

Combined Meeting of the Strafford MPO and SRPC Commissioners

Friday, June 17, 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.trafford.org. If anybody is unable to access the meeting, please email mtaylorfetter@trafford.org or call 603-994-3500 (x115).

Agenda Item	Time	Pre-Meeting Task/Notes
Convene as the Strafford Metropolitan Planning Organization (9:00AM)		
1) Introductions	5 min	
2) Public Hearing: Amendment 4 to the 2021-2024 TIP	10 min	Review draft TIP amendment
3) Action Items [require a vote] a- Approve draft minutes from May 20, 2022 b- Amendment 4 to the 21-24 TIP	5 min	Review draft minutes
4) Discussion Items Updates to the draft nondiscrimination plan (Limited English Proficiency and Environmental Justice)	15 min	Review draft nondiscrimination plan
5) Adjourn the MPO Policy Meeting		
Convene as the Strafford Regional Planning Commission & EDD Board of Directors (9:35 AM)		
1) Public Hearing: 2022 Comprehensive Economic Development Strategy (CEDS) Update	10 min	Link to Draft CEDS
2) Action Items [require a vote] a- Minutes from February 24, 2022 b- Adopt FY23 Budget Recommended by the E.C c- Elect FY23 Officers & Executive Committee Members d- Adopt the 2022 CEDS Update	30 min	Review enclosed materials
3) Other Business & Updates from Staff	5 min	
4) Commissioner Roundtable	5 min	Updates from your community?
5) Citizens' Forum	5 min	
6) Adjourn Strafford Regional Planning Commission Meeting & EDD Board of Directors (10:30 AM)		

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@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 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.



Memo

*Strafford MPO Policy Committee meeting
June 17, 2022*

Our June meeting is another combination of the Strafford MPO and RPC Commissioners. Please review the materials for agenda items listed below.

Primary MPO agenda items

- Public Hearing: Amendment 4 to the 2021-2024 TIP

The draft amendment is included in the MPO meeting packet. It includes several state programs and a couple local projects with proposed changes. It also includes new proposed projects in Dover and UNH being added to the long-range years of the Metropolitan Transportation Plan.

- Draft updates to the Nondiscrimination Plan

This latest draft of the Nondiscrimination plan includes new information and analysis of people with Limited English Proficiency (LEP) and populations that fall under Environmental Justice provisions. Both sections include description of demographics, geography, and action steps by SRPC. LEP equity considerations include things like translating documents; Environmental Justice requires consideration of disproportionate impacts from transportation planning and equitable distribution of benefits.

Primary Economic Development District agenda items

- Public Hearing: 2022 Comprehensive Economic Development Strategy (CEDS) Update

Please review the final draft of the 2022 CEDS (hyperlink is in the agenda)

Primary Commission Business agenda items

- Adopt FY23 Budget Recommended by the E.C
- Elect FY23 Officers & Executive Committee Members
- Adopt the 2022 CEDS Update

STRAFFORD

Metropolitan Planning Organization

Policy Committee Meeting
Combined Meeting of the Stafford EDD & Strafford MPO
Meeting Minutes
Friday, May 20 2022
9:00 – 11:00 AM
Strafford Regional Planning Commission
Hybrid Meeting
Rochester, NH

Introductions

9:07 Chair David Landry called the meeting to order at 9:08 a.m. and asked for introductions.

Committee members present: Bill Fisher, Farmington; Peter Nelson, Newmarket, Lee; Barbara Holstein, Rochester; Rick Michaud, Somersworth; Michael Williams, COAST; David Landry, Dover; Karen Golab, Milton; Larry Brown, Milton, Glen Davison, DOT, Tom Crosby, Madbury;

Committee Members participating remotely: Tim White, DES,

Staff members present: Jen Czysz, Colin Lentz,

Staff attending remotely: Megan Taylor-Fetter, Rachel Dewey, Jackson Rand, Natalie Moles, Stephen Geis, James Burdin, Marc Davie, Zuzy Duffy, and Rachel Dewey,

At 9:08 a.m. The meeting convened as the Strafford Economic Development District

1. Discussion Items

- a. **Presentation and discussion of draft Comprehensive Economic Development Strategy (CEDS).**

SRPC staff James Burdin, Natalie Moles and Zuzy Duffy presented on the draft CEDS. J. Burdin reported SRPC staff have completed a draft of the Comprehensive Economic Development Strategy 2022. US EDA requires that the CEDS be posted for review and comment by the public for a period of at least 30 days prior to adoption. The draft was released to the public on May 6. And the public comment period will end on June 6. The draft has been posted to the SRPC website and hard copies have been distributed to local libraries and planning offices. SRPC has historically preferred to adopt the CEDS in June at either our Annual Commission Meeting or the June. J. Burdin ad N. Moles

presented on the highlights of the draft and outlined the key dates for the adoption process. J. Burdin asked for comments or questions.

The members discussed various sections of the draft CEDS and offered suggestions for distributing the draft. Chair D, Landry encouraged members to read the draft and reach out to J. Burdin with any questions. He thanked staff for their presentation.

At 9:40 a.m. the Stafford Economic Development portion of the meeting adjourned and the meeting convened as the Stafford Metropolitan Development District.

a. Approve Draft Minutes from April 15, 2022

T. Crosby MOTIONED to approve the April 15, 2022 minutes as written SECONDED by B. Fisher. A roll call vote was taken: T. White, B. Fisher, R. Michaud, P. Nelson, D. Landry, G. Davison, and T. Crosby voting in favor. M, Williams, B. Holstein, K. Golab and L. Brown ABSTAIN. MOTION passed with a majority of members voting in favor.

2. Discussion Items

a. 9:42 2022 Data snapshot -highlights of latest changes & trends affecting opportunities from you community

Staff members Rachel Dewey, Marc Davie and Stephen Geis gave an overview of the 2022 Data Snapshot which published on April 25. The Regional Data Snapshot consists of over 100 data metrics which includes a static PDF document, an interactive map and are working on a series of excel files with tabular data. The snapshot contains a region-wide analysis of data in the categories of demographics, economic vitality, livability and quality of life, mobility and accessibility, and resiliency. It is meant to be referenced as a stand-alone document, or in conjunction with SRPC's core plans, the Comprehensive Economic Development Strategy (CEDS), the Metropolitan Transportation Plan (MTP), and the regional master plan.

S. Geis presented an overview and provided instruction for navigating the Regional Data Snapshot Map Viewer which has also been published on the SRPC website. He explained that the map viewer is an online, interactive version of the maps and data presented in SRPC's Regional Data Snapshot. The map viewer should be used in tandem with the existing Regional Data Snapshot as the snapshot document contains more information on how to read the individual maps and about the sources of the data being presented. This map viewer is an additional tool that can provide more clarity and an interactive format of the maps that are being presented in the snapshot document.

The members discussed the value of the report and complimented staff for the tremendous amount of work the team has put into the snapshot.

3. Other Business and Update from Staff

C. Lentz reported that at the upcoming June 4 TAC meeting there will be a panel of folks at the municipal level presenting on EV charging.

C. Lentz reported that the Bike Ped survey is out on the SRPC website and has been published in the SRPC newsletter. He asked members to please look for the survey and to send it in with their feedback.

J. Czysz asked for volunteers to serve as alternates on the Executive Committee and to reach out to her or Megan if interested or has a recommendation. ,

C. Lentz offered a reminder that the bipartisan infrastructure law includes additional funding for a broad range of project types. He stated that if anyone has project ideas, now is the time to reach out.

J. Czysz reported that the Annual Meeting is set for June 23. It will be an in-person event held at Governors Inn. The theme is arts culture and placemaking. More information will be coming out as we get closer to the date.

4. Commissioner Roundtable

There were no announcements

5. Citizens Forum

There were no citizens present.

6. Adjournment

T. Crosby MOTIONED to Adjourn seconded by M. Williams. A roll call vote was taken: T. White, B. Fisher, R. Michaud, P. Nelson, D. Landry, G. Davison, and T. Crosby voting in favor. M, Williams, B. Holstein, K. Golab and L. Brown. MOTION passed with a majority of members voting in favor. The meeting adjourned at 10:12 a.m.



NOTICE OF PUBLIC COMMENT PERIOD & PUBLIC HEARING

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

The Strafford Regional Planning Commission (SRPC), 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 #4 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). SRPC is conducting this process in accordance with the Strafford MPO's public involvement procedures and federal and state regulations.

Amendment #4 impacts projects listed in the *2021-2024 TIP* which is part of the *2021-2045 Metropolitan Transportation Plan* (MTP) for the region. Full amendments to the TIP 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, June 7, 2022** and will end at the close of business on **Thursday, June 16, 2022**. **A public hearing will be held by the SRPC Policy Committee meeting at 9:00 am on Friday, June 17, 2022**. The public is encouraged to submit comments before the end of the business day (5:00 pm) **Thursday, June 16, 2022**, or at the public hearing at the Strafford MPO Policy Committee meeting at **9:00 am on Friday, June 17, 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>

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

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 REGIONAL PLANNING COMMISSION
150 Wakefield Street, Suite 12, Rochester, NH 03867

Barrington | Brookfield | Dover Durham Farmington | Lee | Madbury | Middleton | Milton | New Durham
Newmarket | Northwood | Nottingham | Rochester Rollinsford | Somersworth | Strafford | Wakefield



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.

Strafford MPO

2021-2024 Transportation Improvement Program Amendment #4

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2021 - 2024 SRPC Transportation Improvement Program

2021-2024 Amendment 4

4/25/2022

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.

NEWFIELDS - NEWMARKET 28393

Towns: NEWFIELDS, NEWMARKET
 Road: NH 108
 Scope: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2024	\$290,615		\$0	\$290,615

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2024	\$290,616		\$0	\$290,616
ROW	2024	\$113,080		\$0	\$113,080

Change Notes

NHDOT Description of Changes

SRPC Notes

Added right-of-way phase and funding in 2024. Better representation of phase work and funding.

Funding Sources

FHWA

STBG-State Flexible

STBG-5 to 200K

Equity Bonus

BRGBIL

NHDOT

Toll Credit

DOVER - SOMERSWORTH - ROCHESTER 29604

Towns: DOVER, ROCHESTER, SOMERSWORTH

Road: NH 108

Scope: NH Rte 108 - Complete Streets consistent with improvements under U-3 alternative

Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$345,317		\$0	\$0	\$345,317
PE	2022	\$1,194,684		\$0	\$0	\$1,194,684
ROW	2023	\$1,485,000		\$0	\$0	\$1,485,000
CON	2024	\$4,561,352		\$0	\$0	\$4,561,352

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$345,317		\$0	\$0	\$345,317
PE	2022	\$1,194,684		\$0	\$0	\$1,194,684
ROW	2023	\$1,485,000		\$0	\$0	\$1,485,000

Change Notes

NHDOT Description of Changes

Con funds moved out of STIP years, more time needed for project development. Covid 19 delayed project development and consultant has been expanding design alternatives. Total project budget was doubled in the draft 2023-2032 TYP.

SRPC Notes

Funding Sources

FHWA

- STBG-State Flexible
- STBG-Areas Less Than 200K
- STBG-50 to 200K
- STBG-5 to 200K

NHDOT

- Toll Credit

MILTON 43846

Towns: MILTON
Road: Silver/Dawson St.
Scope: On Silver St and Dawson St. Construct 2,770 linear feet of sidewalk
Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$48,000	\$0	\$12,000	\$60,000
ROW	2024	\$26,317	\$0	\$6,579	\$32,896

Change Notes

NHDOT Description of Changes

SRPC Notes

New project in draft 2023-2032 TYP

Funding Sources

FHWA

STBG-5 to 200K

OTHER

Towns

MILTON, NH-LEBANON, ME 40658

Towns: Milton
 Road: Townhouse Road over Northeast Pond
 Scope: Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151
 Acronyms: MOBRR: Municipally-Owned Bridge Replacement and Rehabilitation

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2022	\$77,000		\$0	\$106,750
ROW	2022	\$8,800		\$0	\$2,200
CON	2023	\$620,400		\$0	\$787,600

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2022	\$228,000		\$0	\$342,000
ROW	2022	\$8,000		\$0	\$7,000
CON	2023	\$600,800		\$0	\$901,200

Change Notes

NHDOT Description of Changes

SRPC Notes

Overall project budget increased; adding in funds from Maine. New budget amounts align with current estimates and are reflected in the current Municipal and Interstate agreement

Funding Sources

FHWA

STBG-50 to 200K

STBG-5 to 200K

BRGBIL

OTHER

Towns

Maine

DOVER, NH - SOUTH BERWICK, MAINE 41433

Towns: DOVER
 Road: Gulf Road
 Scope: Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick

Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2024	\$122,847		\$0	\$111,679
					\$234,526

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2022	\$110,000		\$0	\$100,000
PE	2024	\$56,540		\$0	\$51,400
					\$107,940

Change Notes

NHDOT Description of Changes

SRPC Notes

Funding Sources

FHWA

STBG-State Flexible

BRGBIL

NHDOT

Toll Credit

OTHER

Maine

ROCHESTER 43552

Towns: ROCHESTER
Road: NH 11
Scope: Widen 2,100' of NH 11 to 4 lane configuration.
Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$203,200	\$0	\$50,800	\$254,000

Change Notes

NHDOT Description of Changes

SRPC Notes

New project in the draft 2023-2032 TYP

Funding Sources

FHWA

National Highway Performance

OTHER

Towns

ROCHESTER 43840

Towns: ROCHESTER
Road: Nashoba/NH11
Scope: Signalization of Nashoba/NH11 intersection to address regional priority needs.
Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$128,000		\$0	\$32,000
					\$160,000

Change Notes

NHDOT Description of Changes

SRPC Notes

New project in the draft 2023-2032 TYP

Funding Sources

FHWA

STBG-State Flexible

OTHER

Towns

PROGRAM MOBIL

Towns: Statewide
Road: Various
Scope: Municipal Bridge Rehabilitation and Replace Projects
Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
CON	2023	\$6,750,000		\$0	\$6,750,000
CON	2024	\$6,750,000		\$0	\$6,750,000

Change Notes

NHDOT Description of Changes

SRPC Notes

Funding Sources

FHWA

MOBIL

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	\$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

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	\$9,780,000		\$0	\$2,445,000	\$12,225,000
CON	2024	\$14,180,000		\$0	\$3,545,000	\$17,725,000

Change Notes

NHDOT Description of Changes

SRPC Notes

The program is being adjusted to accommodate necessary changes in children project fund amounts. Program includes the Milton NH/Lebanon ME bridge but is unaffected in this amendment.

Funding Sources

FHWA

STBG-State Flexible

Bridge Off System

OTHER

Other

PROGRAM USSS

Towns: Statewide
 Road: Various
 Scope: Project to update signing on state system
 Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$30,000		\$0	\$0	\$30,000
PE	2022	\$30,000		\$0	\$0	\$30,000
PE	2023	\$30,000		\$0	\$0	\$30,000
PE	2024	\$30,000		\$0	\$0	\$30,000
CON	2021	\$500,000		\$0	\$0	\$500,000
CON	2022	\$500,000		\$0	\$0	\$500,000
CON	2023	\$540,000		\$0	\$0	\$540,000
CON	2024	\$540,000		\$0	\$0	\$540,000

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$30,000		\$0	\$0	\$30,000
PE	2022	\$30,000		\$0	\$0	\$30,000
PE	2023	\$30,000		\$0	\$0	\$30,000
PE	2024	\$30,000		\$0	\$0	\$30,000
CON	2021	\$500,000		\$0	\$0	\$500,000
CON	2022	\$3,090,000		\$0	\$0	\$3,090,000
CON	2023	\$540,000		\$0	\$0	\$540,000
CON	2024	\$540,000		\$0	\$0	\$540,000

Change Notes

NHDOT Description of Changes

SRPC Notes

The program is being adjusted to accommodate necessary changes in children project fund amounts. No affect on projects in the Strafford region.

Funding Sources

FHWA

STBG-State Flexible

National Highway Performance

NHDOT

Toll Credit

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	\$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	\$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	\$7,408,270		\$0	\$0	\$7,408,270
CON	2024	\$3,594,900		\$0	\$0	\$3,594,900
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 changes in children project fund amounts. No affect on projects in the Strafford region.

Funding Sources

FHWA

STBG-State Flexible

STBG-Off System Bridge

National Highway Performance

NHDOT

Toll Credit

PROGRAM TSMO

Towns: Statewide
 Road: Transportation Systems Management and Operations
 Scope: Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$350,000		\$0	\$0	\$350,000
OTHER	2022	\$1,050,000		\$0	\$0	\$1,050,000
OTHER	2023	\$725,000		\$0	\$0	\$725,000
OTHER	2024	\$725,000		\$0	\$0	\$725,000

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$350,000		\$0	\$0	\$350,000
OTHER	2022	\$1,250,000		\$0	\$1,017,589	\$2,267,589
OTHER	2023	\$1,500,000		\$0	\$1,904,042	\$3,404,042
OTHER	2024	\$2,500,000		\$0	\$1,785,308	\$4,285,308

Change Notes

NHDOT Description of Changes

SRPC Notes

The program is being adjusted to accommodate necessary changes in children project fund amounts & Funding type adjusted to better align with available federal funding. No affect on projects in the Strafford region.

Funding Sources

FHWA

STBG-State Flexible

National Highway Performance

NHDOT

Toll Credit

OTHER

Vermont

Maine

2021-2024 Transportation Improvement Program – Amendment 4 Concurrent updates to the Strafford MPO Metropolitan Transportation Plan

Amendment 4 includes two projects being added to the out years of the 2021-2024 Metropolitan Transportation Plan (Metro Plan):

- South Drive on the Durham campus of the University of New Hampshire (UNH)
- Complete streets improvements on Central Avenue between Silver St and Janness St in Dover, NH

UNH and Dover requested that these projects be added to the Metro Plan in support of future applications for federal funding. Both projects have been developed locally; South Drive has been part of the UNH Campus Master Plan for many years, and the Central Ave project is in Dover’s Capital Improvements Program. UNH and Dover have both committed local matching funds and are in the process of developing these projects. Pending approval of amendment 4, the two projects affect overall fiscal constraint of the Metro Plan so details are provided below. In the graph below, the two red arrows show in which years the projects were added to the plan. UNH South Drive was added in year 2031 and Dover’s Central Ave project was added to 2032. Note that UNH and Dover are pursuing local and federal funding and the projects may be executed much sooner than the dates assigned in the Metro Plan.

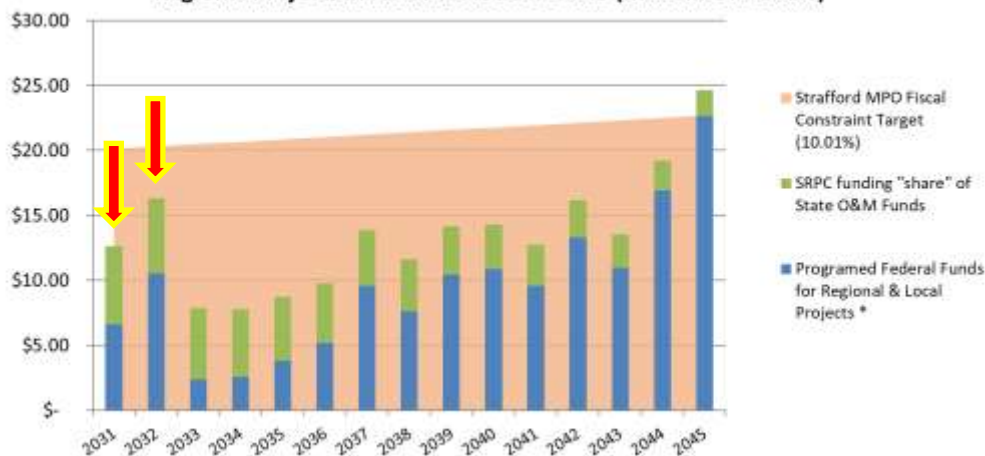
UNH South Drive

UNH has partially constructed a new road to connect Main Street, at the roundabout just west of campus, to McDaniel Drive. The road will include pedestrian facilities and culvert and bridge work. The project will demonstrate new materials technologies; enhance bike/pedestrian safety, improve emergency response times, complete a necessary additional grade-separated crossing of the Pan Am rail line, and support southwest quad campus development. A more detailed project report is included with the amendment information.

Central Ave Complete Streets

Dover has begun development of a project to improve a section of Central Avenue (NH108) between Silver St and Janness St as a complete street. The city has committed local funds for match and a consultant has begin design work. The project will upgrade this southern downtown gateway with improved traffic safety, new bicycle and pedestrian facilities, transit considerations, and traffic technologies.

Figure 1 - Strafford Region Programmed Federal Funding for Local & Regional Projects in Fiscal Years 2031-2045 (Millions of Dollars)





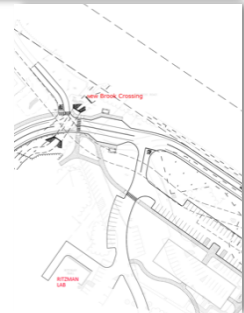
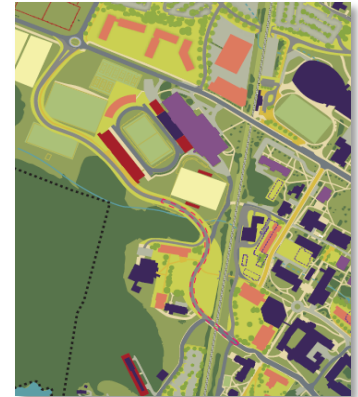
South Drive - \$3.51M Infrastructure Investment Opportunity

The Project:

Completion of a 1/2 mile street, culvert/bridge, sidewalk, transit and ped improvements for the corridor connecting Main Street (roundabout) to McDaniel Drive on the campus of the University of New Hampshire, Durham.

This essential transport corridor was envisioned in the 2004 Campus Master Plan and reaffirmed in 2012. By relieving Main Street congestion the project will improve transit operations and reduce fuel consumption, travel times and emissions. The project will demonstrate new materials technologies; enhance bike/pedestrian safety, improve emergency response times, complete a necessary additional grade-separated crossing of the Pan Am rail line, and support southwest quad campus development.

Western portions of the road were constructed with University funds 2016-19. The road is temporarily being used as a limited detour but requires infrastructure upgrade for general use. Funds would be used to construct a required new crossing of College Brook, realignment of the roadway revised to the footprint of the Health Science Simulation Center (HSSC) and full pedestrian and transit connections.



Benefits to be provided by South Drive:

- **Reduced Main Street congestion** - provides direct connection from southwest quad/core campus to Main St
- **Improved transit efficiency** streamlined routes will reduce reliance on the congested Main Street corridor - reducing fuel consumption, improving schedule compliance and improving air quality
- **Improved access** to the southwest quadrant of campus from the University's western gateway facilitating additional development of academic and research space within a 5-minute walk of core campus
- **Enhanced economic development** facilitating a new utility corridor for water and sewer services to the western areas of campus and Town, bypassing aged, overburdened systems under the Main St corridor
- **Enhanced public safety providing** an additional east-west separated grade corridor under the tracks and access to the planned future location of the Durham-UNH public safety and Fire complex
- **Significant long-term direct and spin-off benefit** to the University and Town of Durham in job creation, energy efficiency and economic development opportunities gained from southwest quadrant access.
- **Climate Resiliency** is provided by replacing an aging and inadequate crossing of College Brook

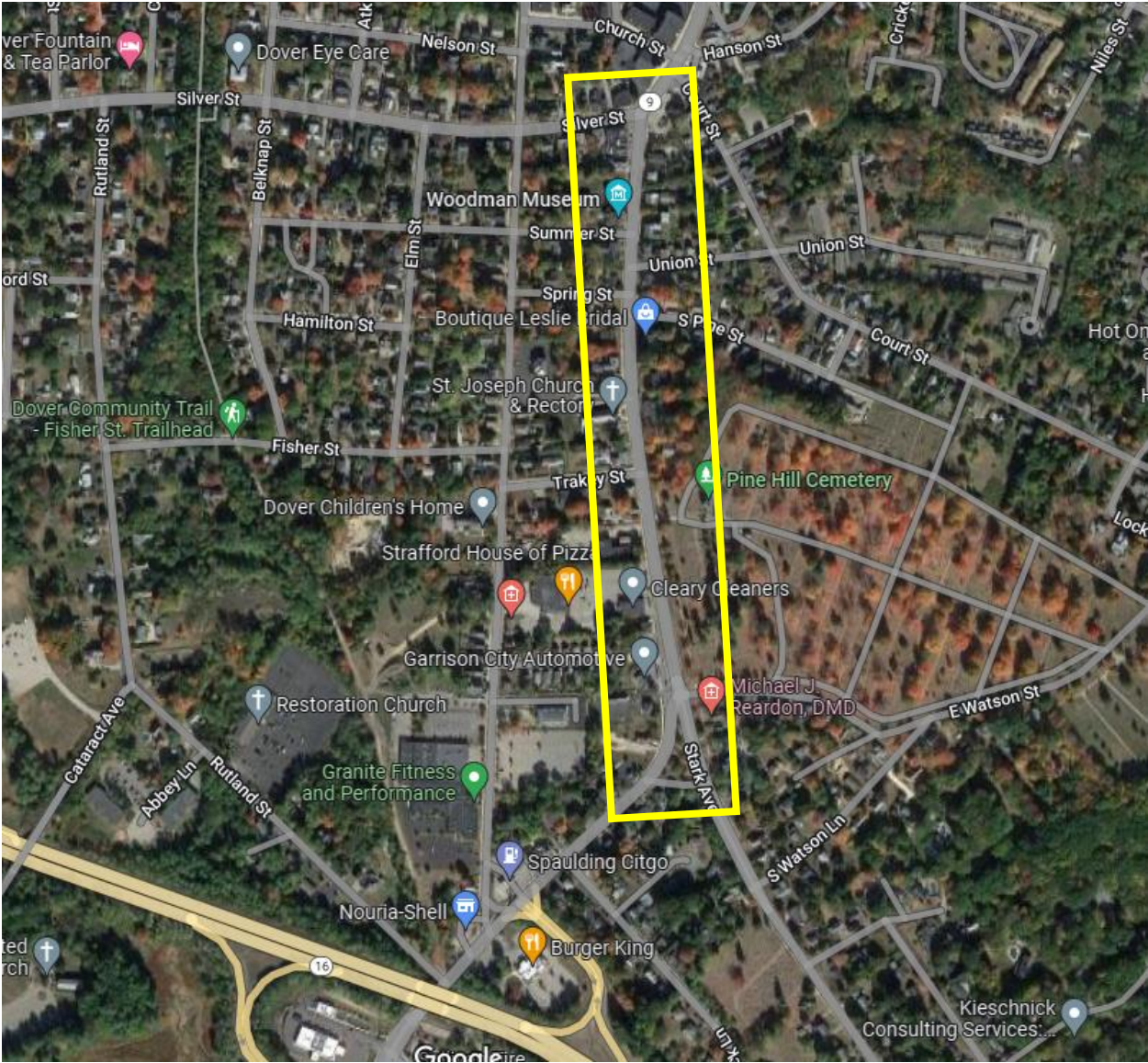
Cost Estimate, Engineering and Model Status:

2022 cost estimate includes final engineering and construction. No ROW is required. UNH has funded the project to 30% design. Revised wetlands permit pending. The remaining design and engineering elements could be completed within 1 year of award. Construction could be bid quickly after final design. Traffic & air quality modeling was completed in 2011 demonstrating emissions and local traffic congestion reduction.

Background on UNH and Transportation/Infrastructure Investment:

The University has the capacity and management systems to effectively and immediately manage any federal funds which might be invested in this corridor. UNH has a 25-year track record of successful management of projects funded through USDOT Federal Highway and Transit Administrations (UNH is a direct FTA grantee) as well as USEPA and USDOE. Matching funds for this project will be programmed in UNH capital budgets.

Approximate area of Dover's Central Ave complete streets project.





STRAFFORD
Regional Planning Commission

DRAFT

Nondiscrimination Plan

Adopted July 15, 2022

STRAFFORD REGIONAL PLANNING COMMISSION
150 Wakefield Street, Suite 12, Rochester, NH 03867

Barrington | Brookfield | Dover Durham Farmington | Lee | Madbury | Middleton | Milton | New Durham
Newmarket | Northwood | Nottingham | Rochester Rollinsford | Somersworth | Strafford | Wakefield



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Nondiscrimination Plan

Mission Statement

Strafford Regional Planning Commission's (SRPC) mission is to comply with Title VI of the Civil Rights Act to ensure that no person is excluded from participation in, denied access to, or discriminated against in all planning activities based upon race, color, national origin, age, sex, religion, sexual orientation, disability (whether mental or physical), or socio-economic status. Compliance will ensure that no person is denied the benefits of any funded program. SRPC commits to provide meaningful engagement and involvement to all communities with respect to our programs, policies, and activities.

Strafford Regional Planning Commission Title VI Policy Statement

The **Title VI of the 1964 Civil Rights Act** provides that "no person in the United States shall on the grounds of race, color, or national origin be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance." Further legislation includes protections to citizens based upon age, gender, and disability, whether mental or physical.

It is the policy and intention of SRPC to conduct all planning activities under this act and to ensure that no person is excluded from or denied the benefits of any program or activity receiving funding assistance. Furthermore, SRPC will ensure that its resources and activities are made accessible to the public, that all reasonable accommodations will be made to facilitate involvement, and that complaints of discrimination are dealt with accordingly.

Jennifer Czysz

Executive Director, Strafford Regional Planning Commission

Date:

Introduction

Strafford Regional Planning Commission (SRPC) is the designated Metropolitan Planning Organization (MPO) for the Strafford Region, which includes 18 municipalities shown in the map below. Transportation planning is a coordinated effort involving the New Hampshire Department of Transportation (NHDOT), Federal Highway Administration (FHWA), Partner State Agencies, MPOs, and the rural regional planning commissions (RPCs). The Federal legal framework for highway transportation planning is included in Title 23, Part 450 of the United States Code; federal public transit planning is included in Title 49.

SRPC is a forum for collaborative transportation planning and decision-making amongst its 18 member municipalities. Representatives from those municipalities make up the MPO Policy Committee and act as the formal decision-making board. The Policy Committee is supported by a Technical Advisory Committee made up of technical staff from municipalities and state and regional agencies.

SRPC also has an Executive Committee that is responsible for the administration of the Metropolitan Planning Organization, ensuring that policy and planning recommendations are brought before the Policy Committee, and that the decisions of the Policy Committee are carried out. As such, we consider the activities of all committees to equally comply with Title VI to ensure there is no discrimination against any individual or group.

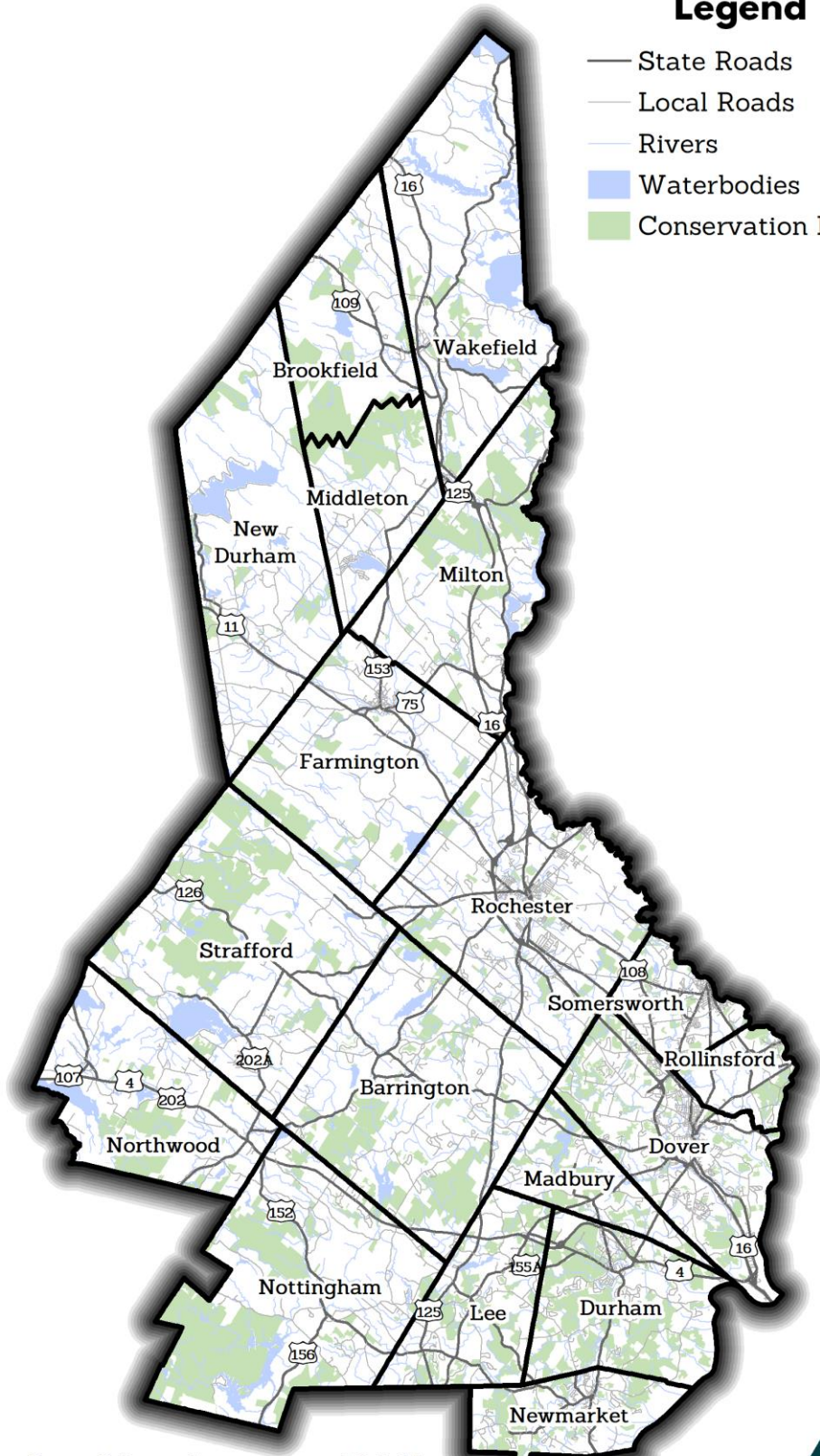
The transportation system and transportation policies play a major role in determining where people live, how they get to work, what modes of travel they choose, and where businesses develop. Transportation also plays a significant role in the environmental quality and livability of an area. Because transportation decisions have such a large impact on public health and wellbeing, the MPO process is founded on a framework of inclusive public participation. Public involvement should be designed to avoid, minimize, and mitigate potential impacts from planning activities and projects by allowing the MPO to identify solutions that best serve the entire population.

Our role in this public involvement is to ensure that we invite and solicit as much engagement with the public as possible. Typically, this is done through public meetings, public notices, public comment periods, news outlets, our advisory committees, presentations, and participation in public forums as well as social media. Our public participation efforts are documented in our [Public Participation Plan](#) which was last updated in 2020.

While we make our best effort to publicize and share our planning process and decision points, there are commonly few members of the public engaged, outside of our committees. The focus of this program is to ensure that we become a more active and inclusive MPO, expanding our activities to actively reach out to and involve more members of the public and particularly those who are not traditionally heard during the transportation planning process. We want to find ways to increase their involvement so that decisions are made with the input of all people and affected communities. SRPC submits a yearly report to the NHDOT reviewing activities and updates to our TITLE VI program.

Legend

- State Roads
- Local Roads
- Rivers
- Waterbodies
- Conservation Lands



Historic Civil Rights Laws that SRPC must follow

- i. **Title VI** of the Civil Rights Act of 1964 prevents against discrimination on the basis of race, color or national origin
- ii. 1970 Uniform Act (42 U.S.C. 4601) requires fair, equitable treatment of persons who will be displaced due to federally funded activities
- iii. Section 162(a) of the Federal-Aid Highway Act of 1973 prohibits discrimination based on sex (gender).
- iv. Section 504 of the Rehabilitation Act of 1973 prohibits discrimination based on a handicap or disability
- v. The Age Discrimination Act of 1975
- vi. Civil Rights Restoration Act of 1987 extends the applicability of Title VI to all SRPC programs and activities
- vii. 23 CFR Part 200 FHWA Title VI Program Implementation and Review Procedures
- viii. 49 CFR Part 21 US DOT's Title VI related regulations
- ix. Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency (LEP)

Environmental Justice

- i. Executive Order 12898: required action by federal agencies to address environmental justice in minority and low-income populations.
 - a. Fair treatment and meaningful involvement of all people with respect to our programs, policies, and activities.
 - b. Assess and address disproportionate adverse health and environmental effects of their programs, policies and activities on minority and low-income populations.
 - c. Policy Statement and Notice to the Public

Title VI and Environmental Justice Policy Goal and Objectives

Goal

To conduct the transportation planning process (and all activities) within a framework that is open, inclusive, inviting, and transparent to allow for and encourage participation by all populations within the SRPC region.

Objectives

- Develop and implement an outreach program to educate members of the public about transportation, land use and air quality issues and their interrelationships; and about the transportation planning process and how they can be involved.
- Involve the public by providing opportunities early and often in the transportation planning and decision-making process
- Solicit the participation of local officials, community groups, and individual citizens in the transportation planning process.
- Identify traditionally under-represented persons and groups, including low-income, minority populations and Limited English Proficiency groups
- Identify and reach out to community leaders to ensure that we are engaging a diverse cross-section of their community to inform planning processes.
- Use varied forms of communication to inform and engage the public in the planning process. Methods will include as appropriate, the SRPC website, social media platforms, newspaper, newsletters, community forums, radio, mailings as appropriate.
- Inform the public of the federally funded transportation projects for each fiscal year.
- Provide notice to the public that the Strafford Regional Planning Commission operates its planning activities subject to the nondiscrimination requirement under Title VI
- Actively and continually identify new methods to engage underrepresented populations and those not traditionally involved in the planning process.
- Identify and avoid disproportionately high and adverse impacts on communities
- Document public involvement process, comments, and responses

General Title VI Requirements

Title VI Assurances

[This document](#) assures that SRPC will comply with all relevant federal laws pertaining to Title VI of the Civil Rights Act as a condition of receiving federal funding. The nondiscrimination coordinator should update the SRPC Assurance of Nondiscrimination document on the SRPC website at the time when the Title VI annual report is submitted to NHDOT on 9/1.

SRPC will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Program activities and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Strafford Regional Planning Commission in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award." The Certifications and Assurances can be found in Appendix B

Notification Procedures for Protected Title VI Beneficiaries

SRPC provides the following standard notice language for all public meetings and public comment periods:

"Reasonable accommodations for people with disabilities, and others such as the Limited English Proficiency population, 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."

Nondiscrimination Coordinator

Colin Lentz • clentz@strafford.org • (603) 994-3500 ext. 102

The Title VI/Nondiscrimination Coordinator will actively participate in the development/update efforts and should be included in the approval process. The Title VI/Nondiscrimination Coordinator will monitor how the agency implements the plan¹

¹ Recommendations from NHDOT Title VI Sub-recipient Technical Guide

Title VI Complaint and Investigation Procedures

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990, for alleged discrimination in any program or activity administered by The Strafford Regional Planning Commission (SRPC).

These procedures do not deny the right of the complainant to file formal complaints with other State or Federal agencies or to seek private counsel for complaints alleging discrimination. Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the NH DOT may be utilized for resolution. Any individual, group of individuals or entity that believes they have been subjected to discrimination prohibited under Title VI and related statutes may file a written complaint to the following address:

**Title VI Coordinator
Strafford Regional Planning Commission
150 Wakefield Street- Suite 12, Rochester, NH 03867
Phone: (603) 994-3500**

The following measures will be taken to resolve Title VI complaints:

A formal complaint must be filed within 180 days of the alleged occurrence. Complaints shall be in writing and signed by the individual or his/her representative, and will include the complainant's name, address and telephone number; name of alleged discriminating official, basis of complaint (race, color, national origin, sex, disability, age, income status), and the date of alleged act(s). A statement detailing the facts and circumstances of the alleged discrimination must accompany all complaints.

In the case where a complainant is unable or incapable of providing a written statement, a verbal complaint of discrimination may be made to the SRPC Title VI Coordinator. Under these circumstances, the complainant will be interviewed, and the SRPC Title VI Coordinator will assist the Complainant in converting the verbal allegations to writing.

SRPC will investigate complaints filed with the Department against contractors, consultants, or other sub-recipients. Complaints filed directly with the SRPC against the SRPC shall be forwarded to the appropriate NH DOT agency for investigation.

When a complaint is received, the Title VI Coordinator will provide written acknowledgment to the Complainant, within ten (10) days by registered mail. At the same time, the complaint will be forwarded to the State of New Hampshire Attorney General's Office and to the appropriate NH DOT agency.

If a complaint is deemed incomplete, additional information will be requested, and the Complainant will be provided sixty (60) business days to submit the required information. Failure to do so may be considered good cause for a determination of no investigative merit. Within fifteen (15) business days from receipt of a complete complaint, the SRPC will determine its jurisdiction in pursuing the matter and whether the complaint has

sufficient merit to warrant investigation. Within five (5) days of this decision, the Executive Director or his/her authorized designee will notify the Complainant and Respondent, by registered mail, informing them of the disposition.

If the decision is not to investigate the complaint, the notification shall specifically state the reason for the decision. If the complaint is to be investigated, the notification shall state the grounds of the SRPC's jurisdiction, while informing the parties that their full cooperation will be required in gathering additional information and assisting the investigator.

When the SRPC does not have sufficient jurisdiction, the Executive Director or his/her authorized designee will refer the complaint to the appropriate State or NH DOT agency holding such jurisdiction. If the complaint has investigative merit, the Executive Director or his/her authorized designee will assign an investigator. A complete investigation will be conducted, and an investigative report will be submitted to the Executive Director within sixty (60) days from receipt of the complaint. A copy of the investigative report shall be forwarded to the respective NH DOT agency within the same period. The report will include a narrative description of the incident, summaries of all persons interviewed, and a finding with recommendations and conciliatory measures where appropriate. If the investigation is delayed for any reason, the investigator will notify the appropriate authorities, and an extension will be requested.

The Executive Director or their authorized designee will issue letters of finding to the Complainant and Respondent within ninety (90) days from receipt of the complaint. If the Complainant is dissatisfied with the SRPC's resolution of the complaint, they have the right to file a complaint with the:

**Departmental Office of Civil Rights - U.S. Department of Transportation
1200 New Jersey Ave, S.E., Washington, DC 20590
(202) 366-4648**

SMPO Title VI Complaint Form

Adopted from the NHDOT-SRPC's Title VI Complaint Form can be found here:

<https://www.nh.gov/dot/org/administration/ofc/documents/title-VI-complaint-form.pdf>

Submit form and any additional information to:

Jenifer Czsyz, Executive Director
Strafford Regional Planning Commission
150 Wakefield Street, Suite 12
Rochester, NH 03867
Phone: (603) 994-3500
Fax: (603) 994-3500
Email: srpc@strafford.org
www.strafford.org

To date *SRPC has not received any Title VI Complaints

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The Strafford Region

This is the core of the plan that SMPO develops to ensure we comply with federal regulations. Description of the region as well as demographic data will identify protected populations. This will demonstrate our commitment to including all people in our planning process.

Geographic location

Eighteen communities make up the Strafford MPO region, which is centered around the Dover-Rochester, and Somersworth urbanized area. Around the core urbanized area are urban clusters in Farmington, Rollinsford, and Durham. The Strafford MPO shares a border with Maine, and is about 60 miles from Boston, Massachusetts, or Portland, ME. The New Hampshire Lakes Region and White Mountains lie to the north, which offer opportunities for recreation and tourism. The Seacoast and Greater Boston to the south have strong economic influences on Southern New Hampshire due to employment opportunities and proximity. Most of the region's population live in the cities of Dover, Rochester, and Somersworth. The cities are concentrated job centers but there are large employers scattered throughout the rural towns as well.

The 2020 Decennial Census showed that the Strafford MPO has a total population of 156,145 people, which is just under 9% of the total state population. The regional population grew 5.9% between 2010 and 2020 and it is expected to grow another 10% through 2045^[1]. The region is characterized by multiple features, resources, and trends:

- Settlement patterns that developed around historic mill buildings and industries along the region's five tidal rivers and the Great Bay estuary.
- Housing costs are very high, especially in urban communities, and vacancy rates are currently extremely low.
- Large volumes of people commuting daily for employment, many of them commuting from outer rural communities where housing is more affordable to urban centers where jobs are concentrated.
- The district's largest employer is the University of New Hampshire's flagship campus – a Tier 1 Research University. The University is complemented by Great Bay Community College, Granite State College, and other technical and vocational training centers.
- The district's median age is 37 years, slightly less than the United States average of 37.8 years and considerably below the New Hampshire median age of 42.7 years.
- Amtrak's *Downeaster* has stops in Dover and Durham and has daily trips between Boston and Brunswick).
- The *Downeaster* shares tracks with local and inter-regional freight rail shipments.
- Two regional fixed route transit providers (COAST and UNH Wildcat Transit).
- Intercity bus service with daily buses to Boston South Station and New York City.

^[1] http://strafford.org/uploads/documents/plans/rpc/datasnapshot_2022.pdf

Narrative description of Strafford MPO's work

MPOs are public agencies comprised of representatives from local governments in urbanized areas with populations of over 50,000 (based on the census). They are responsible for conducting a regional transportation planning process defined by federal law. Every community has improvement projects they would like to make happen. They can be implemented through various funding opportunities and include general roadway and intersection improvements, safety-focused improvements, pedestrian and bicycle infrastructure, projects to reduce congestion and improve air quality, and public transit enhancements.

Every community in the region automatically has a seat at the table to discuss regional goals, prioritize projects, and develop regional transportation plans. Participation is a chance to advocate for issues and projects that are important to the residents of the region. The transportation decision-making process is overseen by members appointed to the MPO by their municipalities to represent residents of the community. The process also includes direct solicitation for input from the public for full plan updates, new transportation projects and major changes to existing projects that involve significant costs or other impacts.

Inclusive Public Participation

SRPC operates according to guidelines described in our Public Participation Plan. SRPC holds public comment periods for many of its transportation decisions. Technical Advisory Committee and Policy Committee meetings are noticed, advertised, and open to the public. All comment periods are publicly noticed in newspapers and on our website, weekly newsletters, and social media platforms.

With the update to our Title VI program, we will continue to pursue all these measures as well as expanding upon them to create a more proactive and inclusive process. New initiatives will be outlined in the planning section of this document.

All people in the region are affected by transportation decision-making. Whether it is how they get to school or work, access food and other necessities, get children to childcare, or access healthcare, the decisions made affect all residents in all our communities. It is imperative to have the voices of all residents heard. Inclusive public engagement is the most effective way for transportation decision makers to understand how projects and plans may affect the people they are meant to serve.

People can be affected in many ways by decisions made through the MPO process. Changes to the road network could affect the way people get around their neighborhood by car or on foot. Similarly, decisions about the extension of sidewalk networks should include residents with physical disabilities and parents with young children. For transportation planning to be equitable, the voices of all those affected must be included in the process of decision making.

Often, people who stand to be most affected by transportation decisions may not be able to actively participate in the decision process. They may have a disability that affects their

mobility, their primary language may not be English, or they may be just busy with work and family. This should not disqualify a person from having their voice heard, so it is important to recognize what barriers exist that may impact their potential to be involved. SRPC works to identify and recognize these limitations and expand our techniques for outreach and information dissemination. We want to ensure that all people and communities affected by transportation decision making are aware, notified, able to engage, and heard in the process.

Data Development and Procedures

SRPC uses 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 of resilience.

1. SRPC uses demographic data from the US Decennial Census and American Community Survey with supplemental information provided on population estimates from the NH Office of Planning and Development.
2. Other ways we collect, store, and present data:
 - Use demographic information and other tools for Title VI and environmental justice compliance with regard to future mobility projects
 - SRPC is developing a tool to quickly process ACS data. Tables and charts are created in Excel, maps are made in ArcMap. The data is also published in our annual data snapshot. A data disclaimer is in the snapshot. Documentation for the ACS Processing Tool is coming soon.
 - Obtain demographic data on public meeting participants
 - Send correspondence to community leaders, community-based organizations, or local data-collecting agencies requesting their assistance in identifying the demographics of the population affected by the agency's programs and activities²
 - SRPC maintains regular relationships with its communities primarily through its standing committees and is continually working to communicate and update all data referring to our population.

² Recommendations from NHDOT Title VI Sub-recipient Technical Guide

Planning for Equity

Equity Tools

SRPC strives to conduct all planning activities in an inclusive, transparent, and inviting manner. We adopt a “Learn, Assess, and Act” approach. Both quantitative and qualitative methods of data collection are used to obtain the most complete picture of a community’s potential impacts. In the learn and assess phases, we conduct a variety of outreach techniques, tailored to best meet the needs of affected communities, and to ensure that all voices and concerns are heard. The table below outlines the practices SRPC uses to ensure that equity and inclusion are considered in any decision making. SRPC hopes to recognize and address any perceived issues and will continually update this action list to reflect changes or gaps that occur or are brought to our attention.

Title VI Population focus areas in the Region

As stated above, SRPC does not discriminate against or exclude anyone based on race, color, national origin, sex, age, creed, disability, or income status. Achieving the intent of the Civil Rights Act and fulfilling our role requires that SRPC understand the demographic makeup of the region and identify areas where people are potentially isolated from the planning process.

The pages below highlight demographic data that SRPC use to identify where additional outreach efforts are needed to reach a diverse representation of the region’s residents.

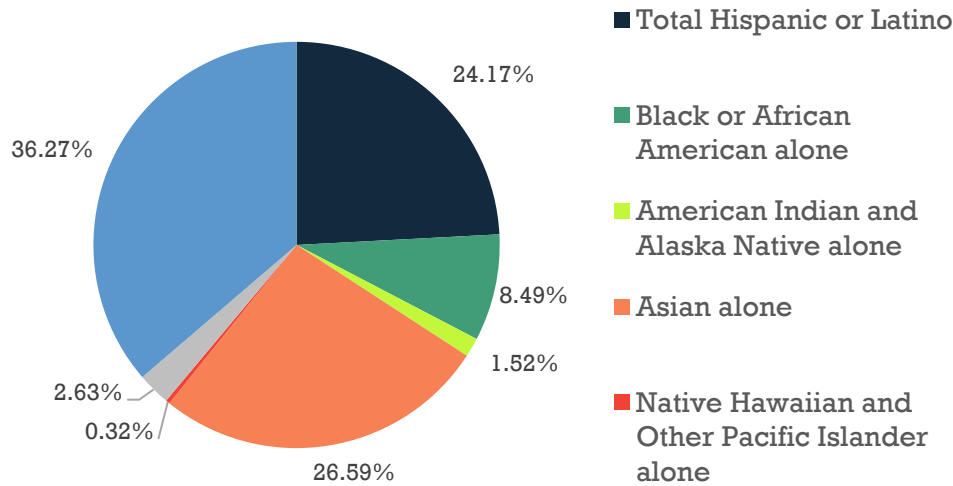
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Race and Ethnicity

While New Hampshire currently has one of the smallest concentrations of racial and ethnic minorities in the country, diversity within the SRPC region is increasing. Minority populations appear to be primarily concentrated in the three cities (Dover, Rochester, Somersworth) and Durham.

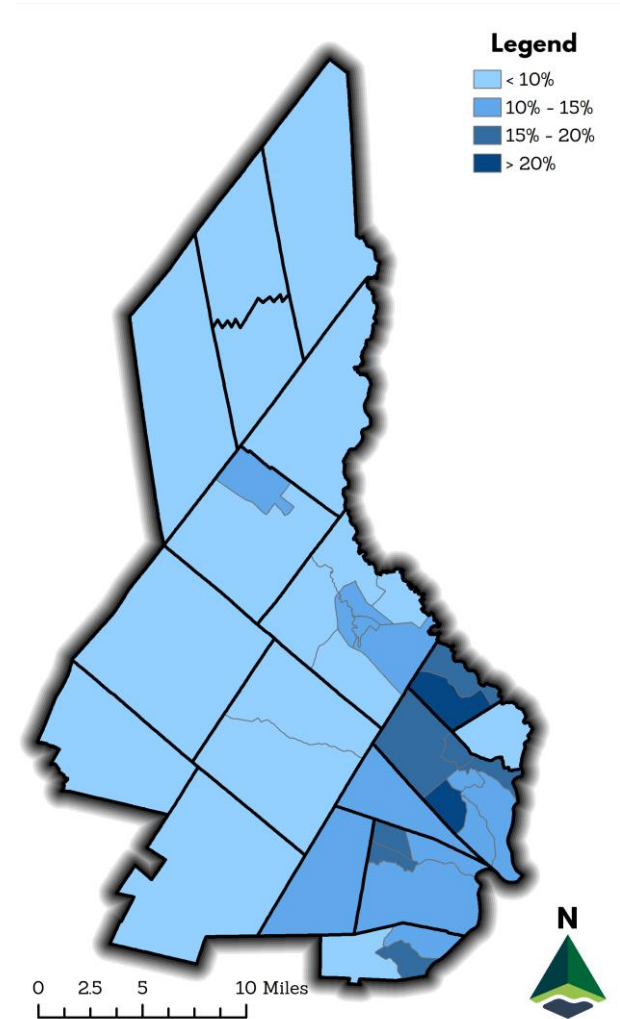
Notable known minority populations in the region include the Indonesian population in and around Somersworth and non-white UNH students (approximately 2,000 students¹).

Race and Ethnicity of the Non-White Population



[1] <https://www.unh.edu/institutional-research/student-data>

Source: US Decennial Census. Year: 2020. Granularity: Census Tracts.



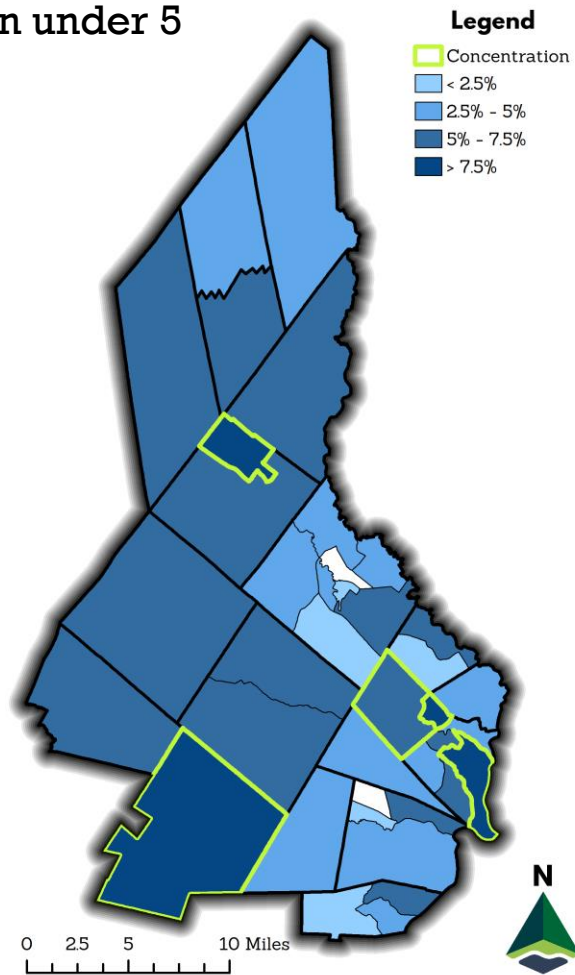
Population by Race and Ethnicity

Geography	Total Population	Non-Hispanic White Alone	Total Racial and Ethnic Minority	Total Hispanic or Latino	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races
Barrington	9,326	8,567	759	175	39	8	106	0	24	407
Brookfield	755	723	32	7	0	1	0	0	0	24
Dover	32,741	27,783	4,958	1,047	520	39	1,793	5	134	1,420
Durham	15,490	13,046	2,444	653	207	51	825	10	14	684
Farmington	6,722	6,113	609	118	46	33	48	4	25	335
Lee	4,520	3,988	532	123	25	4	160	2	19	199
Madbury	1,918	1,738	180	26	6	2	71	1	11	63
Middleton	1,823	1,714	109	15	8	4	7	0	3	72
Milton	4,482	4,138	344	62	18	13	35	1	17	198
New Durham	2,693	2,533	160	31	8	5	11	0	6	99
Newmarket	9,430	8,309	1,121	301	84	8	339	13	21	355
Northwood	4,641	4,302	339	86	16	10	39	3	9	176
Nottingham	5,229	4,810	419	103	20	1	47	1	33	214
Rochester	32,492	29,004	3,488	1,016	327	57	518	10	70	1,490
Rollinsford	2,597	2,392	205	74	19	6	13	1	3	89
Somersworth	11,855	9,631	2,224	509	198	26	866	6	59	560
Strafford	4,230	3,952	278	65	13	3	20	2	18	157
Wakefield	5,201	4,881	320	65	19	11	27	1	21	176
SRPC	156,145	137,624	18,521	4,476	1,573	282	4,925	60	487	6,718
SEDD	136,845	120,203	16,642	3,986	1,453	263	4,500	43	424	5,973

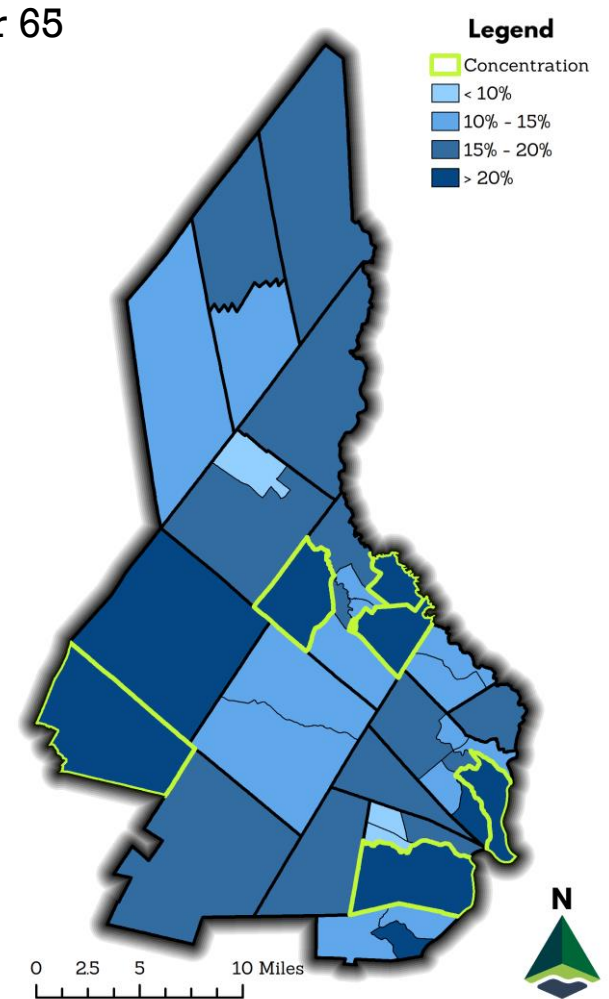
Source: US Decennial Census. Year: 2020. Granularity: Municipalities.

Age

Children under 5



Adults over 65



Source: US Census Bureau ACS. Year: 2020. Granularity: Census Tracts.

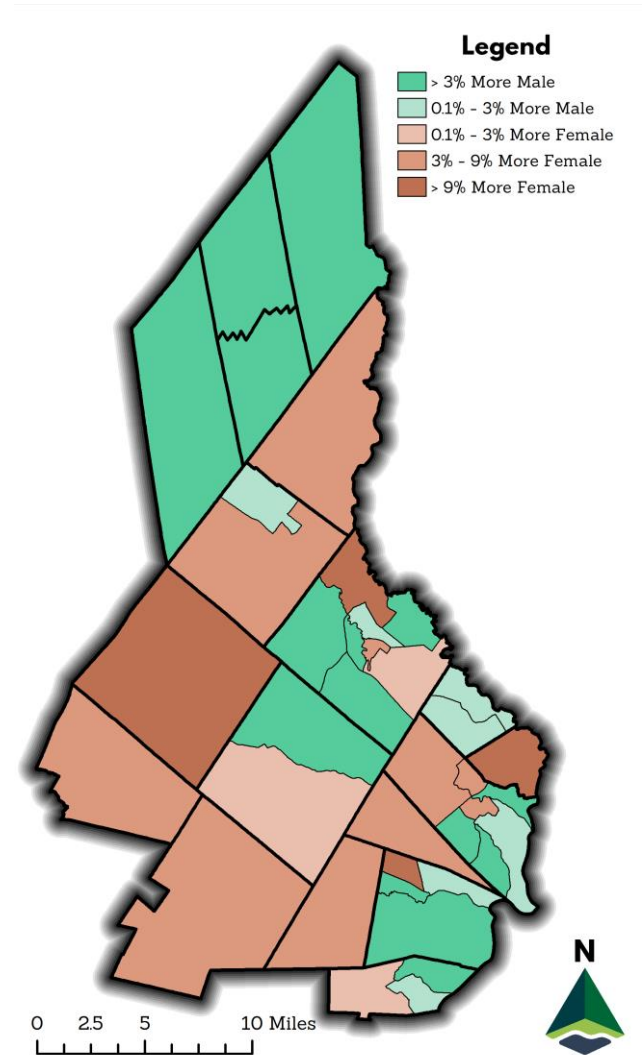
Sex

Disclaimer: The ACS survey only supplies two options for the choice of sex in its questionnaire. ACS data is reflective of sex as reported by respondents and not necessarily of gender identity.

ACS only surveys a small sample of housing units each year. As a result, data may be skewed by the housing units selected. As expected, the vast majority of SRPC tracts cluster around 50% male and female and the variance in data is consistent with random population distribution or minor variation due to sample size.

One of the four Census tracts in Durham is an outlier from this typical variation. The tract north of Main St and west of Madbury Rd appears to be 25% more female than male (i.e. 62% of tract residents are female and 38% are male). About 4,500 of the roughly 5,100 residents of that tract are between the ages of 18 and 24. Of those 4,500 residents, about 63% were female.

This trend is generally consistent with enrollment data reported by UNH for the total student body (approximately 1,000 more female undergraduate students than male undergraduates). For this reason, it may be reasonable to assume that this census tract does have more female residents than male. It could be true that over 60% of the students on this side of Main St and Madbury Rd are in fact female. Several dorms and sorority houses are present, so it is possible. It could also be that ACS sampling methods are artificially inflating the female population of this tract if a couple of sorority houses were surveyed. Once the Age and Sex data from the 2020 Decennial Census becomes available, it can be used to further analyze this trend.



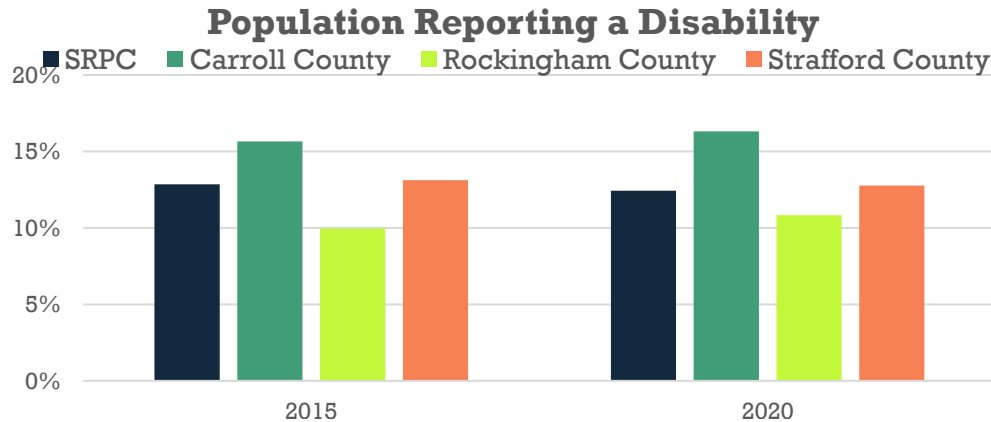
Disability

The percent of the population with a disability is calculated as the total population reporting any disability in a Census Bureau survey. While these rates are roughly the same for 2015 (12.9%) and 2020 (12.4%), the disabled population is still expected to increase with the rising median age in the SRPC region, particularly in municipalities in the northern half of the region. This will also become apparent as the age-dependent population in both the SRPC region and all of New Hampshire is weighed more heavily by the 65+ population than minor populations.

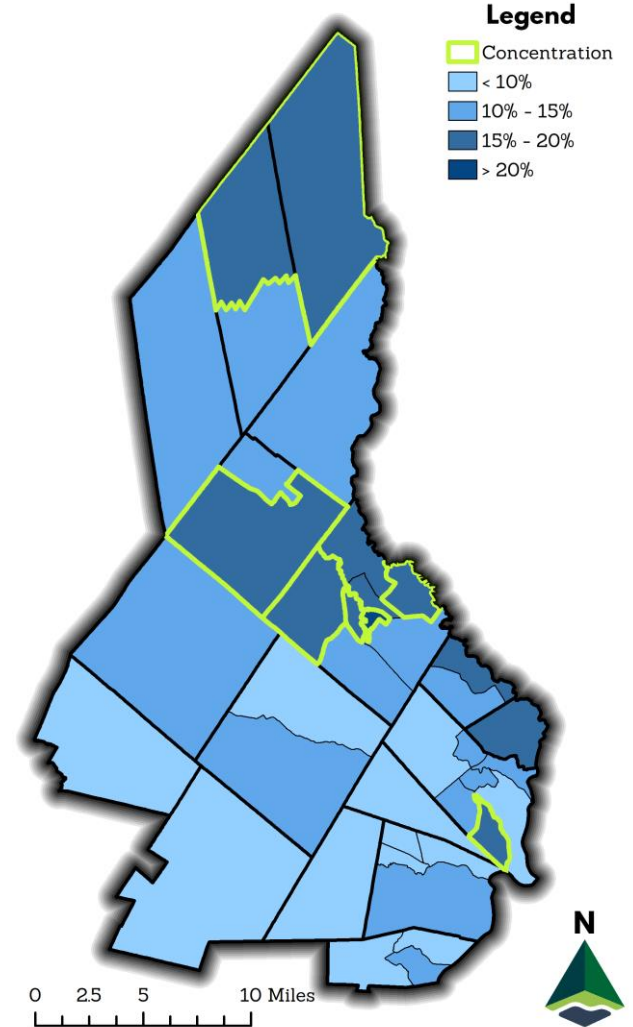
The following types of disabilities are captured by the ACS:

- Hearing difficulty
- Vision difficulty
- Cognitive difficulty
- Ambulatory
- Self-care difficulty
- Independent living difficulty

As the sample size in the ACS is very small, the chart and map of disabled populations reflects only the total population experiencing a disability, rather than particular types of disabilities experienced.



Source: US Census Bureau ACS. Year: 2020. Granularity: Counties, Census Tracts.



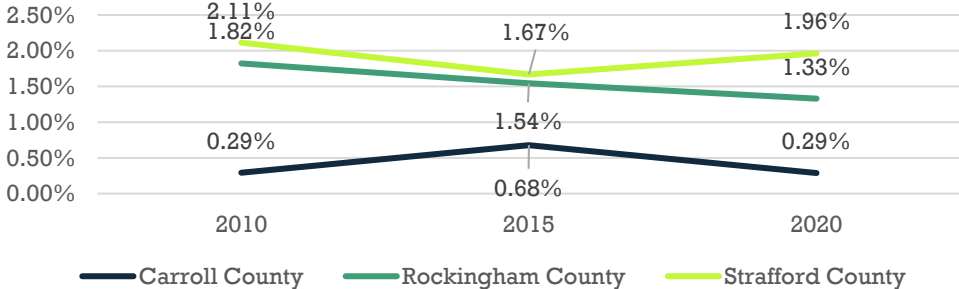
Individuals with Limited English Proficiency

Individuals with Limited English Proficiency (LEP) are people over the age of 5 who do not speak English at least “Very Well”.

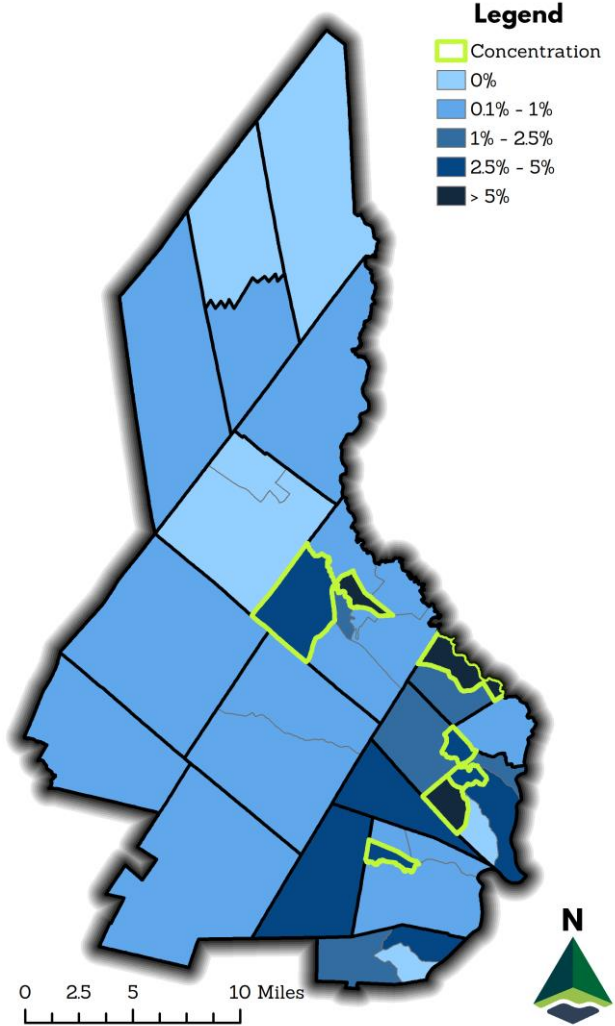
Census municipal ACS¹ data indicates that there are LEP Individuals in Dover, Durham, Rochester, and Somersworth. There may also be some LEP Individuals in Lee and Newmarket, although the data quality is very poor in those communities, so it is unclear if this is an accurate estimate.

Data for this particular metric is very limited. The data was removed (as described in the Census Data Disclaimer) for almost all of the municipalities and tracts in the region. As a result, data for counties are available in the chart below.

Individuals with Limited English Proficiency



¹ This assumption is based on the presence of two or more non-overlapping 5-year estimates (2006-2010, 2011-2015, and 2016-2020) that have estimates for with the margin of error does not exceed the estimate.
 Source: US Census Bureau ACS. Year: 2020. Granularity: Counties, Census Tracts.

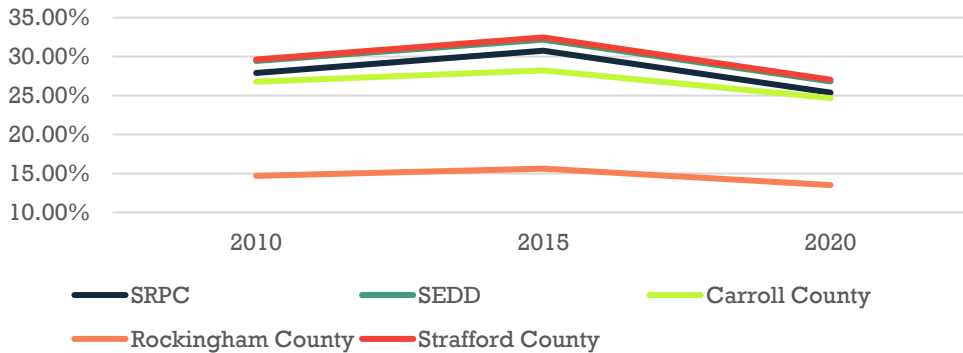


Poverty

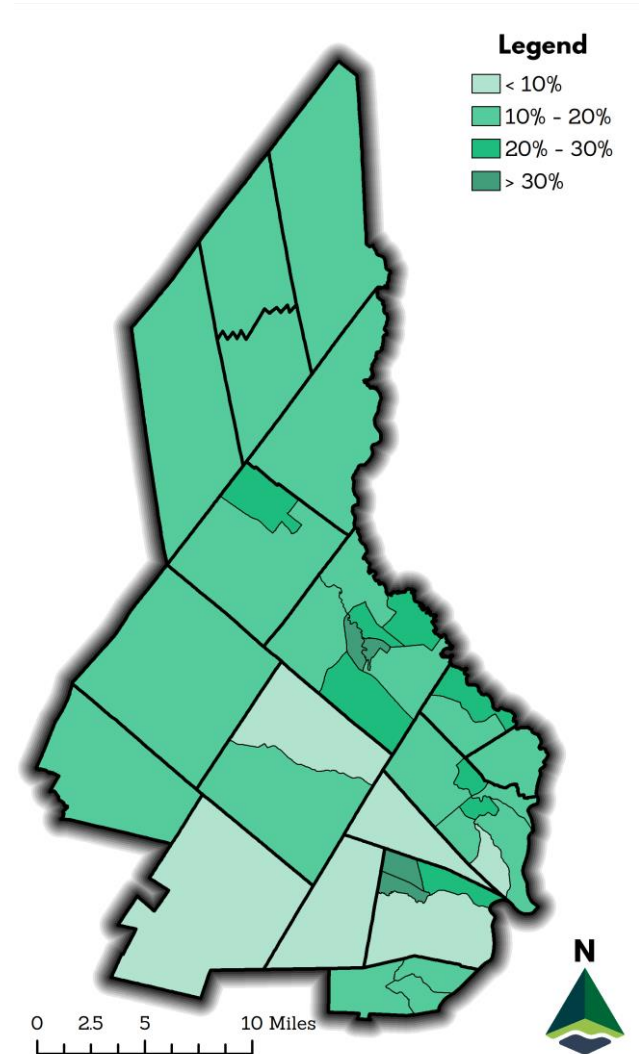
Each year the US Census Bureau calculates poverty thresholds based on a selection of household configurations. These assumptions are based on the age of the head of household and the presence of children. In addition to thresholds for each of the household configurations, they also develop a weighted threshold. The low-income population map in this section is based on the household configurations and household income. It is representative of the population living in households with incomes that are less than 2 times the poverty threshold for their household income configuration. The table below shows the weighted average poverty threshold for the specified household size.

Household Size	2017	2018	2019	2020	2021
1	\$ 12,488	\$ 12,784	\$ 13,011	\$ 13,171	\$ 14,097
2	\$ 15,877	\$ 16,247	\$ 16,521	\$ 16,733	\$ 18,145
3	\$ 19,515	\$ 19,985	\$ 20,335	\$ 20,591	\$ 21,196
4	\$ 25,094	\$ 25,701	\$ 26,172	\$ 26,496	\$ 27,949
5	\$ 29,714	\$ 30,459	\$ 31,021	\$ 31,417	\$ 33,705
6	\$ 33,618	\$ 34,533	\$ 35,129	\$ 35,499	\$ 38,767
7	\$ 38,173	\$ 39,194	\$ 40,016	\$ 40,406	\$ 44,606
8	\$ 42,684	\$ 43,602	\$ 44,461	\$ 44,755	\$ 49,888
9+	\$ 50,681	\$ 51,393	\$ 52,875	\$ 53,905	\$ 60,012

Low Income Population



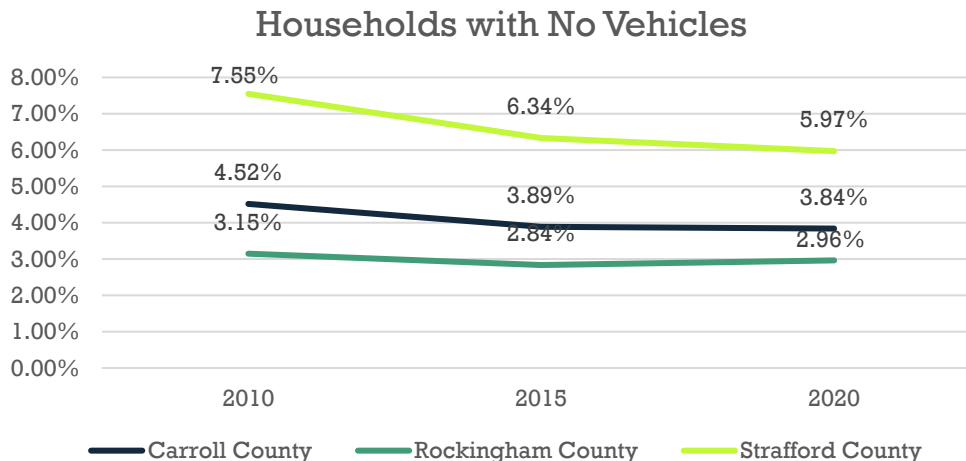
Source: US Census Bureau ACS. Year: 2020. Granularity: Counties, NH, Census Tracts.



Access to Vehicles

In rural areas, personal vehicles are a dominant form of transportation and transportation systems nationwide have historically been implemented with an assumption that most residents have access to a personal vehicle. The cost of housing in New Hampshire forces many to live outside urbanized areas where employment is concentrated. This often results in increased personal transportation costs and makes transit service more expensive and less efficient. When public transportation is not available, inconsistent access to a vehicle can still create difficulty in accessing housing, healthy food (including fresh produce), employment, education, and healthcare.

The data for this particular metric is very limited. The data was removed (as described in the Census Data Disclaimer) for almost all of the municipalities and tracts in the region. As a result, data for counties are available in the chart below and municipalities are in the table to the right.



Town	Households	Households with No Vehicles
Barrington	3,290	4.95%
Brookfield	274	1.82%
Dover	13,860	6.22%
Durham	3,206	6.92%
Farmington	2,815	4.69%
Lee	1,883	0.85%
Madbury	714	0.00%
Middleton	554	5.60%
Milton	1,707	4.04%
New Durham	983	1.93%
Newmarket	4,066	4.13%
Northwood	1,691	2.42%
Nottingham	1,967	1.93%
Rochester	13,151	6.36%
Rollinsford	1,036	10.14%
Somersworth	5,246	9.80%
Strafford	1,386	0.51%
Wakefield	2,202	1.23%
SRPC	60,031	5.42%
SEDD	52,307	5.75%
Carroll County	22,235	3.84%
Rockingham County	122,520	2.96%
Strafford County	49,831	5.97%

Source: US Census Bureau ACS. Year: 2010, 2015, 2020. Granularity: Counties, Municipalities, Census Tracts.

Actions to Ensure an Equitable Transportation Decision Making Process

Event/Decision Point	Issues/Barriers	Solution/Suggested Actions
Public Meeting Noticing	<ul style="list-style-type: none"> • Does not reach all affected parties in community. • Primarily reaches population that is already involved in local concerns. • Not targeted to those who are directly affected. • LEP individuals or communities may not understand notices 	<ul style="list-style-type: none"> • Use Local Radio ads • Direct letters to residents, particularly for those who may not have access to or may not use technology. • Explore the use of a town or city emergency announcement messaging system if appropriate. This can be sent to all residents in the same way they get a parking ban alert or road construction alert. • In this increasingly digital age, many community residents get their local news solely through social media, town Facebook pages for instance. This can be used to get the word out to a much larger section of the population. • Many towns and cities have weekly or monthly newsletters to the community. Being prepared and having your meeting information ready to go when these go out would ensure a broader reach. • Use translation services to translate notices and information when it is deemed necessary.
Public Meeting Accommodations	<ul style="list-style-type: none"> • Lack of attendance • LEP • Transportation to meetings 	<ul style="list-style-type: none"> • Have a virtual alternative to in-person attendance at meetings. • Go out to the neighborhood that is affected, have an outdoor public meeting on their street or common gathering area if it exists. • Find a community champion, investigate if a community

		<p>member would like to hold a meeting in their house or yard.</p> <ul style="list-style-type: none"> Engage members of local community, especially SRPC commissioners to be advocates of information on the project. Hold meetings at varying times to accommodate differing schedules Provide Childcare at meetings Provide translation when necessary Locate meetings on public transit routes to ensure access.
Education	<ul style="list-style-type: none"> Lack of awareness of environmental affects Misunderstanding data LEP 	<ul style="list-style-type: none"> Find innovative ways to impart information, infographics, discussions, videos, social media, stories and testimonials to make the process and effects transparent and relatable. Use accessible language in all communications. Build interest and excitement or protest-MPO plays an objective role but stimulating discussion and engagement is necessary. Create translated materials for communities affected by understanding through data where this might occur.
Feedback Loop	<ul style="list-style-type: none"> Community gives time and effort and does not hear back on middle stages of process LEP 	<ul style="list-style-type: none"> Create a communications structure that prompts public updates every two weeks or month so that the community is kept informed as the process continues. EG. scheduled social media updates or e-mail updates. Create translated materials for communities affected by understanding through data where this might occur.
Meetings	<ul style="list-style-type: none"> People only engaged when there's a problem, or entity wants to build a project LEP 	<ul style="list-style-type: none"> Building relationships and identifying key people in the community to become involved in the process and be

		<p>community advocates and conduits to information.</p> <ul style="list-style-type: none"> • Create translated materials or have a translator present at meetings for communities affected by understanding through data where this might occur. •
Data Collection	<ul style="list-style-type: none"> • Data collection is usually heavily based on quantitative analysis which doesn't represent the full picture of a geographic area or population. 	<ul style="list-style-type: none"> • Shift to a mixed method approach to understand demographic, but also consider community perspectives. Use ground truthing to verify data.
Inclusive visioning and prioritization of equity	<ul style="list-style-type: none"> • Projects are generally conceptualized by planners & engineers. This could be a more collaborative community process involving the community early on. • LEP 	<ul style="list-style-type: none"> • Investment early will bring positive returns and buy-in for a project. • Involve the public/community at the conceptual stage of project development. • Create translated materials for communities affected by understanding through data where this might occur. •

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Public Participation Plan

The [Strafford Public Participation Plan](#) documents the actions carried out by Strafford MPO to ensure that opportunities exist for the public to be involved in transportation planning activities, pursuant to Title 23 CFR 450.316 of Statewide Planning; Metropolitan Planning and Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects; and Statewide Transportation Planning Rules. The Strafford MPO Public Participation Plan (PPP) was adopted by the Strafford MPO Policy Committee in November 2020. This document serves as the organization's main guide for implementing transportation policy and conducting project planning and development.

The PPP defines a process for providing people with reasonable opportunities to be involved in the metropolitan transportation planning process (23 CFR 450.316(a)). This includes community individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.

As noted in other sections, SRPC commits to making planning activities available to all underrepresented communities and individuals using the methods mentioned above and in the PPP. SRPC continues to adapt and tailor its outreach activities to populations served. For example, in a recent study on climate equity, identifying persons not traditionally engaged in the planning process, SRPC attended an English as a Second Language (ESL) Civics class at Dover Adult Learning Center to understand the purview of recent immigrants, English learners, and younger students. Recognizing an underrepresented audience and accommodating those conversations is central to SRPC's Title VI mission.

Language Assistance Plan

SRPC takes steps to recognize and acknowledge opportunities for Limited English Proficiency (LEP) populations to be involved in decision making processes. This is consistent with Title VI of the Civil Rights Act of 1964, DOT's implementing regulations, and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000). Populations with LEP are shown in the map above.

Limited English Proficiency Four-Factor Analysis

USDOT guidance requires recipients of federal transportation funds to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons. The starting point is an individualized assessment that balances the following four factors:

- The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee;
- The frequency with which LEP individuals come in contact with the program;
- The nature and importance of the program, activity, or service provided by the program to people's lives; and
- The resources available to the grantee/recipient or agency, and costs.

USDOT also recommends the following actions by MPOs and similar recipients of federal funds based on the in-area population of individuals with Limited English Proficiency.

Size of Language Group	Recommended Provision of Written Language Assistance
1,000 or more in the eligible population in the market area or among current beneficiaries	Translated vital documents
More than 5% of the eligible population or beneficiaries and more than 50 in number	Translated vital documents
More than 5% of the eligible population or beneficiaries and 50 or less in number	Translated written notice of right to receive free oral interpretation of documents.
5% or less of the eligible population or beneficiaries and less than 1,000 in number	No written translation is required.

According to the latest available data from the 2019 American Community Survey³, the total population of the SRPC region is 146,153 and the estimated number of people who spoke English “less than very well” was 2,829. That means an estimated 1.94% of the region can be categorized as LEP⁴. The ACS data show concentrations of LEP individuals in the urbanized cities of Dover, Rochester, and Somersworth (see LEP map above).

³ The 2020 Decennial Census did not include a question about language.

⁴ It is important to note that in many small, rural municipalities in the region, the ACS reports margins of error for LEP that are higher than the actual estimates for that municipality.

Regional Estimates for Spoken Languages

Regional Population Estimate	Number of people who speak a language other than English	Number of people who speak English less than very well	Percent of people who speak English less than very well
146,153.00	9,457	2,829	1.94%

Data from 2019 American Community Survey 5-year estimates (table S1601)

People who speak languages other than English

Language Spoken	Number of people	Percent	Number of people who speak English less than very well	Percent
Spanish	1,744	1.2%	480	0.3%
Other Indo-European languages	3,342	2.3%	601	0.41%
Asian and Pacific Island languages	3,584	2.5%	1,468	1.00%
Other languages	787	0.5%	280	0.19%
Total	9,457	6%	2,829	1.94%

Data from 2019 American Community Survey 5-year estimates (table S1601)

According to the 2019 ACS data, over 1000 people who speak Asian and Pacific Island languages also fall into the category of LEP. This will require additional outreach to ensure translation includes the most commonly spoken languages other than English. SRPC is in the process of translating primary documents.

Without additional outreach, it is difficult to estimate the exact frequency with which LEP individuals encounter SRPC programs. However, these are the most likely situations in which an LEP person would encounter SRPC programs and materials:

- SRPC printed material – SRPC has not received any requests for service or accommodations for an individual for whom difficulty with English presented a barrier in communication and access to the program.
- SRPC website – SRPC has not received any requests for service or accommodations for an individual for whom difficulty with English presented a barrier in communication and access to the program.
- Telephonically – There are no known instances in which communications with an LEP individual has presented a barrier in communication and access to SRPC programs.
- On-site visit – there are no known instances in which communications with an LEP individual has presented a barrier in communication and access to the program.

- Public meeting or hearing – SRPC has not held any public meetings or hearings at which communications with an LEP individual has presented a barrier in communication and access to the program.

Given how critical transportation services are to the entire population, it is incumbent on SRPC to improve language accessibility to vital documents. The Metropolitan Transportation Plan and the Transportation Improvement Program influence infrastructure projects and other services that affect wide segments of the population. SRPC commits to ensuring that people with LEP will have equal access to meetings, information, and benefits as those whose first language is English. SRPC's website has built-in translation services for web content. SRPC is in the process of translating vital documents published on our website. SRPC will continue working to understand how to better include LEP residents by using demographic data and outreach to community leaders. There are translation services available in the region and, should they be needed, SRPC will seek the best resources possible.

Following the identification and selection of appropriate translation services, SRPC will include translation based on the ACS demographic data above for the following vital documents:

- MPO Notice to Title VI Beneficiaries
- MPO complaint procedures and Title VI Complaint form
- Overview of the MPO transportation planning process
- Executive summaries of primary planning documents
 - Unified Planning Work Program
 - Metropolitan Transportation Plan
 - Transportation Improvement Program

Affirmative Action Program

SRPC adopts the [NH DOT's Disadvantaged Business Enterprise \(DBE\)](https://www.nh.gov/dot/org/administration/ofc/dbe_overview.htm) which can be found here: https://www.nh.gov/dot/org/administration/ofc/dbe_overview.htm

Americans With Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 includes requirements regarding the involvement of persons with disabilities in the development and improvement of transportation services. The ADA includes provisions that ensure those with disabilities have accommodations included in transportation facility development, can access the sites where public participation activities occur and are guaranteed access to information and decisions available at those forums.

All SRPC meeting locations will be accessible to people of all abilities. Accommodations can be made for those that need it. SRPC attempts to hold all meetings and hearings at locations that are ADA accessible, as well as holding hybrid meetings so that those unable to attend physically can attend. In addition, SRPC has been involved in pedestrian

mapping, and bicycle traffic stress mapping in the region. This information can be used to ensure maximum accessibility.

Case Studies and Project Examples

i. Transportation Alternatives Project Prioritization

is a federal program that funds non-motorized transportation projects. NHDOT facilitates funding rounds regularly and municipalities and agencies propose projects to be funded. Not all of them can be funded and SRPC participates in the process of scoring and ranking projects by analyzing the ones from our region. SRPC staff developed a set of scoring criteria that awarded points to projects that improved bikeable and walkable networks to important community facilities (such as schools), especially in areas where factors like income or disability might make travel by vehicle difficult.

ii. MTP project evaluation

SRPC maintains a long-range transportation plan that includes projects to be developed and constructed over the next 20 years. Staff use demographic and computer mapping techniques to identify possible conflicts with important natural resources or disproportionate impacts to disadvantaged communities early in each project's development. Some projects have localized impacts to individual properties. Those are addressed on a case-by-case basis in coordination with NHDOT, but no project will move forward if it has broad negative impacts on people or the environment. As projects are developed and prepared for implementation, they are reviewed by SRPC committees and the public at multiple stages. These are opportunities to enhance projects to maximize potential benefits or avoid potential negative impacts. People may review a project and suggest the addition of a bike lane or sidewalk to improve accessibility and safety for non-motorized users, recommend changes that would benefit public transit operations, or identify a previously unknown impact to a community or group of people. There are many such opportunities before a project begins any engineering or formal development.

iii. Dover Equity

Through the Building Coastal Resilience by Building Equity in Dover project, SRPC engaged in the following outreach techniques to communities that are not traditionally engaged in the planning process:

SRPC and partners held two focus groups (one via Zoom, one in person) at the Dover Adult Learning Center during an English for Different Language Speakers Civics class. The agenda and ensuing conversations focused on understanding the groups' experience with local climate impacts and preference for future engagement strategies.

SRPC and partners held a second outreach event with the Dover Housing Authority at Waldron Towers, focusing on the elderly citizen residents living there. The agenda included a poll and group discussion on how they get their news and their understanding of climate change its impact on their lives.

SRPC and partners held a third outreach event with the Dover Housing Authority's Family Self Sufficiency program. The agenda and ensuing discussion focused on homelessness needs and mental health needs within the City and how they will be exacerbated by climate change.

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Annual Work Plan and Reports

Annual Work Plan

SRPC reports yearly to NHDOT on compliance and progress towards its goals. The report below shows the goals set by SRP for Title VI compliance and the progress made towards each goal.

Document	Description	Inclusionary/Outreach Actions
Strafford Regional Planning Commission Transportation Improvement Program and amendments	The Transportation Improvement Program identifies transportation projects that are programed to receive funding and lists federally funded and local projects.	<ul style="list-style-type: none"> • 30 day public comment period • Public hearing at Policy Committee meeting • Approval by the Strafford MPO • Web notice • Notice in local newspaper • Document components of comments and process
Strafford Metropolitan Planning Organization Public Participation Plan	The Public Participation Plan is the SMPOs official policy on involving the public in the transportation planning process.	<ul style="list-style-type: none"> • 45-day public comment period • Sent to libraries in area • Public hearing at Policy Committee • Approval by the Strafford MPO • Web notice • Notice in local newspaper • Document components of comments and process
Unified Planning Work Program (UPWP)	A document that incorporates all transportation planning and supporting comprehensive planning activities for two-year period	<ul style="list-style-type: none"> • 30-day public comment period • Public hearing at Policy Committee meeting • Approval by Policy Committee • Web notice • Notice in local newspaper • Sent to local libraries • Document components of comments and process

Strafford Regional Planning Commission 2021 Title VI Report, October 14th, 2021

Performance Measures and Indicators	Progress
<p>Complete a full update of Public Participation Plan including the performance measures and distribute/advertise the updated performance measures through SRPC's various media channels. This approach will enable us to track the implementation of our outreach strategies and assess their performance.</p>	<p>SRPC staff completed an update to our PPP in November 2020. We refined and elaborated upon previous performance measures, reformatted, and rewrote our plan including new virtual participation concepts, and further equity engagement strategies.</p> <p>It can be found here: PPP</p>
<p>Solicit TAC members from communities that don't currently have representatives on the committee. Solicit new Policy Committee members as the terms of current members expire. Reach out to committee members in advance of meetings to increase meeting attendance rates. Meet with state representatives or their staffs to increase their awareness and understanding of the MPO's work and objectives.</p>	<p>We reach out to all communities annually to solicit new TAC members and confirm existing members.</p> <p>We reach out to all communities to reappoint Policy members or appoint new ones as their terms expire.</p> <p>In FY 2021, eight individuals were appointed or re-appointed to the Policy Committee. Transportation Planner Colin Lentz reached out prior to each meeting to track attendance and ensure a quorum.</p> <p>SRPC holds a weekly economic development call that is regularly attended by Senator Shaheen and Senator Hassan staff members. This updates the senator's representative on SRPC's program and regional priorities.</p> <p>SRPC staff engaged with staff with the NHDOT bureau of the Environment to expand consideration of potential environmental impacts from planned projects updated in the Metropolitan Transportation Plan.</p>

	<p>SRPC staff met with Congressman Pappas on February 11, 2021, and Senator Sheehan's staff on February 16, 2021, to talk about regional planning and transportation issues.</p>
<p>Contact community organizations serving under-represented populations for advice on how to best reach these groups.</p>	<p>SRPC participates in periodic meetings with Community Action Partnership and Strafford County Homeless Shelter Coalition, and we are consistently learning how to communicate with under-served populations.</p> <p>SRPC held a meeting with <u>Indigenous New Hampshire</u> in March 2021 to explore how priorities and projects can intersect and how we can collaborate.</p>
<p>Continue to upload the monthly minors and amendments to the website once the executive director approves them and the Executive Committee concurs.</p>	<p>The current 2021-2024 TIP was adopted March 19, 2021. Amendment 1 was adopted on June 18 2021, and Minors approved in every month except October.</p> <p>http://strafford.org/2021/10/05/srpc-tip-amendment-2-is-available-for-public-comment/</p>
<p>Continue to upload the annual Title VI reports to the Strafford MPO website. Continue to host the Assurance of Non-Discrimination Notice on the Strafford MPO website.</p>	<p>The Title VI Report is uploaded annually to the SRPC website and can be found here: http://strafford.org/uploads/documents/governance/titlevi_final_2013.pdf</p> <p>SRPC's standard assurances are located here: http://strafford.org/uploads/documents/governance/standardassurances_fy2022.pdf</p> <p>**Please note SRPC is performing an update to the Title VI program in FY 2022</p>
<p>Identify new trainings, webinars, and opportunities to improve public outreach strategies. Identify trainings with a focus on equity. Attend at least five.</p>	<p>SRPC staff attended multiple trainings and information sessions including:</p> <ul style="list-style-type: none"> • Meeting People Where They Are: Tools for Engaging your Community this Summer and Fall • Racial Disparities and COVID-19 • Enhancing Opportunities for Socially Vulnerable Populations • UNH Resiliency Academy • Awakening to Racism as a Public Health Issue (Black Thought Series) • Using Law and Policy to Create Equitable Communities

	<ul style="list-style-type: none"> • NHBSR Equity Discussion • Virtual Local Solutions: Climate Preparedness Communities of Practice for Transportation • Electric Vehicle Charging Meeting • NEARC Mapping Inequality Workshop • FHWA VPI Webinar: Engaging Traditionally Underserved Communities using Virtual Public Involvement • Dover Equity Project, Equity Training • Energy Opportunities in the Granite State
<p>Find a way to present statistics for low-income and minority populations that most accurately reflects the information in the region.</p>	<p>SRPC created an online data dashboard which will be continually updated. It creates a visual and accessible way for the public to see relevant data and for staff to be able to communicate it easily.</p> <p>http://strafford.org/measure/data-snapshot/</p>
<p>Continue to post meeting and event notices in a variety of locations. Give the advanced notice required and, if possible, additional time. Continue to list on the Strafford MPO website all comments and responses received during different documents' public comment periods. List recorded comments in an appendix to each published document. Continue to share transportation news in our weekly update, Bits and Pieces, and in our monthly newsletter. Continue to use social media channels to keep public informed.</p>	<p>SRPC uses Twitter, Facebook and Instagram to stay current on trending transportation planning topics and to provide followers with updated planning information.</p> <p>Each social media platform enables staff members to share surveys, photos, information, publications, and meeting dates; Strafford MPO uses YouTube to host videos of Transportation Advisory Committee and Policy Committee meetings.</p> <p>Videos of select Strafford meetings have been uploaded, and the organization plans to upload all TAC and Policy Committee meeting videos in FY 2022.</p> <p>Even with the return to in-person meetings, SRPC continues to host a hybrid model of all public meetings so that as many people can attend as possible.</p> <p>Strafford MPO relies heavily on email marketing software, Constant Contact. This program enables Strafford MPO to create targeted contact lists of transportation stakeholders and send e-communications such as press releases, surveys, newsletters, weekly updates, meeting materials, and other communications.</p>
<p>Continue to be involved and up to date with the public transit system.</p>	<p>SRPC staff participate on the COAST board of directors, including its Legislative Outreach and Finance sub-committees.</p>

	<p>SRPC staff also participate on the board and executive committee of the Alliance for Community Transportation which coordinates demand response transportation in the region.</p> <p>SRPC staff collaborated with public transit providers in the development of a joint land use study for the Portsmouth Naval Shipyard.</p>
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Resources and References:

<https://www.justice.gov/crt/fcs/newsletter/Spring-2015/TitleVIandEJ>

<https://www.epa.gov/environmentaljustice/title-vi-and-environmental-justice>

http://strafford.org/uploads/documents/governance/difference_btwn_ejand_titlevi_2013.pdf

<http://strafford.org/engage/civil-rights/>

<https://www.nh.gov/dot/org/administration/ofc/documents/ada-titleII-transition-plan.pdf>

<https://www.nh.gov/dot/org/administration/ofc/index.htm>

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Environmental Justice

SRPC works to achieve the purpose of Title VI of the Civil Rights Act through an inclusive, transparent process and active outreach throughout the region. SRPC also has a responsibility to ensure that actions arising from its decisions do not have “disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” This responsibility was first described in Executive Order 12898 from 1994, which extended to all federal agencies. Planning efforts and decisions by Strafford MPO result in changes to the transportation system; those changes should not result in disproportionate adverse impacts in minority or low-income communities.

Transportation projects are a common outcome of Strafford MPO’s planning efforts. Construction of such projects can have significant impact on a community. A wide range of impacts can be temporary or permanent. To fulfill its responsibility under Executive Order 12898, SRPC follows three environmental justice (EJ) principles established by USDOT:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Populations for EJ Focus

Executive Order 12898 specifies minority and low-income, but additional demographic categories are relevant to EJ and are valuable for avoiding disproportionate impacts and ensuring equitable benefits from transportation planning:

- Minority (race and ethnicity)
- Age
- Low Vehicle access
- Households in poverty
- Limited English Proficiency
- Persons with disabilities

Potential Temporary and Permanent Impacts from Transportation Planning and Projects
Bodily impairment, infirmity, illness, or death
Air, noise, and water pollution and soil contamination
Destruction or disruption of man-made or natural resources
Destruction or diminution of aesthetic values
Destruction or disruption of community cohesion or a community's economic vitality
Destruction or disruption of the availability of public and private facilities and services
Vibration
Adverse employment effects
Displacement of persons, businesses, farms, or non-profit organizations
Increased traffic congestion, isolation, exclusion, or separation of individuals within a given community or from the broader community
Denial of, reduction in, or significant delay if the receipt of benefits of USDOT programs, policies, or activities.

Potential Benefits from Transportation Planning and Projects
Decrease in travel time
Improved air quality
Expanded employment opportunities
Better access to transit options and alternative modes of transportation (walking and bicycling)
Improved safety for users

How will SRPC ensure potential impacts and benefits are equitable?

SRPC works to ensure that the benefits of transportation improvements are equitably distributed throughout communities in the region. SRPC uses census and other demographic data to identify census tracts that contain concentrations of vulnerable populations. This information is used during the early planning stage of transportation projects to avoid potential impacts by develop and considering alternatives.

Maps below show where projects in the SRPC region are located relative to EJ populations. This information is used to ensure projects are implemented in consideration of EJ impacts.

Major projects with likely EJ impacts

There are several projects in Strafford MPO's Metropolitan Transportation Plan that are in the planning phase that will need EJ analysis and considerations moving forward:

Spaulding Turnpike Exit 10 study

Starting in 2024, a planning study will be conducted to examine improved connections to the Spaulding Turnpike (NH16) in the vicinity of Rochester, Somersworth, and Dover. This will be a collaborative effort between the municipalities, SRPC, and NHDOT. Studies like

this commonly result in transportation improvement projects with a range of potential impacts and benefits that require consideration of EJ populations.

Rail siding (increase train traffic and emissions)

Short sections of train tracks running in parallel to the main line are known as “siding” and they allow multiple trains to pass each other and increase the efficiency and capacity of freight and passenger rail service. SRPC and the Northern New England Passenger Rail Authority (NNEPRA) have identified locations for additional siding. There is not a firm potential date for construction. Improving rail service can lead to major benefits to a region, but it can also mean negative impacts to people who live along the tracks.

Amtrak rail stop in Newmarket

The Town of Newmarket has expressed interest in constructing a new passenger rail stop along the Amtrak Downeaster line. Several improvements to the whole line are required before the Downeaster can add more capacity and accommodate a new stop. Regardless, potential impacts to neighborhoods adjacent to candidate sites for the new stop will need to be carefully considered.

Projects with direct and indirect EJ benefits

Several projects in the region that are in the planning or engineering stages, will have positive benefits for EJ populations. Many of the projects would have direct benefits (such as pedestrian improvements in neighborhoods or community-wide economic development), or indirect benefits (such as improvements to the regional transit services)

New COAST Operations Facility

The Cooperative Alliance for Seacoast Transportation (COAST) is planning a new facility which will improve operations and maintenance of the bus fleet and house administrative staff at the same location. A consultant is designing and engineering the facility and COAST is securing federal, state, and local funding.

University of New Hampshire Transit – Transition to Electric Fleet

UNH is regional leader in alternative and sustainable energy. Their Transit fleet is made up of B20 biodiesel and natural gas buses and they have actively begun the transition to an electric fleet. While public transit decreases emissions overall, diesel buses are still a source of air pollution. Transit often directly serves areas with EJ populations, causing disproportionate impacts on local air quality.

Transit Signal Prioritization

Upgrading traffic signals in communities served by fixed route bus would improve on-time performance, which has been shown to increase ridership. This project has been planned in the City of Dover, but funding has yet to be programmed.

Dover, Somersworth, Rochester - NH108 Complete Streets

Beginning in fall of 2024, the NH108 corridor between Weeks Crossing in Dover, and Innovation Drive at the Skyhaven Airport in Rochester will be upgraded using a complete streets approach. Final design has not been completed, but the route will likely include a

combination of new multi-use paths, bike lanes, and sidewalks, improved transit facilities, and improved business access. The project is designed to balance pedestrian and vehicular accessibility while facilitating economic development.

Farmington sidewalks

The Statewide Ten Year Plan includes funding for two new lengths of sidewalk in Farmington. The new sidewalks will connect neighborhoods to the downtown. Pedestrian improvements are important in Farmington as many local children walk through the downtown to reach local schools and downtown revitalization is a priority for the town.

Somersworth Main St complete streets

The City of Somersworth has a thriving local economy and plenty of space for continued revitalization of underutilized spaces in the downtown. Main St parallels the Salmon Falls River, and active freight rail line, and historic mill buildings. SRPC is a partner with Somersworth in planning complete streets type improvements along Main St for future funding opportunities.

Rochester Nashoba Drive signal

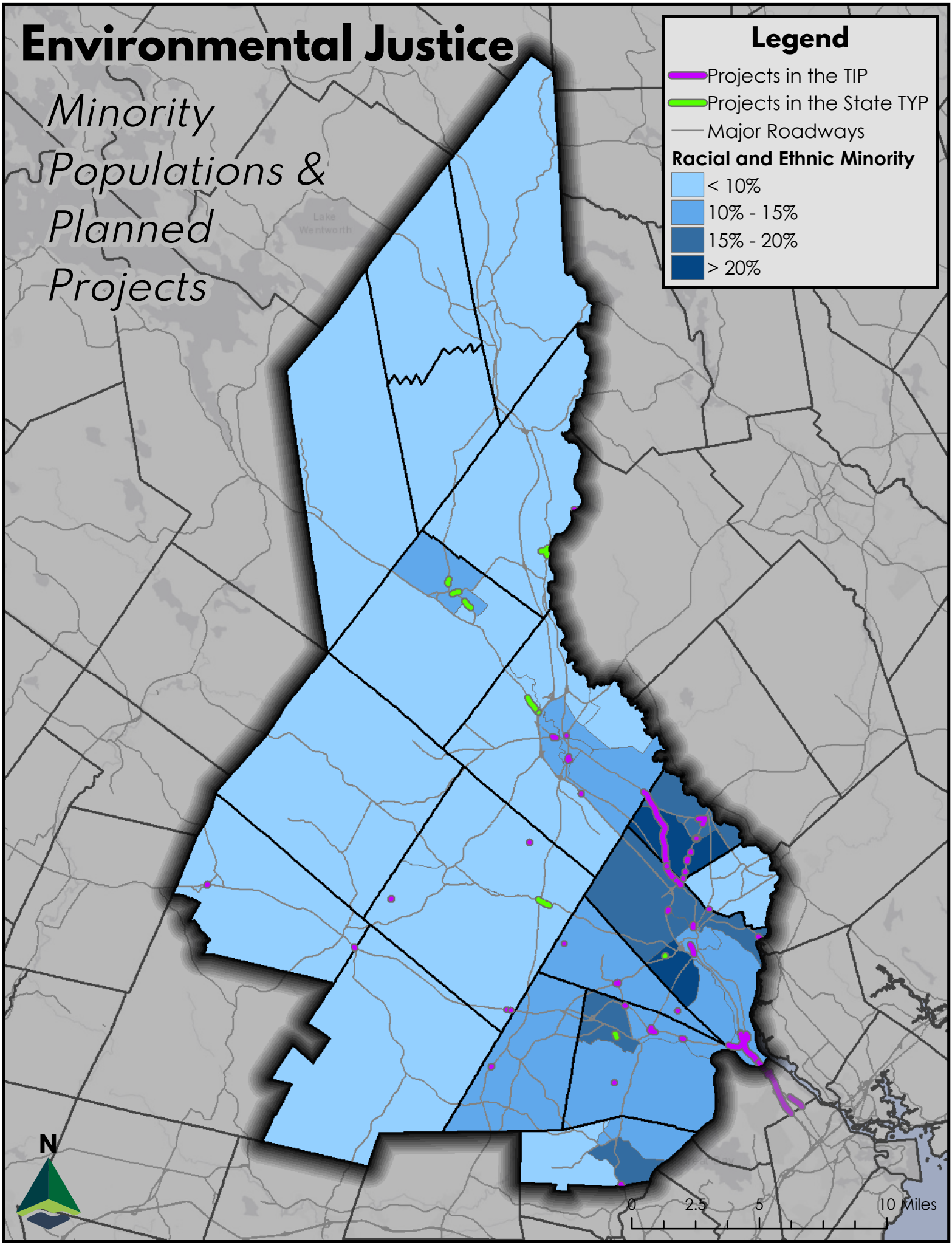
Rochester has begun planning and design of upgrades to the NH11 corridor between the Granite Ridge Mall and Exit 15 on the Spaulding Turnpike (NH16). Part of the upgrades will be a new signal and pedestrian facilities at the intersection with Nashoba Drive. The intersection is currently unsignalized and is the only access point for a large, manufactured home park called Cocheco Estates. The signal will improve safety and access, and new sidewalks will extend to shopping at the Granite Ridge and eventually all the way to downtown.

Environmental Justice

Minority Populations & Planned Projects

Legend

- Projects in the TIP
- Projects in the State TYP
- Major Roadways
- Racial and Ethnic Minority**
 - < 10%
 - 10% - 15%
 - 15% - 20%
 - > 20%



Environmental Justice

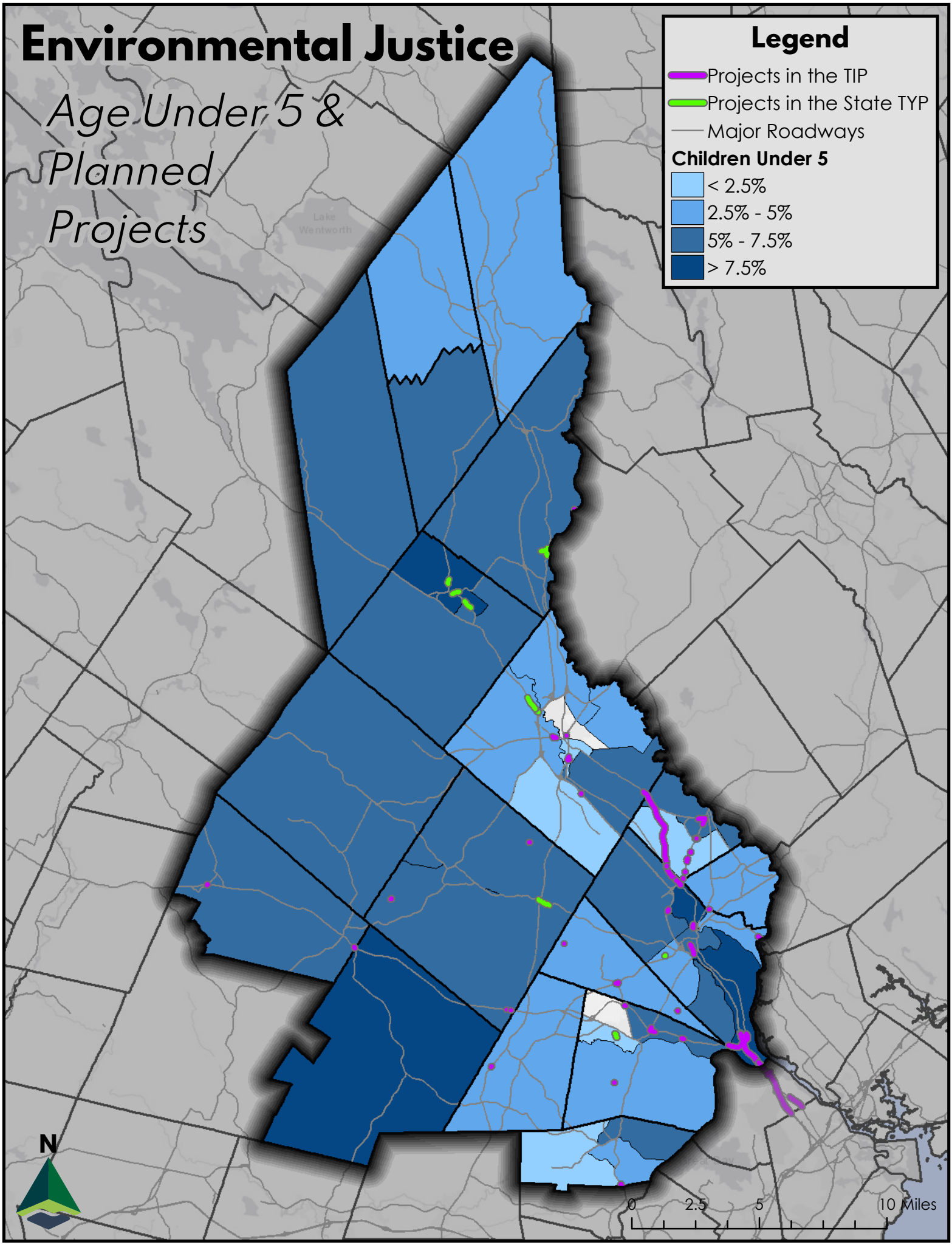
*Age Under 5 &
Planned
Projects*

Legend

- Projects in the TIP
- Projects in the State TYP
- Major Roadways

Children Under 5

- < 2.5%
- 2.5% - 5%
- 5% - 7.5%
- > 7.5%



Environmental Justice

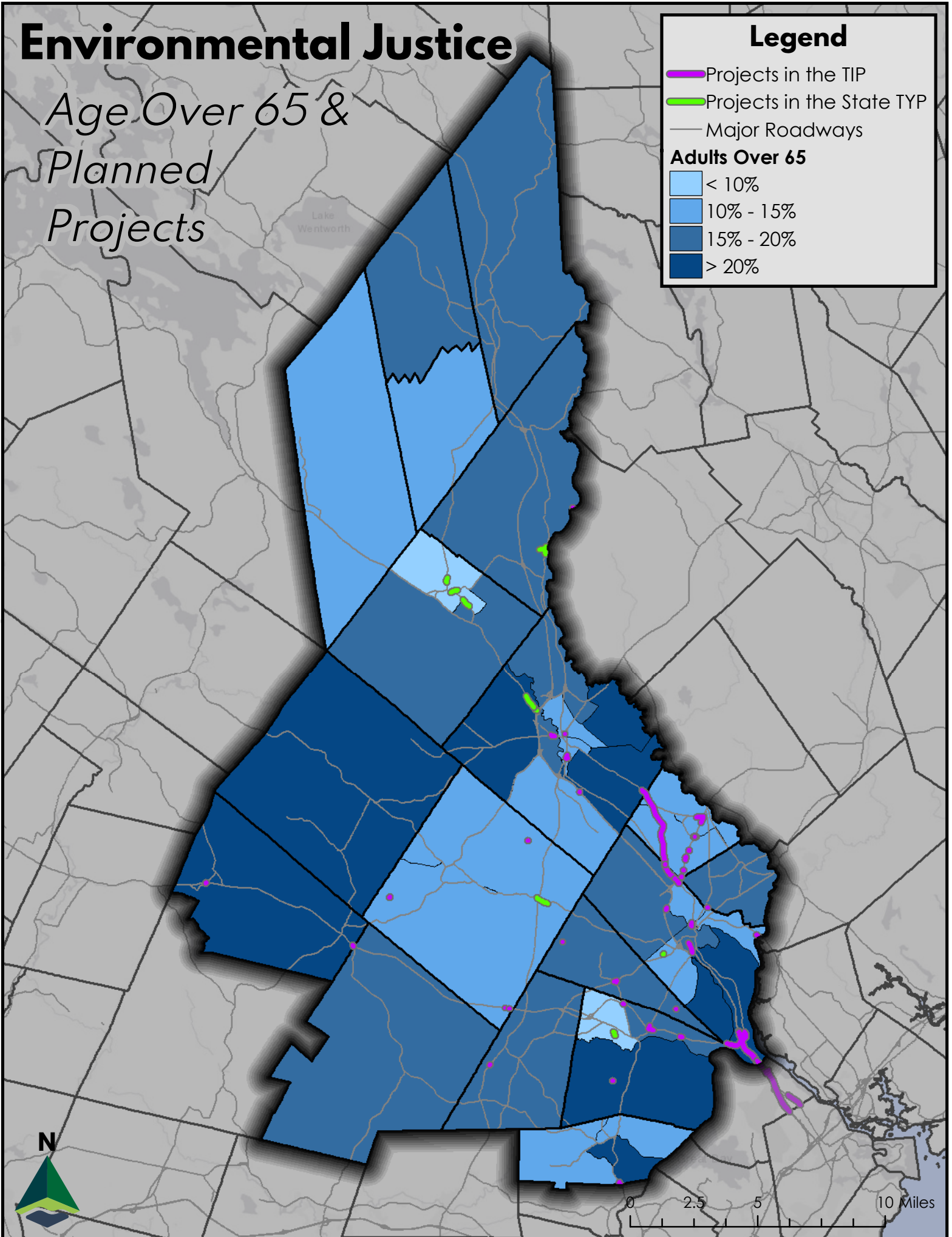
*Age Over 65 &
Planned
Projects*

Legend

- Projects in the TIP
- Projects in the State TYP
- Major Roadways

Adults Over 65

- < 10%
- 10% - 15%
- 15% - 20%
- > 20%

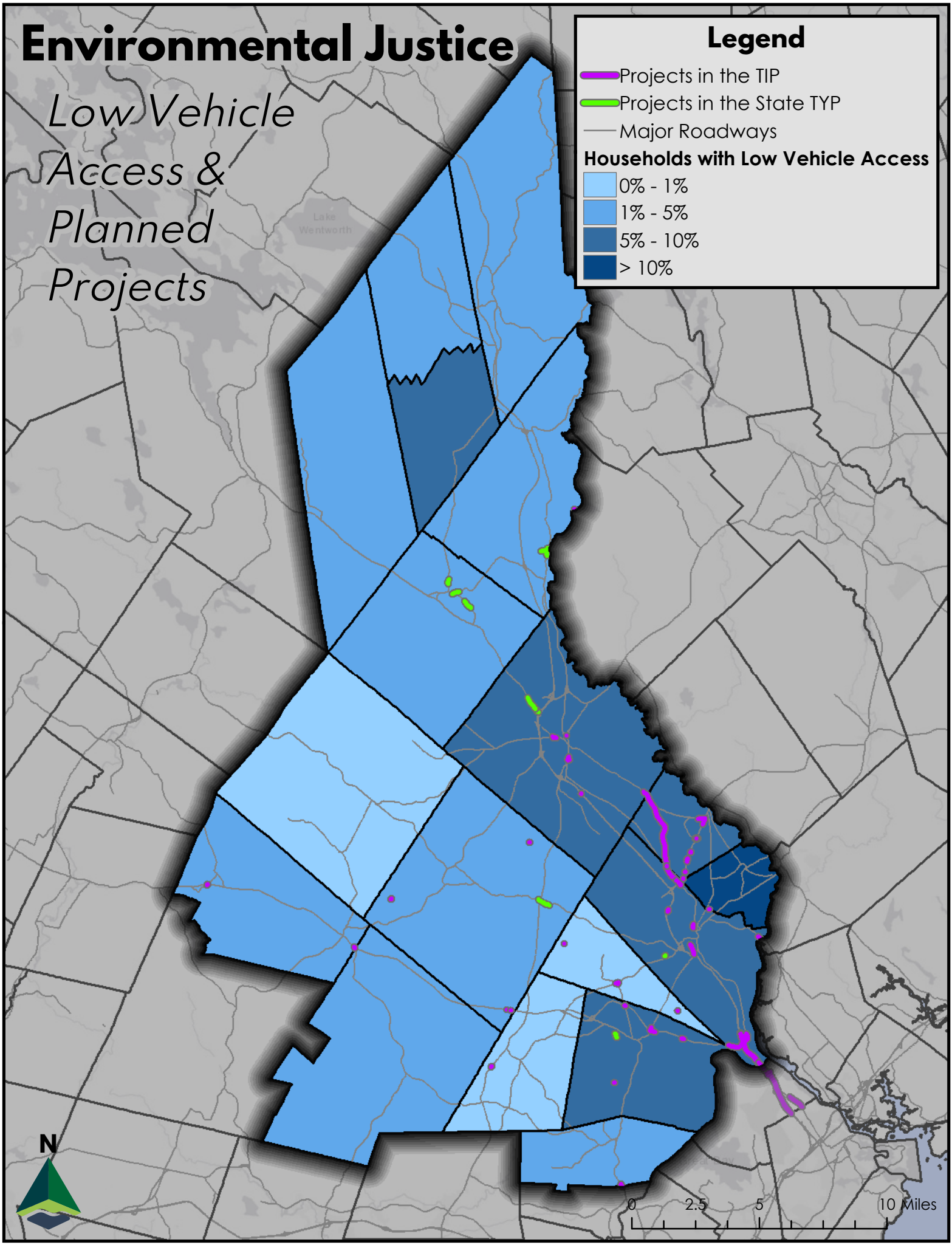


Environmental Justice

Low Vehicle Access & Planned Projects

Legend

- Projects in the TIP
- Projects in the State TYP
- Major Roadways
- Households with Low Vehicle Access**
 - 0% - 1%
 - 1% - 5%
 - 5% - 10%
 - > 10%

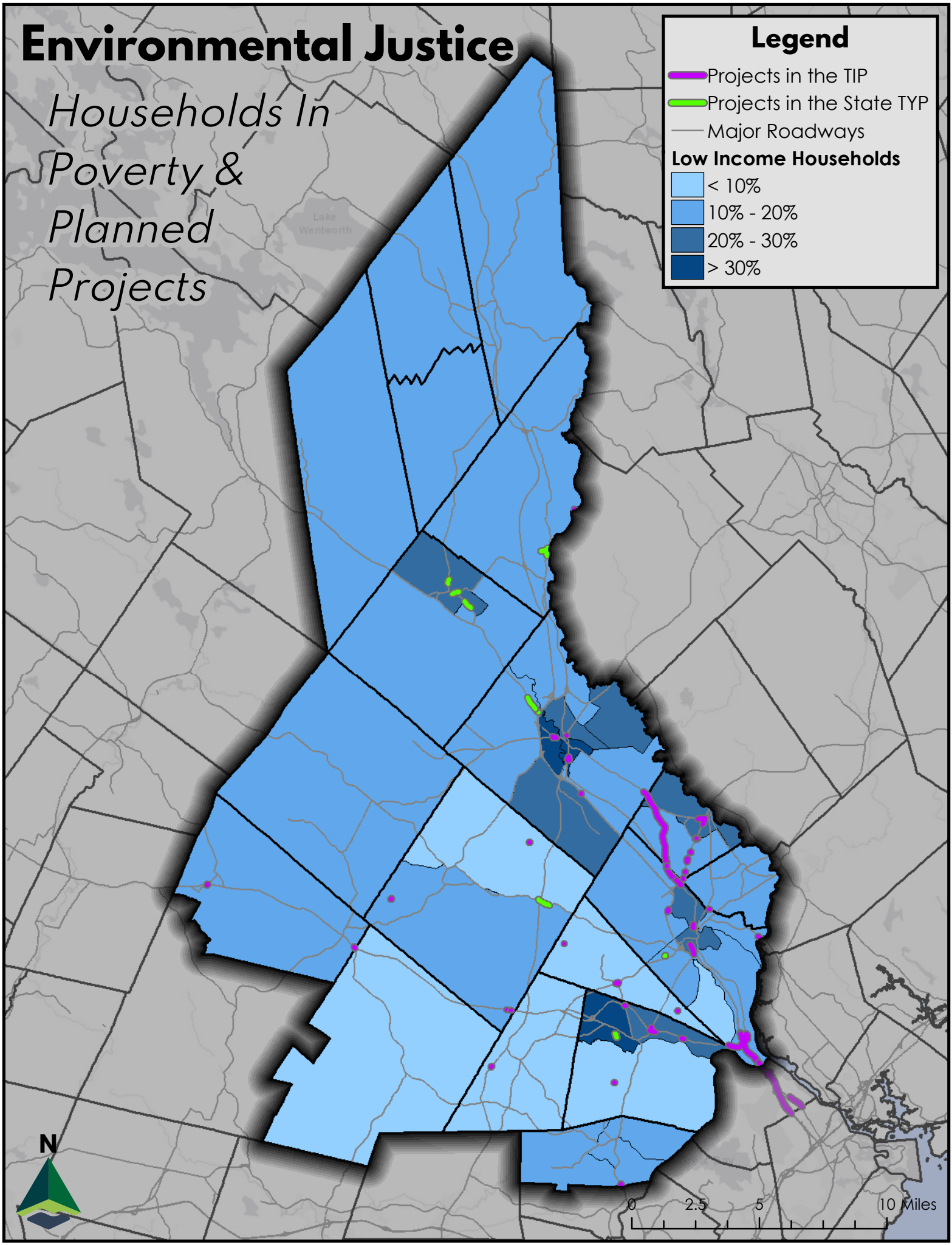


Environmental Justice

*Households In
Poverty &
Planned
Projects*

Legend

- Projects in the TIP
- Projects in the State TYP
- Major Roadways
- Low Income Households**
 - < 10%
 - 10% - 20%
 - 20% - 30%
 - > 30%

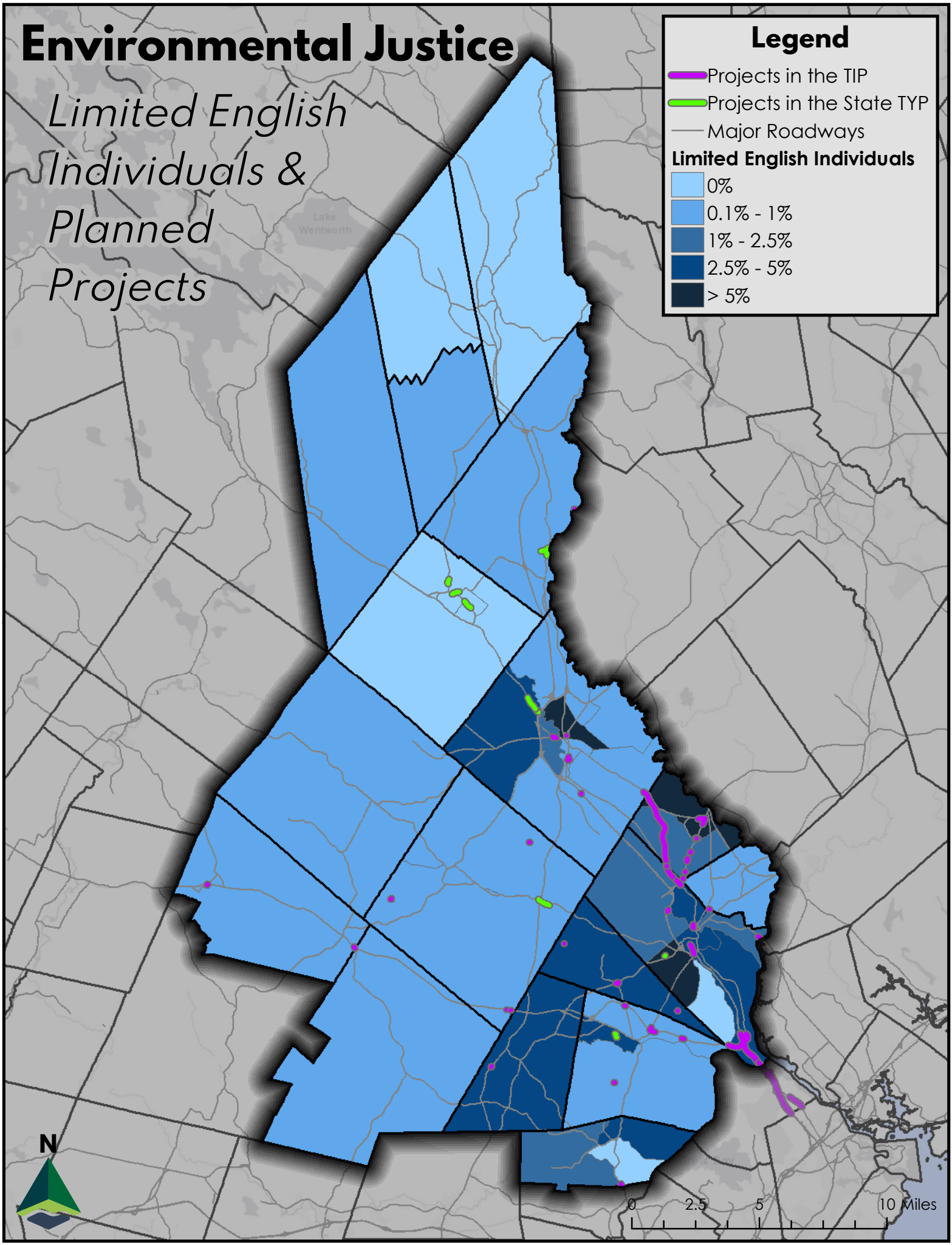


Environmental Justice

*Limited English
Individuals &
Planned
Projects*

Legend

- Projects in the TIP
- Projects in the State TYP
- Major Roadways
- Limited English Individuals**
 - 0%
 - 0.1% - 1%
 - 1% - 2.5%
 - 2.5% - 5%
 - > 5%



Environmental Justice

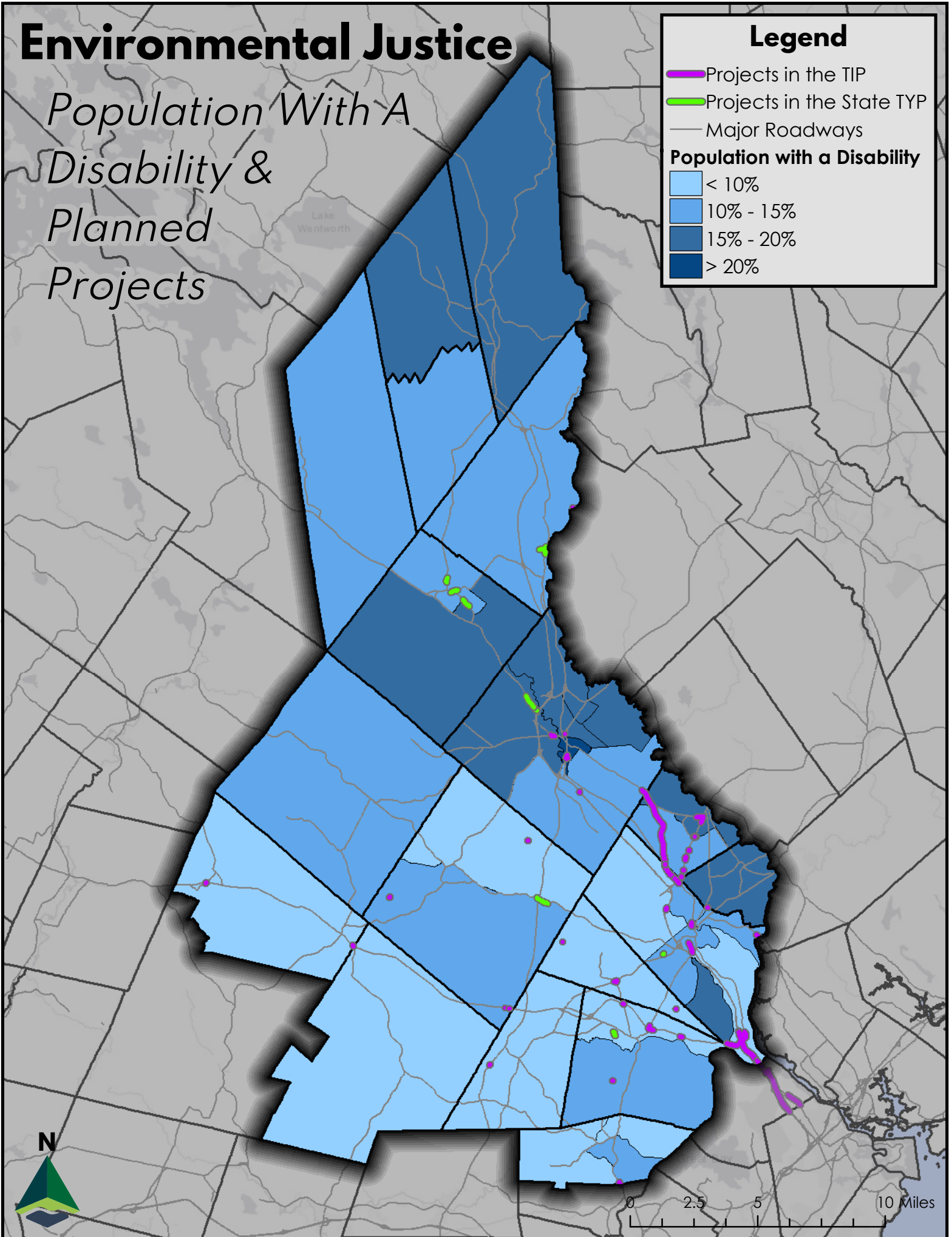
Population With A Disability & Planned Projects

Legend

- Projects in the TIP
- Projects in the State TYP
- Major Roadways

Population with a Disability

- < 10%
- 10% - 15%
- 15% - 20%
- > 20%



Appendices:

Title VI Notice to the Public

Title VI Certifications and Assurances

Title VI Complaint Form

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Strafford Regional Planning Commission Title VI Notice to Public

The Strafford Regional Planning Commission hereby gives public notice of its policy to uphold and assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI and related statutes require that no person in the United States of America shall, on the grounds of race, color, national origin, or sex be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice regarding the Strafford Regional Planning Commission transportation programs has a right to file a formal complaint with the Planning Commission. Any such complaint must be in writing and submitted to the SMPO Title VI Coordinator within one hundred eighty (180) days following the date of the alleged occurrence. For more information regarding civil rights complaints, please contact:

Colin Lentz
Title VI Coordinator
Strafford Regional Planning Commission
150 Wakefield Street ~ Suite 12
Rochester, NH 03867

(603) 994-3500 (ext. 102)
TDD/TTY Access: (800) 735-2964





Title VI Complaint Form

The purpose of Title VI is to ensure that no person in the United States shall, on the grounds of race, color, creed or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance from the U.S. Department of Transportation. Later statutes extended the scope of Title VI to include prohibitions against discrimination on the basis of age, sex, and disability.

The program enables the New Hampshire Department of Transportation (NH DOT) and sub-recipients to comply with requirements contained in the Title VI regulations issued by the U.S. Department of Justice (DOJ) (28 CFR Part 42, Subpart F) and the U.S. Department of Transportation (DOT) (49 CFR Part 21), and to administer programs, policies, and activities in a manner that is consistent with the DOT Order on Environmental Justice (Order 5610.2) and the DOT Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons (70 FR 74087, December 14, 2005).

If you wish to file a complaint, please complete the form and explain as clearly as possible what happened and why you believe you were discriminated against.

Section I:		
Name:		
Address:		
Telephone (Home):	Telephone (Work):	
E-Mail Address:		
Section II:		
Are you filing this complaint on your own behalf?	Yes*	No
*If you answered "yes" to this question, go to Section III.		
If not, please supply the name and relationship of the person for whom you are complaining:		
Please explain why you have filed for a third party: _____		
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.	Yes	No
Section III:		
<i>I believe the discrimination I experienced was based on (check all that apply):</i>		
<input type="checkbox"/> Race	<input type="checkbox"/> Color	<input type="checkbox"/> National Origin
Date of Alleged Discrimination (Month, Day, Year): _____		

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.

Section IV:

Have you previously filed a Title VI complaint with this agency?	Yes	No
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Section V:

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?

Yes No

If yes, check all that apply:

Federal Agency: _____

Federal Court _____

State Agency _____

State Court _____

Local Agency _____

Please provide information about a contact person at the agency/court where the complaint was filed.

Name:

Title:

Agency:

Address:

Telephone:

Section VI:

Name of agency complaint is against:

Contact person:

Title:

Telephone number:

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below.

Signature

Date

Please submit this form to: Laurie Ridenour-Patterson at Laurie.L.Ridenour-Patterson@dot.nh.gov or NHDOT PO Box 483, Concord, NH 03302-0483 or contact via telephone at 603-271-2467

The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination

Assurances

DOT Order No. 1050.2A

The Strafford Regional Planning Commission (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through Federal Highway Administration (FHWA), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including the FHWA.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard

to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Program activities and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Strafford Regional Planning Commission in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, Strafford Regional Planning Commission also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the FHWA and USDOT access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the FHWA and USDOT. You must keep records, reports, and submit the material for review upon request to FHWA and USDOT, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Strafford Regional Planning Commission gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Federal Aid Highway Program. This ASSURANCE is binding on New Hampshire, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Federal Aid Highway Program. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Jennifer L. Czysz, AICP

(Name of Recipient)

by _____


(Signature of Authorized Official)

DATED June 3, 2021

Standard Assurances APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, FHWA, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for

noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

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Standard Assurances APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the Strafford Regional Planning Commission will accept title to the lands and maintain the project constructed thereon in accordance with 23 U.S. Code § 107, the Regulations for the Administration of the Federal Aid Highway Program, and the policies and procedures prescribed by the FHWA of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Strafford Regional Planning Commission all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto Strafford Regional Planning Commission and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Strafford Regional Planning Commission, its successors and assigns.

The Strafford Regional Planning Commission, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Strafford Regional Planning Commission will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

**CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY,
FACILITY, OR PROGRAM**

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Strafford Regional Planning Commission pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Strafford Regional Planning Commission will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Strafford Regional Planning Commission will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Strafford Regional Planning Commission and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

**CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY,
FACILITY OR PROGRAM**

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by Strafford Regional Planning Commission pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, Strafford Regional Planning Commission will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Strafford Regional Planning Commission will there upon revert to and vest in and become the absolute property of Strafford Regional Planning Commission and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

STRAFFORD

Regional Planning Commission

SRPC Commission Meeting Minutes
February 24, 2021
3:45-5:30 p.m.
150 Wakefield Street, Suite 12
Conference Room 1A
Rochester, NH

1. Networking and Welcome

At 3:53 p.m. Chairman David Landry stated that this meeting is being held as a hybrid meeting with both in person and remote attendance. There are 4 communities with in-person representation and combined with the 10 remote participants would constitute a quorum with a unanimous vote of the members present as allowed in the Commission By-laws. D. Landry asked for a vote to move forward and declare a quorum. A role call vote was taken: Katrin Kasper, Barbara Holstein, Richard Michaud, Joe Boudreau and David Landry voting unanimously in favor.

2. Introductions

Commissioners attending in person: Katrin Kasper, Lee; Barbara Holstein, Rochester; Richard Michaud, Somersworth; Joe Boudreau, Rochester; David Landry, Dover

Commissioners participating remotely: Leslie Schwartz, Durham; Lindsey Williams, Dover; Michael Bobinsky, Somersworth; Dawn Genes, Lee; Tom Crosby, Madbury; Herb Ueda, Rollinsford; Mark Richardson, Somersworth; Donald Hamann, Rochester; Charlene Anderson, Nottingham; Peter Nelson, Newmarket; Steve Diamond, Barrington; Lisa Henderson, Newmarket; and Wesley Merritt, Durham

Staff attending in person: Jennifer Czysz, Executive Director

Staff participating remotely: Shayna Sylvia, Nancy O'Connor, Stephen Geis, Jackson Rand, Autumn Scott, Rachel Dewey, James Burdin, Natalie Moles, Zuzy Duffy, Blair Haney and Megan Taylor-Fetter

3. Staff Updates

J. Czysz stated there are a couple things to keep your eye out for. One is the EV charging infrastructure funding that is coming forward. Staff members Jackson Rand and Zuzy Duffy are compiling the information we have on priority corridors. Those that are both EV ready and pending as well as tools that help prioritize based on quality and various other factors. Staff will be reaching out to communities to pull together a listing of potential EV sites. Stay tuned, it is moving rapidly, and we want to be prepared.

Second, the scan team is out and about in communities. One key lesson learned is for communities to prep documents. The more prepared you are the faster the scan team can work and scan more documents.

Lastly, the Governor announced the Invest Program which has millions for programmed for housing. In that there was a proposal to provide 5-million to fund NH municipalities for various planning zoning activities that promote housing policies.

4. Actions Items

a. Approve the December 2, 2021 Commission Meeting Minutes

R. Michaud MOVED to approve the December 2, 2021 Commission Meeting Minutes SECONDED by J. Boudreau. A roll call vote was taken: K. Kasper, B. Holstein, R. Michaud, J. Boudreau, D. Landry, M. Bobinsky, D. Genes, T. Crosby, H. Ueda, M. Richardson, D. Hamann, W. Merrit, P. Nelson, L. Henderson, L. Schwartz, L. Williams and S. Diamond

5. Program Updates

a. Regional Housing Needs Assessment Kick-Off

S. Sylvia shared an update on the Regional Housing Needs Assessment (RHNA) and SRPC's 2022 project. She explained that a RHNA is a mandated function of regional planning commissions per RSA 36:47. It allows SRPC to look at housing availability, conditions, and the needs of the region. SRPC is talking with businesses and the public to identify housing needs and provide data that can be used for promoting better housing policies. This program is funded from the American Rescue Plan State Local Recovery Fund Grant (ARPA).

Shayna further explained that the program kicked off in September 2021 and will go through to December 2022. SRPC is partnering with the other eight regional planning commissions and the NH Office of Development and Planning. A public kick-off of the project began on February 17, 2022 with a press release from Office of Planning and Development (OPD). Information subsequently has been posted to the NH Association of Regional Planning Commissions (NHARPC) website as well as individual RPC websites

S. Sylvia encouraged everyone to take the survey which was launched on February 16, 2022. The next steps include survey promotion, outreach to various key stakeholders, data analysis and plan writing.

Discussion ensued on how the survey would get out to the public in ways other than internet based including distribution to libraires, senior centers and other locations inside of communities.

Other discussion included the definition of affordable housing, diversity of housing needs in the region and state, incentives for builders and various concerns coming before Planning Boards,

J. Czysz acknowledged the staff working on this project including Shayna for presenting and who has been working with Nancy on the outreach components; Natalie who has been coordinating with other RPC's and has done much of the writing; Rachel for the data analysis component and Jackson and Mark for their work on visualization.

b. Community Development Block Grant Services

Blair Haney introduced himself as Regional Planner with SRPC. He has been administering the CDBG program for SRPC. B. Haney provided a high-level overview of the CDBG program, SRPC roles, and how communities can benefit. CDBG is a federal grant program, administered at the state level by CDFA and implemented at the local level, The program is intended for low- and moderate-income housing. The program has five categories:

- Housing

- Public facilities
- Economic development
- Transformative and Planning
- Emergency programming

B Haney explained that SRPC's role is twofold: one as a grant writer the other as a grant administrator should the community be awarded a grant. There is no cost to the community as costs are built into the grant. CDBG is incredibly regulated to minimize fraud, waste and abuse. SRPC can monitor the flow of funds, capture the backup documents and ensure compliance.

The benefits to working with SRPC is experience and expertise. SRPC is familiar with the needs of your communities, knows where the priorities are and can leverage the funding.

D. Landry thanked B. Haney for providing an excellent and clear explanation of the CDBG program. Discussion ensued with questions on using these grants in conjunction with matching transportation grants to implement current projects. J. Czysz answered you cannot match federal with federal. B. Haney added CDBG grants have a 25 percent. match and you must weave the narrative that it explicitly benefits low- and moderate-income people.

6. Comprehensive Economic Development Strategy

a. Annual Update Kick-Off James Burdin, Natalie Moles and Nancy O'Connor

James, Natalie and Nancy presented an overview of the CEDS process, and the various themes:

- Economic Growth
- Workforce
- Education and Business Operations
- Housing
- Childcare
- Age Friendliness
- Mobility and Accessibility
- Community Vibrancy
- Infrastructure

J. Burdin explained that each theme has three different lenses to consider, Equity, Environmental Justice, and Partnership and Collaboration. Commissioners engaged in a discussion on the effect the pandemic has had on all the aspects of the themes presented. Other points discussed were mental health impacts and work force. D. Landry thanked staff for their presentations and the hard work put into them.

7. Commissioner Roundtable

L. Williams reported that the Dover City Council voted to form a committee for the purpose of studying stormwater and flood resilience funding options.

8. Citizens Forum

There were no citizens attending to comment

9. Adjourn

M. Bobinsky MOVED to ADJOURN SECONDED by J. Boudreau. A roll call vote was taken: K. Rasper, B. Holstein, R. Michaud, J. Boudreau, D. Landry, M. Bobinsky, D. Genes, T. Crosby, H. Ueda, M. Richardson, D. Hamann, W. Merrit, P. Nelson, L. Henderson, L. Schwartz, L. Williams and S. Diamond.

Strafford Regional Planning Commission

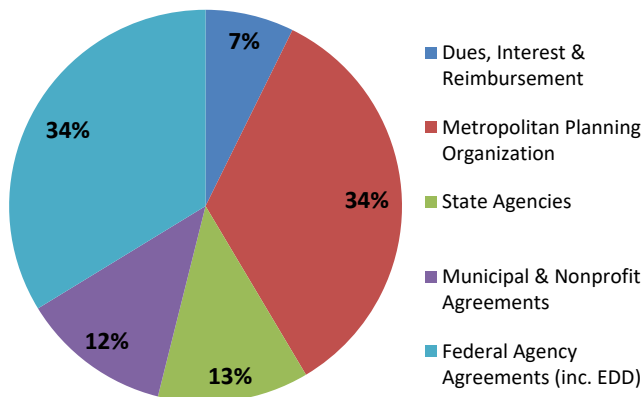
DRAFT FY 2023 Budget

Summary Table

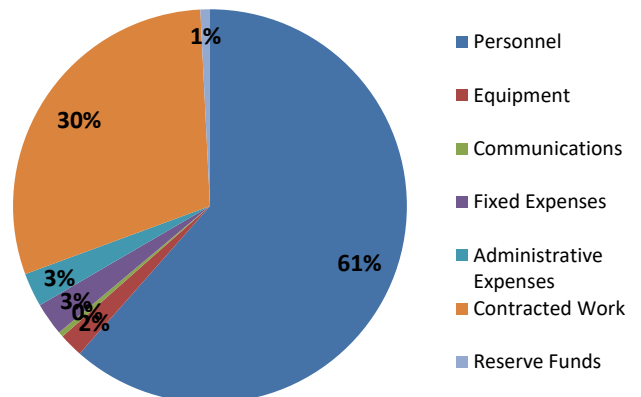
	Adopted FY22*	Draft FY23	
	Revenue	Revenue	Net Change
Dues, Interest & Reimbursement	123,523	131,355	7,832
Metropolitan Planning Organization	494,910	614,856	119,946
State Agencies	349,508	224,011	(125,497)
Municipal & Nonprofit Agreements	190,759	222,557	31,798
Federal Agency Agreements (inc. EDD)	403,268	607,150	203,882
Total	1,561,968	1,799,929	237,961
	Expenses	Expenses	Net Change
Personnel	1,035,675	1,098,862	63,187
Equipment	52,924	35,081	(17,843)
Communications	10,873	7,591	(3,282)
Fixed Expenses	46,028	48,197	2,169
Administrative Expenses	68,025	49,725	(18,300)
Contracted Work	303,142	533,040	229,898
Reserve Funds	25,000	14,000	(11,000)
Total	1,541,668	1,786,496	244,828
Net Deficit/Surplus	20,300	13,433	(6,867)

*Based on mid-year budget adopted December 2021

DRAFT FY2023 Budget Revenue



DRAFT FY2023 Budget Expenses



Strafford Regional Planning Commission

FY2023 REVENUES	Adopted	Draft FY2023 Budget Revenue					Net
	Mid Yr FY 22	Funding	Internal	Outside	Outside	Outside	
	Net Outside Revenue	Source Revenue	Dues Match	Source Soft Match	Source Cash Match	Funding	
Total	1,561,968	1,799,241	94,976	92,133	688	1,799,929	
Dues, Interest & Reimbursements	123,523	131,355	0	0	0	131,355	7%
2000 Municipal Dues (minus BRK, NOT, MIL, LEE)	119,402	130,755	0	0	0	130,755	
0000 Interest	100	100	0	0	0	100	
0000 Health Trust reward/reimbursement	500	500	0	0	0	500	
0000 Misc Revenue	3,520	0	0	0	0	0	
Municipal & Nonprofit Service Agreements	190,759	221,869	4,312	0	688	222,557	12%
3103 Barrington Future Land Use and Transportation Master Plan Chapters		11,398	(688)	0	688	12,086	
3501 Farmington Town Planner Services	48,000	40,000	0	0	0	40,000	
3505/X Farmington Tax Maps	2,139	1,000	0	0	0	1,000	
4003 New Durham ADU Update		2,500	0	0	0	2,500	
4104/X Newmarket Tax Maps	1,000	1,000	0	0	0	1,000	
4201 Northwood Technical Services	25,000	25,000	0	0	0	25,000	
4301 Nottingham Town Planner Services	28,000	25,000	0	0	0	25,000	
430x Nottingham Trail Maps		1,625	0	0	0	1,625	
4602/X Somersworth Tax Maps	2,720	1,000	0	0	0	1,000	
4603 Somersworth Historic Sites GIS		750	0	0	0	750	
4701 Strafford Town Planner Services	24,000	38,000	0	0	0	38,000	
4702/X Strafford Tax Maps	1	1,000	0	0	0	1,000	
4703 Strafford Master Plan Update		30,595	0	0	0	30,595	
4801 Wakefield CR	2,640	2,500	0	0	0	2,500	
4802 Sanbornville Precinct NBRC Grant Admin	5,000	4,000	0	0	0	4,000	
4803 Wakefield NBRC Grant Admin (Union Hotel)		3,000	0	0	0	3,000	
5002 NHARPC Administration		8,000	0	0	0	8,000	
5031 NRPC Geodata Portal	1,375	0	0	0	0	0	
5052 RPC/Source Water Protection-Coastal Innovative Land Use G	5,816	0	0	0	0	0	
5101 POP/NH Children's Health Foundation	10,883	0	0	0	0	0	
5151 CHAT/Tufts Health Plan Foundation - Healthy Aging	34,000	25,500	5,000	0	0	25,500	
5152 AARP support of CHAT/Tufts Fdn	6,000	0	0	0	0	0	
5501 GIS projects (small billable projects)	1	1	0	0	0	1	
Federal Agency Agreements (including Economic Development)	403,268	607,150	17,500	52,500	0	607,150	34%
U.S. Dept of Economic Development Administration							
7001 EDD Planning Grant, Dues & Inkind Match	12,935	0	0	0	0	0	
7003 EDD Planning Partnership	58,333	70,000	17,500	52,500	0	70,000	
7002 CARES Act Recovery and Resiliency	210,000	45,250	0	0	0	45,250	
U.S. Environmental Protection Agency							
7110 Brownfields Community Assessment Grant FY20-23	122,000	16,900	0	0	0	16,900	
U.S. Department of Housing and Urban Development							
7201 HUD EDI CDS - Regional Plans		475,000	0	0	0	475,000	
State Agreements	349,508	224,011	4,500	38,333	0	224,011	12%
Office of Planning and Development, BEA							
6001 Targeted Block Grant	11,111	11,111	0	0	0	11,111	
6002 ARPA Housing Needs Assessment	50,000	35,000	0	0	0	35,000	
600X CEDR Funding	0	50,000	0	0	0	50,000	
Dept of Environmental Services							
3302 Coastal Resilience Grant - Dover	1,507	0	0	0	0	0	
3303 Coastal Resilience Grant - Dover Equity	32,580	0	0	0	0	0	
3403 Durham Groundwater Modeling	26,399	0	0	0	0	0	
3404 Coastal Resilience Grant - Durham	5,946	0	0	0	0	0	
6102/3 Coastal Grant 2022/3	15,000	15,000	2,500	12,500	0	15,000	
6151 PSM Flood Smart Seacoast	10,000	17,000	0	0	0	17,000	
6180 NFWF-Living Shoreline Implementation for Great Bay	27,546	0	0	0	0	0	
6250 Watershed Assistance (Permeable Reactive Barrier)	29,846	17,900	0	11,500	0	17,900	
6251 604(b)-Sunrise Lake Watershed Management Plan	43,496	0	0	0	0	0	
6303 Source Water Protection-ROL and MIL MS4 Storwater Reg	20,000	0	0	0	0	0	
6304 Source Water Protection- Aquifer Ordinance Updates	0	22,000	2,000	0	0	22,000	
University of New Hampshire							
5203 Pathways to Resilience	1,000	0	0	0	0	0	
5204 PREPA Grant-Dover buffers regulation update	7,409	0	0	0	0	0	
5205 PREPA Grant-New Durham shoreland regulation update	9,352	5,000	0	0	0	5,000	
NH Community Development Finance Authority							
6601 CDBG Grant Administration (CAPSC Homeless Shelter)	10,000	0	0	0	0	0	
6602 CDBG Grant Administration (ROC Gafney Home)		8,000	0	0	0	8,000	
Department of Safety Homeland Security							
6501 HazMit Plans PDM19- BAR,NDU,ROL,SOM (FY 202-23)	18,500	500	0	167	0	500	
6502 HazMit Plans BRIC20-DUR, MID, MIL, NOT, STR (FY2023-2)	24,000	42,500	0	14,167	0	42,500	
Metropolitan Planning Organization Agreements	494,910	614,856	68,664	1,300	0	614,856	34%
Dept of Transportation							
8001 UPWP Federal Highways & Transit	494,910	603,000	65,700	1,300	0	603,000	
800X COAST/CMAQ CommuteSmart Seacoast		11,856	2,964	0	0	11,856	
							100%

Strafford Regional Planning Commission

FY2023 EXPENSES	Adopted FY22 MidYr Budget		Draft FY2023 Budget		Net Change
Total	1,541,668		1,786,496		244,828
PERSONNEL	1,035,675	69%	1,098,862	62%	63,186
Salaries and Hourly Wages	810,991		867,387		56,396
Payroll Taxes	62,041		66,355		4,314
Payroll Processing - QuickBooks	2,600		3,778		1,178
Health Insurance	97,083		89,569		(7,514)
Dental Insurance	5,628		6,190		562
Life Insurance	1,498		1,295		(203)
Shortterm Disability	3,155		2,926		(228)
Longterm Disability	806		748		(58)
FSA Fees	0		0		0
Health Incentives	9,185		11,276		2,091
SIMPLE IRA Pension	23,325		25,624		2,299
Worker's Compensation	1,294		1,909		615
Unemployment Insurance	234		1,969		1,735
Staff Training & Workshops	10,000		14,000		4,000
Professional Dues: AMPO, NHARPC, NHPA, APA, NHMA, NEAR	7,836		5,836		(2,000)
EQUIPMENT	52,924	3%	35,081	2%	(17,843)
ARCInfo/View Software: Maintenance	6,500		5,463		(1,037)
Transpo Software Maintenance: TransCAD	1,500		1,500		0
Office Software: Maintenance, purchase	10,215		7,680		(2,535)
INRIX Database for Transportation Planning	8,200		8,200		0
Traffic Count Supplies and Repair	3,000		3,000		0
Equipment Rental and Repair	500		500		0
Copier Maintenance Contract	3,838		3,838		0
Computers and Peripherals	14,444		3,900		(10,544)
Office Furniture	4,727		1,000		(3,727)
COMMUNICATIONS	10,873	2%	7,591	0%	(3,282)
Postage and Delivery	400		400		0
Office Phone System	4,300		1,164		(3,136)
Internet and Phone Service	3,600		3,600		0
Website Design and Maintenance	2,073		1,427		(646)
Media Outreach Activities	500		1,000		500
FIXED EXPENSES	46,028	5%	48,197	3%	2,169
Property & Liability	5,004		7,173		2,169
Office Vehicle Lease and Maintenance	11,024		11,024		0
Rent	30,000		30,000		0
ADMINISTRATIVE EXPENSES	68,025	1%	49,725	3%	(18,300)
Printing	150		150		0
Audit and Accounting Services	12,000		16,000		4,000
Legal	4,000		4,000		0
Office and Mapping Supplies	3,000		3,000		0
Office Expense	27,875		15,075		(12,800)
Meeting Expenses (Meetings and Meeting Notices)	3,000		3,500		500
Travel	15,000		5,000		(10,000)
Library & Subscriptions: NH Planning Books	2,000		2,000		0
Bank Fees	1,000		1,000		0
HealthTrust Employee Health Rewards	1,000		1,000		0
OUTSOURCED CONTRACTS	303,142	20%	533,040	30%	229,897
1000 Financial Services	17,436		0		(17,436)
1000 IT Services	9,000		15,800		6,800
3303 Dover Equity Climate Resilience Consultants	15,495		0		(15,495)
3403 Durham SRF Groundwater Modeling Consultant	10,670		0		(10,670)
3404 Durham Coast Resilience	0		0		0
5204 PREPA Grant-Dover Wetlands Scientist	2,000		0		(2,000)
600X CEDR Funding Pass Through Expenses	0		40,010		40,010
6250 Watershed Assistance (PRB) Consultants	24,449		12,325		(12,124)
6251 604(b) Sunrise Lake Watershed Mgt Plan Consultant	25,843		0		(25,843)
7002 EDA CARES Contract support	50,000		4,500		(45,500)
7100 EPA Brownfields - NOBIS Engineering (10/19-9/22)	115,000		14,700		(100,300)
7201 HUD EDI CDS Regional Plans - RPC Pass Through Fur	0		400,000		400,000
8000 Contract Transportation Support (UPWP)	25,000		34,000		9,000
8000.602 FTA 5305e Subcontract to RPC	8,249		11,705		3,457
RESERVE FUND CONTRIBUTION	25,000	0%	14,000	1%	(11,000)
		100%		100%	

STRAFFORD

Regional Planning Commission

DATE: June 10, 2022

TO: SRPC Commissioners

FROM: Megan Taylor-Fetter, Office Coordinator

RE: Election of Officers and Executive Committee for FY 2022

At the past few Executive Committee meetings SRPC staff asked E.C. members about their interest in continuing to serve on the committee in fiscal year 2023. All current Committee members expressed interest staying on the Executive Committee, although some in different capacities.

Current members include:

Commissioner	Current Office	Proposed Office	Community	Term	Commission Term
Dave Landry	Chair	Member	Dover	FY 2023	11/4/2023
Peter Nelson	Vice-Chair	Vice-Chair	Newmarket	FY 2023	03/1/2025
Tom Crosby	Secretary/Treasurer	Secretary/Treasurer	Madbury	FY 2023	09/01/2022
Donald Hamann	Member	Member	Rochester	FY 2023	6/30/2021
Barbara Holstein	Member	Member	Rochester	FY 2023	6/6/2023
Michael Bobinsky	Member	Member	Somersworth	FY 2023	5/2/2024
Bill Fisher	Member	Member	Farmington	FY 2023	1/1/2023
Vacant	Alternate		N/A	FY 2023	N/A
Vacant	Alternate		N/A	FY 2023	N/A

Nominations for Officers and Executive Committee members will also be entertained at the Joint Policy/Commission Meeting on Jun. 19. If you have any questions or comments, please feel free to contact Jen Czysz, AICP, Executive Director, at 603-994-3500 or jczysz@strafford.org.

STRAFFORD REGIONAL PLANNING COMMISSION

150 Wakefield Street, Suite 12, Rochester, NH 03867

Barrington | Brookfield | Dover | Durham | Farmington | Lee | Madbury | Middleton | Milton | New Durham
Newmarket | Northwood | Nottingham | Rochester | Rollinsford | Somersworth | Strafford | Wakefield



STRAFFORD



Economic Development District

CEDS 2022 Adoption

Link to draft CEDES: http://strafford.org/uploads/documents/plans/edd/ceds_2022.pdf

Background: SRPC staff have completed a draft of the *Comprehensive Economic Development Strategy 2022* and released it for the required 30-day public comment period. Staff also presented an overview of the CEDES 2022 to commissioners at the May 13, 2022 joint SRPC/Policy Committee meeting. As part of the noticed public comment period, notice was also given for a public hearing at the June 17, 2022 joint SRPC/Policy Committee meeting.

Meeting Packet Overview: Staff has compiled a record of all comments received during the public comment period. This record also indicates what changes, if any, have been made to the plan in response or any recommendations staff has for commissioners to consider during discussion and adoption. The packets also include project forms for four submissions for the priority project list that were not previously included or that were listed as 'pending'. Staff recommends that all four projects be included in the adopted CEDES. SRPC staff is not planning an additional presentation of the CEDES content at the June 17, 2022 meeting but will be available for any questions.

Staff Recommendation: Commissioners should open a public hearing and accept comments from any members of the public present in person or electronically. After comments by the public are complete, the Commissioners should discuss adoption of the CEDES, including any final edits to the plan that are desired prior to adoption. Staff requests that the Commission approve a motion to adopt the *Comprehensive Economic Development Strategy 2022* update (either as written or as amended by Commissioners).

Comprehensive Economic Development Strategy 2022 **Comments Received**

A draft of the *Comprehensive Economic Development Strategy 2022* update was released for public comment on Friday, May 6, 2022. Notice to that effect was posted in Foster's Daily Democrat and on SeacoastOnline.com as well as on SRPC's website and at the Dover, Somersworth, and Rochester public libraries and city halls. A copy of the draft plan was posted on SRPC's website, and physical copies provided at the Dover, Somersworth, and Rochester public libraries and city halls. The public comment period ended on Monday, June 6, 2022.

This document acts as a record of all comments received and identifies any changes proposed in response. In addition to any written comments from members of the public, SRPC staff conducted an internal review of plan content and solicited verbal feedback at the May 17, 2022 meeting of the Seacoast Economic Development Stakeholders, which acts as our Strategy Committee, and at the May 20, 2022 meeting of the Strafford Regional Planning Commission, acting in its capacity as the Board of Directors for the Strafford Economic Development District.

Comments Submitted by the Public

Comment: "I just started looking at the draft 2022 CEDS and noticed in the acknowledgements that the name of my organization is incorrect. It should read New Hampshire State Council *on* the Arts, not *for* the Arts."

Staff Changes/Recommendations: This has been corrected everywhere it appears

Comment: "Two quick comments: 1. P14 – Labor Participation rate graphic - Is the rate displayed for a specific month, quarter or annual average? Might be worth noting. 2. Downeaster data... We do have (and Downeaster does release each quarter) the station level data. [Amtrak contacts] should be able to get that for you...I think they have released data through end of 2021 and or end of Q1 2022."

Staff Changes/Recommendations: Staff has updated the graphic on p. 14 to note that figures represent adjusted annual average numbers. Amtrak Downeaster figures were compiled using the latest publicly available data. Staff reached out to the provided contacts but has not yet received more comprehensive data.

Comment: "I think there are two areas that need additional and more focused attention in the proposed economic development strategy. 1. Education - Education includes much more than K-12. Strafford County has institutions of higher education that prepare students for productive careers, provide employment, and create opportunities for new business and development. I think UNH is an underutilized resource and its future and the county's future are coupled. What is the vision and what are the activities to create more benefit from higher education or what are the reasons that higher education should be ignored when planning for economic



development? 2. Climate Change - I think kicking the can down the road for another five years should not be enough. There are so many things that should be started beyond a few happy words about EV charging stations and risks to highway funds. Why not propose being a leader in comprehensive actions both to reduce greenhouse gas emissions and to prepare for the effects of the climate change that can no longer be prevented? If ideas are absent, refer to #1 above and engage with UNH resources. Or, at least, provide the reasoning that justifies ignoring those actions. If it seems to be the case that a five-year plan simply has too short a time horizon to justify considering climate change, then why not create a special section in the next plan that considers vision and actions for climate change over a longer time horizon, say over ten or twenty years? Economic planning now without really addressing climate change just seems planning malpractice to me.”

Staff Changes/Recommendations: Staff has made changes to the Workforce and Education section as noted below that should better address this comment. Commissioners should consider the revised section and whether any further changes are necessary to address either part of this comment. Staff acknowledges that active discussion of climate change in the plan is limited, but notes that SRPC’s considerable planning efforts to address climate change are reflected in the Action Plan (action item #12 on p. 70 of the public comment draft CEDS).

Comments by the Seacoast Economic Development Stakeholders on May 17, 2022

No comments were provided regarding the contents of the plan.

Comments by SRPC Commissioners on May 20, 2022

Comment: Michael Williams mentioned that ridership has increased in the past couple of months, in particular since the end of the mask mandate. It is now at 65-70% of pre-pandemic levels.

Response: The comment was acknowledged, and the information was updated in the body of the text (Mobility/Accessibility chapter) and the chart provided by Rad C. Nichols will be used in the data section.

Content Changes Identified by SRPC Staff

Content revisions were made to the Workforce and Education, Childcare, and Age Friendliness chapters for more comprehensive analyses of the topics.

Various aesthetic changes to document layout and graphic design were completed for the final draft.

All data points, process dates, or other items **highlighted in yellow** to note the need for revision in the public comment draft will be edited for correct and current information upon adoption.

Four additional project forms were received. These were a combination of new projects (Rochester Riverwalk) and edits to projects previously listed as ‘pending’ (Farmington levee and red-listed bridges, SRPC sponsorship of Exit 10). The updated project forms follow this change log.

STRAFFORD



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The Strafford Regional Planning Commission, being an Economic Development District, is responsible for the development of the Comprehensive Economic Development Strategy (CEDS) which will be submitted to the Economic Development Administration. This document includes a Priority Project List consisting of projects that promote economic development throughout our communities and region, which will allow them to be eligible to receive funding for implementation from EDA.

If you have a project that you would like to submit for consideration, you can do so by completing this form and sending it to James Burdin at jburdin@strafford.org. The deadline for submission is March 28th, 2022. If you have more than one project that you would like to submit, please submit a form for each individual project.

Title of Project: Replacement of Red-Listed Bridges

Community or Organization Name: Town of Farmington

Contact Person & Title: Town Administrator (Currently Mike Farrell, Interim)

Phone: 603-755-2208

E-mail Address: townadmin@farmington.nh.us

Target Implementation Date: 2021-2022 2023-2025 2025+

Current phase: Conceptual Determining Feasibility
 Engineering/Cost Estimates Funding/Implementation

Jobs created as a result of this project (if known):

Is this project within an identified Brownfield site? Yes No

1. Executive Summary (50 words or less)

Farmington currently has four bridges on the state red-list, indicating that they do not meet current standards, either due to the way they are constructed or disrepair. The Town is currently investigating options for repair/replacement of these bridges.

2. Project Scope (detailed description of the work ~300 words or less)

The 2021 municipal bridge red list compiled by NHDOT identifies four bridges in the Town of Farmington, located on Hornetown Road, Spring Street, River Road, and Sheepboro Road. Per NHDOT inspections of the bridge decks, superstructures, and substructures, conditions on these bridges range from satisfactory to serious deficiencies that require closure of the bridge to traffic.

<https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/municipal-red-list.pdf>

While NHDOT does operate a state bridge aid program, demand for aid through that program has far exceeded the amount of funding available in recent years, resulting in a years-long backlog of projects. As a result, the program has not accepted new applications in several years.

3. What is the total project cost (if known) and what are the potential funding sources?

Unknown. The Town is currently investigating potential remediation alternatives for each bridge. Costs would vary by the chosen alternative.

**4. Which of the following themes from the Strafford EDD CEDS are relevant to this project?
Select all that apply.**

- | | |
|--|--|
| <input type="checkbox"/> Housing | <input checked="" type="checkbox"/> Infrastructure |
| <input type="checkbox"/> Age Friendliness | <input checked="" type="checkbox"/> Mobility and Accessibility |
| <input type="checkbox"/> Workforce/Education | <input checked="" type="checkbox"/> Community Vibrancy |
| <input type="checkbox"/> Childcare | <input type="checkbox"/> Changing Business Operations |
| <input type="checkbox"/> Economic Growth | <input checked="" type="checkbox"/> Resiliency |
| <input checked="" type="checkbox"/> Equity and Environmental Justice | <input type="checkbox"/> Partnership and Collaboration |

5. Please provide a brief narrative (300 words or less) describing how this project relates to the themes selected above.

Bridges are critical infrastructure that impact the flow of people and goods throughout a community. Deficient bridges, especially ones that have deteriorated to the point that they are closed to traffic, not only inconvenience this flow, they pose a threat to human health and safety (for example, by limiting evacuation routes in the event of a storm) and potential environmental concerns (for example, by threatening the stream or other features they span if debris begins to fall, or by preventing aquatic organism passage if culverts are incorrectly sized).

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Community or Organization Name: Town of Farmington

Contact Person & Title: Town Administrator (Currently Mike Farrell, Interim)

Phone: 603-755-2208

E-mail Address: townadmin@farmington.nh.us

Target Implementation Date: 2021-2022 2023-2025 2025+

Current phase: Conceptual Determining Feasibility
 Engineering/Cost Estimates Funding/Implementation

Jobs created as a result of this project (if known):

Is this project within an identified Brownfield site? Yes No

1. Executive Summary (50 words or less)

Farmington's levee on the Cocheco River lost accreditation in 2021 – as a result much of the town center will be reclassified as part of the 100-year floodplain.

2. Project Scope (detailed description of the work ~300 words or less)

A 2021 levee analysis and mapping procedure determined that the Town’s levee did not meet the data requirements for accreditation. FEMA recommended that the levee be categorized under a natural valley scenario, meaning that it assumes no protection. This scenario will reclassify large areas of Farmington’s town center as 100-year floodplain.

Farmington updated its zoning in 2020 to remove barriers to residential development in the town center in the hopes of encouraging redevelopment and has begun to receive interest in redevelopment under the new regulations. This redevelopment potential would be threatened by new development restrictions associated with location in a floodplain and could have significant negative consequences for downtown Farmington. These restrictions will include additional regulations associated with floodplain development, but also private-sector consequences such as difficulties securing financing or the added cost of flood insurance.

The Town is currently investigating the scope of any improvements required to regain accreditation for the levee.

3. What is the total project cost (if known) and what are the potential funding sources?

Unknown. The Town is currently investigating potential improvement alternatives required to receive accreditation. Costs would vary by the chosen alternative.

**4. Which of the following themes from the Strafford EDD CEDS are relevant to this project?
Select all that apply.**

- | | |
|--|--|
| <input checked="" type="checkbox"/> Housing | <input checked="" type="checkbox"/> Infrastructure |
| <input type="checkbox"/> Age Friendliness | <input type="checkbox"/> Mobility and Accessibility |
| <input type="checkbox"/> Workforce/Education | <input checked="" type="checkbox"/> Community Vibrancy |
| <input type="checkbox"/> Childcare | <input type="checkbox"/> Changing Business Operations |
| <input checked="" type="checkbox"/> Economic Growth | <input checked="" type="checkbox"/> Resiliency |
| <input checked="" type="checkbox"/> Equity and Environmental Justice | <input type="checkbox"/> Partnership and Collaboration |

5. Please provide a brief narrative (300 words or less) describing how this project relates to the themes selected above.

The Cocheco River is an important part of Farmington’s history and community vibrancy and played a large role in the development of Farmington’s historic town center. However, much of this development occurred within the context of the existing levee constructed along the river to protect the town center from flooding. The loss of accreditation for the levee has potential implications for the resiliency of this community center (i.e. a potential increased risk of flooding), but also has potentially serious implications for future development that would negatively impact the vibrancy in this community by threatening the operation of existing businesses and homes and preventing new growth.

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Title of Project: Rochester Riverwalk

Community or Organization Name: City of Rochester, NH

Contact Person & Title: Assistant Director of Economic Development, Jenn Marsh

Phone: 603-335-7522

E-mail Address: Jennifer.marsh@rochesternh.net

Target Implementation Date: 2021-2022 2023-2025 2025+

Current phase: Conceptual Determining Feasibility
 Engineering/Cost Estimates Funding/Implementation

Jobs created as a result of this project (if known):

Is this project within an identified Brownfield site? Yes No

1. Executive Summary (50 words or less)

The Riverwalk project will connect the natural segments of the Cocheco River corridor to the urban center providing opportunities for local recreation, entertainment, education, and healthful outings for residents and visitors of all ages and abilities.

2. Project Scope (detailed description of the work ~300 words or less)

Implementing the Riverwalk Plan will greatly enhance the Downtown environment and reconnect the Downtown to the Cocheco River. Open spaces in and around the Downtown are critical assets and present opportunities to connect these spaces to the Downtown through enhanced pedestrian and bicycle facilities, green infrastructure installations, and wayfinding. The project will improve accessibility and safety of the existing trail system, extend the trail system through the downtown area, facilitate commerce, and offer recreation and river viewing opportunities.

Phase 1 includes:

- Extend the gravel parking area at the Hillsdale Road Kayak Launch.
- Upgrade trails east of Heath Brook making them fully accessible.
- Resurfacing and grading the trails west of Heath Brook.
- Constructing a footbridge over Heath Brook.
- Lighting design and installation.
- Connecting the Riverwalk north to Farmington downtown.
- Improvements to Water Street that create opportunities for businesses backing up to the Street, to construct patios allowing them to offer services to Riverwalk users.
- Constructing an “overlook” at Duval Park on River Street.

Phase 2 includes:

- Create an outpost at the Governor’s Inn and remove invasive plants – knotweed.
- Develop a Riverwalk connection to Duval Park from River Street.
- Construct a footbridge from Wyandotte Falls to Fownes Mill Court trail.
- Install trail and sidewalk buffering for property owners’ privacy.
- Establish a Kayak launch at Cove Court or another site downtown.

3. What is the total project cost (if known) and what are the potential funding sources?
Approximately \$2,000,000 with a ten percent contingency included.

Funding sources: Grants, City Capital Improvement Budget

4. Which of the following themes from the Strafford EDD CEDS are relevant to this project?
Select all that apply.

- | | |
|--|---|
| <input type="checkbox"/> Housing | <input type="checkbox"/> Infrastructure |
| <input checked="" type="checkbox"/> Age Friendliness | <input checked="" type="checkbox"/> Mobility and Accessibility |
| <input type="checkbox"/> Workforce/Education | <input checked="" type="checkbox"/> Community Vibrancy |
| <input type="checkbox"/> Childcare | <input type="checkbox"/> Changing Business Operations |
| <input checked="" type="checkbox"/> Economic Growth | <input checked="" type="checkbox"/> Resiliency |
| <input checked="" type="checkbox"/> Equity and Environmental Justice | <input checked="" type="checkbox"/> Partnership and Collaboration |

5. Please provide a brief narrative (300 words or less) describing how this project relates to the themes selected above.

An organic and systemic approach to is being undertaken regarding both the design and implementation of the Riverwalk. The Cocheco River is viewed as the main artery flowing through Rochester bringing renewed life and energy to everything it touches. Through this unique lens, a number of Themes are reflected in the Riverwalk thereby creating a more sustainable model which will ultimately help Rochester evolve into a healthy eco-friendly city drawing people from not just the surrounding areas but from around the US – far into the future!

A fully implemented Riverwalk along the Cocheco River will greatly enhance the Downtown environment and reconnect land uses and people in the Downtown with the river. It will also facilitate community vibrancy through greater access from the Downtown to larger green spaces at the edge of the Downtown such as Hanson Pines to the North and the Fairgrounds and the Intervale behind William Allen School to the South. This access will be a selling point to new residents and businesses.

The Riverwalk will provide users with opportunities for recreation and relaxation, improved health, awareness of natural resource areas, and opportunities for education and social interaction. The trail corridor will be well marked, easy to access, and will provide information relevant to natural features, local history, nearby amenities and facilities.

Connecting the urban center to the river corridor will support economic growth. Areas of the riverwalk are well suited for outdoor dining, retail, and economy activity. These elements will enhance the experience along the Riverwalk and create a setting that will attract pedestrians, local commerce and new businesses to the Downtown area.

A Riverwalk will enhance mobility and the circulation of people within Downtown Rochester by encouraging pedestrian travel within the city and providing an alternative to motor vehicle travel. Once completed, pedestrians will be able to reach their destinations more easily and enjoyably. The Riverwalk will incorporate accessibility features that serve diverse populations representing all ages and abilities.

The Riverwalk also presents opportunities to increase the resiliency of the Downtown area. The design will have an appreciation for natural resources associated with the river and result in improved air and water quality, protection of sensitive areas, and wildlife habitat. With natural resource areas and open spaces set aside along the river corridor, these areas will absorb flood waters, help cool the City in summer, and provide other ecosystem benefits.

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Title of Project: Spaulding Turnpike Exit 10

Community or Organization Name: Stafford Regional Planning Commission, City of Rochester, City of Somersworth

Contact Person & Title: Colin Lentz, Senior Transportation Planner

Phone: (603) 994-3500

E-mail Address: CLentz@stafford.org

Target Implementation Date: 2021-2022 2023-2025 2025+

Current phase: Conceptual Determining Feasibility
 Engineering/Cost Estimates Funding/Implementation

Jobs created as a result of this project (if known): NA (indirect 250 +)

Is this project within an identified Brownfield site? Yes No

1. Executive Summary (50 words or less)

Conduct a feasibility analysis to update the existing design alternatives and/or propose new alternatives for a potential future Spaulding Turnpike Exit 10. Conduct a commute-shed analysis of the greater Tri-city area analyzing patterns of and demand for access to the Spaulding Turnpike, including the economic benefits associated with turnpike access and identifying other possible improvements that could provide similar benefits if Exit 10 is not viable. To the extent that improvements are deemed viable, advocate for installation.

2. Project Scope (detailed description of the work ~300 words or less)

Design and Construction of an Exit 10 on the Spaulding Turnpike has been discussed for many years, but never completed. Existing Exits 9 and 11 are approximately 6.2 miles apart; these exits are located on the periphery of the central business districts for Dover and Rochester, respectively, but are less convenient for properties located near the Dover/Rochester border and/or both Community’s Industrial areas. Turnpike access to neighboring Somersworth’s central business district is mostly directed to Exit 9, causing congestion, pollution, and delays on arterial roads in this area. An Exit 10 located in the general vicinity of Blackwater Road would improve these conditions.

Three primary design alternatives for exit 10 were developed through a corridor study in 2003. Geographically, the three alternatives are located along a segment of NH16 between the overpass at Blackwater Rd in Rochester, and approximately, mile marker 14.4 in Dover. The State Ten Year Plan has allocated funding to update and revisit these design alternatives starting in October 2024. The study will assess the viability of a new exit and generally consider how to improve turnpike access in the tri-city area, including patterns of future travel and freight demand, economic development, and multi-modal transportation.

Future implementation is likely dependent upon recommendations from one or both planning processes. SRPC, as the Metropolitan Planning Organization, can act as the lead sponsor and advocate for this project during the initial project development, funding, and advocacy phases. However, NHDOT practices for managing planning projects and requirements for certain projects to be managed by a certified Local Public Agency may reduce SRPC’s role in the future and require more direct involvement and collaboration by one or more of the Cities

3. What is the total project cost (if known) and what are the potential funding sources?

\$1,914,105 has been allocated in the Ten Year Plan as follows:

Design Alternatives Analysis - \$914,105 Funded in 2024 with NH Turnpike funds

Commute-shed Traffic and Economic Analysis - \$1,000,000 Funded in 2024 with Ten Year Plan funds

Implementation – construction, land acquisition, and associated costs would depend on the chosen alternative and would be estimated during the 2024 analysis. Conceptual estimates in 2003 placed the cost of construction alone at \$11.5-\$17.5 million (not adjusted for inflation due to uncertainty of the target year or chosen alternative). Adjustments for inflation, engineering, and land acquisition would make actual implementation costs considerably higher.

4. Which of the following themes from the Strafford EDD CEDS are relevant to this project? Select all that apply.

Housing

Age Friendliness

Workforce/Education

Childcare

Infrastructure

Mobility and Accessibility

Community Vibrancy

Changing Business Operations

Economic Growth

Resiliency

Equity and Environmental Justice

Partnership and Collaboration

5. Please provide a brief narrative (300 words or less) describing how this project relates to the themes selected above.

This project is likely to provide turnpike access benefits to all three of Dover, Rochester, and Somersworth, communities which could generate new economic opportunities, reduce travel delays, and improve air quality by mitigating congestion. Additional options for turnpike access would make the transportation network more resilient and could provide more equitable transportation and freight access throughout the region. In particular, a new exit 10 would provide improved access to existing commercial, industrial and retail entities in Somersworth and Rochester that are along the Rte 108 corridor and provide opportunities for new growth and development depending upon which Exit 10 alternative is chosen. In addition, the regional benefits of the project will build on the existing foundation of collaboration and partnerships within the Tri City Communities.