HB542	stablishing a grant program to support municipalities in updating their wetlands regulations	Exec Session 2/13/19 (RR&D)
SB43	establishing a commission to study barriers to increased land development in New Hampshire	OTP w/Ams 1/31/19