

BARRINGTON
BROOKFIELD
DOVER
DURHAM
FARMINGTON
LEE
MADBURY
MIDDLETON
MILTON



NEW DURHAM
NEWMARKET
NORTHWOOD
NOTTINGHAM
ROCHESTER
ROLLINSFORD
SOMERSWORTH
STRAFFORD
WAKEFIELD

**Strafford Metropolitan Planning Organization
Technical Advisory Committee Meeting
SRPC Office, Dover, NH
FINAL**

April 9, 2010 Minutes

Present: Ed Lemos (Barrington), Wallace Dunham (Madbury), Thomas Fargo (NHDES-ARD), Steve Pesci (UNH), Laurel Cox (Lee), Dave Sharples (Somersworth), Rad Nichols (COAST) and Steve Ireland (NHDOT-District 6)

Members Not Present: Bruce Woodruff (Dover), James Campbell (Durham), Mark Stevens (Middleton) Diane Hardy (Newmarket), Victoria Parmele (Northwood), Patrick Carroll (Rollinsford), Melodie Esterberg (Rochester), David Allen (Rochester), and Tom Dube (Wakefield)

Staff: Cynthia Copeland (Executive Director), Dan Camara (GIS/Transportation Analyst) and Marilyn Barton (Administrative Assistant)

1. Introductions

Introductions were made around the table and people gave their name and what town or agency they were representing.

2. Staff Communications

M. Barton stated per the TAC bylaws members are appointed to serve two years and those appointment terms are ending for everyone by June 30, 2010 and unless the Committee wanted to change the appointment terms, letters would be sent out to the communities and agencies this week. M. Barton noted if there were to be a change to the appointment terms it would require a motion and changes to the bylaws.

M. Barton stated R. Nichols appointment as chairman and D. Sharples appointment as vice-chair ends June 30, 2010 as well and new appointments would need to be made at the June meeting in

Planning and action for sustainable development and an improved quality of life.

order to be ready for the new fiscal year beginning July 1, 2010 and noted the Committee is looking for volunteers.

3.1 Draft Strafford MPO TAC March 5, 2010 Minutes

As no quorum was established, approval of the draft March 5, 2010 minutes were deferred until the May 7, 2010 meeting.

4.1 Congestion Mitigation Air Quality Grants

D. Camara noted that three CMAQ applications were submitted to SRPC on April 1st, 2010. These were a new UNH Wildcat Transit service between Rochester and Durham via Route 125, UNH Wildcat Transit fleet replacement of 3 CNG busses, and an automated vehicle locator system for the UNH Wildcat Transit fleet. D. Camara also went over the handout of a table that DOT put together that had a listing of the applications received and a description of the projects. D. Camara noted the handout he created that showed the estimated cost, requested funding per region and the total percent of funding requested.

S. Pesci stated he thought the UNH projects were good projects although they did not intend to be the only applicant in the region. T. Fargo noted there was approximately sixteen million dollars available.

A discussion ensued as to why the Lee Park and Ride was not included. L. Cox stated Lee has only heard from Packy Campbell. R. Nichols asked if DOT had not been communicating with the Town of Lee? C. Copeland stated DOT has been in communication with Allen Dennis, the Code Enforcer/Planner in Lee. It was asked if the Town of Lee had taken an official position on this project. During the discussion it was noted a letter had been written stating the Packy Campbell location was the least desirable site as buses could not get in or out easily and was a wrong quadrant and really wasn't the best option for a state sponsored park and ride and transit system. There was also discussion on the use of the Demoula's shopping plaza being used as a park and ride area; however it was noted parking may be a problem since Planet Fitness is now in the plaza. L. Cox stated Demoula's may no longer be interested due to the increased parking demand. S. Pesci stated it might be a good idea to have another meeting with Bob Landry and the representatives from the town.

D. Camara stated the next steps include working on the air quality analyses and getting those in about two to three weeks and making any changes to the actual application if necessary. T. Fargo noted they would be looking at consistency between projects.

D. Camara noted scoring would be sometime after the applications are submitted and a sub committee would need to be formed and asked if there were any volunteers? R. Nichols, E. Lemos and D. Sharples offered to be on the subcommittee along with D. Camara as SRPC staff person.

S. Pesci noted UNH would present a synopsis of their three projects at the next TAC meeting.

4.2 Transportation Enhancements Grants Update

C. Copeland stated the process is complete and the scores from the Transportation Advisory Committee were due in on April 9 and the next meeting of the TE Advisory Committee is April 20, 2010. C. Copeland noted there were three communities that gave presentations: Lee, Newmarket and Somersworth and all of them were excellent. C. Copeland noted there were still questions from DOT that are unanswered and were in communications with them to get them resolved. L. Cox asked if there was any new information on discretionary bonus points. C. Copeland stated at this point it was unresolved.

C. Copeland stated in regard to current projects, she attended the deliberative session in Newmarket on April 6, 2010 on the CMAQ bike-shoulder project, which was originally sponsored by District 3 and noted it is now municipally managed. C. Copeland stated it is going on the warrant article and should be going forward this summer.

C. Copeland noted regarding the Durham-Newmarket TE bike-shoulder project, that there would be a meeting on Monday, April 12, 2010 and D. Camara is attending that meeting. C. Copeland noted this was being initiated by the Town of Durham and would be attended by SRPC, Chris Pope, Newmarket, the district office and DOT. C. Copeland noted this meeting is to discuss flooding issues, safety and maintenance issues, the culvert and washing out of the roads due to the recent floods.

4.3 Long Range Plan Project Selection Criteria

D. Camara reviewed the handouts included in the packets regarding the long range plan project selection criteria and went over what the four MPO's have been working on, which included a project initiation report. D. Camara noted these were still working documents.

S. Pesci stated noted the content is nice; however it is very difficult to work with when broken up and there is not enough space to fully answer the questions which then require appendices; adding it was really a structural thing. S. Pesci gave an example that on page four under community planning it should state, "should address the following topics and leave enough of a text box to answer the question. D. Camara noted the text boxes were set up as unlimited and would expand as text was typed into them.

D. Sharples noted the specificity of the document and the fact that the content will change over time. He stated that the answers don't mean the same, especially on the budget aspect of the project. D. Camara stated this has always been a struggle with the long-range plan. D. Sharples asked why the specificity if it's not going to be done for another twenty years or so? C. Copeland stated the Long-Range Plan has to be fiscally constrained.

It was noted smaller communities have no staff to answer some of the questions that require the services of an engineer and this self-eliminates smaller communities. C. Copeland stated Leigh Levine emphasized the MPO's are planners and not engineers and in fact funding was removed from that function from the UPWP for all of the MPO's.

S. Pesci stated you're looking at essentially ten percent design to have any answers with any fact. S. Pesci noted there are two competing issues with this: There is the need for specificity but

there is also the need for engineering and stated smaller towns should not be penalized if they are not able to fill out forms completely. C. Copeland stated D. Camara should take this information back to the group and see if this model is supported by the state.

S. Pesci noted on page seven it was asking about traffic forecasting and analysis and again referred to the smaller communities that don't have the staff to answer these questions. D. Camara stated that communities have the ability to request traffic counts from SRPC. D. Sharples asked what time frame should someone use when answering this question, as that is needed when doing traffic forecasting.

It was noted it is important to be thorough with the process and that hot spots need to be kept on the list.

It was also noted the document was done with good intentions and since this was based on the PA model, it would be good to see how the other half of that worked as it may not work in NH since PA provides state funding to transportation.

5. Project Updates

D. Camara gave an update regarding the Broadband Project and noted SRPC received a listing of approximately sixty locations for schools and medical facilities and were given four and a half days to complete verifications on those locations. D. Camara noted this had been done and submitted and were waiting on verifications for state anchor institutions.

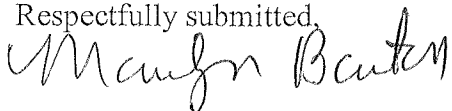
M. Barton stated the Safe Routes To School (SRTS) Statewide Advisory Committee announced their recommendations for Round 4 of the program. M. Barton noted in our region, Dover's Woodman Park School received full funding and noted the handout given out during the meeting that stated who received what funding and other recommendations by the SRTS Statewide Advisory Committee.

C. Copeland stated she met with Michael Lynch in Durham to review their application, as they did not receive funding and noted she gave them examples of other schools that received funding to see what they could do differently.

6. Adjournment

R. Nichols made a motion to adjourn the meeting at 10:40 a.m. E. Lemos made a motion; D. Shaples seconded that motion. All in favor, motion carried.

Respectfully submitted,



Marilyn Barton
Recording Secretary



Rad Nichols

Strafford MPO Technical Advisory Committee Chair