

# Strafford Metropolitan Planning Organization Policy Committee Meeting



Friday, February 19<sup>th</sup> 2021 9:00 – 10:30 AM  
Remote Zoom Meeting

The Chair of SRPC has found that, due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor’s Emergency Order #12 pursuant to Executive Order 2021-01, SRPC and committees thereof are authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to this meeting, which was authorized pursuant to the Governor’s Emergency Order.

SRPC is utilizing Zoom for this electronic meeting. All members of the Committee have the ability to communicate contemporaneously during this meeting through this platform, and the public has access to contemporaneously listen and, if necessary, participate in the meeting as follows:

[Click here to access the meeting online](#)

Telephone-only Access: +1 646 558 8656 and Meeting ID: 833 2937 9249

These instructions have also been provided on the SRPC website at [www.trafford.org](http://www.trafford.org). If anybody is unable to access the meeting, please email [clentz@trafford.org](mailto:clentz@trafford.org). In the event the public is unable to access the meeting, the meeting will be adjourned and rescheduled.

1. <b>Introductions</b>	5 mins
2. <b>Staff Communications</b>	5 mins
3. <b>Action Item(s)</b> [Motion Required] 3.1. Draft minutes from January 15 <sup>th</sup> , 2021	5 mins
4. <b>Discussion Items</b> 4.1. Metro Plan – <ul style="list-style-type: none"> <li>Provide feedback on the draft section on Environmental Justice and Equity</li> <li>Provide comments on draft Economic Vitality metrics</li> </ul>	15 mins
5. <b>Project Updates</b> 5.1. Preview of three critical decisions to make at the March meeting: <ul style="list-style-type: none"> <li>Ten Year Plan Projects – Final decision on candidate projects</li> <li>STIP Update – public hearing and vote</li> <li>Draft UPWP for fiscal years 2022 &amp; 2023</li> </ul>	20 mins
6. <b>Commissioner Roundtable</b> – Updates from your community What should SRPC be focused on for COVID-19 recovery planning that would help your community?	15 mins
7. <b>Other Business</b>	5 mins
8. <b>Citizen’s Forum</b> – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements shall be limited to three minutes	
9. 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@trafford.org](mailto:srpc@trafford.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 MPO Policy Committee**  
**Prep Memo for February 19<sup>th</sup> Meeting**

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Review of MTP section of Environmental Justice and Equity

Please review the attached draft of discussion of environmental justice and equity that will be part of the upcoming Metro Plan update – it's only a few pages!

Strafford MPO is taking a renewed focus on equity in transportation; both in its outreach approach and identification of potential projects. We want to increase our attention on *Historically Underserved Communities* to make sure their voices are represented in the planning conversation and that they are made healthier and more resilient through transportation improvements. This will mean things like going beyond the traditional public hearings and meeting people where they live... literally. It will mean identifying locations where people are vulnerable and working with municipalities to develop projects that address those vulnerabilities (such as a neighborhood that could be cut off in the next big storm, or where people lack access to essential services because of transportation limitations).

The section includes a four-phase framework for addressing equity issues through the MPO planning process and uses a hypothetical illustration. There are also three transportation projects referenced which are in the planning and development stages and will have direct equity benefits once completed.

The following prompt questions may help guide your review:

- Is SRPC's approach to improved EJ&E planning clearly described?
- Do you feel the proposed four-phase framework is an effective path to increasing equity in SRPC's transportation planning efforts?
- Do you have specific recommendations for communities/neighborhoods/locations where SRPC should consider equity challenges and potential improvement actions or projects?

Economic Vitality metric snapshots

Rachel and Stephen have put together the metrics on economic vitality that will be included in SRPC's regional metrics database. After the database is set up the snapshots will include more descriptions of trends. For instance, we expect a significant jump in the number of building permits in 2020. Please review the metrics and contact me with any questions/comments/concerns.

Preview of items at the March Policy meeting

Due to a fluke in timing, we have three major decisions to be made at the March Policy meeting. I will send as much information as possible ahead of the meeting so we can stay efficient and keep the meeting to a reasonable length.

- *Ten Year Plan projects*: The committee needs to consider recommendations from TAC about the candidate Ten Year Plan projects that have been under review and vote on the final selection to be sent to NHDOT (due by the end of March).
- *2021-2024 Transportation Improvement Program*: the committee will need consider input from the TAC and vote on the draft TIP following a public hearing. This is critical to continued funding of current transportation projects.
- *Draft UPWP*: We will provide a draft and summary of the next two-year transportation work contract developed with NHDOT. The UPWP needs to be ready for review and approval by Governor and Council so we can start work on July 1<sup>st</sup> 2021.

## Strafford Metropolitan Planning Organization

### Policy Committee

#### Meeting Minutes

Friday, January 15, 2021

9:00 – 11:00 AM

Strafford Regional Planning Commission  
Virtual Meeting via Zoom  
Rochester, NH

The meeting was called to order at 9:07am

The chair read the following statement prior to the roll call:

The chair of the Strafford MPO Technical Advisory Committee has found that, due to the COVID-19/Coronavirus crisis and in accordance with Governor Sununu's Emergency Order #12 pursuant to Executive Order 2020-21, this Committee is authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to the meeting, which was authorized pursuant to the Governor's Emergency Order. However, in accordance with the Emergency Order, this is to confirm that we are:

- *Providing public access to the meeting by telephone, with additional access possibilities by video or other electronic means.* We are utilizing the Zoom platform for this electronic meeting. All members of the Committee have the ability to communicate contemporaneously during this meeting through the Zoom platform, and the public has access to contemporaneously listen and, if necessary, participate in this meeting through dialing the following phone number 1-646-558-8656 and meeting ID 829 0534 5549, or by clicking on the following website address:

<https://us02web.zoom.us/j/82905345549?pwd=eTQ4dEVrbjVPbm5iL2dqQmxIdXpyQT09>

- *Providing public notice of the necessary information for accessing the meeting.* We previously gave notice to the public of how to access the meeting using Zoom, and instructions are provided on the SRPC website at [www.strafford.org](http://www.strafford.org).
- *Providing a mechanism for the public to alert the public body during the meeting if there are problems with access.* If anybody has a problem, please call 603-545-1035 or email at: [jczysz@strafford.org](mailto:jczysz@strafford.org)
- *Adjourning the meeting if the public is unable to access the meeting.* In the event the public is unable to access the meeting, we will adjourn the meeting and have it rescheduled at that time. Please note that all votes that are taken during this meeting shall be done by Roll Call vote. Let's start the meeting by taking a Roll Call attendance. When each member states their presence, also please state whether there is anyone in the room with you during this meeting, which is required under the Right-to-Know law.

## 1. Attendance:

### Committee Members

Steve Diamond (Barrington), Michael Williams (COAST), Glenn Davison (NHDOT), Time White (NHDES), Dave Landry (Dover), Wayne Burton (Durham), Bill Fisher (Farmington), Mark Avery (Madbury), Mike Bobinsky (Somersworth), Mark Richardson (Somersworth), Don Hamann (Rochester), Joe Boudreau (Rochester), Barb Holstein (Rochester), Peter Nelson (Newmarket), Victoria Parmele (Northwood)

### Staff

Rachel Dewey, Natalie Moles, Stefanie Casella, Nancy O'Connor, Alaina Rogers, Jackson Rand, Stephen Geis, Jen Czysz

## 2. Staff Communications

V. Parmele announced that C. Lentz would be absent today as well as in the next couple of weeks as he and his wife are expecting their first child. R. Dewey will be covering for him.

J. Czysz explained that SRPC is using a new Zoom function for public meetings. From here on out public meetings will be using webinar functions. This helps protect the meetings from “Zoom Bombing” as it creates an attendees list and a panelist list with respective controls and functions. All commissioners will enter meetings as panelists during TAC, Policy, Commission meetings, and other public meetings hosted by SRPC.

Commissioners have received an email to complete a skills matrix. The skills matrix response rate has been about 1/3. This survey is designed to learn more about our commissioner’s interest areas and experience so we can best engage them in our work and enhance their participation. S. Casella and S. Sylvia will resend on Tuesday after the long weekend.

## 3. Action Items

### 3.1 Minutes from November 20<sup>th</sup> 2020

D. Hamann made a motion to approve the minutes as written.

Seconded by B. Fisher.

Vote: All in favor (via roll-call vote)

### 3.2 Review and approve proposed 2021 highway safety targets

R. Dewey provided an overview of the proposed 2021 highway safety performance targets. These targets are set annually. SRPC is electing to support the state targets in recognition of the fact that the locations are largely at random and acknowledges that the Strafford MPO region typically represents approximately 11% of the statewide fatalities and serious injuries.

P. Nelson noted that in the past we discussed getting standardized fatality and crash information synchronized across all police departments in the SRPC region and asked if there is any update on whether or not all police departments are now able to share standardized crash and fatality information with SRPC?

R. Dewey said that the state safety target setting meetings have been canceled for this year so there is no update on the number of police departments adopting electronic data submission. However, the overall data quality shows that there is more standardization happening. Rachel will follow up with NHDOS.

P. Nelson asked if there is a map of all crash and fatality sites in the SRPC region with the ability to drill down to get more data on the specifics of accidents and injuries happening on a repetitive or historical perspective to know if improvements have been made? The idea being it would be helpful to know if particularly bad sites have been remediated successfully. R. Dewey responded that we are working on it. SRPC just got access to the state crash data after two years of difficulty getting access due to data privacy concerns. That issue has been resolved and NHDOS is now able to share some non-identifying fields from the data with NHDOT and the regional planning commissions to complete safety analyses. This data will be used in the future and will be part of the local safety analysis.

S. Diamond noted that the fatality rate data was interesting. The SRPC region has a higher rate than the state. What is the factor that makes the discrepancy between region and state explainable? R. Dewey explained that the region typically has about 11% of the fatalities in the state and about 9% of the state's total VMT. Therefore, the larger share of fatalities divided by the lower share of VMT results in the region's rate being higher than the state's. R. Dewey can do more analysis and provide more detail another time.

J. Boudreau asked if events like Bike Week factor into the number of fatalities and serious injuries? Is this data available by age? R. Dewey has previously analyzed motorcycle crashes during Bike Week vs other weeks in the summer and there isn't a significant difference during Bike Week. This is likely due to increased visibility, as there are more motorcycles on the roads. The data includes age, so R. Dewey can do additional analysis and report back.

W. Burton asked if the cause of accidents are recorded? Specifically drug use, etc. R. Dewey answered that the fatality database has a drug type table that may have that information.

V. Parmele asked if there is any data available for 2020. C. Lentz had mentioned in another conversation that while the VMT was down due to COVID-19, the fatalities did not decrease. She noted that she has observed an increase in "whacky" driving. R. Dewey responded that the Traffic Bureau has permanent count stations that they use for estimating VMT, we can check in with them. Preliminary numbers available for 2020 fatalities. NHDOT TMC tracks fatal crashes across the state throughout the year. At the beginning of January, this site was showing somewhere around 99-101. G. Davison added that NHDOT has posted the 2019 VMT already and that the 2020 VMT data will be available around March-April. The data is collected and then factored for seasonal flux and cleaned up.

M. Richardson noted that he has observed that there seems to be a lot of people running red lights along High Street and the four-way stop at the intersection of Indigo Hill Road and Green Street in Somersworth. Is it that no one is on the road and people think if there is less traffic, then what's the point in waiting? M. Bobinsky noticed that as well.

M. Bobinsky noted a substantial drop in serious crashes in 2019 and asked if this is a result of education or campaigns? R. Dewey answered that the data fluctuates year to year, and that the 2018 fatalities were much higher than the 2017 crashes. Based on the preliminary 2020 fatality totals, it seems that 2019-2020 is the closest to a flat trend that the state has seen in a while.

M. Bobinsky moved to approve the highway safety improvement targets as recommended by the TAC.

Seconded by D. Hamann.

P. Nelson noted he is less interested in hypothesizing reasons for bad behavior and more interested in how we can use the data to look at whether safety improvements have been successful. R. Dewey will investigate it more. There are a few HSIP projects that were completed in recent years that could be analyzed to see if there has been a reduction in crashes.

Vote: all in favor (via roll call vote).

S. Diamond noted that it has been challenging to know how long it will take to get from place to place. It seems more variable lately than in the past.

#### 4. **Project Updates**

##### 4.1 Metro Plan

Stephen Geis and R. Dewey are processing lots of data metrics for the Metro Plan. These data metrics are being prepared as a Data Snapshot document. The metrics include analysis of the 2019 ACS data, looking closely at vulnerable communities and underrepresented communities, as well as mobility, resiliency, economic vitality, and livability.

A. Rogers is working on writing sections about Resiliency and Climate Change, as well as Environmental Justice and Equity.

##### 4.2 STIP Update

C. Lentz is currently working to have the Draft TIP posted and available for adoption in March. This will put the State TIP (STIP) into the hands of FHWA around April/May of 20212012-2022 UPWP

R. Dewey updated that the SRPC staff are currently updating the contract with DOT known as the Unified Program Work Plan (UPWP). This update will include more specific objectives and outcomes in areas that were previously vague. Such updates include public health, climate change adaptation, emergency preparedness, and infrastructure improvements. Additionally, there is a request for qualifications on the SRPC website to hire an engineer to provide direct technical assistance for project scoping, budgeting, on-call travel demand modeling support, and developing a new project database.

J. Czysz added that the engineer would provide direct assistance to the municipalities and the UPWP draft is due to NHDOT by February, meaning that the draft will be available for the February TAC and Policy meetings.

#### 5. **Municipal Roundtable – Updates on local COVID-19 adaptation** Are there ways that SRPC can help your community recover from COVID-19?

The round table is designed to share new things happening in the region.

W. Burton started off with an update from Durham. In addition to 1500 UNH students returning in the next week or so Durham has joined the Global Covenant of Mayors for Climate and Energy (GCOM). This initiative will bring discipline to reducing carbon emissions, provides technical

assistance, and provides bench marks for reaching certain goals. This will be a good thing for our region to keep an eye on.

The committee discussed mask mandates and how the regional municipalities are responding and enforcement.

P. Nelson and V. Parmele gave a brief update on a proposed energy bill at the state level.

M Williams, gave an update to COAST schedule changes. Tomorrow (1/16/2021) is the first day of a new schedule. This new schedule encompasses minor changes to in response to schedule changes at the Navel Shipyard.

D. Landry updated the committee on a new development in Dover. This project is in the technical review phase and will have 40 plus rental units all under 400 sq ft. This project will be done under transfer of development rights. These units are designed to be more affordable for the rental community

D. Hamann was made aware of group of people going around to town and city halls filming. There is no illegal activity occurring but municipal officials should be aware that this is happening in region.

M. Bobinsky submitted comments via the chat box that the City of Somersworth recently joined 6 other communities in filing a complaint with the PUC against Consolidated Communications regarding dual poles. They also submitted a Hazardous Mitigation Grant to NH DES and HSEM for a preliminary engineering grant to redesign the Salmon Falls Road. This will protect from flood conditions and will look at future elevations to prevent damages. The \$150,000 grant is in review and the city will not learn if it is approved until later in the summer or fall.

Additionally, the State DOT, in collaboration with NH DES-HSEM, is wanting DPW agencies to populate staffing resource data on a weekly basis to reflect staffing levels impacted by COVID. This is mostly to track how cities and towns are doing with impacts on winter operations and to allow neighboring communities to be aware of staffing issues for possible mutual aid.

#### **6. Other Business**

No other business was conducted.

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.

No citizens were present to provide input.

#### **8. Adjournment**

M. Bobinsky made a motion to adjourn

Seconded by M. Williams

Vote: unanimous in favor

The meeting was adjourned at 10:18 am





# Economic Vitality

## Batch 2 Contents

**Housing Costs**

**Living Wage and Poverty Wages by Household Type**

**Typical Expenses by Household Type**

**In-Area Labor Force Efficiency**

**Labor Force Size**

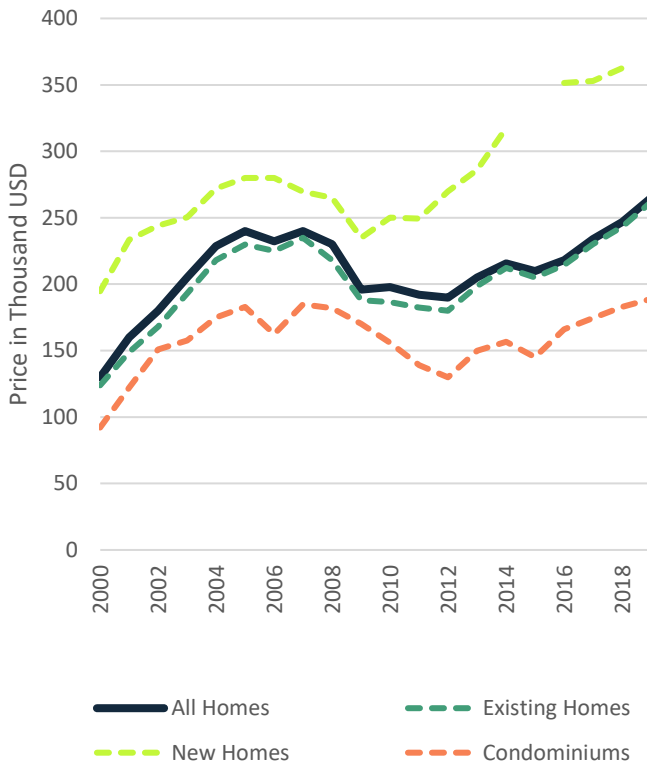
**Labor force participation rate by age**

**Percent of employees under the age of 18**

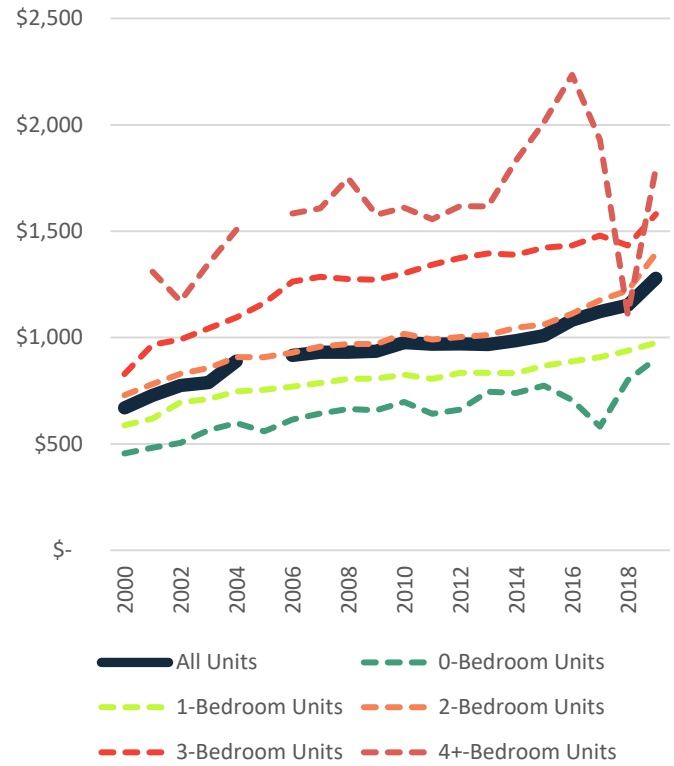
# Housing Costs

These tables summarize the cost trends of housing for the SRPC Region. The New Hampshire Housing Finance Authority releases a yearly report that contains housing data for each individual town. These charts are for the whole SRPC region.

Median Purchase Price (in Thousands USD)



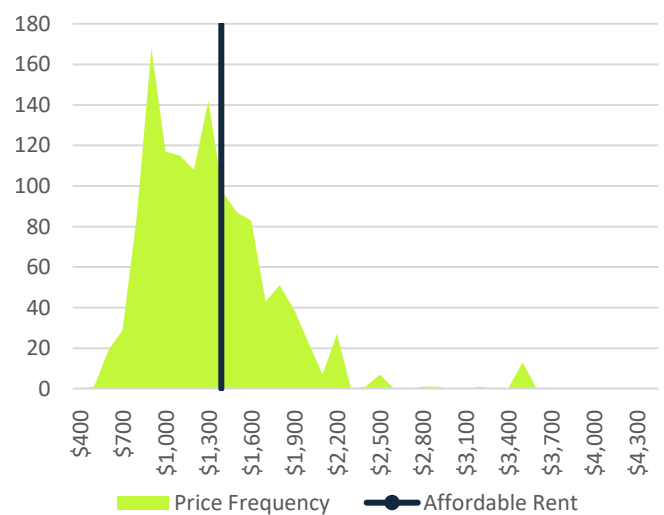
Median Rent Price



Frequency of Purchase Price (2019)



Frequency of Rental Price (2019)



Data source: NHHFA Rental Price Trend and Purchase Price Trends  
 Data years: 2000-2019  
 Coverage: SRPC

# Living Wage vs Poverty Wage

The MIT Living Wage Calculator estimates the cost of living in a community and determines the necessary living wage and the poverty wage based on those costs. The data is available at the county level, so the data snapshot will focus on the Strafford County data.

The table below outlines the hourly wages and equivalent yearly salaries for various household types for the poverty wage and the living wage.

Household Type		Poverty Wage	Poverty Salary	Living Wage	Living Salary
1 Adult	0 Children	\$ 6.00	\$ 12,480.00	\$ 13.05	\$ 27,144.00
	1 Child	\$ 8.13	\$ 16,910.40	\$ 26.41	\$ 54,932.80
	2 Children	\$ 10.25	\$ 21,320.00	\$ 30.67	\$ 63,793.60
	3 Children	\$ 12.38	\$ 25,750.40	\$ 37.93	\$ 78,894.40
2 Adults (1 Working)	0 Children	\$ 8.13	\$ 16,910.40	\$ 19.64	\$ 40,851.20
	1 Child	\$ 10.25	\$ 21,320.00	\$ 24.00	\$ 49,920.00
	2 Children	\$ 12.38	\$ 25,750.40	\$ 26.51	\$ 55,140.80
	3 Children	\$ 14.50	\$ 30,160.00	\$ 30.82	\$ 64,105.60
2 Adults (both working)	0 Children	\$ 4.06	\$ 8,444.80	\$ 9.82	\$ 20,425.60
	1 Child	\$ 5.13	\$ 10,670.40	\$ 14.51	\$ 30,180.80
	2 Children	\$ 6.19	\$ 12,875.20	\$ 16.65	\$ 34,632.00
	3 Children	\$ 7.25	\$ 15,080.00	\$ 19.69	\$ 40,955.20

# Living Wage vs Poverty Wage

The MIT Living Wage Calculator estimates the cost of living in a community and determines the necessary living wage and the poverty wage based on those costs. The data is available at the county level, so the data snapshot will focus on the Strafford County data.

The table below outlines the hourly wages and equivalent yearly salaries for various household types for the poverty wage and the living wage.

Household Type		Food	Child Care	Medical	Housing	Transportation	Other
1 Adult	0 Children	\$3,495	\$0	\$2,634	\$10,908	\$3,899	\$2,890
	1 Child	\$5,163	\$9,174	\$7,526	\$13,932	\$7,602	\$4,818
	2 Children	\$7,760	\$12,407	\$7,237	\$13,932	\$9,644	\$5,003
	3 Children	\$10,292	\$15,639	\$7,358	\$19,140	\$10,506	\$6,293
2 Adults (1 Working)	0 Children	\$6,408	\$0	\$6,032	\$10,992	\$7,602	\$4,818
	1 Child	\$7,987	\$0	\$7,237	\$13,932	\$9,644	\$5,003
	2 Children	\$10,303	\$0	\$7,358	\$13,932	\$10,506	\$6,293
	3 Children	\$12,545	\$0	\$7,259	\$19,140	\$11,013	\$6,296
2 Adults (both working)	0 Children	\$6,408	\$0	\$6,032	\$10,992	\$7,602	\$4,818
	1 Child	\$7,987	\$9,174	\$7,237	\$13,932	\$9,644	\$5,003
	2 Children	\$10,303	\$12,407	\$7,358	\$13,932	\$10,506	\$6,293
	3 Children	\$12,545	\$15,639	\$7,259	\$19,140	\$11,013	\$6,296

Household Type		Required annual income after taxes	Annual taxes	Required annual income before taxes
1 Adult	0 Children	\$23,827	\$3,324	\$27,151
	1 Child	\$48,214	\$6,726	\$54,940
	2 Children	\$55,983	\$7,810	\$63,792
	3 Children	\$69,228	\$9,657	\$78,885
2 Adults (1 Working)	0 Children	\$35,852	\$5,001	\$40,854
	1 Child	\$43,802	\$6,110	\$49,913
	2 Children	\$48,392	\$6,751	\$55,143
	3 Children	\$56,253	\$7,847	\$64,100
2 Adults (both working)	0 Children	\$35,852	\$5,001	\$40,854
	1 Child	\$52,976	\$7,390	\$60,367
	2 Children	\$60,799	\$8,481	\$69,280
	3 Children	\$71,892	\$10,029	\$81,921

Data source: MIT Living Wage Calculator

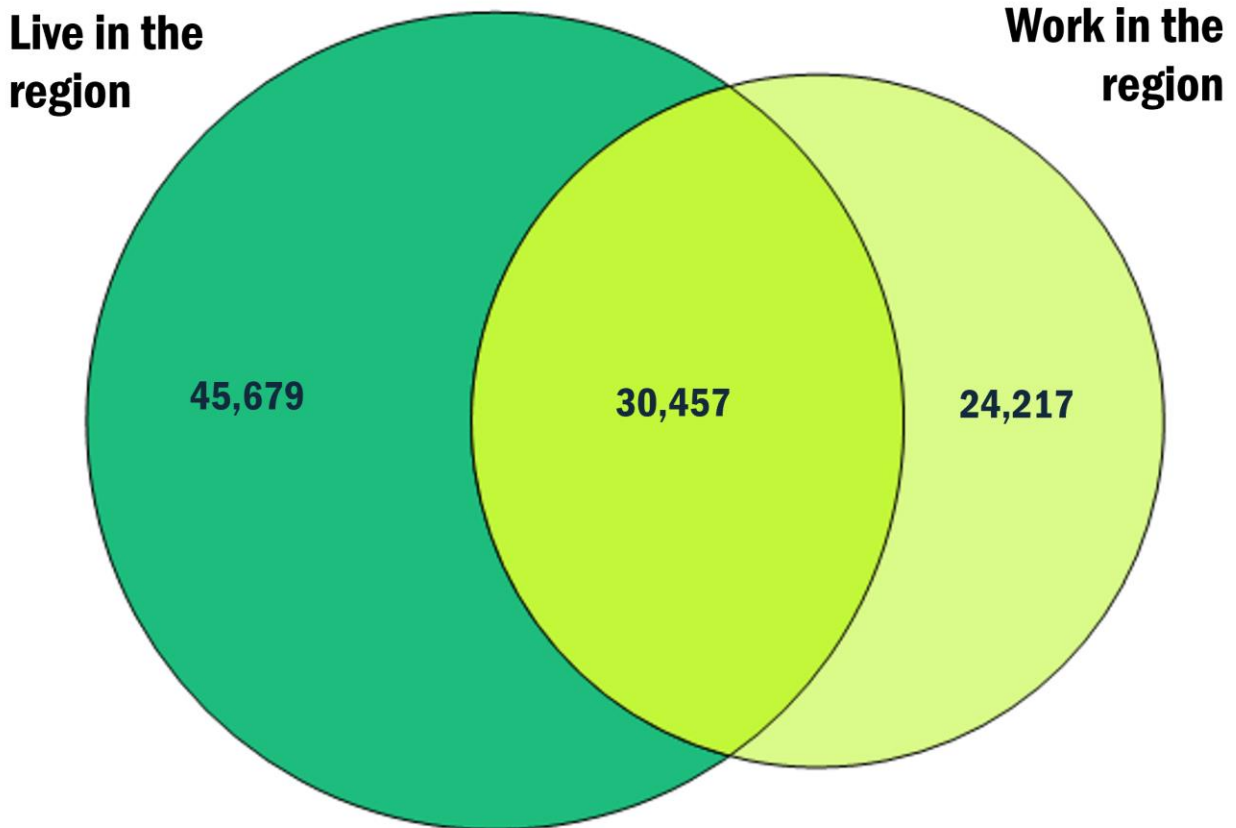
Data years: 2019

Coverage: Strafford County, NH

# In-Area Labor Force Efficiency

The Longitudinal Employer-Household Dynamics (LEHD) dataset is collected by the US Census Bureau. One of the data products that comes from the LEHD is origin-destination employment statistics data (LODES). This data is available at the Census block level.

**Caution:** This data is based on jobs, so the total labor force represented in this data may be larger than the labor force referenced in other metrics. One person may hold multiple jobs at a time or within a reporting period, in which case that person would be represented in this data more than once.



Labor Force Living in the region	76136	100%
and working in the region	30457	40%
but not working in the region	45679	60%

	People who live in the region and work...		People who work in the region and live...	
<b>In Region</b>	<b>30457</b>	<b>40.00%</b>		<b>55.71%</b>
<b>Outside of the region</b>	<b>45679</b>	<b>60.00%</b>	<b>24217</b>	<b>44.29%</b>
<i>In NH</i>	36134	47.46%	15967	29.20%
<i>In MA</i>	5791	7.61%	1772	3.24%
<i>In ME</i>	3133	4.12%	5708	10.44%
<i>In Other States</i>	621	0.82%	770	1.41%

Data source: LEHD (Longitudinal Employer-Household Dynamics)

Data years: 2018

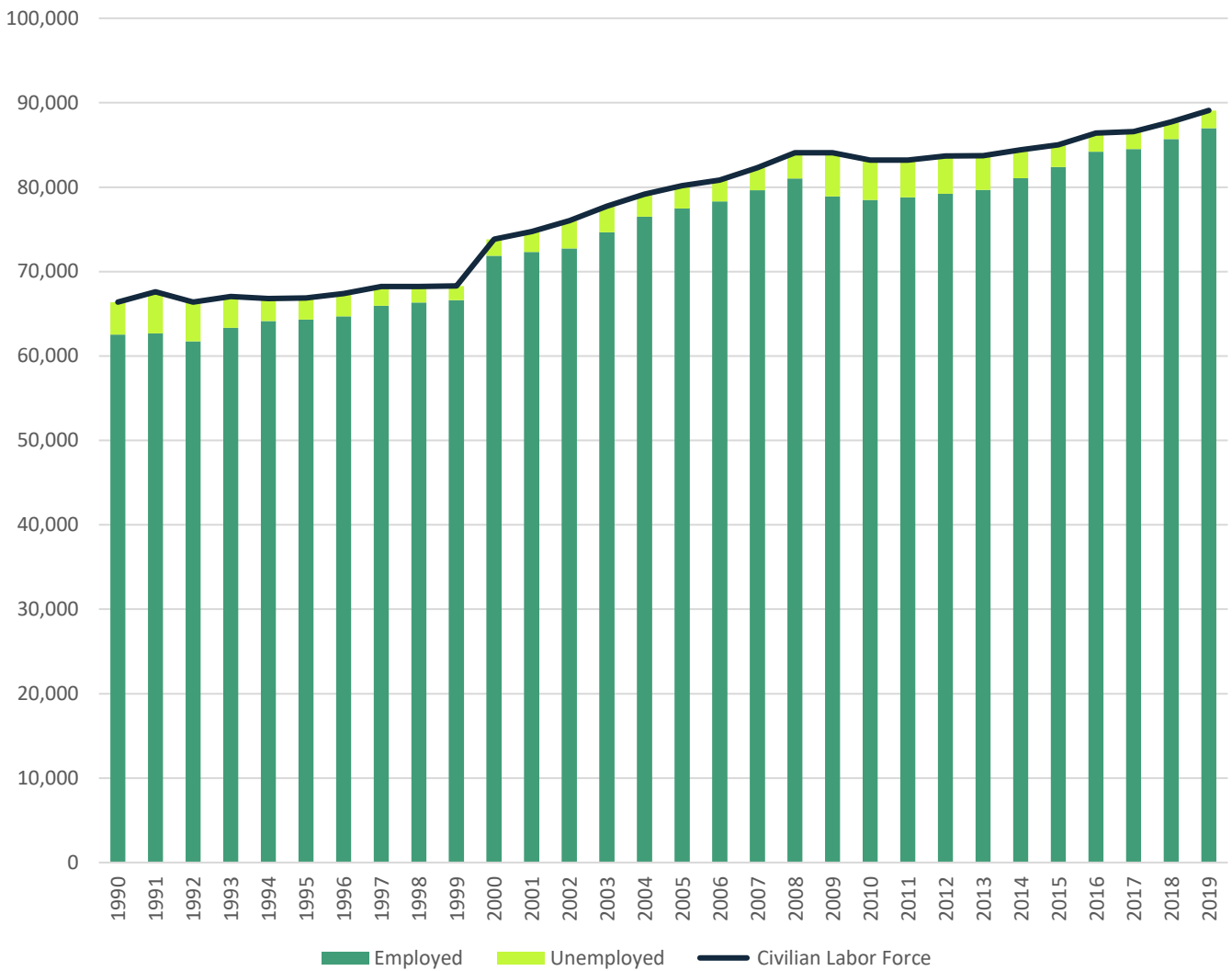
Coverage: SRPC

# Labor Force Participation

This data is a summary of the total labor force which consists of people who are actively employed and unemployed but actively looking for work.

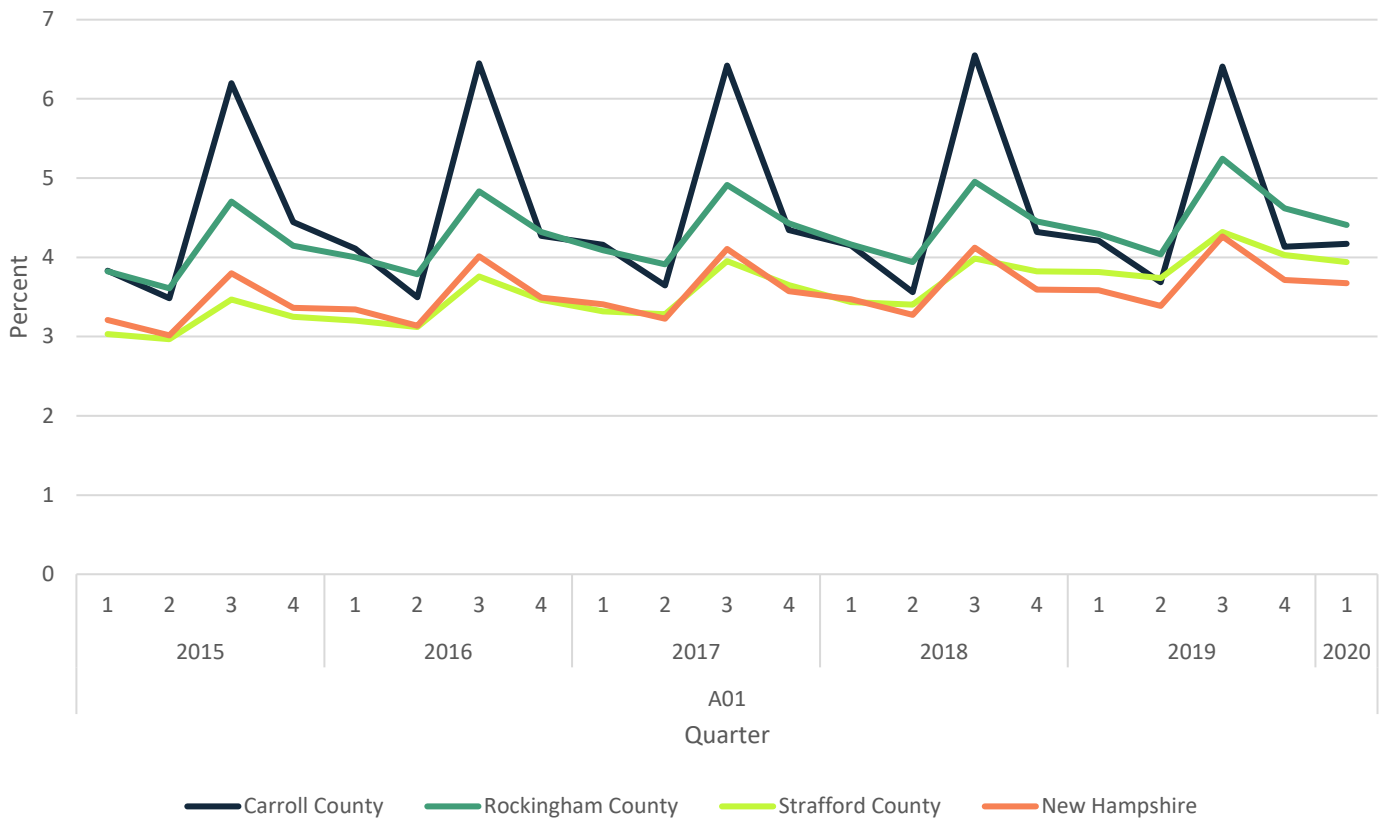
**Caution:** LAUS does not include discouraged workers as unemployed.

### SRPC Regional Employment 1991-2019



# Percent of Employees under the age of 18

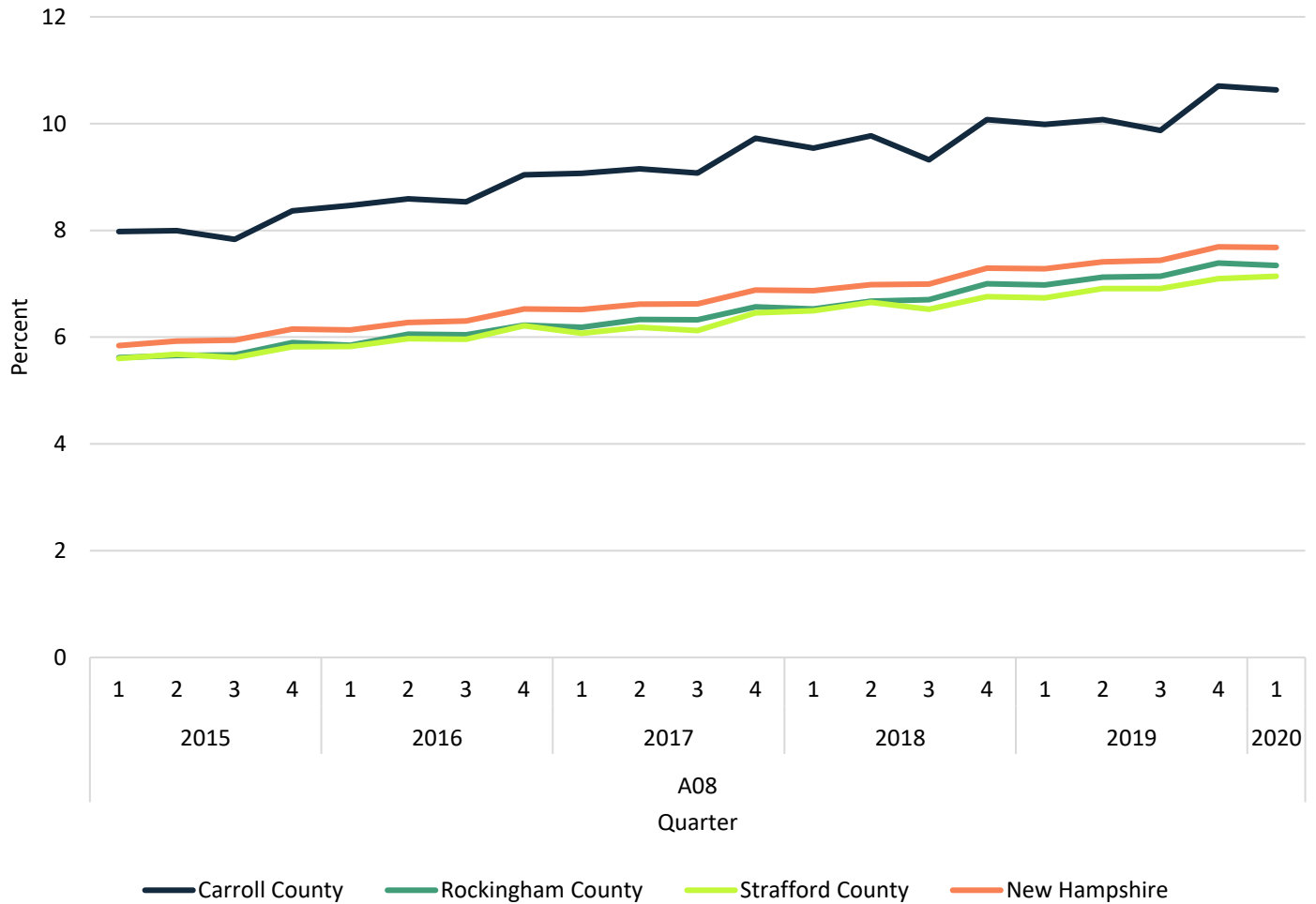
This data summarizes the percent of employed people who are under the age of 18 who were employed and earned a paycheck at the beginning of each quarter.



Data source: Local Area Unemployment Statistics (LAUS)  
 Data years: 2015-2020  
 Coverage: SRPC Counties and State

# Percent of Employees over the age of 65

This data summarizes the percent of employed people who are over the age of 65 who were employed and earned a paycheck at the beginning of each quarter.



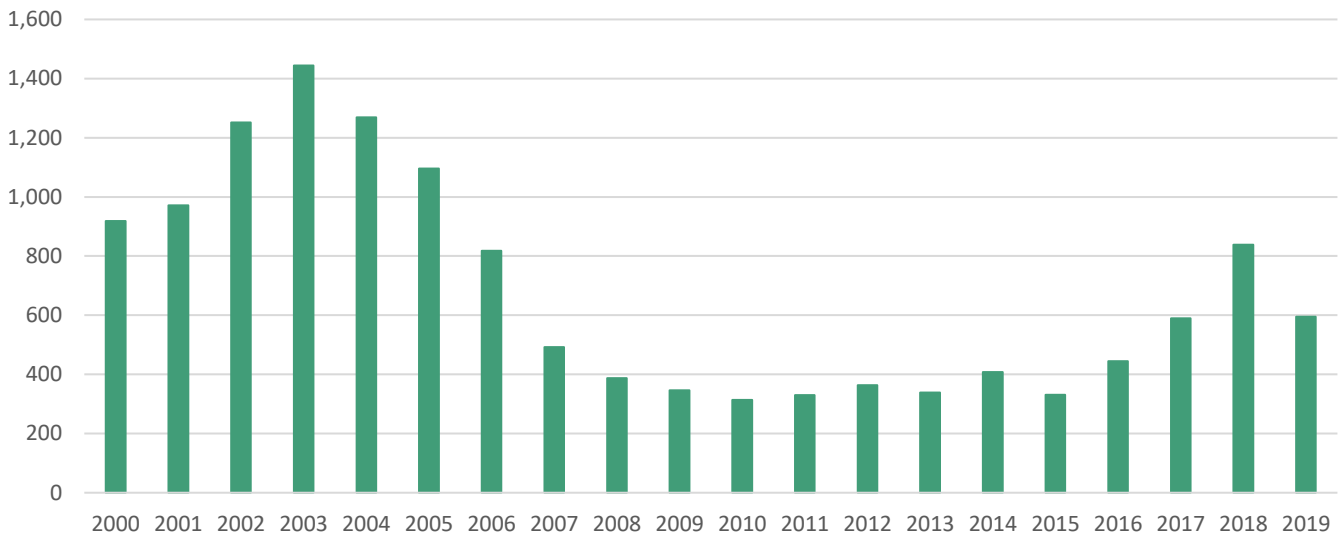
Data source: Local Area Unemployment Statistics (LAUS)  
 Data years: 2015-2020  
 Coverage: SRPC Counties and State



# Building Permits

New Hampshire Office of Strategic Initiatives (OSI) collect residential unit information annually to update population estimates and the meals and tax revenues for each municipality. OSI collects new construction and demolitions to calculate the net change in housing units each year. Additionally, SRPC collects detailed building permit data each year for more detailed analysis. OSI and SRPC both collect the number of living units for residential permits including single family, multi-family, mixed use, and manufactured dwellings.

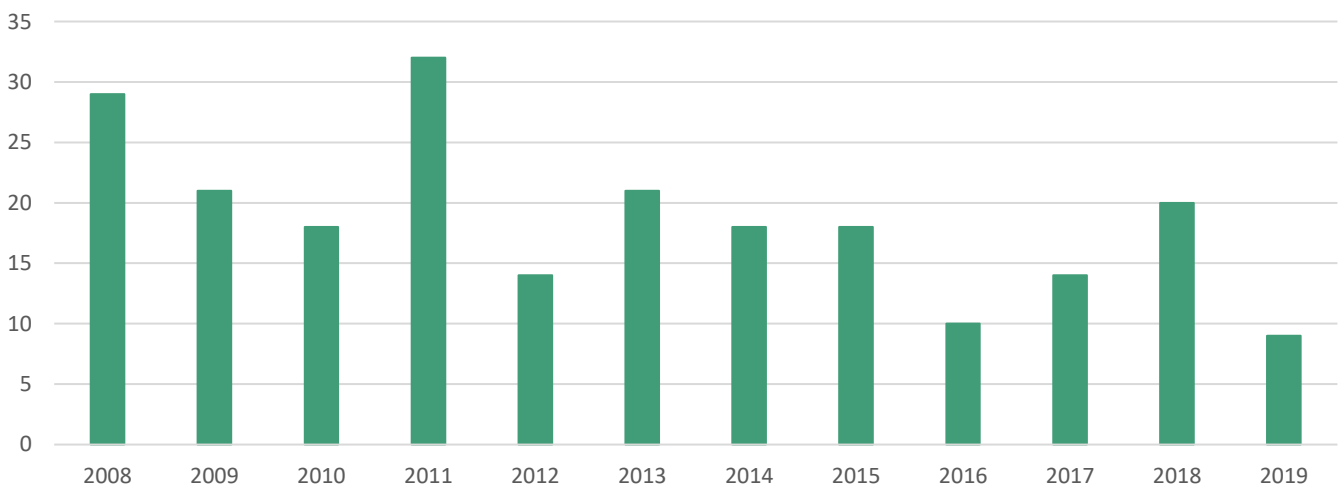
### Residential Units Added to Strafford Region (2000-2019)



Data source: NH Office of Strategic Initiatives  
Data years: 2000-2019  
Coverage: SRPC

In addition to the residential units, SRPC collects information about non-residential permits for industrial and commercial developments. Unlike residential permits, SRPC does not have access to demolition numbers, so the non-residential permits are new construction only and not reflective of net change.

### Non-Residential Permits in Strafford Region (2008-2019)



Data source: SRPC  
Data years: 2008-2019  
Coverage: SRPC



# Mobility and Accessibility

Batch 2 Contents

Broadband Access

# Broadband Access

Broadband, also called ‘high-speed Internet,’ is the umbrella term referring to Internet access that is always on and is significantly faster than dial-up Internet access. In 2015, the Federal Communication Commission (FCC) determined that an average household requires a minimum download speed of 25 Mbps and a minimum upload speed of 3 Mbps to allow for multiple users to have adequate speeds.

## What can you do with different speeds? <sup>1</sup>

- Less than 5 Mbps: Open emails, stream music, browse the internet
- 5 Mbps – 40 Mbps: Stream video on one device, online gaming, video calls
- 40 Mbps – 100 Mbps: Stream HD video on multiple devices, large downloads
- 100 Mbps – 500 Mbps: Stream UHD video on multiple devices, fast downloads
- Over 500 Mbps: Almost anything

The importance of reliable high-speed internet has soared in 2020, as the COVID-19 pandemic has resulted in remote work, learning, and leisure.

Broadband in the region is available via four transmission types: DSL, Cable, fiber optic, and satellite.

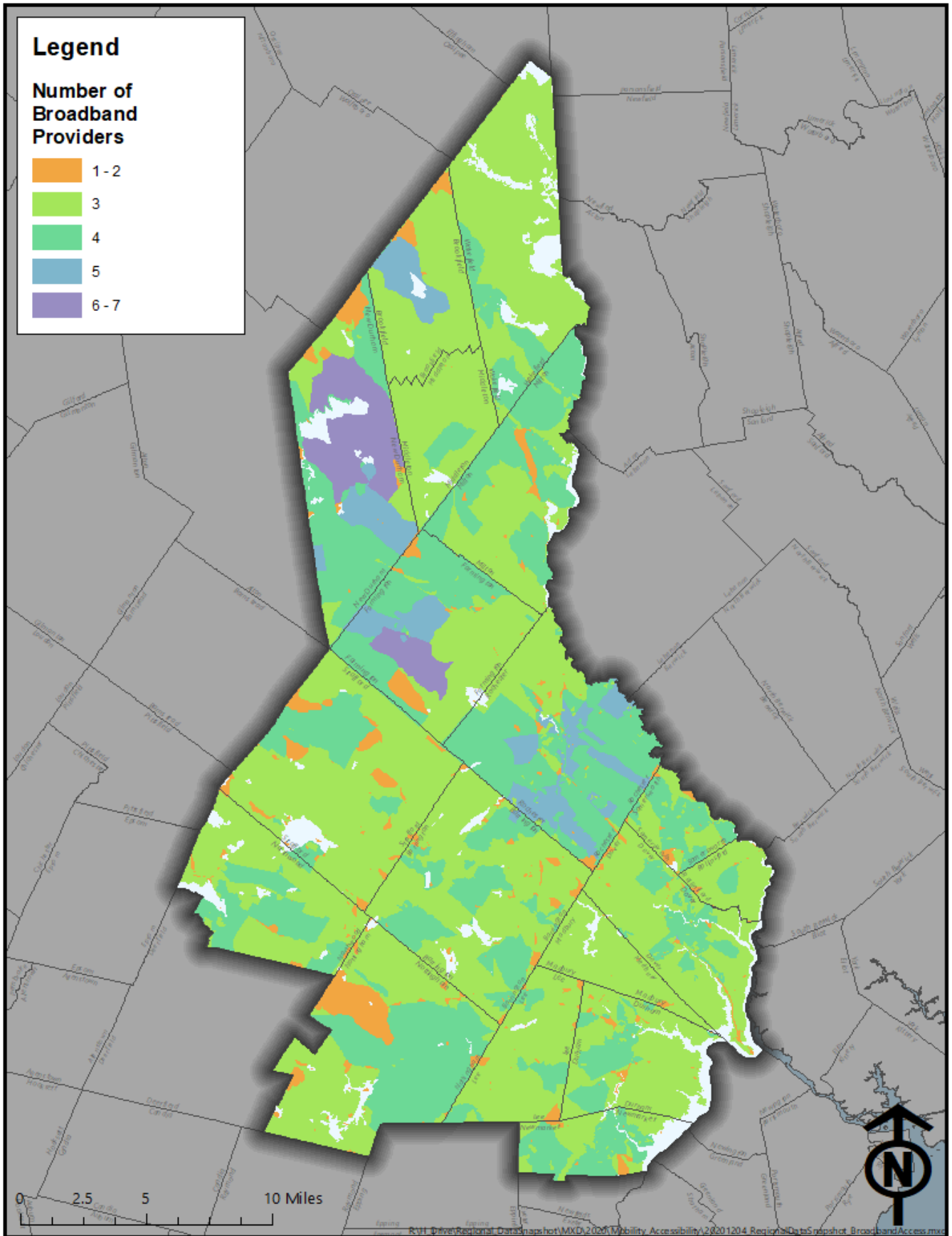
Technology	Transmission by	Speed	Price
Fiber Optic	Fiber/Optic (glass) cables	Fastest	\$\$
Cable	Same as Cable TV	Faster than DSL and Satellite	\$\$
Satellite	Satellites	Slower than Cable and Fiber	\$\$\$\$
DSL	Same as phone lines	Slowest of these four	\$

**NOTE:** We’ll be sending more information about Broadband in a future batch. Batches 4 and 5 will include ACS analysis, and we will use some of the data from those batches, as well as OSI population estimates to look at the percent of households covered by

- Three or more providers
- DSL providers
- Cable providers
- Fiber providers
- Satellite providers

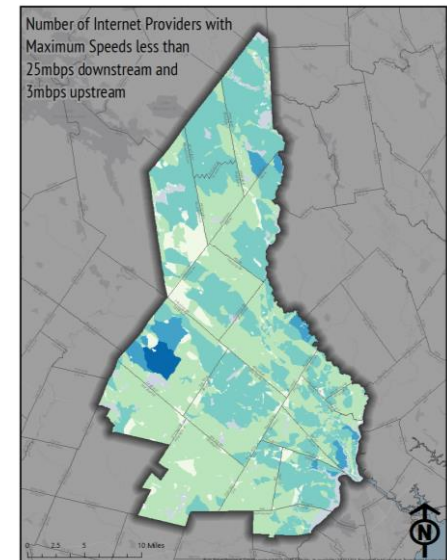
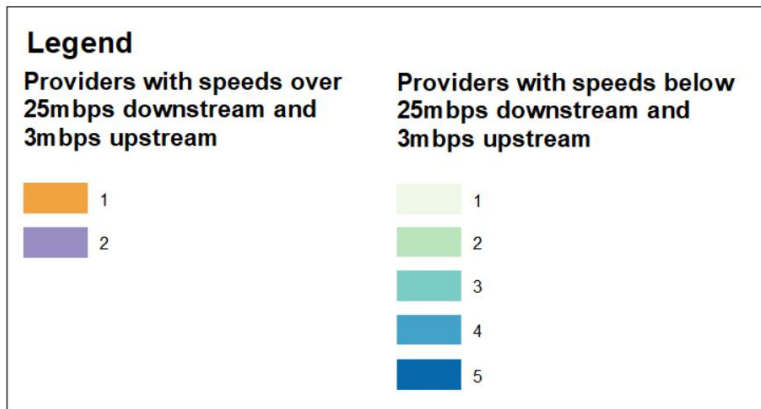
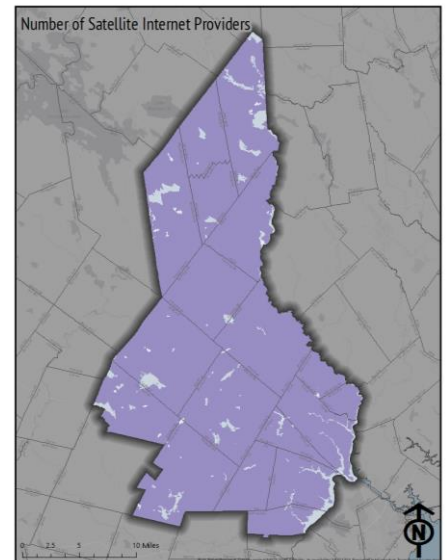
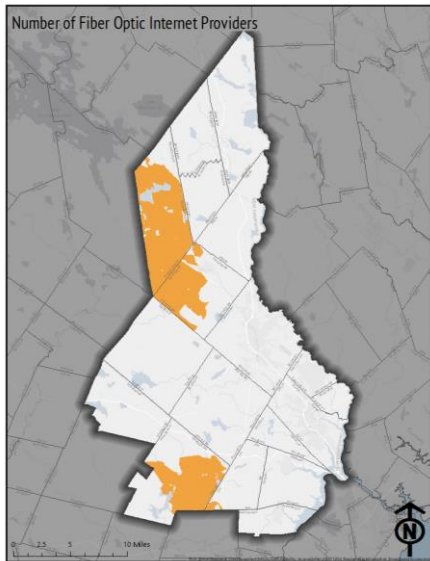
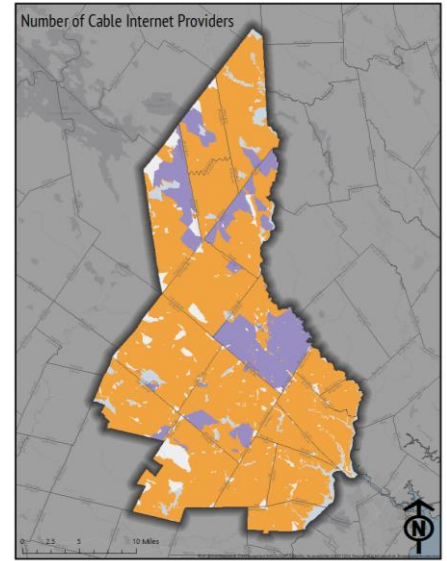
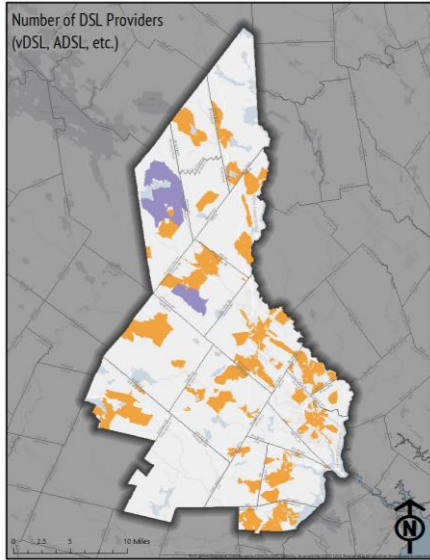
<sup>1</sup>What internet speeds do I need? <https://www.highspeedinternet.com/how-much-internet-speed-do-i-need>  
Data source: FCC Fixed Broadband Deployment  
Data years: June 2019  
Coverage: SRPC Blocks

# Broadband Access



Data source: FCC Fixed Broadband Deployment  
Data years: June 2019  
Coverage: SRPC Blocks

# Broadband Access



Data source: FCC Fixed Broadband Deployment  
Data years: June 2019  
Coverage: SRPC Blocks

# Ensuring Equity

## Overview

Ensuring equity in transportation processes is necessary but often challenging. To help guide this process the Strafford MPO has developed its own set of documents on public participation, Title VI, and environmental justice policies. The documents guide how the MPO interacts with and uses equitable practices with the public and Title VI populations. For more information on these policies, definitions, and practices, please see Strafford MPO's [Public Participation Plan](#) and [Title VI and Environmental Justice Program](#).

Long-range plans, such as the 2020-2045 MTP, are an expression of a region's values. These documents establish goals and a vision—including objectives and implementation measures—that will shape the patterns, design, and function of a region in a way that meets future needs. These plans play an essential role in determining people's access to opportunities for success by directing how resources are invested within the community. The way a plan is written and implemented directly impacts how equitable it becomes.

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**Historically Underserved Communities (HUC):** *Communities who are disproportionately affected by environmental risks—including climate change— due to social factors (such as age, poverty, race, health, language proficiency, education level, and access to transportation). These groups are underrepresented in political decision-making and public investment.*

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In the transportation world, equity and environmental justice are directly related to public health impacts and mitigation efforts. It is essential to include historically underserved communities throughout the *entire* transportation planning process to avoid negative impacts and to ensure these populations are not disproportionately affected. Practically, this means focusing outreach on historically underserved communities, ensuring their voices are heard and valued throughout the entire planning processes, and ensuring they have the knowledge to make informed decisions.

What might inequitable transportation planning in New Hampshire look like? Here is a hypothetical example. A regional MPO wants to add a new exit to a main highway in their region, based on a large expansion plan. This project will impact a large number of the municipalities residence's properties—including noise pollution and decreasing property values based on their proximity to the exit. Land for the exit is purchased based on the lowest cost, and this land is adjacent to one of the town's low-income neighborhoods. Public notices are posted in the newspaper for a project meeting on a Wednesday morning at 10:00am at the Town Hall to discuss the location but no one shows, and the project moves forward.

This hypothetical project demonstrates how a community can create an inequitable outcome by not holding equity as a pivotal point in their planning process and excluding certain historically underrepresented communities from being part of the decision-making process. First, the land purchase was made based solely on finances and didn't consider how it would impact the adjacent residents. Second, the public notice meeting was scheduled at a time inconvenient for the lower income residents who are likely working at 10:00am on a Wednesday. Also, these residents were not properly notified as

not everyone is able to purchase or read the newspaper. This project's inequitable process will likely create more problems in the future for the affected communities.

### Common Equity Planning Pitfalls

In transportation planning, pitfalls that cause inequity can be unintentional but no less damaging. Equity might not be a regular topic in local and regional agencies but if equity is not consistently considered, no tools or conscious decision making will be used in the planning process.

Most transportation planning events lean heavily on public meetings to advertise and explain their process and plans, and to serve as their required "feedback" from the public. These meetings often present some common barriers to inclusion.

- Meetings are often held at inconvenient times and locations, with technical language and jargon that is unfamiliar to the public.
- No childcare is provided—this often prohibits parents of young children from participating.
- No translation services and lack of compensation undervalue participant's time.
- Public hearings usually occur late in the planning process, making it hard to address issues raised by the public.

The implications of these pitfalls often reinforce patterns of community disinvestment, marginalization, racial segregation, differing neighborhood quality, and access to opportunities along race and class lines. These patterns in neighborhood quality can lead to serious social and health inequities.

### Addressing Pitfalls

Equitable planning processes increase the likelihood that plans will holistically benefit the target communities and advance community health and equity. An equitable planning process can address common pitfalls by centering the participation and input of historically underserved communities throughout the entire planning process, building capacity and partnerships among local and regional governments and community stakeholders, and applying an equity approach to every stage of the planning process.

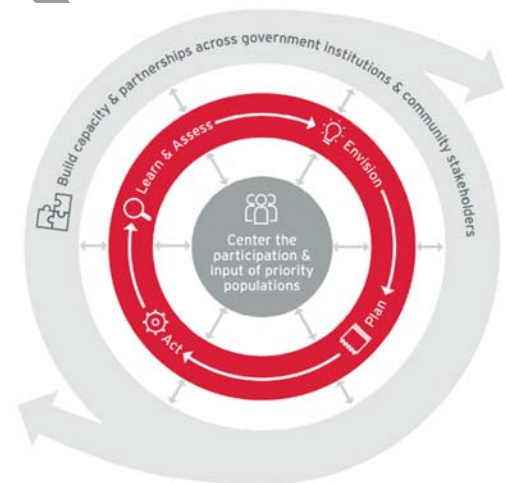


Figure 1. Elements of an equitable planning process from *The Planner's Playbook*.

### An Equitable MPO Framework

An equitable transportation planning process resists the status quo approach to planning and will increase the plans likelihood of advancing community health and equity. There are four phases of the Stafford MPO's equitable planning framework: Learn and Asses, Envision, Plan, and Act.<sup>1</sup>

Disaster Response and Recovery (DRR) A potential climate-related transportation project will be used as an example to walk through the four phases. The DRR project would improve disaster response

<sup>1</sup> [The Planner's Playbook - A Community-Centered Approach to Improving Health & Equity \(changelabsolutions.org\)](https://www.changelabsolutions.org/)

and recovery at the municipal and regional levels by creating scenarios showing how climate change will impact on transportation infrastructure and travel routes. An example is increased flooding that makes a county road impassable and blocks access to a municipal neighborhood. The project would identify how failures to plan for climate change will affect emergency responses and evacuation, with input from communities, to then develop recommendations on future actions to mitigate this.

**Learn and Assess.** Emphasis on community member's experiences will create value to their input in the planning process and cultivate a deeper understanding of community concerns. This phase is where data collection occurs. It is meant take qualitative and quantitative data to create a shared understanding of a community's baseline conditions, strengths, assets, and challenges.

Strafford MPO will use a mixed method approach to data collection. This means incorporating both quantitative data collection and social science practices. Quantitative data collection includes census data analysis, community asset mapping, and disaggregation of data by demographic indicators to increase understanding of inequity patterns. Social science practices include conducting personal interviews, focus groups, and ground truthing to validate quantitative data collection. Doing so allows for assessment of both a community's deficits and their strength or sources or resilience.

This means starting every project in partnership with those who will be affected by the end product. The first step is to identify who these people will be. Strafford MPO will utilize both geographic data and the metrics that have been developed by SRPC staff to identify historically underserved populations. These include metrics such as populations with chronic diseases, over the age of 64, vehicle access and more at the tract and block census levels. For more information on these metrics, see [page X](#). to collecting this quantitative data, staff be creating public outreach events and interviews focusing on the project's priority populations.

**DRR.** During the DRR data collection phase, Strafford MPO will gather quantitative data to create a GIS analysis and travel demand model to show what infrastructure and travel routes will be impacted by different climate scenarios. As the same time, staff will be gathering qualitative data, reaching out to municipalities, and getting on-the-ground insight on problems areas. Information will also be gathered on what historically underrepresented communities will be affected by both the model and the problem areas identified by local experts.

**Envision.** Visioning is the process of developing consensus about the future a community wants and will provide the basis for decisions about what planning policies and actions will be used to achieve their agreed upon vision. Strafford MPO will do this by conducting inclusive visioning workshops designed to encourage participation by all segments of the community as identified in the Learn and Assess phase. After which, the project team will draft and workshop a vision statement with the priority population ensuring it is understandable across cultural barriers and reflects their interests and hopes.

**DRR.** While reaching out to communities for local expertise on problem sites, MPO staff will inform and envision them on the project goals and survey what actions and policies these communities would like to see implemented. These groups will be invited to workshop on potential solutions that include all affected parties and are economically and equitably sensible. This part of the process builds trust and relationship between the planners and those who will be impacted by the plan.



**Plan.** This is where the planning goals, policies and actions come together in one document and is then adopted. To bolster equity during this phase and to avoid common pitfalls, the Strafford MPO will

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**Co-design** is built on the belief that all people are creative and that, as experts on their own experiences, they should be involved in designing the policies and programs that affect them. [Australia](#) has implemented this in large public processes.

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continue to put people at the center of the developing plan. This means using **co-design** or human-centered design that creates with the communities most affected by the plan's actions. Starting with this approach will cultivate a planning process that includes goals and policies that foster community engagement, equitably distribute community benefits and burdens, and consider potential equity tradeoffs. This process can also utilize [health impact assessments \(HIA\)](#) to identify, assess, and communicate unforeseen health impacts that might have been missed otherwise.

DRR. Once the data is collected and community workshops completed, MPO staff will continue to work in conjunction with the communities to draft a plan that identifies their needs. The process will include a HIA to determine any unforeseen health impacts on the communities and the draft will then be sent directly to participants—rather than only posting it in the local newspaper—for input. Once input is received and included, the document will be complete.

**Act.** This is the implementation phase and is critical for achieving the community's vision and plan goals. Actions will include setting implementation priorities based on equity. Criteria can include levels of urgency for action, estimated level of cost or effort necessary, and the anticipated impact or value of an action. Another action is developing a community advisory board that participates in the implementation efforts of the plan and helps establish performance metrics and reporting.

DRR. Once the DRR policy/document is completed, Strafford MPO staff will continue communication with communities on their implementation efforts and ensure their completion in conjunction with public input.

### Projects in the Metro Plan

Several projects programmed in the Metro Plan will have positive equity impacts at the local and regional level. Strafford MPO will use the techniques and tools outlined above to develop more projects like the ones listed below.

- **Dover-Somersworth-Rochester (29604) – complete streets improvements along NH108**  
Project status: design and engineering underway; construction expected in 2024  
This project had a stronger multi-modal approach from its original conception. The design considers more than just safety and convenience for cars and trucks. It looks at transit riders, cyclists, and pedestrians.
- **Farmington project #L05001**  
Project status: in the State Ten Year Plan; expected year of construction is \_\_\_\_\_

This project will expand the sidewalk network and improve linkages to and through the downtown. Residential zones are tightly clustered around the downtown; students walking to school need more protected walking routes.

- **Regional project R01004**

Project status: currently in the Metro Plan out-years; requires collaboration between municipalities and COAST.

Public transit benefits a wide range of people and any improvements to service have strong equity impacts throughout the region. This project would install transit signal prioritization technology on existing traffic signals along transit routes. The technology would hold green lights longer for approaching transit buses and increase route efficiency. The existing project is scoped for all signals on transit routes in Dover but could be expanded to other communities.

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