

Strafford Metropolitan Planning Organization Technical Advisory Committee Meeting



Friday, May 1st 2020 9:00 – 10:30 AM
Remote Zoom Meeting

The Chair of SRPC has found that, due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor's Emergency Order #12 pursuant to Executive Order 2020-08, SRPC and committees thereof are authorized to meet electronically.

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

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

Online Access: <https://us02web.zoom.us/j/86110441322>

Telephone-only Access: 1-646-558-8656 and Meeting ID: 861 1044 1322

These instructions have also been provided on the SRPC website at www.trafford.org. If anybody has a problem accessing the meeting, please email clentz@trafford.org. In the event the public is unable to access the meeting, the meeting will be adjourned and rescheduled.

1. Introductions

2. Staff Communications

3. Action Item(s) [Motion required]

3.1. Review and approve draft minutes from March 7th 2019

3.2. Review Amendment #4 to the 2019-2022 TIP

4. Discussion Items

- How are COVID-19 and the stay-at-home order affecting the region, and how can we be better prepared in the future?
 - How is it impacting your community now?
 - What long-term impacts do you anticipate?
 - What technical expertise could SRPC provide to aid your community's recovery and preparedness
 - What research and outreach should SRPC focus on to develop lessons-learned and recommendations?

5. Other Business

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

7. Adjournment

Reasonable accommodations for people with disabilities are available upon request. Include a description of the accommodation you will need including as much detail as you can. Also include a way we can contact you if we need more information. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted, but may be impossible to fill. Please call (603) 994-3500 or email srpc@trafford.org.

Rules of Procedure

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others, or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as citizen forum, public hearings, public comment periods, outreach events, seminars, workshops, listening sessions, etc.

Strafford Metropolitan Planning Organization Technical Advisory Committee

Meeting Minutes

Friday, March 6th 2020 9:00 – 11:00 AM

Strafford Regional Planning Commission
150 Wakefield Street, Suite 12, Conference Room 1A
Rochester, NH

The meeting was called to order at 9:05am

1. Attendance:

Committee Members

Jon Hotchkiss (Milton), Shanna Saunders (Somersworth), Chris Parker (Dover), Marcia Gasses (Barrington), Michael Williams (COAST), Leigh Levine (FHWA) Linda Dusenberry (NHDOT), Scott Kinmond (New Durham), Bruce Woodruff (Milton),

Staff

Jennifer Czysz, Colin Lentz

2. Staff Communications

C. Lentz explained that Elizabeth Strachan had resigned from her position at NHDES and accepted a position in private consulting on brownfields site assessments. Tim White would be attending TAC and Policy meetings for the near future.

J. Czysz noted that there was a listening session hosted by the Regional Economic Development Center (REDC) to gather input for an update to their comprehensive economic development plan. The session will in in Newmarket at the Stone Church at on Monday March 9th at 5:00pm.

3. Action Item(s)

3.1 Minutes from December 6th 2019

C. Parker made a motion to approve the minutes as written.

Seconded by M. Williams

Vote: unanimous in favor

4. Discussion Items

4.1 2020 Highway Safety Performance Targets – regional and statewide trends and how they can inform planning

C. Lentz provided a memo detailing the 2020 safety performance targets that had been approved by the Policy Committee at their February meeting. He noted that there are five safety targets that have to be updated each year 180 days after NHDOT sets statewide targets: fatalities, rate of fatalities, serious injuries, rate of serious injuries, and fatal and serious injuries involving non-motorized users.

C. Lentz noted that the Policy Committee voted to support the state targets as in previous years, but he pointed to data in the memo showing the regional proportion of crashes for each of the five measures. He said the MPO would be working to identify specific locations where infrastructure improvements would decrease fatalities and serious injuries. He noted that it appears as though the region has a higher rate of fatalities and serious injuries because the region has fewer highway miles, but more vehicle-miles-traveled relative to other regions. C. Lentz explained that the State departments of safety, transportation, and motor vehicles were continuing to improve crash data collection, sharing, and management. He noted that there appeared to be a drop in serious injuries, but this was likely attributable to increased attention to detail by police departments and Department of Safety in what qualified as serious injury (based on a specific set of standards adopted at a national level). S. Kinmond noted that New Durham had recently gotten a grant to switch from paper crash reports to electronic records. He asked if SRPC had funding for a potential road safety audit in New Durham. C. Lentz explained that the road safety audits were funded through NHDOT's Highway Safety Improvement Program. He would just need to work with the town to identify locations where one or more fatalities or serious injuries, get details from police crash records to develop a crash diagram, and help the town submit an application to NHDOT. B. Woodruff asked about how to address intersections that were extremely dangerous but hadn't resulted in a fatality or serious injury. If the road safety audit program focuses on fatalities and serious injuries, it can't address spots where safety is a concern but hasn't resulted in a dramatic crash. Members discussed several such locations around the region. C. Lentz noted that NHDOT is focused on addressing intersections with unsafe geometry (such as "Y" intersections) and SRPC can do some detailed analysis to identify safety issues proactively.

4.2 Metro Plan Projects & Scoring – Preparing for the next Ten Year Plan: preliminary discussion of methods, process, and projects

C. Lentz explained that he had already been reaching out to municipalities to discuss and develop transportation improvement projects that could be candidates for the upcoming Ten Year Plan round. Some projects could also be prepared for other upcoming funding opportunities. He noted that the final round of Transportation Alternatives Program funding (under the FAST Act) would likely be in the fall, with a solicitation starting in the summer. C. Lentz explained that NHDOT and the RPCs had already met to discuss how to improve the project selection criteria and process over the past round. There would be future meetings to further refine the process, and he wanted to get initial input from the TAC so it could be represented at the next meeting with NHDOT and the RPCs. He said he didn't expect the criteria to change drastically and the RPCs would be able to adjust the weighting of the criteria as in previous rounds. C. Lentz noted that the RPCs and NHDOT had discussed refining the "resilience" criterion and adding an "equity" criterion. These would need to be quantified.

Members discussed options for weighting the scoring criteria, such as removing all weight from "state of repair" (under the expectation that any project would improve the infrastructure) to focus on other criteria such as safety. B. Woodruff suggested several adjustments to criteria. C. Parker suggested that the "support" criterion should be reduced or eliminated because any project should be required to have support from the municipality proposing it. M. Williams said the "facility importance" criterion needed more input beyond just traffic volume data since a bridge may have lower traffic volumes but be critically important as the only access for 10 miles between two points. C. Lentz said SRPC could use new tools like the travel demand model to conduct more detailed

analysis for questions like that. Members discussed how to better incorporate projects focused on alternative modes (e.g. bicycles and pedestrians) and ensure projects with a more localized impact would be accurately represented by the criteria. Members discussed potential “regional” projects that would be focused on regional impact and be developed and supported by the TAC and Policy committees (including public transit support and EV charging stations). S. Kinmond suggested developing a criterion for “regional impact” to increase the focus on projects that have multiple benefits beyond the border of a single municipality. C. Lentz said he would suggest that to the group of NHDOT and RPCs working on the process. C. Lentz said the goal at this point was to establish the criteria weightings in early spring, identify a top 5-10 candidate projects by September, submit a final list of proposed projects to NHDOT by December 4th so they can conduct an engineering review to refine projects, and final submission for the Ten Year Plan in early 2021.

5. Project Updates

5.1 Legislative outreach

C. Lentz explained that he had presented testimony at several recent hearings and other meetings of House and Senate committees. He had presented several of the regional planning priorities developed by the TAC and Policy committees to the House Public Works and Highways committee in their public hearing for the draft Ten Year Plan (H.B. 2020). He also gave testimony at public hearings held by the same committee on two bills (H.B. 1649 and H.B. 1650) related to new proposed approaches for additional revenue generation for highway maintenance. He did not explicitly support or oppose either bill but generally advocated in support of the legislature’s effort to find new revenues to support transportation costs. C. Lentz said he and other MPO staff met with Congressman Chris Pappas to discuss transportation policy issues and priorities as he is working with colleagues to develop a draft authorization bill to replace the FAST Act which is expiring soon.

6. Other Business

No other business was brought before the committee

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

8. Adjournment

C. Parker made a motion to adjourn

Seconded by M. Williams

Vote: unanimous in favor

Meeting adjourned at 9:45am

Minutes Approved by [Print Name] _____

Signed _____ Date _____



NOTICE OF PUBLIC COMMENT PERIOD & PUBLIC HEARING

Regarding Amendments to the:

2019-2022 Transportation Improvement Program (TIP)
with corresponding updates to the
2017-2040 Metropolitan Transportation Plan

The Strafford Regional Planning Commission, functioning as the federally mandated Metropolitan Planning Organization (MPO) for the Strafford Region, is holding a comment period and public hearing for the proposed **Amendment #4** to the adopted *2019-2022 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 *2019-2022 State Transportation Improvement Program (STIP)*. Strafford Regional Planning Commission is conducting this process in accordance with the Strafford MPO's public involvement procedures and federal and state regulations.

Amendment #4 impacts projects listed in the *2019-2022 Transportation Improvement Program* which is part of the *2017-2040 Metropolitan Transportation Plan* for the region. Full amendments to the Transportation Improvement Program require a 10-30 day public comment period, a public hearing, and approval by the Strafford MPO Policy Committee. A 10-day public comment period for this amendment will begin on **Monday, May 4th, 2020** and will end at the close of business on **Thursday, May 14th, 2020**. The public is encouraged to submit comments before the end of the business day (5:00 pm) on **Thursday, May 14th, 2020**, or at a public hearing detailed below.

Due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance Emergency Order #12 pursuant to Executive Order 2020-08, following the public comment period, a virtual public hearing to review comments, solicit final public feedback, and consider adoption of Amendment #4 to the TIP and Plan has been scheduled for **9:00 am on Friday, May 15th, 2020**.

The Chair of the SRPC has found that, due to the State of Emergency declared by the Governor, Strafford MPO is authorized to meet electronically. Please note that there is no physical location to participate in this meeting, which was authorized pursuant to the Governor's Emergency Order. Strafford MPO is utilizing Zoom for this electronic meeting. All members of the MPO and the public have the ability to communicate during this meeting through the following means:

Meeting ID: 861 1044 1322

Online Access: <https://us02web.zoom.us/j/87001441551>

Telephone-only Access: +1 646 558 8656

These instructions have also been provided on the Strafford MPO website at: www.strafford.org. **If anybody has a problem accessing the meeting, please call (603) 994-3500 (ext. 102) or e-mail clentz@strafford.org**. In the event the public is unable to access the meeting, the meeting will be adjourned and rescheduled.

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

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

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

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

**2019-2022 Strafford MPO
Projects in Transportation Improvement Program Amendment #4**

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2019-2022 SRPC Transportation Improvement Program Amendment

4/13/2020

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

ROCHESTER 14350

Towns: ROCHESTER
 Road: NH 202A (WALNUT STREET)
 Scope: INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY THROUGH STRAFFORD SQ, NORTH MAIN, & WASHINGTON ST

Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019		\$800	\$0	\$200	\$1,000
CON	2021	\$1,360,000		\$0	\$3,128,153	\$4,488,153

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019		\$800	\$0	\$200	\$1,000
PE	2021		\$800	\$0	\$200	\$1,000
ROW	2021		\$800	\$0	\$200	\$1,000
CON	2021	\$1,360,000		\$0	\$3,128,153	\$4,488,153

Change Notes

NHDOT Description of Changes

PE and ROW phases added for 2021. \$2,000 added in total.

SRPC Notes

Additional funds required for PE and ROW acquisition.

Funding Sources

FHWA

STP-Areas Less Than 200K
 STP-Hazard Elimination
 STP-State Flexible

NHDOT

Non Participating

OTHER

Towns