

Strafford Metropolitan Planning Organization
Combined meeting of the MPO Policy Committee Meeting & SRPC
Commissioners

Friday, October 15th 2021 9:00 – 10:30 AM
 Hybrid In-Person/Zoom Meeting

In accordance with RSA 91:A and the potential absence of a renewal to the Governor’s Executive Order allowing quorums virtually, all meetings of the Commission now require an in-person quorum. The Commission is advising that most committee members still attend meetings virtually, aside from the minimum number of members needed for a quorum. To organize this, the Commission staff will reach out prior to each meeting to Commissioners, confirming their in-person attendance. It is the preference of the Commission that all other attendees participate via Zoom, however, guests may attend the meeting at the SRPC Office, Conference Room 1A, 150 Wakefield Street, Rochester, NH.

In doing so, all participants have the ability to communicate contemporaneously during this 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.strafford.org. If anybody is unable to access the meeting, please email clentz@strafford.org or call (603) 994-3500 (ext 102).

1. Introductions	5 mins
2. Staff Communications	5 mins
3. Public Hearing 3.1 Amendment 2 to the 2021-2024 Transportation Improvement Program	5 mins
4. Items Requiring a Vote 4.1 Approve draft minutes from September 17 th 2021[VOTE] 4.2 Approve TIP Amendment 2 (with additional request from Rochester)	10 mins
5. Items for Discussion 5.1 Meeting with Councilor Warmington – how should hypothetical additional federal transportation funds be invested in the region? 5.2 Legislative outreach: what should SRPC staff focus on in advocating for proposed bills during the 2022 legislative season?	40 mins
6. Other Business & Updates from Staff	5 mins
7. Commissioner Roundtable – Updates from your community	10 mins
8. Citizen’s Forum – 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@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 Minutes

Friday, September 17, 2021, 9:00 – 11:00 AM

Strafford Regional Planning Commission
Hybrid Meeting
Rochester, NH

The meeting was called to order at 9:05am

1. Attendance and Introductions:

Committee Members

In person attendees: Dave Landry (Dover), Don Hamann (Rochester), Michael Bobinsky (Somersworth), Richard Michaud (Somersworth), Tom Crosby (Madbury), Peter Nelson (Newmarket), Wayne Burton (Durham), Barb Holstein (Rochester), Joe Boudreau (Rochester), Glenn Davison (NHDOT)

Members participating remotely: Tim White (NHDES),

Staff

Staff attending in person: Jennifer Czysz, Colin Lentz

Staff participating remotely: Jackson Rand, Nancy O'Connor, Stephen Geis, Rachel Dewey, Megan Taylor-Fetter,

2. Staff Communications

C. Lentz noted that most staff are working from home on a regular basis with occasional office work. Zuzy Duffy is working remotely from Norway currently and Alaina Rogers is back working in the office following maternity leave. J. Czysz noted that Autumn Scott had been hired to work as a part-time planner while she works on her Master's degree at UNH, and SRPC had just hired Blair as a new land use planner who will be circuit rider in Nottingham and working on CDBG grant management. She reminded members that next Thursday was the quarterly SRPC commission meeting. J. Czysz announced that the new SRPC website would be launching following a demonstration at the Commission meeting.

3. Action Items

Approval of the Draft August 20th 2021 Policy Committee Meeting Minutes

G. Davison made a motion to approve the minutes as written

Seconded by J. Boudreau

In-person members voted unanimously to approve the minutes; T. White voted remotely in favor.

Approve the proposed updates to the MPO bylaws – specifying provisions for virtual meetings in compliance with RSA 91-A

C. Lentz explained that the update was to several places in the bylaws to more explicitly state that the MPO would be holding hybrid meetings but ensuring a quorum of members attending in-person while also authorizing members participating remotely to vote as well.

M. Bobinsky made a motion to approve the draft bylaws update

Seconded by D. Hamann

In-person members voted unanimously in-favor with T. White voting in favor remotely.

GACIT letter & presentation – are regional transportation challenges and goals represented?

C. Lentz reviewed the draft letter describing regional planning priorities that will be sent to GACIT members as they consider the draft Ten Year Plan (TYP). He noted several places in the letter which he had edited or added in response to input from Policy members at the previous meeting.

C. Lentz began by running through the presentation he would be giving at upcoming GACIT hearings in Dover and Somersworth on October 4th. He noted that the time for NHDOT and RPC presentations had been reduced this round to ensure more time for public input. He said he had only five minutes to present and was under five minutes in practice. The presentation focused on projects in the approved TYP, projects submitted for inclusion in the draft plan, and high level planning priorities like addressing climate change and expanding the electric charging network. He noted that his presentation included a highlighted note on the Spaulding Turnpike exit ten feasibility study that was in the approved TYP but had been removed from the current draft TYP by NHDOT to balance competing projects and priorities considering reduced revenues. C. Lentz explained that the project was to study the feasibility of adding an exit ten to the turnpike between exit nine in Dover and exit eleven in Rochester. He said he had discussed the feasibility study with Dover, Rochester, and Somersworth staff and they were getting additional input from their council members. Many issues like wetlands and residential development that had restricted the original exit ten were still in play, however there was also increased economic development potential from more direct access to Somersworth. He said there was general support for the study and the idea of an exit, but he wanted additionally input from Policy members about advocating for the study in his presentation or not. Members discussed the history and factors around exit ten.

G. Davison said the exit ten study had been added back to the draft plan since the most recent GACIT meeting with NHDOT. That was an unexpected change but made the decision somewhat easier for the committee. C. Lentz suggested that he could support the exit ten study, but advocate for it to broadly consider how to improve access to the growing economic opportunities along the NH108 corridor (such as expanding the complete streets enhancements nearer to Rochester's urban area. M. Bobinsky said he would get back to Colin after the Somersworth City Council had discussed the issue. He wondered what the supposed outcome of the study would be if many of the same conflicting issues are still in place. M. Bobinsky asked C. Lentz if potential controversy around exit ten would impact the Dover-Somersworth-Rochester NH108 complete streets project. C. Lentz said no because they were separate projects with separate funding sources.

There was general consensus from Policy members for C. Lentz to support the exit ten study in his presentation since it was already funded in the plan.

C. Lentz asked Policy members for any other changes to the draft letter noting that it would also form the basis for his remarks to state legislators during the legislative process. They had no additional input. They felt general consensus was appropriate and did not require a formal vote.

4. Discussion Items

Summary of results of SRPC and RPC study of the Economic Benefits of COAST

C. Lentz explained that SRPC and RPC had recently completed a study of the economic impacts of public transit in SE New Hampshire that focused on the economic benefits of the Cooperative Alliance for Seacoast Transportation (COAST). He reviewed the results of the study which included quantitative and qualitative components. Wide range of stakeholders was interviewed to understand the impact of public transit in sectors like healthcare, the service industry (hotels and restaurants), housing, and education. He highlighted the input from hotel and restaurant owners that they would not be able to sustain operations without public transit. On the quantitative side, overall they found that COAST is responsible for \$25.8 million in economic benefits to SE New Hampshire. These benefits are direct and indirect. Direct benefits are primarily from employment of COAST staff; some indirect benefits are from the regional contractors and consultants COAST hires. Other economic benefits are in the form of affordable transportation for area residents. Most trips on COAST are for employment, and many of those riders would have trouble keeping their jobs if they do not have an alternative to the bus. Missed medical appointments represent a large revenue loss to the healthcare industry every year and lack of reliable transportation is one of the primary causes. COAST provides that reliable transportation and represents a benefit to area hospitals. Seniors and people with disabilities rely on COAST for their transportation needs and the alternatives (taxis or ride-hailing services) are prohibitively expensive.

C. Lentz noted that an underlying goal of the study was to provide greater detail for public transit's economic benefit in the region so that SRPC, RPC, and other stakeholders could advocate for greater state investment in public transit. One of his slides showed that in 2021 state funding from NH to support public transit was only \$0.61 per capita. The New England state with the next highest contribution is Maine at \$11.55. Excluding states with large transit operations (NY, CA, MA), North Dakota represents the national median for state contributions to public transit (\$5.35).

D. Landry noted that it would be helpful to show the economic benefit of public transit systems in comparison to state investment [on a chart in the presentation which showed state investment in public transit]. Members discussed

P. Nelson suggested that the region should consider how to provide efficient transportation to the greatest number of people, to the greatest number of destinations, using modern technology like electric vehicles, with the funding available. Especially considering changes to the economy and job market moving into the future.

5. Other Business

C. Lentz noted that NHDOT had included a recommendation for which TAP projects should be included in the draft TYP. Rochester, Durham, and Dover submitted project applications, but only the Rochester project was recommended to the TYP. C. Lentz emphasized that NHDOT's list was

only a recommendation and municipalities could advocate for their projects at the GACIT and legislative hearings.

6. Commissioner RoundTable

P. Nelson noted that Newmarket had joined the Community Power Coalition of NH along with Dover and Durham.

7. Adjournment

D. Hamann made a motion to adjourn the meeting seconded by T. Crosby unanimous in favor, none opposed.

DRAFT

NOTICE OF PUBLIC COMMENT PERIOD & PUBLIC HEARING

Regarding Amendments to the:
2021-2024 Transportation Improvement Program (TIP)
with corresponding updates to the
2021-2045 Metropolitan Transportation Plan

The Strafford Regional Planning Commission, functioning as the federally mandated Metropolitan Planning Organization (MPO) for the Strafford Region, is holding a comment period and public hearing for the proposed Amendment #2 to the adopted *2021-2024 Transportation Improvement Program (TIP)*. The TIP is a prioritized list of federal and state funded regional transportation projects programmed for the next four years. The amendment is necessary to account for project changes and to maintain consistency with the *2021-2024 State Transportation Improvement Program (STIP)*. Strafford Regional Planning Commission is conducting this process in accordance with the Strafford MPO's public involvement procedures and federal and state regulations.

Amendment #2 impacts projects listed in the *2021-2024 Transportation Improvement Program* which is part of the *2021-2045 Metropolitan Transportation Plan* for the region. Full amendments to the Transportation Improvement Program require a 10-30 day public comment period, a public hearing, and approval by the Strafford MPO Policy Committee. A 10-day public comment period for this amendment will begin on **Tuesday, October 5th 2021** and will end at the close of business on **Thursday, October 14th 2021**. **A public hearing will be held by the SRPC Policy Committee meeting at 9:00 am on Friday, October 15th 2021**. The public is encouraged to submit comments before the end of the business day (5:00 pm) on **Thursday, October 14th, 2021**, or at the public hearing at the Strafford MPO Policy Committee meeting at **9:00 am on Friday, October 15th, 2021**.

The public hearing can be attended in-person or electronically. Attend in-person at the address below, and electronically by dialing (646) 558-8656 and use conference ID: 833 2937 9249, or participate online at **Meeting ID: 833 2937 9249**
Online Access: <https://us02web.zoom.us/j/83329379249>
Telephone-only Access: +1 646 558 8656

Copies of the proposed amendment will be available for review at the Dover, Rochester, and Somersworth public libraries and city halls, as well as the Strafford Regional Planning Commission office and website. Copies can be sent to interested parties upon request. Information about joining the meeting is at the Strafford Regional Planning Commission website (strafford.org). If anybody has a problem accessing the meeting, please call (603) 994-3500 x102 or e-mail clentz@strafford.org

As of July 20, 2013 all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (the 2008 ozone standard); the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area.

Copies can be sent to interested parties upon request. Comments can be sent via mail, email, and fax to:

Colin Lentz
Strafford Regional Planning Commission
150 Wakefield Street, Suite 12
Rochester, NH 03867

Phone: (603) 994-3500 (ext. 102)
Fax: (603) 994-3504
email: clentz@strafford.org
Website: www.strafford.org

Strafford MPO
2021-2024 Transportation Improvement Program Amendment #2

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2021 - 2024 SRPC Transportation Improvement Program 2021-2024 Amendment 2

8/20/2021

Please refer to the 2019 - 2022 TIP document and project listing for detailed COAST transit funding information. NHDOT groups federal funding for statewide public transit in large programs (e.g. FTA 5307); MPOs and RPCs track funding for individual transit providers and projects. Strafford MPO is currently updating its project database and will be incorporating individual project funding for final publication of the 2019 - 2022 TIP.

DOVER - ROCHESTER 29440

Towns: DOVER, ROCHESTER
 Road: Spaulding Turnpike
 Scope: Open Road Tolling Conversion at the Dover and Rochester Toll Plazas
 Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
CON	2021	\$0	\$17,990,000	\$0	\$17,990,000

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$0	\$1,475,918	\$0	\$1,475,918
CON	2022	\$0	\$14,000,000	\$0	\$14,000,000
CON	2023	\$0	\$7,710,000	\$0	\$7,710,000

Change Notes

NHDOT Description of Changes

Added a PE phase and increased PE and Construction funds

Funding Sources

NHDOT

Turnpike Capital

SRPC Notes

Updated PE charges to run the estimate for the project to go out to bid.

Moved funds to align with current schedule



City of Rochester, New Hampshire

PUBLIC WORKS DEPARTMENT

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September 16, 2021

Jen Czysz, Executive Director
Strafford Regional Planning Commission
150 Wakefield Street, Suite 12
Rochester, NH 03867

Delivered via email to: jczysz@strafford.org

RE: NHDOT Project #14350 Strafford Square Intersection Improvements Project
Rochester, NH

Dear Ms. Czysz,

The City of Rochester is hereby requesting that the above referenced project be added to a forthcoming amendment of the current STIP/MPO TIP. Attached please find the most current estimate of required project funding updated by NHDOT, with which the City concurs.

In recent months, bids were received and the construction contract was awarded for the first phase of this project, relocating aerial utilities underground, along with other underground utility work. The bids received reflect significant increases in labor and material costs characteristic of current trends in construction costs. This project has completed NEPA, PE and ROW phases; and, as the cost estimate for the PS&E submission was prepared for the second phase of construction, which includes the actual roundabout construction, current cost increases were reflected and have resulted in an overall increase in the total estimated project cost.

The requested funding increase is only for non-participating funds that will be borne by the municipality. We appreciate the consideration of the City's request.

Thank you,

Michael S. Bezanson, PE
City Engineer

Cc: Colin Lentz, SRPC

Attachment: Rochester #14350 Funding at Revised PS&E Submission, 9/7/21

Rochester #14350 - Funding at Revised PS & E Submission			
Approved Funding - From latest ProMIS Estimate dated 1/12/21			RAH - 9/7/21
Phase	Participating	Non-Participating	Total Cost
PE	\$273,000.00	\$405,220.00	\$678,220.00
ROW	\$525,000.00	\$0.00	\$525,000.00
Contractor Construction	\$1,700,000.00	\$2,568,304.00	\$4,268,304.00
Construction Engineering	\$0.00	\$219,849.00	\$219,849.00
Total Construction Phase	\$1,700,000.00	\$2,788,153.00	\$4,488,153.00
Total Project	\$2,498,000.00	\$3,193,373.00	\$5,691,373.00
Updated Funding - At Revised PS & E Submission			
Phase	Participating	Non-Participating	Total Cost
PE	\$273,000.00	\$405,220.00	\$678,220.00
ROW	\$525,000.00	\$0.00	\$525,000.00
Utility Contract - Contractor	\$0.00	\$2,997,150.00	\$2,997,150.00
Utility Contract - CE	\$0.00	\$239,455.00	\$239,455.00
Utility Contract - Total	\$0.00	\$3,236,605.00	\$3,236,605.00
Roadway Contract - Contractor	\$1,550,000.00	\$1,228,363.00	\$2,778,363.00
Roadway Contract - CE	\$150,000.00	\$66,973.00	\$216,973.00
Roadway Contract - Total	\$1,700,000.00	\$1,295,336.00	\$2,995,336.00
Total Construction Phase	\$1,700,000.00	\$4,531,941.00	\$6,231,941.00
Total Project	\$2,498,000.00	\$4,937,161.00	\$7,435,161.00
Additional Funds to be Added to the Project		\$1,743,788.00	
Notes			
1. PE Participating and Non-Participating held from Approved Funding			
2. ROW Participating held from Approved Funding.			
3. Utility Contract information from Stantec email 8/13/21			
4. Roadway Contract information from Stantec PS & E submission dated 7/26/21			