

Strafford Metropolitan Planning Organization Technical Advisory Committee Meeting

Friday November 3, 2023 from 9:00am - 10:30am

Location: Conference Rm 1A, SRPC Office (Remote access 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 Link:

<https://us02web.zoom.us/j/83483049101?pwd=RW9oK2xORzJDdkdoYTVzVzZGNDNhZz09>

Meeting ID: 834 8304 9101

Telephone-only Access: +1 646 558 8656

These instructions have also been provided at www.trafford.org. If anybody is unable to access the

Agenda Item	Time	Pre-Meeting Task/Notes
1) Introductions	5 mins	
2) Community Updates	15 mins	Round table discussion
3) Action Items a) Minutes from August 4, 2023 b) Minutes from October 13, 2023 c) Transportation Improvement Program Amendment 3	2 mins	See meeting packet
4) Discussion Items a) Comments from the MPOs on statewide Carbon Reduction Program	30 mins	See meeting packet
5) Other Business		
6) Citizen's Forum		
7) Adjourn		

Reasonable accommodations for people with disabilities are available upon request. Include a detailed description of the accommodation you will need along with your contact info. Please make your request as early as possible; allowing at least 5 days advance notice. Last minute requests will be accepted but may be impossible to fill. Please call (603) 994-3500 or email srpc@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.



STRAFFORD

Metropolitan Planning Organization

**Strafford MPO
Technical Advisory Committee
Meeting Minutes
August 4, 2023
Conference Room 1A, 150 Wakefield Street**

1) Introductions

Chair Bruce Woodruff suspended the quorum requirement due to a lack of an in person quorum and called the meeting to order.

Members present:

Michelle Mears, Somersworth; Bruce Woodruff, Milton, John A. Mullen, Middleton; Wayne Lehman, Lee; Vanessa Price, Barrington; Katrin Kasper, Lee; Marshall Goldberg, Brookfield.

Staff present: Jen Czysz and Mark Davie

Members attending on Zoom:

Steve Pesci, UNH; Michael Behrent, Durham; Lindsay Butler, Newmarket; Jessica Wilcox, NHDES; Ricky DiCillo, NHDES; Vanessa Partington, NHDES; William Rose, NHDOT; Bill Watson, NHDOT; Mike Mozer, NHDOT

Staff attending on Zoom:

Angela Cleveland; Stephen Geis

2) Staff Updates:

J. Czysz updated the group on new staff members Lisa Murphy, Senior Regional Planner, and Angela Cleveland, Principal Planner. Stephen Geis and Mark Davie have been promoted to Planner II level and Jackson Rand and Natalie have been promoted to Senior level planners. Kyle Pimental has been promoted to Assistant Director.

3) Community Updates

M. Goldberg stated that Brookfield is looking to adopt a Solar Planning ordinance and asked what other towns have an ordinance in place. The group responded: Milton, Barrington, Rochester and Durham have solar planning ordinances. V. Price stated that Barrington is working on amendments to their ordinance to address solar farms. M. Mears reported that Somersworth is also working on an ordinance.

STRAFFORD REGIONAL PLANNING COMMISSION

150 Wakefield Street, Suite 12, Rochester, NH 03867

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Newmarket | Northwood | Nottingham | Rochester | Rollinsford | Somersworth | Strafford | Wakefield



K. Kasper, who is a circuit rider for Clean Energy NH, offered to reach out to her for assistance..

J. Mullen stated that Middleton is implementing a Sunrise Lake Watershed Plan.

4) Action Items

a) Minutes from May 5, 2023

M. Mears motioned to accept the minutes of May 5, 2023 seconded by K. Kasper. A roll call vote was taken: K. Kasper, V. Price, M. Goldberg, M. Mears, W. Lehman, B. Woodruff and L. Butler voted in favor. J. Mullen, S. Pesci, R. DiCillo, W. Rose, M. Behrendt abstained. Motion passed with a unanimous vote in favor.

b) Officer appointment

B. Woodruff stated he is stepping down as chair and asked for a motion to appoint M. Mears as Chair and M. Williams as Vice Chair. K. Kasper so moved seconded by M. Behrendt. A roll call vote was taken: K. Kasper, V. Price, M. Goldberg, M. Mears, W. Lehman, B. Woodruff and L. Butler J. Mullen, S. Pesci, M. Behrendt voted unanimously in favor. R. DiCillo, W. Rose, abstained. Motion passed.

c) Performance Targets: Pavement, Bridge and Travel Time Reliability

Mark Davie presented an overview of the performance areas and targets. SRPC is federally required to set performance targets in coordination with NHDOT. Some of those performance areas are pavement and bridge conditions, and travel time reliability.

There are 274 bridges in the region, of which 58.4% are in “good” condition (a better rate than NH as a whole) and 4.3% are in “poor” condition (a worse rate than NH as a whole).

The performance measures do not consider local roads. SRPC conducts local road condition assessments through the Road Surface Management System (RSMS). RSMS is a protocol for assessing road conditions, then developing a suggested 10-year local paving schedule through a computer model.

A Story Map of the SRPC MPO System Performance Report can be found on the SRPC website:

<https://srpc.maps.arcgis.com/apps/MapSeries/index.html?appid=4dc604e5d3d54ebd81a5cb24a88efb1e>

In all target areas, staff are recommending that SRPC support the state targets rather than set specific regional targets. The primary justification is that SRPC does not directly influence pavement or bridge maintenance.

The new targets will be included on a draft System Performance Report that will be published once the pavement and bridge targets are approved.

B. Woodruff motioned to recommend the States Performance Targets to the Policy Committee as presented. John Mullen seconded the motion. A roll call vote was taken: B. Woodruff, J. Mullen, V. Price, M. Goldberg, M. Mears, W. Lehman, S. Pesci, M. Bobinsky, W. Rose and L. Butler voted in favor. R. DiCillo abstained. The motion passed with a unanimous vote in favor.

5) New Data Collection Technology

M. Davey stated the data collection team has been working on technology upgrades to SRPC's suite of data collection equipment. SRPC recently acquired a camera-based counter from a company in Concord called Leetron. It uses an artificial intelligence system to count vehicles and record data. SRPC is also deploying a loaner Leetron unit to help the company improve its AI system for recognizing pedestrians and cyclists.

This new system provides a safer process for data collection staff when they are out on the field.

6) Electric Vehicle Charging Toolkit

A. Cleveland presented on an online toolkit SRPC staff members have developed as a guide to assist municipalities prepare to meet the demand for Electric Vehicle charging stations in their communities. The guide is in a story map format for easy reading and focusing on topic areas of interest. New Hampshire is readying for a rapid increase in electric vehicles over the next 10-15 years.

This is living document and SRPC will continue to keep the guide updated. A. Cleveland thanked Jackson, Colin, and the team at Clean Energy for their help in getting this guide online:

<https://storymaps.arcgis.com/collections/382955cb53144078824e0bf40ac0340f?item=1>

S. Pesci stated there is a potential struggle with building stations that can evolve, as things change.

7) Other Business

NHDES clean vehicle funding opportunities

R. DiCillo presented on the Green Fleets funding opportunity. Proposals are due October 13. This is a new \$10,000,000 program through VW funds and is a competitive

selection open to local governments. There are 3 main categories: replace older diesel vehicles and equipment with new diesel equipment funded at 80%, replacement of old diesel equipment with electric models at 95% funding, and funding for marine shore power, dockside plug-ins.

The NH Clean Diesel Program is similar but does not have as much restriction on the kind of equipment and can fund equipment like loaders, bulldozers, and construction equipment. EPA just opened up National Deer Program for larger projects of fleets of 50 or more. More information can be found on the US Department of Energy website: <https://afdc.energy.gov/states/nh>

K. Kasper asked where to find information on the kind of electric vehicles that are eligible to replace current diesel vehicles under the NH Clean Diesel program. R. DiCillo said the Alternative Fuels Data Center has a tool for identifying replacement vehicles.

8) Citizens Forum

M. Mears congratulated K. Pimental on his promotion to Assistant Director.

S. Pesci asked for an update from DOT on the larger pool of EV charging funds. Mike Moser, deputy program manager at DOT responded with an update and stated the department is working to spend NEVI funds. They have hired a consultant to help administrate the plan. DOT is having website issues and has not been able to keep up with updates. Looking at a possible combined website with the DES.

9) Adjourn

At 10:30 AM, K. Kasper motioned to adjourn seconded by B. Woodruff. A roll call vote was taken: B. Woodruff, J. Mullen, V. Price, M. Goldberg, M. Mears, W. Lehman, S. Pesci, M. Bobinsky, W. Rose and L. Butler and R. DiCillo voted in favor The motion passed with a unanimous vote in favor.

STRAFFORD

Metropolitan Planning Organization

**Strafford MPO
Technical Advisory Committee
Meeting Minutes
October 13, 2023
Suite 12, 150 Wakefield Street**

1) Introductions

Chair Michelle Mears called the meeting to order at 9:03 a.m.

Members present:

Michelle Mears, Somersworth; Wayne Lehman, Lee; Vanessa Price, Barrington; John Mullen, Middleton; Marshall Goldberg, Brookfield; Sophie Robison, Dover

Staff present: Colin Lentz,

Members attending on Zoom:

Bruce Woodruff, Milton; Vanesa Partington, NHDES; Donna Benton, Dover; Lucy St. John, NHDOT; William Watson, NHDOT; Shanna Saunders, Rochester

Staff attending on Zoom:

Rachel Dewey, Lisa Murphy, Megan Taylor-Fetter, Mark Davie,

2) Community Updates

M. Goldberg stated that the Town of Brookfield is in the process of developing a Solar Panel Ordinance. He spoke about the low cost and high impact of stripping roads.

M. Mears asked, with the ongoing development of bike paths and trails within the tri cities, is there a map available of the trails. C. Lentz responded that SRPC has maps that show traffic levels and where there are more comfortable routes but has not designated any best bike routes.

J. Mullen stated that Middleton is in the process of completing their emergency management plan.

M. Mears stated that the City of Somersworth held a complete streets meeting which was well attended; documents will be online. C. Lentz stated the consultants are finishing up the final design.

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S. Saunders stated that in the City of Rochester, the Strafford Square roundabout will be completed this fall and the final landscaping next spring. The city is moving forward with a safety project at Old Dover Road and Tebbetts Road. A predesign outreach meeting was held and a recording of that meeting can be viewed on the cities' website.

L. St. John stated that GACIT meetings are ongoing. There is an online survey.

3) Action Items

a) Minutes from August 4, 2023

Tabled

b) Minutes from September 8, 2023

There was a motion and a second to approve the minutes of September 8, 2023. All votes were in favor. L. St. John abstained. The motion passed with all in favor.

4) Discussion Items

a. Is the Metro Plan project scoring methodology effective?

C. Lentz stated that one of the first tasks in the biennial project selection process is weighting criteria for project selection. There will be at least two times we use scoring criteria to rank Metro Plan projects: once to help decide which projects to submit to engineering consultants, and a final time to determine which candidate projects get submitted for the next Ten Year Plan. The recommendation from committee members has been to use the criteria that all nine regional planning commissions and NHDOT used in the most recent Ten Year Plan round. This to avoid conflicting methodologies, and because the criteria cover current regional transportation goals and objectives.

C. Lentz stated that we are trying out using a MetroQuest survey to conduct criteria weightings. It should be more universally compatible than excel tools used in the past and does some of the data calculations.

The group engaged in discussion on the process and provided feedback.

b. Active Transportation Plan Update

C. Lentz thanked everyone who was able to participate in the TAC workshop on the Active Transportation Plan. He stated that a draft is close to completion for public comment. C. Lentz presented a preview of the implementation matrix which was developed from the input from the workshop.

c. What technical studies would be valuable to municipalities and the region?

C. Lentz stated that studies can help municipalities make important local decisions about infrastructure and landuse. Examples include a local freight routing study, a downtown parking study, alternative commute studies and alternative mode trip story maps. Also available from SRPC are safety accessibility studies, bike, pedestrian and

traffic studies. C. Lentz asked for suggestions for studies that would help municipalities or the region.

J. Mullen stated Middleton would be interested in a study on accessibility to emergency care and response times from local emergency services.

5) Other Business

V. Partington stated that NDES has applied for an upcoming community grant program for charging and fueling infrastructure that could be more flexible for community-level EV charging projects. DES is compiling feedback at listening sessions. Colin will email information on upcoming informational sessions.

6) Citizens Forum

There were no citizens present

7) Adjourn

There was a motion and a second to adjourn. All in favor. The meeting concluded at 9:55 A.M.



NOTICE OF PUBLIC COMMENT PERIOD & PUBLIC HEARING

Regarding Amendments to the: 2023-2026 Transportation Improvement Program with corresponding updates to the 2023-2045 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 #3 to the adopted *2023-2026 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 *2023-2026 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 #3 impacts projects listed in the *2023-2026 TIP* which is part of the *2023-2045 Metropolitan Transportation Plan* (MTP) for the region. Full amendments to the TIP require a 10-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, November 7, 2023**, and will end at the close of business on **Thursday, November 16, 2023**. A public hearing will be held by the SRPC Policy Committee meeting at **9:00 am on Friday, November 18, 2023**. The public is encouraged to submit comments before the end of the business day (5:00 pm) **Thursday, November 16, 2023**, or at the public hearing at the Strafford MPO Policy Committee meeting at **9:00 am on Friday, November 18, 2023**.

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

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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
2023-2026 Transportation Improvement Program Amendment #3

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2023 - 2026 SRPC Transportation Improvement Program 2023-2026 Amendment 3

9/19/2023

Please refer to the 2023 - 2026 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 2023 - 2026 TIP.

PROGRAM FTA5310

Towns: Statewide
 Road: Various
 Scope: Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2023	\$3,138,558	\$0	\$784,639	\$3,923,197
OTHER	2024	\$2,709,459	\$0	\$677,364	\$3,386,823
OTHER	2025	\$2,763,648	\$0	\$690,912	\$3,454,560
OTHER	2026	\$2,818,921	\$0	\$704,730	\$3,523,651

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2023	\$4,033,375	\$0	\$1,008,344	\$5,041,719
OTHER	2024	\$3,674,059	\$0	\$918,514	\$4,592,573
OTHER	2025	\$3,316,017	\$0	\$829,004	\$4,145,021
OTHER	2026	\$3,382,338	\$0	\$845,584	\$4,227,922

Change Notes

NHDOT Description of Changes
 Program apportionments updated
 SRPC Notes

Funding Sources

FHWA
 STBG-State Flexible
FTA
 FTA 5310 Capital Program
NHDOT
 Toll Credit
OTHER
 Other

PROGRAM FTA5339

Towns: Statewide

Road: Various

Scope: Capital bus and bus facilities - FTA 5339 Program for statewide public transportation

Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$8,030,479		\$0	\$2,007,620	\$10,038,099
OTHER	2024	\$4,440,434		\$0	\$1,110,108	\$5,550,542
OTHER	2025	\$4,529,242		\$0	\$1,132,311	\$5,661,553
OTHER	2026	\$4,619,827		\$0	\$1,154,957	\$5,774,784

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$8,030,479		\$0	\$2,007,620	\$10,038,099
OTHER	2024	\$7,483,518		\$0	\$1,870,879	\$9,354,397
OTHER	2025	\$7,577,438		\$0	\$1,894,359	\$9,471,797
OTHER	2026	\$4,885,720		\$0	\$1,221,430	\$6,107,150

Change Notes

- NHDOT Description of Changes
- Updating apportionment numbers
- SRPC Notes

Funding Sources

FTA

FTA 5339 Bus and Bus Facilities

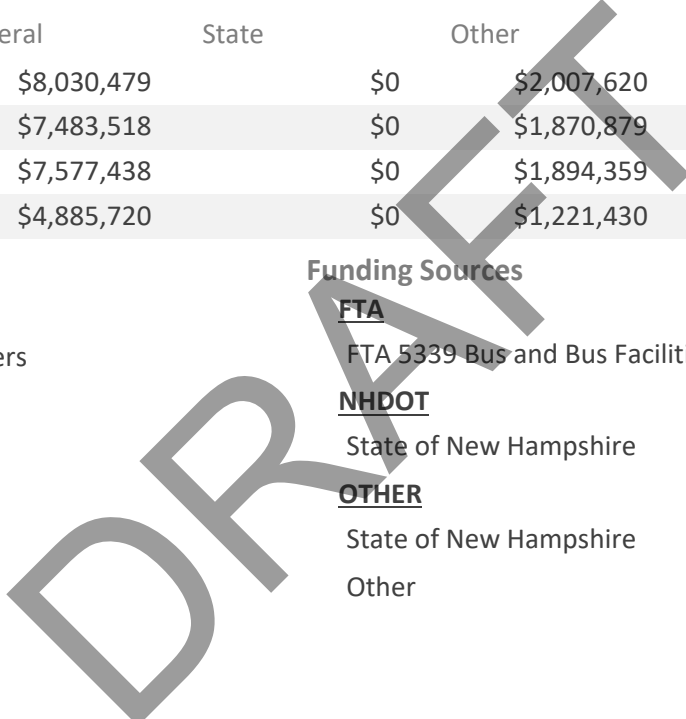
NHDOT

State of New Hampshire

OTHER

State of New Hampshire

Other



PROGRAM TA

Towns: Statewide
 Road: Various
 Scope: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
 Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$680,000		\$0	\$190,000	\$870,000
PE	2024	\$400,000		\$0	\$120,000	\$520,000
PE	2025	\$400,000		\$0	\$120,000	\$520,000
PE	2026	\$252,760		\$0	\$83,190	\$335,950
ROW	2023	\$102,120		\$0	\$35,530	\$137,650
ROW	2024	\$102,120		\$0	\$35,530	\$137,650
ROW	2025	\$102,120		\$0	\$35,530	\$137,650
ROW	2026	\$102,120		\$0	\$35,530	\$137,650
CON	2023	\$2,453,272		\$0	\$713,318	\$3,166,590
CON	2024	\$2,613,272		\$0	\$753,318	\$3,366,590
CON	2025	\$2,613,272		\$0	\$753,318	\$3,366,590
CON	2026	\$2,760,512		\$0	\$790,128	\$3,550,640

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$800,000		\$0	\$220,000	\$1,020,000
PE	2024	\$1,200,000		\$0	\$320,000	\$1,520,000
PE	2025	\$800,000		\$0	\$220,000	\$1,020,000
PE	2026	\$800,000		\$0	\$220,000	\$1,020,000
ROW	2023	\$120,000		\$0	\$40,000	\$160,000
ROW	2024	\$120,000		\$0	\$40,000	\$160,000
ROW	2025	\$120,000		\$0	\$40,000	\$160,000
ROW	2026	\$120,000		\$0	\$40,000	\$160,000
CON	2023	\$4,388,864		\$0	\$1,197,216	\$5,586,080
CON	2024	\$4,095,042		\$0	\$1,123,760	\$5,218,802
CON	2025	\$4,603,342		\$0	\$1,250,835	\$5,854,178
CON	2026	\$4,713,810		\$0	\$1,278,452	\$5,992,261

Change Notes

NHDOT Description of Changes
 Child project estimates updated to include carryover funds

Funding Sources

FHWA

TAP-Non Urban Areas Under 5K TAP-5K to 49,999
 TAP-Flex TAP-50K to 200K
 TAP-Areas Over 200K

OTHER

Other
 Non Par Other

SRPC Notes

LEE 41322

Towns: LEE
Road: NH Route 125
Scope: Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084
Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$330,000		\$0	\$0	\$330,000
ROW	2023	\$27,500		\$0	\$0	\$27,500
CON	2024	\$1,650,000		\$0	\$0	\$1,650,000

Proposed Funding

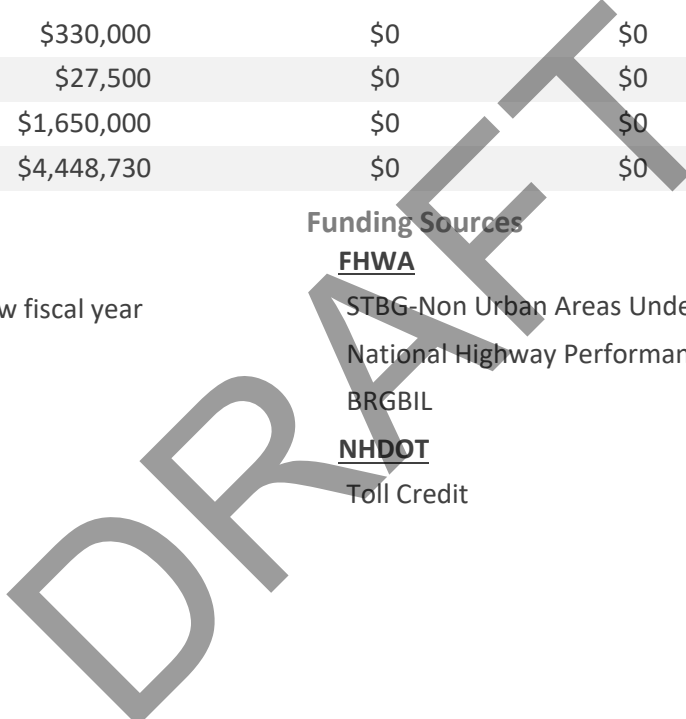
Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$330,000		\$0	\$0	\$330,000
ROW	2023	\$27,500		\$0	\$0	\$27,500
CON	2024	\$1,650,000		\$0	\$0	\$1,650,000
CON	2025	\$4,448,730		\$0	\$0	\$4,448,730

Change Notes

NHDOT Description of Changes
Adding construction funds in new fiscal year
SRPC Notes

Funding Sources

FHWA
STBG-Non Urban Areas Under 5K
National Highway Performance
BRGBIL
NHDOT
Toll Credit



ROLLINSFORD - DOVER 42578

Towns: DOVER, ROLLINSFORD

Road: Oak Street

Scope: Address Red List bridge (069/046) carrying Oak Street over PAR between Rollinsford and Dover

Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2024	\$174,369		\$0	\$0	\$174,369
PE	2026	\$122,847		\$0	\$0	\$122,847

Proposed Funding

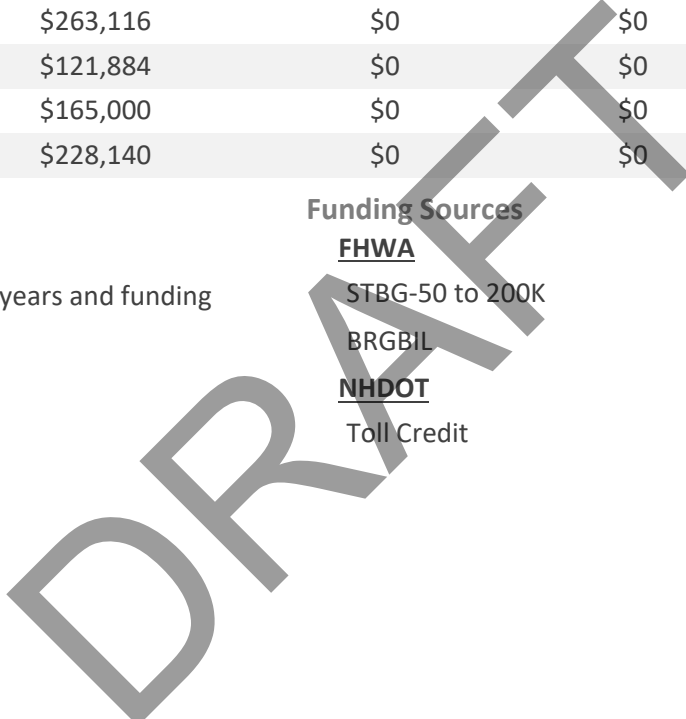
Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$263,116		\$0	\$0	\$263,116
PE	2024	\$121,884		\$0	\$0	\$121,884
PE	2025	\$165,000		\$0	\$0	\$165,000
PE	2026	\$228,140		\$0	\$0	\$228,140

Change Notes

NHDOT Description of Changes
 Adding preliminary engineering years and funding
 SRPC Notes

Funding Sources

FHWA
 STBG-50 to 200K
 BRGBIL
NHDOT
 Toll Credit



PROGRAM STBG-FTA

Towns: Statewide
 Road: Various
 Scope: Funds transferred from STBG to FTA to supplement public/human services transportation statewide.
 Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program
 FTA: Federal Transit Administration

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$3,200,000		\$0	\$412,500	\$3,612,500
OTHER	2024	\$3,200,000		\$0	\$412,500	\$3,612,500
OTHER	2025	\$3,200,000		\$0	\$412,500	\$3,612,500
OTHER	2026	\$3,200,000		\$0	\$412,500	\$3,612,500

Proposed Funding

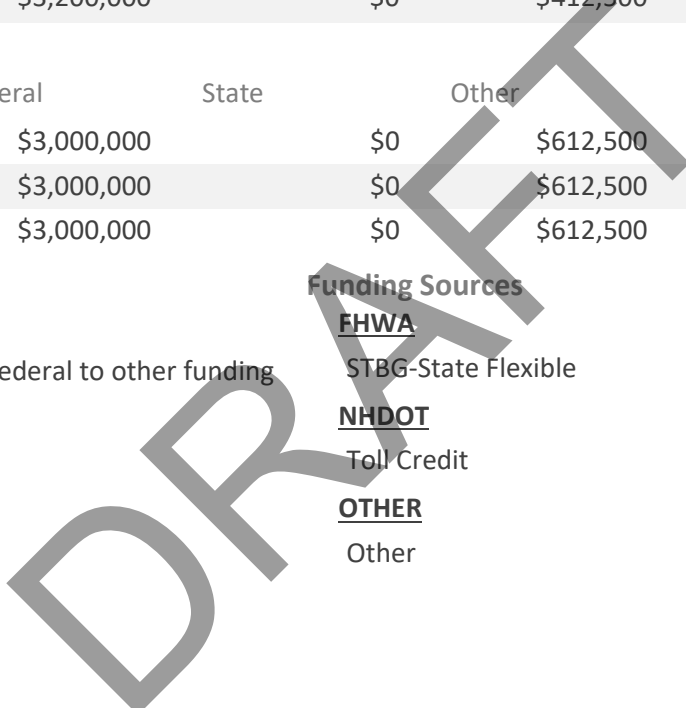
Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2024	\$3,000,000		\$0	\$612,500	\$3,612,500
OTHER	2025	\$3,000,000		\$0	\$612,500	\$3,612,500
OTHER	2026	\$3,000,000		\$0	\$612,500	\$3,612,500

Change Notes

NHDOT Description of Changes
 Shifting 200,000 per year from federal to other funding
 SRPC Notes

Funding Sources

- FHWA
- STBG-State Flexible
- NHDOT
- Toll Credit
- OTHER
- Other



PROGRAM EV_INFRA

Towns: Statewide
Road: Various
Scope: Electric Vehicle Infrastructure Program
Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$346,000		\$0	\$0	\$346,000
PE	2024	\$346,000		\$0	\$0	\$346,000
PE	2025	\$346,000		\$0	\$0	\$346,000
PE	2026	\$346,000		\$0	\$0	\$346,000
CON	2023	\$3,114,000		\$0	\$0	\$3,114,000
CON	2024	\$3,114,000		\$0	\$0	\$3,114,000
CON	2025	\$3,114,000		\$0	\$0	\$3,114,000
CON	2026	\$3,114,000		\$0	\$0	\$3,114,000

Change Notes

NHDOT Description of Changes
New electric vehicle charging infrastructure program
SRPC Notes

Funding Sources

FHWA
NEVI
NHDOT
Toll Credit

DRY

NEVI PROGRAM CHARGING 44093

Towns: Statewide
 Road: Statewide
 Scope: Administer NEVI funds to develop direct current fast charging stations along AFCs
 Acronyms:

Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$880,000		\$0	\$880,000
CON	2023	\$5,355,210		\$1,338,802	\$6,694,012

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$880,000		\$0	\$880,000
CON	2023	\$5,355,210	\$1,338,802	\$0	\$6,694,012

Change Notes

NHDOT Description of Changes
 Removing program from STIP. Funds moved to new Electric Vehicle Infrastructure program "EV Infra" (part of amendment 3).

SRPC Notes

Funding Sources

FHWA
 NEVI
NHDOT
 Toll Credit
 Non Par DOT

DRAFT

SOMERSWORTH NH - BERWICK MAINE 44389

Towns: SOMERSWORTH
Road: Salmon Falls Rd over Salmon Falls River
Scope: Rehabilitate Salmon Falls Rd bridge over Salmon Falls River Brg #078/124 Eddy Bridge Maine
DOT Lead

Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2026	\$0	\$43,015	\$64,522	\$107,537
ROW	2026	\$0	\$4,301	\$6,452	\$10,754
CON	2026	\$430,148	\$0	\$645,221	\$1,075,369

Change Notes

NHDOT Description of Changes

SRPC Notes

New bridge rehab project. Shared match with Main and NH state and towns

Funding Sources

FHWA

STBG-50 to 200K

NHDOT

SB367-4-Cents

OTHER

Towns
Maine

DRAFT

MILTON NH - ACTON MAINE 44393

Towns: MILTON
 Road: Church Street over Salmon Falls River
 Scope: Replace the Church St bridge over Salmon Falls River Brg#077/163 "Ben Brackett" Brg Maine
 DOT lead

Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2026	\$0	\$129,044	\$193,566	\$322,611
ROW	2026	\$0	\$4,301	\$6,452	\$10,754
CON	2026	\$1,548,531	\$0	\$2,322,797	\$3,871,328

Change Notes

NHDOT Description of Changes
 New bridge replacement project added to STIP.
 Shared match with Main and NH state and towns
 SRPC Notes

Funding Sources

FHWA

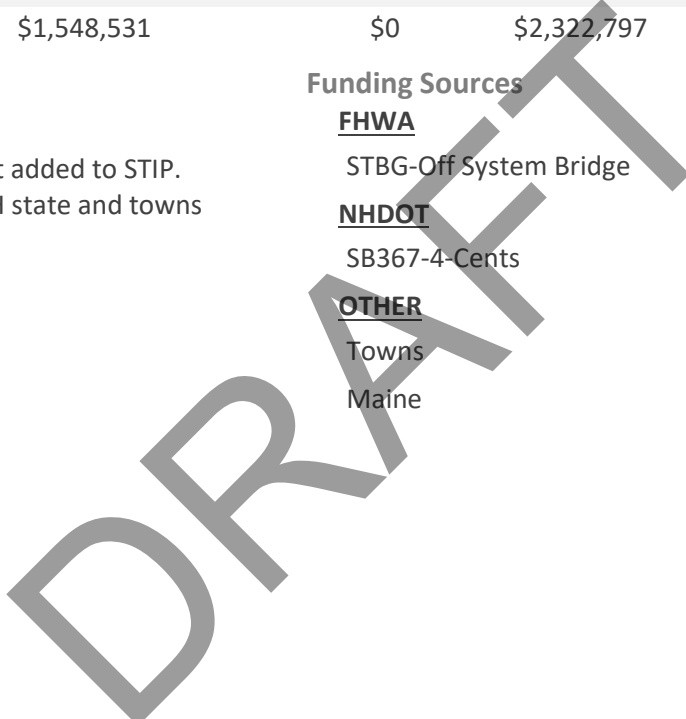
STBG-Off System Bridge

NHDOT

SB367-4-Cents

OTHER

Towns
 Maine



ROCHESTER 44408

Towns: ROCHESTER

Road: NH 125

Scope: Address State Red List Bridge carrying NH 125 of Isinglass River (Br. No. 206/110)

Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2025	\$798,490	\$0	\$0	\$798,490

Change Notes

NHDOT Description of Changes

New bridge rehab/replacement project added to the STIP

SRPC Notes

Funding Sources

FHWA

National Highway Performance

NHDOT

Toll Credit

DRAFT

STATEWIDE 44491

Towns: Statewide
Road: Coastal Routes
Scope: Coastal hydraulic design manual supplement
Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2023	\$200,000	\$0	\$0	\$200,000

Change Notes

NHDOT Description of Changes
New hydraulic design manual supplement in development for coastal routes in RPC and SRPC regions
SRPC Notes

Funding Sources

FHWA
PROTECT

DRAFT

STATEWIDE 4R PROJECTS 44518

Towns: Statewide
Road: Various
Scope: 4R Pavement Rehab/Reconstruct on the NHS
Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2026	\$1,182,906		\$0	\$0	\$1,182,906
ROW	2026	\$59,145		\$0	\$0	\$59,145

Change Notes

NHDOT Description of Changes
New program in the STIP for NHS pavement rehabilitation (statewide)
SRPC Notes

Funding Sources

FHWA
STBG-State Flexible
NHDOT
Toll Credit

DRAFT

October 25, 2023

Mr. William Rose
New Hampshire Department of Transportation
Bureau of Planning and Community Assistance
7 Hazen Drive
Concord, NH 03302-0483

RE: NH MPO Comments on Draft Statewide Carbon Reduction Strategy

Dear Mr. Rose:

Thank you for the opportunity to review and provide comments on the draft *Carbon Reduction Strategy for New Hampshire* dated October 2023. As discussed at the October 4, 2023 Partnering for Performance NH (PFPNH) meeting, this letter encompasses the joint comments of New Hampshire's four Metropolitan Planning Organizations (MPOs): Nashua Regional Planning Commission, Rockingham Planning Commission, Southern NH Planning Commission, and Strafford Regional Planning Commission.

Regarding State-MPO Coordination and Direction/Vision for the Carbon Reduction Strategy:

- In the spectrum of *Consultation, Cooperation, and Coordination*, the development of the Carbon Reduction Strategy requires *Coordination* under 23 USC 175(e)(4). Coordination entails the “*cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.*” To this end, the MPOs request that for future updates of the Carbon Reduction Strategy, MPO engagement happen earlier in the process to ensure coordinated development of the document.
- The four MPOs recommend that the Carbon Reduction Strategy reference or incorporate pertinent carbon reduction-related strategies and/or recommendations from the state's four Metropolitan Transportation Plans.
- The four MPOs encourage NHDOT to form connections between the Carbon Reduction Strategy and other related statewide planning efforts including, but not limited to, the New Hampshire Climate Action Plan (2009), New Hampshire Bicycle and Pedestrian Plan, New Hampshire Strategic Statewide Transit Assessment, and (pending) New Hampshire Climate Pollution Reduction Grant.

Regarding Carbon Reduction Performance Measures:

- The four MPOs noted no mention of existing or potential performance measures or targets in the draft Carbon Reduction Strategy. The MPOs recommend: 1) Including reference to the prevailing statewide CMAQ emissions reduction target; and 2) Including an acknowledgement of the current Notice of Proposed Rulemaking which would establish a requirement to set greenhouse gas emissions performance targets.

Regarding the Program of Projects for Carbon Reduction Program Funding:

In general, the four MPOs encourage the NHDOT to utilize a portion of the Carbon Reduction Program funding for projects or programs that are additive to bicycle, pedestrian, and/or transit infrastructure needs rather than simply supplanting STBG funding from existing projects. Specifically, the four MPOs recommend the following revisions to the proposed program of projects:

- Removing Jaffrey 16307 and Statewide 43932 from the proposed program of projects. While these projects are important and necessary for reasons beyond carbon reduction, the four MPOs do not believe that these projects constitute the highest and best use of Carbon Reduction Program funds. The MPOs also question the eligibility of Jaffrey 16307 for CRP funds given that the project is adding capacity in the form of the new connector road between the two proposed roundabouts. The total Carbon Reduction funds proposed for these two projects is approximately \$5.8 Million.
- Redeploying the \$5.8 Million originally proposed for Jaffrey 16307 and Statewide 43932 to the following three projects/programs:
 - **Statewide Bicycle/Pedestrian Data Acquisition (\$1.5 Million).** The lack of comprehensive bicycle/pedestrian volume data hinders the state’s ability to proactively plan bicycle and pedestrian infrastructure improvement projects. The need for this data is noted in both the New Hampshire Pedestrian and Bicycle Plan and the New Hampshire Strategic Highway Safety Plan. The four MPOs propose that the NHDOT utilize \$1.5 Million of Carbon Reduction Program funds for either the direct development of such data or the acquisition of a viable third-party dataset (e.g. Streetlight or similar) that could yield such information. In the event that NHDOT chooses to acquire or subscribe to a third-party dataset, the statewide subscription should cover use by each of the nine regional planning commissions.
 - **Statewide Rail Trail Crossing Improvement Program (\$2.5 Million).** Rail trail infrastructure is an essential and well-utilized component of the statewide bicycle and pedestrian infrastructure network. There are numerous rail trail crossings of state roadways, including some in mid-block locations, that should be improved to current safety standards. The four MPOs propose that the NHDOT utilize \$2.5 Million of Carbon Reduction Program funds for a statewide effort, led by NHDOT, to begin addressing this need. Crossing improvements may include warning signage, Rectangular Rapid Flashing Beacons, or Pedestrian Hybrid Beacons based on the unique conditions of each crossing and NHDOT’s engineering judgment.
 - **Statewide Transit Signal Prioritization Program (\$1.8 Million).** Transit signal prioritization has the potential to be a high-impact investment with cumulative benefits. The technology increases efficiency of public transit operations to improve on-time performance, thereby making transit a more attractive alternative to driving alone. Upgraded signal technology can also be programmed to optimize corridor traffic flow for additional carbon reduction benefits. The use of transit signal prioritization technology is enabled under NH RSA 265:15, II(e). Some fixed-route public transit operators in the state have already investigated and quantified the benefits of transit signal prioritization technology, including COAST (in cooperation with the City of Dover) and Advance Transit (in cooperation with the City of Lebanon). The four MPOs propose that the NHDOT utilize \$1.8 Million of Carbon Reduction Program funds for a statewide effort, led by NHDOT in partnership with fixed-route public transportation providers and affected municipalities, to begin addressing this need.

The four MPOs appreciate NHDOT’s consideration of these comments and look forward to learning more about the Department’s approach at the November PFPNH meeting.