

Strafford MPO Policy Committee Meeting
 Friday, February 18, 2022 9:00 – 10:30 AM
 Hybrid Meeting (Conference Rm 1A, SRPC Office & via Zoom)

In accordance with RSA 91:A, the Commission requires a minimum of an in-person quorum. To organize this, the Commission staff will confirm the necessary in-person attendance. It is the preference of the Commission that others participate via Zoom, however, guests may attend the meeting at the SRPC Office. All participants, both in-person and virtual, can communicate contemporaneously. View the remote access information below.

Meeting URL: <https://us02web.zoom.us/j/85802372877>
 Meeting ID: 858 0237 2877
 Telephone-only Access: +1 646 558 8656

These instructions have also been provided at www.strafford.org. If anybody is unable to access the meeting, please email mtaylorfetter@strafford.org or call 603-994-3500 (x115).

Agenda Item	Time	Pre-Meeting Task/Notes
1) Introductions	1 minute	
2) Staff Communications		
3) Public Hearing – Amendment 3 to the 2021-2024 TIP	5 minutes	Review amendment report in packet or on SRPC website
4) Action Items [require a vote] a) Approve draft minutes from January 21 st 2022 b) Approve 2022 Highway Safety Performance Targets c) Approve Amendment 3 to the 2021-2024 TIP	5 minutes	a) Review draft minutes prior to meeting b) Review target setting report in packet
5) Discussion Items a) 2022 Legislative updates - Bills in the works b) Guidance to TAC for TYP project review – ensure candidate projects match regional goals	45 minutes	a) Review notes on bills in meeting packet b) Review goals from Metro Plan and project criteria weights that will guide project development and selection.
6) Other Business & Updates from Staff	5 minutes	None
7) Commissioner Roundtable Updates, challenges, opportunities from your community	10 minutes	None
8) Citizen's Forum		
9) Adjourn		



Reasonable accommodations for people with disabilities are available upon request. Include a detailed description of the accommodation you will need along with your contact info. Please make your request as early as possible; allowing 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 when speaking.

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.



Meeting Prep Memo
Policy Committee meeting
February 2022

Highway Safety Performance Targets

MPOs need to set performance targets for the coming year. Target setting is completed in coordination with NHDOT. Strafford RPC is proposing to support statewide targets set by NHDOT, but will track the regional proportion of crashes. Please review details in the target setting report included in the meeting packet.

Action requested: approve the proposed 2022 targets for federal highway safety performance measures

2022 Legislative Updates

Please review the updated table with info on pending legislation. Are there any bills the Policy Committee wants to discuss and request staff to take a position or provide testimony?

Ten Year Plan Development (the next one in 2023!)

We're still early in the process of developing our submission of new Ten Year Plan projects to NHDOT. Colin Lentz is developing compiling candidate projects from municipalities. TAC members will be reviewing those projects in the coming months and should start with some input from Policy as far as application of overall goals. The packet includes the Metro Plan goals and the scoring criteria that were used in the previous Ten Year Plan round. Please come to the meeting prepared to discuss how regional goals should be emphasized by TAC members in their review of candidate projects.

STRAFFORD

Metropolitan Planning Organization

Policy Committee
Meeting Minutes
Friday, January 21, 2022
9:00 – 11:00 AM
Strafford Regional Planning Commission
Hybrid Meeting
Rochester, NH

DRAFT

1. Introductions

Chair David Landry called the meeting to order at 9:05 a.m.. He stated that since the number of members participating in person and remote combined constitute a quorum, as allowed by the Commission By-Laws, he as chair of the committee can declare a quorum for the meeting to commence.

D. Landry asked for introductions.

Committee members present: Chair David Landry, Dover; Donald Hamann Rochester; Mike Bobinsky, Somersworth; Michael Williams, COAST; Glen Davison, NHDOT; Rick Michaud, Somersworth

Committee Members participating remotely: Bill Fisher, Farmington; Barbara Holstein, Rochester; Joe Boudreau, Rochester; Victoria, Northwood; Katrin Kasper, Lee; Tim White, DES; Steve Diamond, Barrington.

Staff members present: Jen Czysz; Executive Director SRPC, Colin Lentz

Staff attending remotely: Megan Taylor-Fetter, Rachel Dewey and Nancy OConnor

Lee Staff member Caren Rossi participating remotely.

2. Items Requiring a Vote

a. Approve draft minutes from December 15, 2021

.D. Hamman **MOVED** to approve the December 17, 2021 Policy Meeting Minutes, minutes as written. R. Michaud **SECONDED** the motion. A roll call vote was taken: D. Hamann, M. Bobinsky, D. Landry, R. Michaud, Michael Williams, Glen

Davison, B. Fisher, B. Holstein, K. Kasper, V. Parmele, S. Diamond, Tim White voted in the **AFFIRMATIVE**, **NONE** Opposed The motion **CARRIED**

3. Items for Discussion

a. 2022 Legislation Hearings

- **Ten Year Plan (HB2022) updates**

C. Lentz updated the committee on the Ten-year Plan process. He stated that all four MPO's submitted written testimony and the Ten-year Plan was positively received by the House Public Works and Highways Committee. NHDOT staff will be attending workshops with the committee in the coming weeks to continue discussion and development. C. Lentz asked for communities to communicate any issues they would like added to the testimony for the senate phase.

M. Bobinsky stated that the funding for some projects increased, specifically the 108 complete streets project doubled. He emphasized the need to keep that project in the Ten Year Plan. C. Lentz said he would continue to advocate for the project and noted that the Exit 10 study was expanded as well.

C. Lentz stated the exit ten study received a bump in funding and an expansion of the scope. There is emphasis on the transit side but that depends on matching dollars.

- **Draft Bills for the 2022 legislative session**

C. Lentz reviewed a list of legislation relevant to Strafford MPO/RPC. He stated that Legislation "cross-over" day normally isn't till late March, so there is time to discuss bills and request SRPC staff to submit testimony on behalf of the MPO.

There are three bills that specifically add flexibility to current rules for in-person quorums at a physical location under RSA 91-A. There is widespread support for more flexibility given the continuing challenges of achieving in-person quorums for public entities.

All three would make it easier for public entities to conduct business. C. Lentz asked communities to provide input on these bills and if they would like staff to submit testimony.

A bill has been proposed to increase the "local option fee" to a max of \$15 (currently \$5). If passed, this could be an important source of match for federal public transportation funds. Additional match will be required to sustain transit service and fully exploit additional funds from the federal infrastructure bill.

HB1665 which proposes a municipal infrastructure disaster relief fund. The original bill wording would require participating municipalities to allocate 0.005% of the local annual budget to the fund. Members noted that that figure

seemed low. During the recent hearing it was determined that the original figure was an error. The proposed amount is 0.5%.

M. Bobinsky suggested that SRPC staff investigate the position of the NH Municipal Association on each of the bills in question. This would help TAC members make any determination for requesting SRPC staff to take a position or advocate on behalf of specific bills. C. Lentz said he would look at NHMA for additional analysis and the committee had time to review bills further because none of them has crossed over between the House/Senate.

4. Other Business & Updates from Staff

a. Coordinated Transportation Plan update

C. Lentz stated SRPC has been working with Scott Bogle and members of the Alliance for Community Transportation on a regional plan coordinating the diverse transportation services in the region. The goal is to coordinate services for overall improvement.

5. Commissioner Roundtable

M. Williams reported that COAST had to suspend a portion of its service last week due to 20 percent of the drivers being out for Covid related absences. Most are back and service has resumed to the level it was previous to last week.

C. Lentz noted that Leigh Levine from FHWA reached out about presenting information on the Federal Infrastructure Bill to RPC board meetings.

M. Bobinsky reported the City of Somersworth put their road paving bids out early this year. Three bids were received, and the results came in yesterday. The estimate of the city engineers for the project was 725,000. The low bid came in at 510,000 and the highest bid was 630,000.

D. Hamann asked how the new federal guidelines for CDL's will affect COAST. M. Williams replied there are more requirements in the new guidelines meaning more hoops to jump through. It could potentially deter people from pursuing their CDL's and increase training and costs.

D. Hamann gave an update on Rochester's new Public Works building stating administration staff have moved in. Operations will continue at the old building for the rest of the winter. There will be an open house in May. There is no definitive plan for the old building but most likely it will go on the market.

J. Czys stated SRPC provided the environmental assessment for the old building as part of the Brownfields programs. A reminder that this service is a good resource for communities.

S. Diamond stated that the new town administrator in Barrington is on board. Now the Board of Selectmen are finally addressing class VI and private road policy.

D Landry Dover stated that numerous applications are coming before the Dover Planning Board. These are sizable projects mostly in the core of downtown for housing.

6. Citizen's Forum

7. Adjournment

M Bobinsky **MOVED** to adjourn **SECONDED** by D. Hamann. A roll call vote was taken: D. Hamann, M. Bobinsky, D. Landry, R. Michaud, Michael Williams, Glen Davison, B. Fisher, B. Holstein, K. Kasper, V. Parmele, S. Diamond, Tim White voted in the AFFIRMATIVE., NONE Opposed The motion **CARRIED, meeting adjourned.**



PROPOSED 2022 SAFETY PERFORMANCE TARGETS AND METHODOLOGY

Strafford Regional Planning Commission

February 18, 2022

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 (NHDOT), State Office of Highway Safety (NHDOS), 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 come 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 injuries in the state. This is based on the Federal Model Minimum Uniform Crash Criteria (MMUCC, 4th Edition).
- Highway Performance Monitoring System (HPMS): State Vehicle Miles Traveled (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. SRPC contributes roughly 9% of the statewide VMT.

The process for collecting and analyzing crash data is lengthy and complex and it has an impact on the target setting timeline. Crashes are responded to and reported on by local police officers; most crash reports in NH are submitted on paper forms that have to be entered into the state database. All crash reports are due to NHDOS by the end of each calendar year. As noted elsewhere in this report, people who die from crash-related injuries within 30 days of the crash, may require relevant crash reports to be resubmitted. This lag in data access means that NHDOT does not have complete crash data to calculate their performance from the previous year until late spring/early summer. 2020 is the most recent complete year of crash data that has been reviewed and compiled. MPOs are also required to set targets for the same calendar year as NHDOT.

TARGET DEVELOPMENT

States establish 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. Five performance measures trends were established based on crash and volume data from 2007 to the present. Five year rolling averages

were developed from these values and utilized to project trends used to set targets for 2022.

Data Impacts in 2020

The 2020 calendar year saw significant impacts from the COVID-19 pandemic, especially in transportation. Due to shutdowns in response to COVID-19, volumes were much lower in 2020 than in recent years. Despite the lower traffic volumes, the number of fatalities stayed consistent with 2019. If not for the reduction of traffic, the number of fatalities might have been higher in 2020. The continuing pandemic may continue to have long-term impacts on highway safety trends.

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 2022. Detailed graphs of statewide data used to develop five-year rolling averages in each target category are displayed on the following pages.

		5-Year rolling averages						2021	2022
		2015	2016	2017	2018	2019	2020	Target	Target
Fatality Total	State	109	118	117	119	120	118.0	120	117.8
	SRPC	12.4	14.4	15.8	14.8	13.6	13.2	13.2	13.0
Fatality Rate	State	.839	.900	.881	.885	.884	0.884	.884	.874
	SRPC	1.065	1.223	1.328	1.225	1.117	1.110		
Serious Injury Total	State	496.8	499.8	457.2	449.6	456.4	465.4	456.4	465.4
	SRPC	74.8	72.8	63.2	61	54.4	54.2	50.2	50.2
Serious Injury Rate	State	3.846	3.825	3.4	3.3	3.4	3.5	3.4	3.5
	SRPC	6.4	6.2	5.3	5.1	4.5	4.5		
Non-motorized fatal + serious injuries	State	56.4	54.2	55	51.6	48.6	42	45.9	38.0
	SRPC	7.4	9	8.2	9	8.2	7.4	6.9	7.4

Note: SRPC supports the state safety targets but this does not mean the statewide number is acceptable for the region. SRPC will continue working with NHDOT to address highway safety issues in the region in support of statewide performance improvements.

MPO Targets

For 2022, 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 for the region. It is simply an acknowledgement that crash locations are largely random and driven by driver behavior, and therefore the MPO region will not contribute more than usual to the statewide totals. 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.

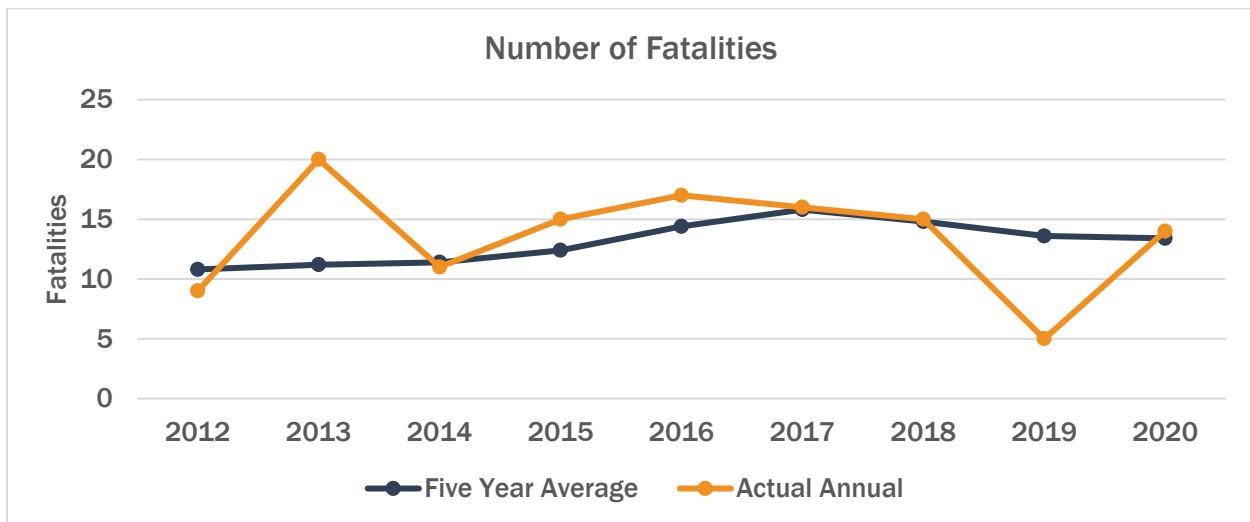
Number of Fatalities

Fatal crashes are reported to the federal Fatal Analysis Reporting System (FARS) database every year. This database is used to calculate the number of fatalities measure. This measure is the five-year rolling average and targets are based on a minimum five-year trend line. Five-year rolling averages are used to smooth the trend line. They allow for years with exceptionally high or low numbers of severe or fatal crashes without significantly skewing the overall trend line. Rolling averages can still be affected when unusual years are added or lost. 2019 saw a sharp decrease in the number of fatalities in the region. This will draw the rolling average down but could be reversed if fatalities spike in future years. The total number of fatalities in NH for 2021 has the potential to change. Anyone who dies within 30 days of a crash because of injuries sustained in that crash will be included in the final 2021 total.

SRPC is supporting the 2022 state target for this measure.

Year	State		SRPC	
	Fatalities	5-year average	Fatalities	5-year average
2012	108	114.8	9	10.8
2013	135	114.2	20	11.2
2014	95	111.2	11	11.4
2015	114	108.4	15	12.4

2016	136	117.6	17	14.4
2017	102	116.4	16	15.8
2018	147	118.8	15	14.8
2019	101	120	5	13.6
2020	104	118	14	13.4



Number of Serious Injuries

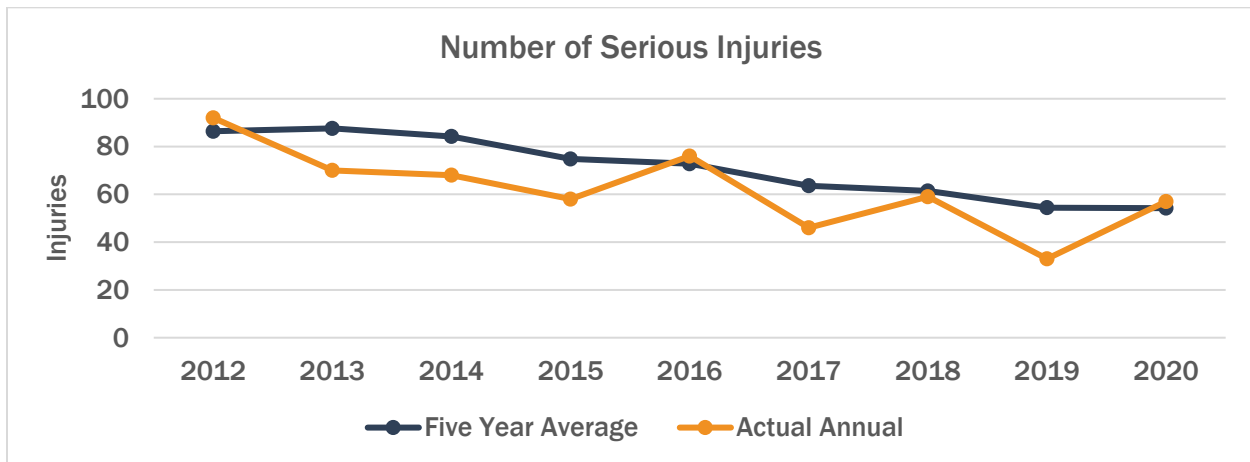
The New Hampshire Division of Motor Vehicles in the Department of Safety maintains a database of crashes in the state. This is the data source for the serious injury measures. A serious injury is one that is incapacitating. These include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconsciousness, and any inability to leave the scene without assistance.

This data is collected on the scene of each crash by the responding police officers. These crash reports may be filled out on paper or electronically, and on varying versions of the form. The data is then sent to the state and manually entered into the database. Early versions of the data might be distributed, and updates did not necessarily make it to everyone with access to the data.

In 2017, the state launched a new database called VISION to house the crash data. VISION is a more consistent and comprehensive database that has improved the data management for the crash data. It is stricter in what is allowed to be reported as a serious injury, and allows for more seamless data distribution. As a result, there is a notable decrease in the serious injury totals in 2017 and 2018. It is assumed that this trend will continue.

Due to consistency and accuracy concerns with the data pre-2017, it is difficult to set realistic targets on the existing data that the MPOs have access to. The State sets targets based on the current data at DOS, but the data provided to the MPOs prior to 2017 show much higher injury numbers because the data is from a different version of the database. Therefore, the SRPC trend should decrease dramatically over the next 2-3 years once the 2016 data is no longer in the five-year rolling average, and the trend line should level off at a lower number.

SRPC will support the 2022 state target for serious injuries.



Rate of fatalities and Rate of serious injuries

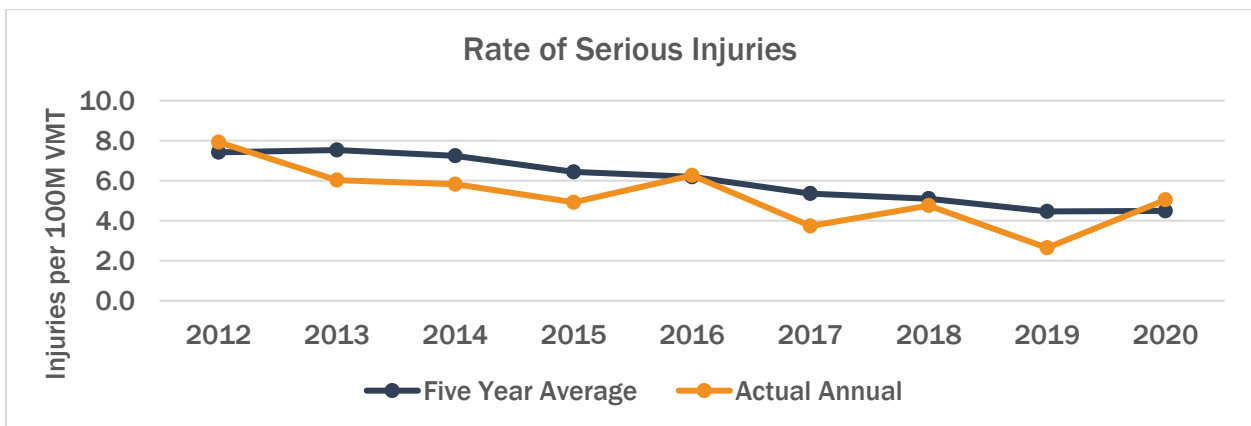
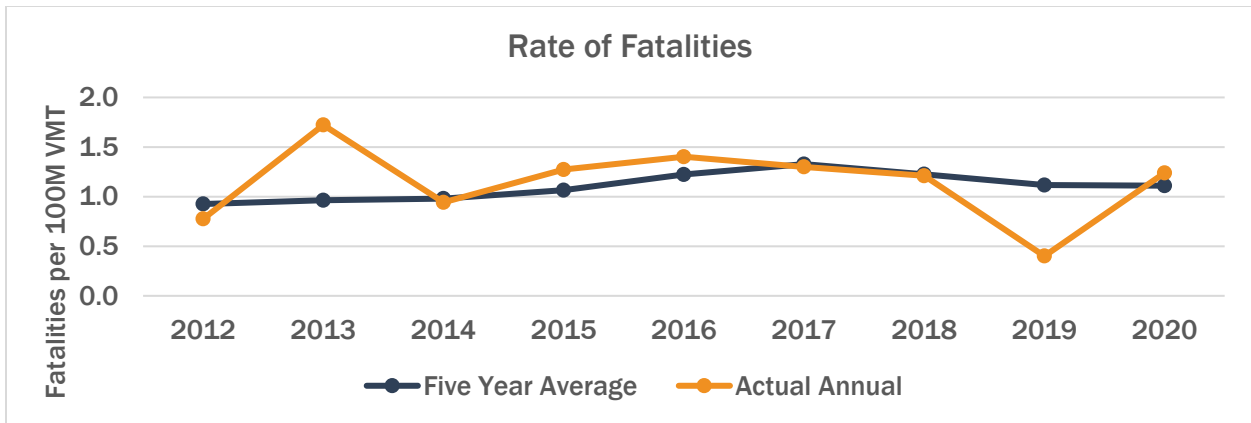
The rate of fatalities and the rate of serious injury measures combine their respective crash data with the vehicle miles traveled (VMT) data from the Highway Performance Monitoring System (HPMS). The NHDOT has calculated regional shares of VMT for the MPOs to use in these calculations.

The rate of fatalities is calculated by dividing the number of fatalities by the VMT. Similarly, the rate of serious injuries is calculated by dividing the serious injuries by the VMT. SRPC's rate of fatalities and rate of serious injuries are both generally a bit higher than the state rates. This is because on average, the regional share of VMT is less than the regional share of fatalities and serious injuries.

SRPC Average Annual Shares		
Fatalities	Serious Injuries	VMT
11%	11%	9%

$$\frac{11\% \text{ of state total people}}{9\% \text{ of state VMT}}$$

SRPC will support the state targets for 2022 for both measures.

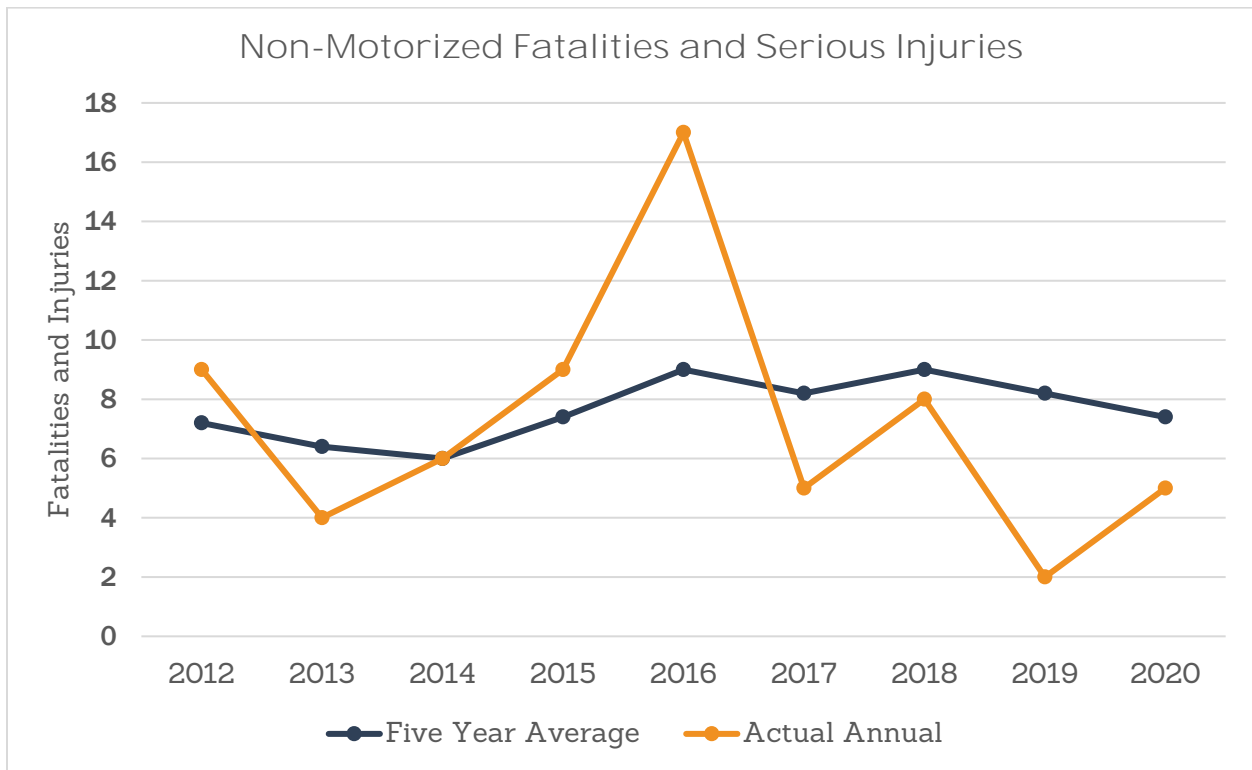


Number of Non-Motorized Fatalities and Serious Injuries

The non-motorized fatalities and serious injuries measure is the sum of the individuals who were killed or seriously injured while outside of a motor vehicle. This measure includes pedestrians and bicyclists.

As with most crashes, the locations for non-motorized crashes are random. SRPC has seen anywhere from 0-33% of the statewide non-motorized fatalities and anywhere from 6-37% of the serious injuries since 2007. In 2016, SRPC had 3 non-motorized fatalities (21% of the state total that year), and 6 serious injuries (12% of the state total). In 2019, SRPC had 0 non-motorized fatalities and 2 (of the 30 statewide) serious injuries.

Due to the wild fluctuation in these numbers, SRPC will support the state on this measure.



Emerging Trends

There are several notable issues and trends that may affect future safety performance and warrant monitoring:

- New Hampshire remains the only state without an adult seatbelt law. Past legislative efforts to introduce a primary seatbelt law have all failed but could be expected to improve safety performance.
- Marijuana legalization: Recreational marijuana is not yet legal in New Hampshire but is legal in New Hampshire's three abutting states and the Province of Quebec. Legalization of marijuana in New Hampshire could be expected to worsen safety performance, as has been seen in other states.
- Opioid addiction: Impaired driving continues to be a principal contributor to fatal and serious injury crashes. The ongoing opioid crisis within New Hampshire and the Northeast will continue to pose a hazard to highway safety and can be expected to worsen safety performance.
- COVID-19 Pandemic: The full scale of impacts from the 2020 pandemic cannot be fully determined yet. The massive economic downturn resulted in much lower VMT, but the number of crashes did not decrease significantly.

Summary

SRPC will support the state for all five safety performance measures for 2022. In supporting the state targets, SRPC will work to achieve the following benchmarks for the Strafford MPO area:

- keep fatalities at or below 11% of the state total (approximately 11 fatalities);
- keep serious injuries at or below 11% of the state's total (approximately 55 serious injuries);
- and non-motorized fatalities and serious injuries should stay at or below 13% of the state's total (approximately 6 fatalities or serious injuries).

As the MPOs and NHDOT adapt to a performance-based approach, measures and targets will be more fully integrated into processes and programs. Safety is a primary goal for the Strafford MPO and staff strive to achieve targets and goals through multiple strategies:

- 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

- Collaborate with local and state law enforcement to improve safety data management and access for analysis
- Integrate goals, objectives, performance measures, and targets described in other applicable State transportation safety plans and processes into the MPO planning process
- Work with municipalities, NHDOT, and FHWA to develop comprehensive Local Road Safety Plans that lay out a strategic and proactive approach to improving safety
- Conduct more detailed analysis of road geometry to identify hazards before they result in a fatality or serious injury (e.g. intersections that have a “Y” shape rather than a “T” shape)

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 #3 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 #3 impacts projects listed in the *2021-2024 Transportation Improvement Program* which is part of the *2021-2045 Metropolitan Transportation Plan* for the region. This amendment includes corrections to minor typographical errors in the 2021-2045. Metropolitan Transportation Plan. 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, February 8, 2022** and will end at the close of business on **Thursday, February 17, 2022**. **A public hearing will be held by the SRPC Policy Committee meeting at 9:00 am on Friday, February 18, 2022**. The public is encouraged to submit comments before the end of the business day (5:00 pm) **Thursday, February 17, 2022**, or at the public hearing at the Strafford MPO Policy Committee meeting at **9:00 am on Friday, February 18, 2022**.

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: 858 0237 2877, or participate online at **Meeting ID: 858 0237 2877**

Online Access: <https://us02web.zoom.us/j/85802372877>

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 #3

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2021 - 2024 SRPC Transportation Improvement Program

21-24 Amendment 3

Please refer to the 2021 - 2024 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 2021 - 2024 TIP.

Dover 41373

Towns: Dover
 Road: Rte 155, Rte 108, Bellamy Rd. Daley Dr. Durham Rd (Community Trail)
 Scope: Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.
 Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2022	\$20,538		\$0	\$5,134	\$25,672
ROW	2022	\$34,400		\$0	\$8,600	\$43,000
CON	2022	\$113,000		\$0	\$140,384	\$253,384
CON	2023	\$116,164		\$0	\$29,041	\$145,205

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2022	\$20,538		\$0	\$5,134	\$25,672
ROW	2022	\$34,400		\$0	\$8,601	\$43,001

Change Notes

NHDOT Description of Changes

SRPC Notes

Construction phase moved to FY2025 for TAP program fiscal constraint and to match draft Ten Year Plan. This moves CON phase outside the STIP into the programmatic; local ("non-participating") funds remain showing in STIP. No affect on funding or phases

Funding Sources

FHWA

TAP - Transportation Alternatives

OTHER

Towns

PROGRAM MOBRR

Towns: Statewide

Road: Various

Scope: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$160,000		\$0	\$40,000	\$200,000
PE	2022	\$80,000		\$0	\$20,000	\$100,000
PE	2023	\$80,000		\$0	\$20,000	\$100,000
PE	2024	\$80,000		\$0	\$20,000	\$100,000
ROW	2021	\$20,000		\$0	\$5,000	\$25,000
ROW	2022	\$44,000		\$0	\$11,000	\$55,000
ROW	2023	\$20,000		\$0	\$5,000	\$25,000
ROW	2024	\$20,000		\$0	\$5,000	\$25,000
CON	2021	\$3,520,000		\$0	\$880,000	\$4,400,000
CON	2022	\$3,576,000		\$0	\$894,000	\$4,470,000
CON	2023	\$3,600,000		\$0	\$900,000	\$4,500,000
CON	2024	\$3,600,000		\$0	\$900,000	\$4,500,000

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$160,000		\$0	\$40,000	\$200,000
PE	2022	\$80,000		\$0	\$20,000	\$100,000
PE	2023	\$400,000		\$0	\$100,000	\$500,000
PE	2024	\$400,000		\$0	\$100,000	\$500,000
ROW	2021	\$20,000		\$0	\$5,000	\$25,000
ROW	2022	\$44,000		\$0	\$11,000	\$55,000
ROW	2023	\$80,000		\$0	\$20,000	\$100,000
ROW	2024	\$80,000		\$0	\$20,000	\$100,000
CON	2021	\$3,520,000		\$0	\$880,000	\$4,400,000
CON	2022	\$3,576,000		\$0	\$894,000	\$4,470,000
CON	2023	\$5,780,000		\$0	\$1,445,000	\$7,225,000
CON	2024	\$5,780,000		\$0	\$1,445,000	\$7,225,000

Change Notes

NHDOT Description of Changes

SRPC Notes

The program is being adjusted to accommodate necessary increase changes in expected children project fund amounts. No child projects in the region are being affected.

Funding Sources

FHWA

STBG-State Flexible

Bridge Off System

OTHER

Other

PROGRAM CRDR

Towns: Statewide

Road: Various

Scope: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$760,000		\$0	\$0	\$760,000
PE	2022	\$400,000		\$0	\$0	\$400,000
PE	2023	\$100,000		\$0	\$0	\$100,000
PE	2024	\$100,000		\$0	\$0	\$100,000
ROW	2021	\$5,500		\$0	\$0	\$5,500
ROW	2022	\$106,700		\$0	\$0	\$106,700
ROW	2023	\$25,000		\$0	\$0	\$25,000
ROW	2024	\$25,000		\$0	\$0	\$25,000
CON	2021	\$1,459,500		\$0	\$0	\$1,459,500
CON	2022	\$1,870,000		\$0	\$0	\$1,870,000
CON	2023	\$1,243,300		\$0	\$0	\$1,243,300
CON	2024	\$1,190,000		\$0	\$0	\$1,190,000
OTHER	2022	\$5,000		\$0	\$0	\$5,000
OTHER	2023	\$5,000		\$0	\$0	\$5,000
OTHER	2024	\$5,000		\$0	\$0	\$5,000

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$760,000		\$0	\$0	\$760,000
PE	2022	\$400,000		\$0	\$0	\$400,000
PE	2023	\$100,000		\$0	\$0	\$100,000
PE	2024	\$100,000		\$0	\$0	\$100,000
ROW	2021	\$5,500		\$0	\$0	\$5,500
ROW	2022	\$106,700		\$0	\$0	\$106,700
ROW	2023	\$54,100		\$0	\$0	\$54,100
ROW	2024	\$25,000		\$0	\$0	\$25,000
CON	2021	\$1,459,500		\$0	\$0	\$1,459,500
CON	2022	\$1,870,000		\$0	\$0	\$1,870,000
CON	2023	\$5,408,270		\$0	\$0	\$5,408,270
CON	2024	\$1,594,900		\$0	\$0	\$1,594,900
OTHER	2022	\$5,000		\$0	\$0	\$5,000
OTHER	2023	\$5,000		\$0	\$0	\$5,000

OTHER	2024	\$5,000	\$0	\$0	<i>\$5,000</i>
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Change Notes

NHDOT Description of Changes

SRPC Notes

The program is being adjusted to accommodate necessary increase changes in expected children project fund amounts. No child projects in the region are being affected.

Funding Sources

FHWA

STBG-State Flexible

STBG-Off System Bridge

National Highway Performance

NHDOT

Toll Credit

2022 Legislation relevant to Strafford MPO/RPC

	Title and Description	Hearing information	Notes
Transportation	HB2022 – relative to the State Ten Year Plan Link to bill docket	In-process; no updates	Written testimony submitted; regional priorities as previously established. <ul style="list-style-type: none"> • SRPC in support; lots of good projects, project advancements through IJJA/BIL funding; anything to add to the regional priorities? • NHMA does not explicitly address or endorse the TYP
	SB437 – increase local option fee from \$5 to \$15 Link to bill docket	No decision or update	<ul style="list-style-type: none"> • Staff support this bill, • would be optional for municipalities; • could be a potential source for local transit match which will be needed to take advantage of increased federal funding • NHMA explicitly supports this bill
	SB447 - establishes the electric vehicle and infrastructure fund within NHDOT Link to bill docket	Committee Report: Ought to Pass with Amendment	<ul style="list-style-type: none"> • Staff support this bill • On previous revenue bills, SRPC advocated for new revenue generation alternatives to the road toll (gas tax). New approaches should be equitable and should not discourage adoption of new technologies and vehicles with low or no emissions • DES is supportive – waiting for FHWA guidance
	HB1040 – establish commission to study revenue alternatives to the road toll for EVs and hybrids Link to bill docket	Committee vote: ought to pass (with amendment)	Similar bill in 2020; no specific position from SRPC, but testified in support of finding new revenue sources. <ul style="list-style-type: none"> • Staff neutral on specific bill. • On previous revenue bills, SRPC advocated for new revenue generation alternatives to the road toll (gas tax). New approaches should be equitable and should not discourage adoption of new technologies and vehicles with low or no emissions. • No specific comment from NHMA. They support “adequate and sustainable funding for state and municipal infrastructure and transportation systems”
	HB1656 – road usage registration fee based on VMT and weight Link to bill docket	Committee vote: Inexpedient to legislate	Similar bill in 2020; no specific position from SRPC, but testified in support of finding new revenue sources. <ul style="list-style-type: none"> • Staff neutral on specific bill. • On previous revenue bills, SRPC advocated for new revenue generation alternatives to the road toll (gas tax). New approaches should be

		<p>equitable and should not discourage adoption of new technologies and vehicles with low or no emissions.</p> <ul style="list-style-type: none"> • No specific comment from NHMA. They support “adequate and sustainable funding for state and municipal infrastructure and transportation systems”
<p>HB1665 - establishing a municipal road and bridge disaster relief fund.</p> <ul style="list-style-type: none"> • Under Dept. HSEM • Gap funding for damaged roads and bridges • Municipalities wishing to draw from the fund must dedicate .5% of muni budget • Only draw from fund if damage cost is greater than local budget <p>Link to bill docket</p>	<p>Committee vote: ought to pass (with amendment)</p>	<ul style="list-style-type: none"> • Similar in spirit to our regional resilience strategy being developed. Except this program would be <u>reactive</u>. • Do you think your municipality would potentially consider participating? • What would impact be on your local budget? • No direct input from NHMA on this bill, but they support “legislation... that builds community resilience, and fosters adaptation to climate change and mitigates its risks.”
<p>HB1675 – extra \$.50 for electric vehicles through all NH turnpike tolls (as in RSA 237:16-a, III)</p> <p>Link to bill docket</p>	<p>Committee vote: Inexpedient to legislate</p>	<ul style="list-style-type: none"> • Staff neutral on specific bill. From the hearing: there are logistical barriers to implementation. • On previous revenue bills, SRPC advocated for new revenue generation alternatives to the road toll (gas tax). New approaches should be equitable and should not discourage adoption of new technologies and vehicles with low or no emissions. • No specific comment from NHMA. They support “adequate and sustainable funding for state and municipal infrastructure and transportation systems”
<p>HB1426 – eliminate requirement for annual private vehicle inspections. Applies to vehicles not used for business.</p> <p>Link to bill docket</p>	<p>No decision or update</p>	<ul style="list-style-type: none"> • Staff not in support; unsafe vehicles are a danger on public highways. Absolves vehicle retailers of safety of vehicles they sell. • Recommend just tracking if bill passes cross-over date
<p>HB1432 - prohibiting the use of state funds for new passenger rail projects.</p> <p>Link to bill docket</p>	<p>No decision or update</p>	<ul style="list-style-type: none"> • Staff not in support. • Passenger rail receives no state investment; • passenger and freight rail are at capacity on SE PanAm line; sale to CSX hopeful; affects NHN; a lot of work could be done but need state support to match federal dollars.

			<ul style="list-style-type: none"> • NHMA does not address this bill specifically, but supports “adequate and sustainable funding for state and municipal infrastructure and transportation systems”
91-A & meetings	<p>HB1014 – quorum requirements for public meetings</p> <ul style="list-style-type: none"> • Physical location not required • Still required to give public notice of “location” and access options <p>Link to bill docket</p>	<p>Majority Committee Report: Inexpedient to Legislate</p> <p>Minority Committee Report: Ought to Pass with Amendment</p>	<ul style="list-style-type: none"> • Tied to 91-A. • Could have significant impact on MPO/RPC governance and participation. • Based on experience during the pandemic emergency status, participation in meetings would increase because of this bill; reason shall be stated in the minutes. • NHMA does not take a specific position on this bill but has heard from many municipalities that they are struggling to attain an in-person quorum for public meetings and need more flexibility. NHMA emphasizes the need to retain the purpose of RSA 91-A – to ensure the greatest possible public access to records of public bodies and to ensure government accountability.
	<p>SB344 - Eliminates physical quorum requirement</p> <p>Link to bill docket</p>	<p>Committee report: Referred to Interim Study</p>	<ul style="list-style-type: none"> • Tied to 91-A. • Could have significant impact on MPO/RPC governance and participation. • Member may attend virtually “only when... not reasonably practical” [what are parameters for reasonableness?] reason shall be stated in the minutes. • NHMA does not take a specific position on this bill but has heard from many municipalities that they are struggling to attain an in-person quorum for public meetings and need more flexibility. NHMA emphasizes the need to retain the purpose of RSA 91-A – to ensure the greatest possible public access to records of public bodies and to ensure government accountability.

	<p>SB322 - Except in emergency, ¼ of current members must be physically present for meeting In emergency, at least one member physically present Link to bill docket</p>	<p>Committee report: Referred to Interim Study</p>	<ul style="list-style-type: none"> • Tied to 91-A. • Seems to mostly create a minimum flat quorum requirement. • Could have significant impact on MPO/RPC governance and participation. • Member may attend virtually “only when... not reasonably practical” [what are parameters for reasonableness?] reason shall be stated in the minutes. • Chair can determine “emergency” (imminent action needed and not reasonable for quorum [1/4 of body] to attend physical location. • NHMA does not take a specific position on this bill, but has heard from many municipalities that they are struggling to attain an in-person quorum for public meetings and need more flexibility. NHMA emphasizes the need to retain the purpose of RSA 91-A – to ensure the greatest possible public access to records of public bodies and to ensure government accountability.
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TYP submission process

1. Local candidate projects compiled
2. Initial review of candidate projects by TAC subcommittee
 - a. Informed by Policy Committee emphasis of regional goals
3. TAC recommends list of candidate projects to Policy Committee
4. End of May 2022 – deadline for submitting projects to VHB for engineering review
5. TAC review criteria weighting and propose quantitative approach for project scoring
 - a. Potential recommendations for Interagency Group to add/remove/modify criteria
6. Policy review quantitative approach
 - a. both TAC and Policy need to approve quantitative approach to be used to score projects.
7. December 2022 (approximate) – project engineering and cost estimates returned from VHB
8. Winter/Spring 2023 - TAC score candidate projects
9. Scoring review by Policy Committee
10. May 2023 - Deadline for submitting projects to NHDOT

Metropolitan Transportation Plan Goals

Overall System Performance Goals

- Maintain and improve the reliability of the highway system.
- Reduce congestion and travel delay.
- Increase accessibility to alternative modes of transportation.
- Increase safety for non-motorized modes of transportation.

Infrastructure Conditions Goals

- Keep public roads in good condition.
- Restore or upgrade bridges and culverts in critical condition.
- Prioritize planning and projects focused on adapting to climate change and improving infrastructure resilience.
- Increase adoption of alternative transportation modes to reduce wear and tear on roads.

Safety Goals

- Reduce the number of crashes on public roadways that result in fatalities and severe injuries.
- Reduce the number of crashes involving non-motorized users and build safer streets where bicycle and pedestrian activity is high.
- Reduce motorcycle crashes.
- Proactively identify high-crash locations.

Intra-Regional Transit Goals

- Increase funding for public transit.
- Promote ridership on regional public transit.
- Increase frequency on existing public transit routes.
- Increase service coverage and coordination of demand-response transit service for seniors and people with disabilities.
- Coordinate new development with public transit access.
- Increase transit access for seniors and people with disabilities.

Inter-Regional Transit Goals

- Improve linkages to existing intercity bus and rail service for pedestrians, cyclists, and local transit.
- Support policy and develop projects that expand inter-city bus service to new destinations.
- Increase capacity of active railroads in the region to increase frequency of passenger and freight rail service.

Economic Linkages Goals

- Improve multimodal connections that increase mobility and accessibility of people and freight.
- Support the development of walkable community centers that promote local businesses and create a sense of place.
- Increase capacity of existing rail infrastructure for passenger and freight.
- Increase economic resilience to the impacts of climate change.

Housing & Jobs Goals

- Increase public transit service in the region
- Support coordination of affordable housing development with public transit and multimodal transportation improvements
- Improve accessibility for non-motorized modes, especially in areas with low income and limited transportation options
- Increase workforce mobility
- Build resilience in areas where people are most vulnerable to climate change

Population and Demographics Goals

- Increase transportation independence for a growing number of seniors
- Increase access to jobs and essential services for people with low income and limited vehicle access
- Increase funding for public transit

SRPC project scoring criteria for the 2023-2032 Ten Year Plan

Major criteria	Weight	Sub-Criteria	Weight
Safety	18.9%	Safety Performance	9.7%
		Safety Measures	9.3%
Mobility	12.0%	Mobility Need & Performance	7.4%
		Mobility Intervention	4.6%
Network Significance	15.2%	Traffic Volume	8.6%
		Facility Importance	6.6%
State of Repair	14.4%	State of Repair	6.9%
		Maintenance Considerations	7.5%
Natural Hazard Resilience	10.4%	Natural Hazard Risk	5.2%
		Natural Hazard Mitigation	5.1%
Equity, Environmental Justice, & Accessibility	9.1%	Equity & Environmental Justice	4.2%
		Accessibility	5.0%
Economic Development	10.7%	Local & Regional Economic Development	6.6%
		Freight Mobility	4.1%
Support	9.2%	NA	9.2%

Total 100.0%

Total 100.0%

