

**Strafford Metropolitan Planning Organization
Technical Advisory Committee Meeting
150 Wakefield Street, Suite 12, Conference Room 1A
Rochester, NH 03867**

Meeting Minutes

**Friday, June 7th, 2019
9 – 11 a.m.**

1. Introductions

Committee Members Present:

Gretchen Young (Dover), Chris Parker (Dover), Elizabeth Strachan (NHDES), Michael Hoffman (Newmarket) Leigh Levine (FHWA), Linda Dusenberry (NHDOT), Kelley Collins (Wakefield), Scott Kinmond (New Durham), Marcia Gasses (Barrington)

Guests/Public Present:

Staff Present: Jennifer Czysz, Colin Lentz, Rachel Dewey

The meeting was called to order at 9:05am

2. Staff Communications

C. Lentz announced that SRPC had advertised for a summer data collection intern position. The goal was to have the intern start at the beginning of the new fiscal year (July 1st).

3. Action Item(s)

3.1 Minutes from May 3rd 2019

S. Kinmond made a motion to accept the minutes as written

Seconded by M. Gasses

Vote: unanimous in favor

3.2 Amendment #1 to the 2019-2020 TIP

C. Lentz reviewed proposed changes to transportation projects in the 2019-2022 TIP. He noted that he had to add a project since the start of the public comment period, but that the requested change was minor and did not require any change in funding. Durham's CMAQ project to improve the transit center and the passenger rail platform would be administered by FTA, so the funds needed to be moved from the CMAQ program funding, to FTA. C. Lentz noted that this process was already underway, and the amendment was to ensure both the STIP and the TIP had up-to-date project information.

C. Lentz reviewed NHDOT's fiscal constraint table for the full STIP. He noted that the "STP-State flexible" program was the only one that had more funds programmed in each year than were available. He asked L. Dusenbury if she could explain why this was. L. Dusenbury explained that STP- State flexible is used for projects that have not been assigned funding from a specific

source. It appears more is programmed than is available, but each project in the flexible program will eventually be assigned funding before dollars get obligated.

M. Gasses made a motion to recommend the draft TIP amendment to the Policy Committee
Seconded by K. Collins
Vote: unanimous in favor

4. Discussion Items

4.1 Project Database Reports

C. Lentz asked TAC members if there were any improvements to be made to the project reports that were handed out for the TIP amendment. Do they contain enough information for readers to understand the proposed changes and make informed decisions about each project? He noted that they didn't show the total change in funding for each project.

C. Parker suggested that in cases where there is a scope only change, the report should show the original scope and the proposed change.

4.2 Metropolitan Transportation Plan Development

N. O'Connor provided a summary of the results from the Metro Plan survey thus far. She showed that 183 people had responded to the survey: 26 from Dover, 7 in Somersworth, 41 from Rollinsford. She noted that many responses had come from bicycle and pedestrian advocates, and that she was hoping to get more broad input. L. Strachan asked for Nancy to send the survey link out again so they could get it out to more people. N. O'Connor summarized several questions and responses from the survey. One of the questions was related to automated vehicles: an average of 42% respondents were comfortable with the possibility of autonomous vehicles on New Hampshire's roads; 60% of respondents said it was important to invest in electric vehicle charging infrastructure. She noted that she would be compiling results further so they could refine questions to follow up with specific stakeholder groups.

J. Czyns noted that the meeting packet contained a revised list of themes that would form individual chapters in the new Metro Plan. C. Lentz reviewed some of the themes and explained that staff had discussed developing the Metro Plan using a "build/no-build" approach. A "no-build" scenario would be one in which nothing was changed about the transportation system over the next 20 years: would the system still have the same level of service for the region? For instance:

- As the population increases and especially the 65 and older population, how will that affect transportation demand?
- What would be the effect of a new large freight distributor or other trip generator in the region?
- What would be the effect of major damage to important routes from a major storm?
- Positive things like increased ridership on public transit and passenger rail would affect highway travel
- Local landuse changes that affect where housing is concentrated

C. Lentz said the Metro Plan would take the transportation system as it exists today and develop such future scenarios to project their impacts. J. Czyns noted that Rockingham Planning

Commission would be looking at sea level rise impacts to route 1A. C. Lentz asked for input on the kinds of impacts that staff should research and incorporate into the plan. C. Parker noted that automated vehicles will have a huge impact on travel patterns and planning. He noted that modern vehicles already have automated safety features and most projections predict a high proportion of automated vehicles. C. Lentz said the Metro Plan would likely avoid larger impacts (like changes to the car insurance market) and focus on local needs and impacts. This includes improved lane markings (current automated vehicles rely on lane markings to “see” the road) and parking. C. Parker said increased urban sprawl is a potential impact of autonomous vehicles because people won’t mind long commutes if they don’t have to physically drive the car. M. Gasses noted that the Mother’s Day flood had cut Barrington off from access because of damage to major state highways. M. Hoffman added that the plan should consider parallel backup routes for future storms and potential damage. Small communities don’t have backup routes that can accommodate large trucks that will damage roads beyond repair.

J. Czysz asked if there were any other disasters or major impacts that the Metro Plan should consider; such as flooding or sea-level rise that could threaten vulnerable bridges. M. Gasses noted that the Mother’s Day flood [of 2006] closed many local roads that were critical for evacuation. M. Hoffman agreed adding that improving local routes that parallel major highways is an important issue because when the major road is closed the small routes can’t withstand heavy freight traffic.

M. Hoffman suggested that the plan consider “micro transit” (such as small electric scooters) that was popping up in large urban areas.

5. Other Business

E. Strachan explained that the NH Office of Strategic Initiatives had released the first solicitation for Volkswagen settlement funding. This opportunity is specifically for replacing diesel school buses with new propane or electric models.

C. Parker said Dover had started on their project to coordinate 34 traffic signals throughout the city (including a CMAQ funded project for several signals on NH108 near Week’s Crossing). In 2 years, 17 of the signals will be camera controlled and Dover is purchasing back-up generators and implementing traffic coordination software that will help re-route traffic in response to crashes and other events. G. Young mentioned that a neighborhood reconstruction project had come in under budget and was progressing smoothly.

L. Dusenberry announced that the deadline for letters of interest for the open CMAQ funding round had been pushed back from June 7th to June 14th. J. Czysz reminded members to include SRPC when they email letters of interest to NHDOT since they will be performing air quality benefit analysis for each project.

C. Lentz explained that NHDOT would be releasing a draft of the Statewide Ten Year Plan soon and scheduling GACIT meetings to discuss the plan. He said he would forward the information.

C. Lentz suggested that the July TAC meeting be cancelled due to its proximity to the July 4th Holiday and the lack of pressing agenda items.

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

No citizens brought items forward to the committee.

7. **Adjournment**

M. Gasses made a motion to adjourn

Seconded by M. Hoffman

Vote: Unanimous in favor

The meeting was adjourned at 10:00am

Minutes approved by

Print Michael Williams

Signed  Date 8/2/19