

MEETING NOTICE AND AGENDA
ROCKINGHAM PLANNING COMMISSION

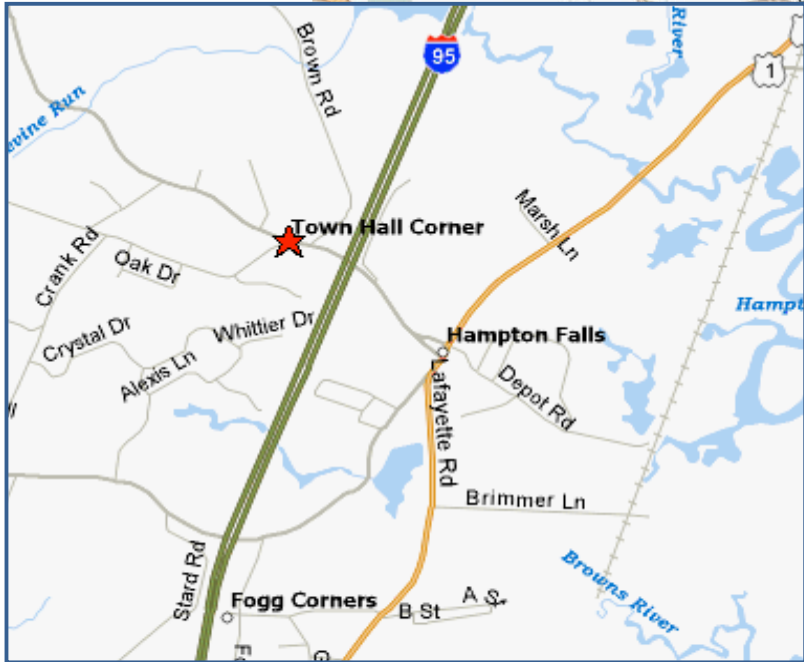
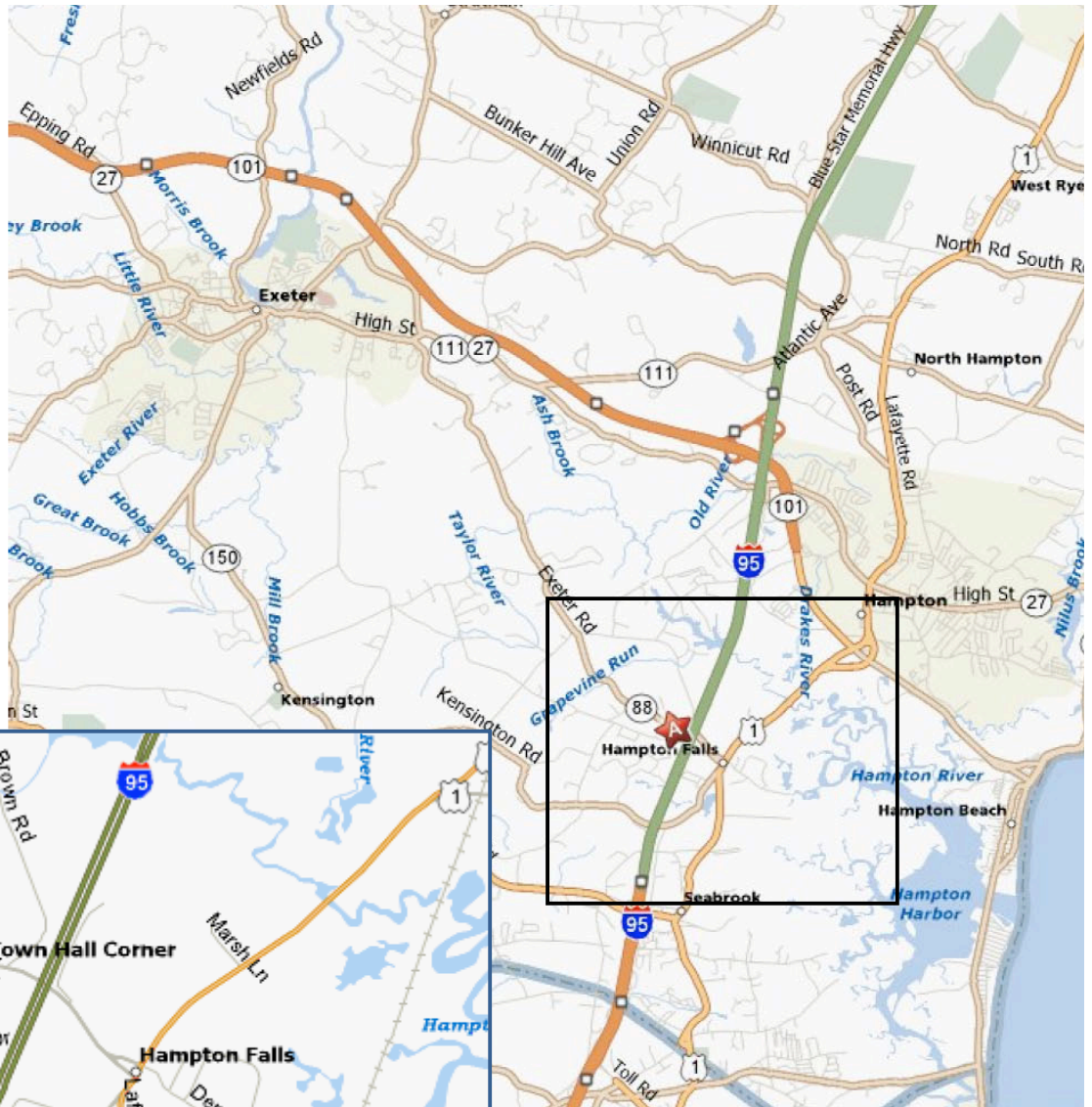
Wednesday, September 11, 2013; 7:00 P.M.
 Hampton Falls Town Hall
 Hampton Falls, N.H.
 (map/directions on reverse)

- 7:00 I. Welcome/Introductions – *Glenn Coppelman, Chair, Rockingham Planning Commission*
 – *Richard McDermott, Commissioner & Board of Selectmen Chair*
- 7:05 II. Planning Update for Hampton Falls – Charlyn Brown, Planning Board Chair
- 7:15 III. Minutes from May 8th, 2013, Commission Meeting
MOTION TO APPROVE *[Attachment 1]*
- 7:25 IV. Award Presentations (deferred from Annual Meeting)
 • Daniel Quinlan Award – Don Clement, ERSLAC Chair; Exeter Board of Sel.
 • James Hayden Award – Phil Auger, Forester UNH Coop Ext (ret.); Southeast Land Trust of New Hampshire
- 7:45 V. **Discussion with Jeff Rose, Commissioner, NH Department of Resources and Economic Development (DRED)**
We will have introductory remarks from DRED's new Commissioner, Jeff Rose, and then engage in a conversation with the Commissioner about what NH communities can do to plan for and encourage economic development and what DRED and other agencies (e.g. REDCs, RPCs) can do to assist that process.
Discussion / Q & A
- 8:30 VI. Adoption of the Regional and Local Work Program for FY 2014 *[Attachment 2]*
- 8:35 VII. Granite State Future / Regional Master Plan – Update
 • Regional Conversations – *please attend one of each!* *{Attachment 3}*
 • RMP Chapter development schedule and Commission review
 • Statewide and regional survey results
- 8:45 VIII. Proposed RPC Dues Increase for FY 2015 **MOTION TO APPROVE** *[Attachment 4]*
- 8:55 IX. Project Updates (Memo) - Q&A as time permits *[to be distributed]*
- 9:00 X. Other Business – Information Items
 A. RPC Legislative Forum (November 13th) & Policy Review *[Attachment 5]*
 B. RPC Meeting Calendar *[to be distributed]*
 C. GACIT Hearing Schedule *[Attachment 6]*
 D. RPC Comment Letter - MS4 Permit *[Attachment 7]*
 E. Call for volunteers on open Committees
- XI. Public Comment
- XII. Adjourn

**DIRECTIONS TO HAMPTON FALLS TOWN HALL
1 Drinkwater Rd., Hampton Falls**

From High Street /NH 27 in Exeter head east on NH 88 (Exeter Rd.). The Town Hall is located on your right at the corner of Exeter Rd. and Drinkwater Road (prior to crossing over I-95).

From U.S. Route 1, head west on NH 88 (Exeter Rd.) at signalized intersection at the Town Center; after crossing over I-95, the Town Hall is located on your left, at the intersection with Drinkwater Road.



Jeffrey J. Rose
Commissioner
Department of Resources of Economic Development

In February, Governor Maggie Hassan nominated Jeff Rose to serve as commissioner of the Department of Resources and Economic Development (DRED). He was unanimously confirmed by the Executive Council and sworn into office on April 1. Jeff is responsible for the Division of Forests and Lands, the Division of Parks and Recreation, the Division of Travel and Tourism and the Division of Economic Development.

Prior to serving the State of New Hampshire, Jeff spent nine years working for BAE Systems in Nashua, the state's largest manufacturer. Most recently Jeff served as the director of public affairs for BAE Systems' Electronic Systems (ES) Sector. In this role, he was responsible for the strategic communications and external engagement for the company. Jeff represented the company on public policy issues and strategic relations and also served as a key contributor within Government Relations for over six years.

Jeff has extensive public sector experience having spent eight years working for various members of Congress, including Congressman Jeb Bradley, Senator Bob Smith, and Congressman John E. Sununu. With a particular focus on transportation, natural resources and economic development, Jeff worked closely with state and local officials to bring federal support to the Granite State.

Jeff is an active member within the community. He serves as president of the New Hampshire State Society, which supports New Hampshire students who are interning in the greater Washington, DC area. He also served as the former Chairman of the Greater Nashua Chamber of Commerce and the New Hampshire Gateway Chapter of the Red Cross. Jeff was a board member at Saint Joseph's Community Services and served on the New Hampshire Economic Development Advisory Council and New Hampshire Telecommunications Advisory Board.

Jeff grew up in Merrimack, New Hampshire prior to graduating from Marist College in Poughkeepsie, New York, with degrees in Political Science and Communications/Journalism.

He resides in Goffstown with his wife, Amy, and their daughter.

MINUTES
ROCKINGHAM PLANNING COMMISSION
May 8, 2013
Seabrook Library, Seabrook, NH

Commissioners Present: T. Moore-Chairman, S. Kellogg (Plaistow); B. Goodrich (Stratham); J. Janvrin, F. Chase, D. Hawkins (Seabrook); D. Clement (Exeter); R. Taintor (Portsmouth); F. McMahon, B. Kravitz (Hampton); S. Gerrato (Greenland); R. McDermott, D. French (H. Falls); M. Turell, D. Harrigan (Atkinson); K. Woolhouse (Exeter); M. McAndrew (New Castle); P. Wilson (North Hampton); L. Ham (Stratham); J. Whitney (Kensington)

Guests: R. Rouillard (Director, Piscataqua Region Estuaries Partnership); P. Britz (Portsmouth Environmental Planner); J. VanBokkelen (South Hampton); E. Hess (Seabrook)

Staff: C. Sinnott (Executive Director); D. Smith, J. LaBranche (Sr. Planners); R. Pruyne (GIS Specialist); A. Pettengill (Business Manager)

I. Welcome

Chairman Moore convened the meeting at 7:05 p.m. and introductions were made around the room. He thanked Seabrook for hosting the meeting and providing refreshments.

II. Planning Update for Seabrook

III.

Mr. Hess introduced himself as Seabrook Selectmen Vice Chair, welcomed Commission and thanked all for attending. He also thanked Aboul Kahn for arranging for the food and preparations. Hawkins gave a brief review of Seabrook's most recent news which included information about the widening of the 95 bridge due to the shopping mall proposal. He noted that Seabrook has applied for a NH Housing Finance Authority grant and received funding to do the Route 1 North Village project and land development standards work. The Town is also studying Route 107 West in case the gambling bill gets approved. He also reviewed the agreement Seabrook has with NHDOT regarding access management approval by the Town that has greatly improved coordination of access design review and approval. He applauded the RPC for their planning projects and helping Seabrook get onto the UPWP project list and for guidance in the access management agreement for Route 1 with NHDOT.

IV. Minutes of March 14, 2013

*Goodrich moved to approve the Minutes of March 14, 2013 as presented; French seconded. **SO VOTED.** (2 abstentions)*

IV. Presentations/Discussions

- A. State of Our Estuaries Report: Sinnott noted that at this time last year we were presenting information about stormwater and shoreline protection, and the Great Bay Dialogue. Rachel Rouillard is back one year later to discuss what's behind the nitrogen contamination in our Great Bay and Hampton Seabrook estuaries and referred to the Piscataqua Region Estuaries Partnership (PREP) State of the Estuaries Guide (Attachment2). Rouillard began by stating that every three years PREP releases a condition and environmental trends report to provide communities and citizens with an informed and comprehensive evaluation of what is being observed in the Great Bay and Hampton-Seabrook estuaries. She noted that this year the Report is focused on the Great Bay (not Hampton/Seabrook estuary). She reviewed environmental indicators studied by UNH. Positive indicators are things such as less beach closures and less toxic contamination of shellfish and microalgae rates that have not changed. Negative indications include the health and numbers of clams and shellfish, decline of eelgrass and an increased trend of nutrient concentration. She discussed stresses to the estuaries such as the increase of impervious surfaces.

Discussion followed on published examples of town efforts to improve the environmental conditions through water quality protection measures and conservation overlay maps that identify high priority land areas that should not be developed that exist in many towns.

- B. Portsmouth Resiliency Initiative: Britz reviewed the project which funded by NOAA/Gulf of Maine Council and completed by UNH and the RPC. He stated that it was a successful attempt to evaluate the vulnerability of critical assets and facilities from future sea level rise and storm surge from a municipalities perspective. He reviewed the details of data and calculations used to accomplish a predicted tidal elevation throughout the City of Portsmouth. The report also looked at specific adaptation actions that could be used to mitigate expected effects, such as floodwalls, floodgates, and tidegates and the cost benefit solutions of advanced protective actions versus replacement of structures damaged. Along with actions to be taken the study included zoning recommendations and setback and buffer standards.

Discussion followed regarding the models and how to address problems related to sea level rise and storm surge before incidents occur.

- C. RPC Coastal Vulnerability Assessment: LaBranche and Smith presented information about the RPC's recently granted, FEMA funded, regional assessment of vulnerability project, also focusing on sea level rise and storm surge. There was a review of previous RPC projects that supported this regional based assessment, beginning with: Seabrook's 2010 Adaptation Study of sea level rise & coastal flooding; Seabrook & Hampton/H.Falls 2011-2012 study of economic and financial damage analysis; and then Portsmouth's Coastal Resiliency study of 2012-2013. The goal of this regional assessment is to plan for potential impacts from storm surge and sea level rise and evaluate the severity of impacts on a regional level. It will also prioritize impacts and identify mitigating and adaptive strategies that can be integrated into plans, policies and regulations in the region. They reviewed timeframes and outreach effort plans and the goal to produce an Action Plan to assist with writing of master plan chapters and implementation suggestions.

Discussion followed regarding the State's interest in adaptation planning and how elements of what is learned through this project will be included in the Regional Plan.

V. Report from Nominating Committee FY 2014

Whitney noted that the Committee met and discussed vacancies and candidates for officers for the upcoming fiscal year. A Slate was compiled and will be presented at the Annual Meeting in June for Board vote. The Slate includes Coppelman as chairman, and Wilson as vice chair. She noted that Susan Hastings has very recently accepted nomination as an At Large member, so the Committee would like to propose she be added to this Slate. The Slate itself will be voted on at the annual meeting in June. *Goodrich moved to add Hastings to the Proposed Slate of Officers for FY 2014 as amended; Gerrato seconded. SO VOTED.*

VI. Review/Adopt Draft FY 2014 RPC Budget

Sinnott noted that usually the Executive Committee sees and recommends the final draft budget for the year prior to presentation to the full Commission for adoption, however, there was no Executive Committee meeting in April due to lack of quorum so they have not acted on the draft budget (through saw an earlier version in April). Sinnott reviewed the budget in detail and answered questions. A few corrections were noted by Commissioners: Seabrook project total and math formula on the equipment detail.

Coppelman moved to approve the FY 2014 Budget as amended; Janvrin seconded. SO VOTED.

VII. FY 14 Coastal Program Grant

Sinnott referred to Attachment 6 and reviewed the projects included in this year's Coastal Program Scope of Services. *Janvrin moved to allow the Executive Director to enter into and accept funds from NH Dept of Environmental Services for Coastal Program services; McDermott seconded. SO VOTED.*

VIII. Other Business

- A. Annual Meeting: Reminder that the Annual meeting is June 12th at 6 p.m. at the Granite Rose in Hampstead. Governor Hassan and Paul Wainwright are invited Speakers. Towns are being asked to submit pictures for a slide show of special projects. Hayden and Quinlan award nominations are due May 15th.

Sinnott noted the Project Update Memo and an upcoming Listening Session in Kingston for Granite State Futures at Sanborn Regional High School.

Meeting adjourned at 9:50 p.m.

Respectfully submitted,
Annette Pettengill
Recording Secretary

Regional Work Program

Land Use Planning

TARGETED BLOCK GRANT

(Funding Source: NHOEP; Total Funds available: \$11,570)

Task A – Geographic Information System Support

(30% of TBG work program*)

- Standard Map Set Update:
In FY 2014 the RPC will update our complete set of 12-14 standard GIS based maps, which comprise the RPC's "standard map set". This undertaking will be funded through a combination of NHDOT/UPWP and TBG funds. Regional GIS coverages will be updated from GRANIT or internal sources and then produced as separate town-by-town compositions for each of the RPC member communities. The content of the full map set includes transportation infrastructure, zoning, land use, digital orthophotos buildout data, surface water, stratified drift aquifers, composite tax data, conservation lands, community facilities, soils data, and. A new digital topographic layer was added to the set last year (through TBG funding) based on new high resolution LiDAR data acquired in 2011. \$2500 in TBG funds will we used to support this task, representing 20% of the total project cost.
- Local Technical Assistance and Support:
The balance of funding (\$1000) for Task A will be utilized to support general day-to-day requests for assistance on municipal mapping projects and local GIS support which are not otherwise supported through specific project funding.

Task B - Developments of Regional Impact

(6.5% of TBG work program)*

To assist in fulfilling RPC obligations under RSA 36:58, conduct reviews of development of regional impact. This task will include providing RPC DRI committee support; convene Committee as needed; prepare written responses and attend local land use board meeting concerning developments of regional impact as required. Monitor and amend rules of procedure and DRI community guidance documents for the DRI Committee as needed.

Task C - Matching Planning Grant Assistance Program for Member Communities

(56% of TBG work program)*

This component of our program will support a matching grant program the RPC will make available approximately \$7500 in TBG funds for planning assistance projects in RPC member communities. These funds would be made available to the communities as a 50/50 matching program for planning projects. Specific projects will be solicited from the communities and evaluated for funding based on the project description, demonstrated need, past TBG supported project assistance and availability of local match. Non-dues paying- members will be ineligible for these matching grant funds.

Task D - Support for Granit State Future / Sustainable Communities Initiative

(7.5% of TBG work program*)

The RPC will utilize \$1000 in FY-2014 targeted block grant funds for staff time associated with Task 2 – Statewide Coordination of the Granite State Future project. Sustainable Communities Initiative. These

funds are reserved to fulfill the commitment for matching funds made in the 2011 Sustainable Communities Initiative application to HUD submitted by NRPC on behalf the New Hampshire regional planning commissions and statewide partner consortium

NH COASTAL PROGRAM

(Funding Source: NH CZP; Local Dues, Community match; Total: \$13,330; 50% match required)

Task 1. Support RPC staff participation the Coastal Adaptation Workgroup (CAW).

Coastal Program: \$3,521

The Coastal Adaptation Workgroup plays a central role in our region in coordinating efforts to assist communities to respond to climate change risk. Both through the development of CAW sponsored projects as well as through the coordination of effort of other partners such as New Hampshire Homeland Security and Emergency Management and Granite State Future CAW coordinates the work of multiple agencies in educating and assisting communities to address these issues. The RPC's role as one of the CAW partners is important for its success, especially with respect to the delivery of technical assistance to communities in the areas of land use planning and hazard mitigation planning. This task will fund RPC staff to provide 100 hours of support to CAW in fiscal year 2014. The estimated total cost for this task in \$7042. The RPC will be responsible for assuming the required 1:1 match.

Task 2. Provide technical assistance to communities to implement the SWA model stormwater management ordinance. Coastal Program funds Requested: \$4000

This task will provide technical assistance to two coastal communities, through the adoption or amendment of local ordinances or regulations, to incorporate the Southeast Watershed Alliance's (SWA) stormwater management standards. RPC staff will assist communities through the complete process of customizing and adopting the SWA model stormwater standards. The required 1:1 matching funds will be provided by the communities selected to receive the assistance, and supplemented with RPC funds (local dues) as required. Deliverables: Copies of outreach efforts and the community solicitation process as well as copies of the ordinances developed for the three communities.

Task 3. Coordinate with the Natural Resources Outreach Coalition (NROC) to bring the NOAA Road Map for Coastal Adaptation Planning to one coastal community

Coastal Program funds Requested: \$3812

This task would fund 125 hours of staff time to coordinate with NROC to guide one coastal community through the NOAA Roadmap for coastal adaptation planning. RPC staff will assist NROC in training local officials to understand and better plan for climate change and coastal hazard impacts. The RPC will be responsible for assuming the required 1:1 match. Deliverables: Copies of the outreach information developed for the Roadmap process; final report of the effort as well as steps to be taken by the selected community to reduce risks for future damage from coastal hazards.

Task 4. Assist Piscataqua Region Estuaries Partnership to Update Planning Assessment

Coastal Program funds Requested: \$2000

RPC staff will gather municipal data from a variety of land use documents including: master plan, zoning ordinance, site plan regulations, subdivision regulations and other planning documents and studies in order to complete the indicator form and update the Piscataqua Region Environmental Planning Assessment (PREPA), including a climate change component. This task would fund 72 hours of staff time to collect municipal data and fill out and update the Piscataqua Region Environmental Planning Assessment indicator form. The estimated total cost for this task in \$4,000. RPC will be responsible for assuming the required 1:1 match. Deliverables: updated assessment forms for each coastal watershed community, provided to PREP for use in its published report.

NH HOUSING AND FINANCE AUTHORITY – Community Planning Grants

Seabrook: North Village District and Route 1 Access Management – RPC staff is working with the Town of Seabrook to prepare a new zoning and land use regulations to enhance growth potential and development patterns and improve access management on the north section of the Route 1 corridor. Elements that may be incorporated include development standards, site design guidelines, roadway improvements and pedestrian and bicycle accommodations. In addition, the Planning Board and project steering committee will append additional access management specifications in the Route 1 Access Management Memorandum of Understanding with the NH DOT. Award: \$16,340

Seabrook: Route 107 Land Use and Resource Protection Plan – The Route 107 Land Use and Resource Protection Plan will evaluate options to implement the highest and best future development along the Route 107 corridor in the Town of Seabrook, as well as identify inherent environmental and infrastructure related limitations of the surrounding lands. The project goal is to develop zoning, access management, land development standards and natural resource protection standards for the Route 107 corridor from the intersection of Route 1 westward to the Town of Kensington boundary. The Plan will focus on creation of a long-range development framework for the corridor by incorporating the following concepts: Permitted Uses, Natural Resource Protection, Zoning Standards, amendment to the NH DOT MOU and Access Management Plan and Collaboration with the Town of Kensington on zoning, access management and protection of the existing public drinking water supply. Award: \$19,200

Hampton Falls: Rezoning and Upgrading the Route 1 Corridors – The Town of Hampton Falls is currently working with the RPC to develop zoning, transportation and land development standards along the Hampton Falls' Route 1 Corridor. The standards developed will focus on the creation of a Town Center/Village District and multiple business districts on both the Hampton and Seabrook town borders. In addition to establishing firm district boundaries, the town is developing new permitted uses, parking and pedestrian facility standards, Route 1 transportation access management standards and architectural guidelines in time to present them for vote at the 2014 Town Meeting. Award: \$22,000

Natural Resources and Environmental Planning

REGIONAL ENVIRONMENTAL PLANNING PROGRAM (REPP)

(The REPP program has been eliminated from NHDES budget)

Exeter River Management Plan; Assistance to ERLAC (604B)

(No 604B funding is available for assistance to ERLAC in FY 2014)

PREP Management Committee

(Funding: Local Dues)

The RPC will continue to participate on the Piscataqua River Estuaries Program (PREP) Management Committee and in the Great Bay Initiative sponsored by PREP representing RPC communities and regional interests.

Southeast Watershed Alliance

(Funding: Local Dues; CZP; UPWP)

RPC staff continues to be an active participant in the Advisory Committee to the Southeast Watershed Alliance, a multi-jurisdictional organization authorized by legislation in 2009 for the purpose of coordinating water quality planning and implementation in the NH Coastal Watersheds (Great Bay and Hampton-Seabrook estuary watersheds). RPC staff participates on the groups Advisory Committee and has provided technical assistance on a variety of subjects related to non-point source pollution and stormwater management. As funding permits, this will continue in FY 2012.

EPA Brownfields Site Assessment Program

(Funding: EPA; RPC Dues)

The RPC has spent all grant funds awarded by EPA to maintain the Brownfields Program and conduct Phase I and Phase II environmental Site Assessments. A grant application for additional funds was submitted in October 2012, but was not selected for funding. The RPC will submit another grant funds request in November 2013. Additional funding for the RPC's regional brownfields site assessment program was not approved in the most recent round of applications to the EPA. The existing Petroleum and hazardous materials assessment programs will continue until existing assessment projects are completed and funds exhausted. The list of candidate sites and any assessments completed (Phase 1 and Phase 2) assessments will be made available to prospective development interests. A new regional Brownfields assessment application will be prepared in the Fall/Winter of 2013-14 in hopes to continue the program. Staff will continue to participate in Statewide Brownfields Advisory Committee as funding permits.

Green Infrastructure for Sustainable Coastal Communities

(Funding: UNH Stormwater Center, NOAA/NERRS Science Collaborative)

RPC will provide staff assistance to a 2-year project to assist communities in the NH Coastal Watershed to develop and implement low-impact-development and green infrastructure projects to reduce stormwater and other non-point source pollution, and improve water quality. The project is intended to build a cooperative framework between communities, regional planning commissions and the UNH Stormwater Center to address non-point pollution in the coastal watersheds.

Integrated Planning for Exeter/Squamscott

(Funding: UNH Stormwater Center, NOAA/NERRS Science Collaborative)

This project will develop the foundation for Integrated Watershed Plan for the communities of Exeter, Stratham, and Newfields and their portions of the Exeter/Squamscott watershed. The Plan is intended as a pilot approach to help communities meet new wastewater and stormwater permit requirements and improve water quality in the Squamscott River and the Great Bay, while supporting the economic viability of participating communities. Integrated planning is a new concept, endorsed by the EPA, that allows municipalities to target scarce financial resources where they will have the most public health and environmental benefit. This research project will explore a multi-town subwatershed application of integrated planning across jurisdictional boundaries that will address some of the region's highest priority Clean Water Act issues: wastewater treatment plant upgrades for total nitrogen removal; improved stormwater management for developing and re-developing areas; and adaptive management to achieve nutrient reduction and other water quality goals in local and downstream waters. The RPC's role in the project is to serve as an intended user to help ensure that results have broad applicability to municipalities in the region facing similar issues and to facilitate municipal official participation in the project.

Transportation Planning

Unified Planning Work Program for FY-2014 & 2015

(Funding Sources: FHWA; FTA; NH Toll Credits; Local Dues)

The RPC's transportation planning work program is developed and adopted by the Commission in its capacity as the metropolitan planning organization (MPO) for the region. This transportation planning work program, called the *Unified Planning Work Program*, covers a two-year period and was last adopted and approved in April 2013 to cover the period July 2013 through June 2015. Planning priorities or emphasis areas covering this two-year period were jointly developed by the RPC, FHWA and NHDOT and reviewed and approved by participating communities. The work encompassed in the UPWP is summarized below. The full UPWP full work program document and budget is available at www.rpc-nh.org.

The work tasks identified and addressed in the UPWP reflect the transportation planning needs and priorities within the Rockingham Planning Commission region identified from several sources:

- Consultation with staff from FHWA, New Hampshire Division, FTA Region I, NHDOT Bureau of Planning and Community Assistance, COAST, and CART;
- Consultation with the MPO Technical Advisory Committee and Policy Committee.
- The requirements for implementing MAP-21 and current Metropolitan Planning Rules (CFR 450.300);
- The specific needs and circumstances of the MPO,
- Completion of certain tasks begun under the previous UPWP,
- Addressing findings and recommendations made during the MPO Planning Reviews conducted by FHWA and FTA in January of 2009 and 2013.

In addition, during the preparation of the UPWP, the FHWA New Hampshire Division Office and FTA Region I Office recommended that 11 specific emphasis areas be addressed as planning priorities. The priorities that have been developed for the RPC region from these various efforts are the following:

1. **MAP-21 Compliance, Planning Performance Measures:** Ensure that the MPO complies with the provisions of MAP-21 and the forthcoming planning regulations developed by FHWA and FTA. As part of this, the MPO will begin transitioning to a performance based Federal-aid program and the establishment of performance measures and standards that will be required.
2. **Congestion Management Process implementation:** Now that the CMP has been established, focus shifts to effective implementation of the process through monitoring and evaluating the performance of the identified network. MAP-21 re-defines the National Highway System (NHS) and requires that all NHS facilities be included in the CMP and this may require changes to the included network.
3. **Data Collection for HPMS and the CMP:** Continue to assist with the collection of Highway Performance Monitoring System (HPMS) data and implement the data collection necessary for the Congestion Management Process (CMP).
4. **Freight Planning:** Identify resources and work elements necessary to develop a metropolitan freight plan that assesses the condition and performance of the region's critical freight network and identifies solutions to freight bottlenecks and other deficiencies.
5. **Fiscal Constraint and Financial Planning:** Continue to improve methods and practices regarding showing fiscal constraint (by year) of planning documents and of projecting finances available to the MPO. Support the periodic updating of project scopes and estimates during the planning and programming stage of project development and estimating tools that can be consistently used by RPCs/MPOs or other agencies for typical transportation projects.
6. **Project Monitoring:** Take a more active role in tracking projects as they move from planning to implementation and support effective development of the MPO annual listing of obligated projects.
7. **Metropolitan Travel Demand Model Maintenance:** Ensuring that the MPO is maintaining the function and capacity of the travel demand model and keeping it up-to-date.
8. **Continuing Integration of 2010 Decennial Census Data:** Continue work to integrate the 2010 census data into transportation planning activities such as the Travel Demand Model and Long Range Transportation Plan.
9. **Planning and Environmental Linkages:** Work with Federal and State planning partners to deploy innovative planning techniques that can shorten project delivery times and can integrate environmental analysis, project purpose and need, and preliminary alternatives analysis into corridor studies and the Long Range Transportation Plan.
10. **Climate Change:** Ensure that the LRTP and other planning efforts address climate change mitigation and adaptation strategies.
11. **Livability and Sustainability:** Integrate the livability principles of more transportation choices, equitable, affordable housing, enhanced economic competitiveness, support for existing communities, coordinated policies, leveraging investments, and valuing communities and

neighborhoods into the transportation planning process.

Hampton Intermodal Transportation Feasibility Study

(Funding Sources: FHWA; FTA; NHDOT; Local Dues)

The Hampton Intermodal Transportation Feasibility Study is included as a Special Study within the FY 12-13 Unified Planning Work Program. Work on the project will continue into FY14 under a UPWP contract extension.

The Rockingham Planning Commission, on behalf of the Town of Hampton, is conducting a combination Feasibility Study and Conceptual Planning Study to evaluate the potential of establishing an intermodal transportation facility at the present interchange of US 1 and NH 101 adjacent to Hampton's town center. The proposed intermodal center has been identified in multiple regional plans, and is seen by the Town, the Planning Commission, and other public and private stakeholders as supporting a range of regional transportation goals. Chief among these are improved access to intercity and regional transit for residents of Seacoast communities south of Portsmouth, and economic and environmental benefits associated with improved access to Hampton Beach State Park for visitors and residents alike. Key components of the study will include demand assessments for intercity, regional and local circulator transit services; a Brownfields site assessment of the NH101/US1 interchange area, and conceptual design of the interchange and the intermodal facility itself. The Planning Commission will be responsible for managing the study; while Crede Associates, McFarland-Johnson Associates and DHK Architects are under contract to develop the site assessment and interchange conceptual design components.

Coastal Route 1A/1B Scenic Byway Management Plan Update

(Funding Sources: FHWA; FTA; NHDOT)

The current Management Plan for the NH Coastal Scenic Byway (NH 1A/1B) was completed by the RPC in 1995. It is now considered too outdated to support project funding applications made under the FHWA Scenic Byways program. In response to several project application rejections and the need to consider the disposition of excess rights of way in parts of Rye and North Hampton, the RPC successfully applied for a grant to update the management plan. The project has faced considerable delay in receiving project scope and process approval from the NHDOT operating under the new "Local Project Administration" manual. As a result project timeline has been delayed by one year and commenced in the fall of 2012 and will conclude in the spring of 2014. The update will follow the general format of the previous Plan, including extensive visitor and coastal community residents surveys, but incorporate relevant recommendations and elements of the Hampton Beach Master Plan, Nh Conceptual Design East Coast Greenway, bicycle and pedestrian needs and other supporting projects.

Robert Frost/Old Stagecoach Scenic Byway Management Plan Development

(Funding Sources: FHWA; FTA; NHDOT; Local Dues)

During FY 2013, RPC staff has worked with Southern NH Planning Commission and representatives from Atkinson, Hampstead, Chester, Auburn and Derry to develop a Nomination and Corridor Management Plan for the Robert Frost/Old Stage Coach Scenic Byway, which follows NH121 from Atkinson to Auburn, then local roads through Derry connecting back to Hampstead. This work is expected to continue in FY 2014. Work on this project is being funded through the UPWP.

Economic Development Planning

Comprehensive Economic Development Strategy (CEDS)

(Funding: Rockingham Economic Development Corp., Local Dues)

Provide assistance to the REDC in updating of the 2013 Rockingham County Comprehensive Economic Development Strategy (CEDS), in support of on-going regional economic development planning efforts.

The RPC's responsibilities will include updating demographic and economic data and associated analyses, assisting with reviewing and updating goals, objectives and recommendations, including the priority project list, researching status of major regional economic development projects and providing support and input at Steering Committee and REDC Board meetings. The original CEDS was completed in 2000; a major rewrite was completed in 2005 and 2010. Annual updates are completed for intervening years. REDC completed a major redesign of the CEDS document in 2013.

EPA Brownfields Site Assessment Program

(Funding: EPA; RPC Dues)

See the program description above under "*Natural Resources & Environmental Planning*"

Broadband Mapping and Planning

(Funding: SWRPC/UNH/National Telecommunications & Information Administration/US Dept. of Commerce)

The New Hampshire Broadband Mapping & Planning Program (NHBMP) is a multi-year, multi-agency effort to map areas in the state that are currently served and underserved by the State's 70+ broadband providers. The initial broadband access mapping effort was completed in 2011 with annual updates in subsequent years. The Broadband Planning effort has been underway for two years and will be completed in 2014. The purpose is to help the region plan for existing and future broadband capacity and infrastructure by enhancing town and regional master plans to address broadband barriers and needs and create appropriate development strategies. Mapping and assessment tasks have been completed. The focus of effort in the final year of the project will be the preparation of a regional Broadband Infrastructure Plan.

Other Regional Programs

Regional Master Plan Development / Granite State Future

(Funding: through NRPC from HUD Sustainable Communities Initiative; TBG; UPWP; Local Dues)

The RPC is developing a new comprehensive regional master plan that will address the regional master plan components defined in RSA 36:47 and 9:B. The Plan will consist of elements including regional vision, goals, housing transportation, water resources and infrastructure, environmental quality, economic development, adaptation and climate change. The RPC is also participating in statewide coordination efforts involving all nine RPCs and several state agencies working to develop shared statewide elements, templates and a common framework for the regional plans being prepared by each individual regional planning commission in New Hampshire. This includes elements for outreach and communication, community engagement, data collection and assessment, scenario planning methodology and others. The project concludes in February 2015; the focus this year will be on region-specific outreach and developing draft chapters of all the components of the plan. Outreach efforts in the coming year will focus on topic-specific regional visioning sessions and meeting with focus groups representing specific interests and areas of concern.

Hazard Mitigation Planning

(Funding: FEMA/NH Homeland Security/Emergency Management, RPC)

Continue development and begin an update cycle of Natural Hazard Mitigation Plans for communities in the region. In FY 2013-2014, the RPC will complete Hazard Mitigation Plan updates for Danville, New Castle and Brentwood; and begin consultations with Sandown and Newfields.

Coastal Vulnerability Assessment

(Funding: FEMA/NH Homeland Security/Emergency Management)

The purpose of this project is to assist our ocean front communities to assess and plan for potential impacts from forecasted sea level rise and storm surge. The project will produce a regional vulnerability assessment report and map set for the seven coastal communities, utilizing newly available LiDAR based elevation maps, revised FEMA FIRM data for the coastal floodplain, current sea-level rise estimates to

2100, and other existing models and information to access the potential impact on buildings, infrastructure, and natural resources. Detailed maps, showing areas at risk and impact analyses and adaption and mitigation, strategies will be developed at both the regional and municipal levels. Specific project deliverables include: 1) A customized Coastal Flood, Hazards and Adaption Chapter to be incorporated within coastal community Hazard Mitigation Plans including adaption and mitigation strategies; 2) A regional coastal vulnerability assessment report and maps; and 3) Public outreach and guidance tools to enhance preparedness, and improve Planning and resiliency in the built environment and safety and natural systems. This project will conclude in early 2015.

Developments of Regional Impact Review

(Funding: Local Dues; OEP)

Continue to staff the Developments of Regional Impact Review Committee which reviews and comments on proposed development in the region that may have region-wide impact. (RSA 35:54-58). Work on strengthening the regional impact review process and local awareness, and complete follow-up on Planning Advisory on Regional Impact Guidelines distributed in FY 07. Attend local planning board meetings as warranted to provide testimony on regional impact projects.

Hazardous Waste Collection: (Exeter, Stratham, Newfields, East Kingston and Epping)

(Funding: Local Dues)

Coordinate multi-town cooperative hazardous waste collection each year, including grant application, volunteer and other logistics coordination.

Legislative Policy Development

(Funding: Local Dues)

Develop and distribute RPC legislative policy priorities for the 2011-2012 Legislative Session.

Information Distribution

(Funding Source: Local; NHDOT; FHWA)

Newsletters; Website updates; Zoning Amendment Calendar; Other Planning Advisory Memos; Census Distribution; Law Lecture Series; Press Releases

Website Overhaul

(Funding Source: Local; GSF; NHDOT; FHWA)

The is in the process for contracting with a website design and development team to completely reconstruct the RPC website, including sections on transportation, regional planning/GSF and general information on commission services and projects. This work is expected to be complete in the fall of 2013.

Commission Support

(Funding: Local; Administrative overhead)

Provide staff support as needed to the Commission and its standing committees, including Executive, Personnel, Nominating, Legislative and Regional Impact Committees. Support includes preparing for and attending meetings, preparing meeting agendas and materials, and carrying out other tasks as requested.

LOCAL WORK PROGRAM FOR FY 2013-2014
Rockingham Planning Commission

July 1, 2013 – June 30, 2014

- Atkinson:** Circuit rider services; assistance to planning board including revisions to zoning and regulations; review of Site Plan and Subdivision applications; TA contract to provide assistance on Master Plan update including the preparation of a new Community Vision Chapter and update of the Future Land Use Chapter; assistance with Old Stage Coach (NH121A) scenic byways designation; general transportation planning (MPO) assistance; update to the Town's Hazard Mitigation Plan; update of standard map set, including new maps and distribution of hard copies.
- Brentwood:** Circuit rider services; Site Review and Subdivision regulation amendments as necessary and Zoning amendments as necessary; general transportation planning (MPO) assistance; Water Quality Planning Support via the Exeter-Squamscott River Local Advisory Committee; assistance to the Capital Improvements Program committee; Hazard Mitigation Plan update; update of standard map set, including new maps and distribution of hard copies. Supplied GIS data to town Fire Department. Supplied the town with several maps to help with planning around resources (i.e., aquifers, floodplains...aerials).
- Danville:** General technical assistance as requested; assistance to Planning Board in revisions in Zoning Ordinance as requested; update Site Review and Subdivision regulations as requested; general transportation planning (MPO) assistance; Water Quality Planning Support via the Exeter-Squamscott River Local Advisory Committee; Hazard Mitigation Plan update 2013-2014; update of standard map set, including new maps and distribution of hard copies.
- East Kingston:** Circuit rider services; assistance to planning board with revisions to Zoning Ordinance; review of Site Plan and Subdivision applications; and a comprehensive update of Subdivision Regulations in 2013; general transportation planning (MPO) assistance; coordination of and informational presentations to the Agriculture Commission; coordination of Exeter/Stratham/Newfields/East Kingston and Epping household hazardous waste collection; Water Quality Planning Support via the Exeter-Squamscott River Local Advisory Committee; update the Town's Hazard Mitigation Plan; update of standard map set, including new maps and distribution of hard copies.
- Epping:** General technical assistance as requested; assistance to Planning Board in revisions in zoning ordinance as requested; update Site Review and Subdivision Regulations as requested; general transportation planning (MPO) assistance; follow through with hazard mitigation plan update beginning in FY 2013 as needed; coordination of the Exeter/Stratham-/Newfields/East Kingston and Epping household hazardous waste collection; update of standard map set, including new maps and distribution of hard copies.
- Exeter:** Technical assistance through the Green Infrastructure project to complete a stormwater retrofit and community engagement project for the Marshall Farms Crossing neighborhood and Brickhouse Pond; follow-up support regarding the Exeter/Stratham Sewer and Water feasibility study for shared services; facilitation assistance to the Exeter Economic Development Commission and all Boards goal setting meeting; coordination of the Exeter/Stratham-/Newfields/East Kingston and Epping household hazardous waste collection; TASC volunteer driver program

assistance; staff support for COAST; Exeter Local Transportation Committee assistance; participation in the Exeter Station Committee (Downeaster) and West Ex Committee; support for the Exeter-Squamscott River Local Advisory Committee; technical assistance as requested; update of standard map set, including new maps and distribution of hard copies; assist town with Safe Routes to School program implementation as needed.

Fremont: Circuit rider services; assistance to Planning Board in revisions to Zoning Ordinance, Site Review and Subdivision regulations and applications; general transportation planning (MPO) assistance; Safe Routes to School technical assistance; conduct public input sessions and update the Vision/Goals Chapter of Master Plan; Water Quality Planning Support via the Exeter-Squamscott River Local Advisory Committee; update of standard map set, including new maps and distribution of hard copies.

Greenland: Circuit rider services; assistance to Planning Board on revisions to Zoning Ordinance, review of Site Review and Subdivision regulations and applications; general transportation planning (MPO) assistance; transit coordination assistance; update of Stormwater Regulations; TASC volunteer driver program assistance; staff support for COAST; participation in the Energy Technical Assistance Program; update of standard map set, including new maps and distribution of hard copies.

Hampstead: Technical assistance as requested; general transportation planning (MPO) assistance; CART regional transit system implementation; update to the Town's Hazard Mitigation Plan; assistance with the Old Stage Coach (NH121A) Scenic Byways designation; update of standard map set, including new maps and distribution of hard copies.

Hampton: Technical assistance as requested; technical assistance through the FY14 Coastal Program grant to amend stormwater management ordinance/regulations; general transportation planning (MPO) assistance; Safe Routes to School technical assistance; TASC volunteer driver program assistance; completion of Route 1 Corridor Study and implementation strategy; initial work on NH Coastal Byway (NH1A/NH1B) Corridor Management Plan update; completion and follow-up to the HBAC parking study; complete feasibility study for the Hampton Intermodal Transportation Center; conducting NH Stream Crossing Assessment Inventory for hazard mitigation planning; technical assistance and participation in Coastal Adaptation Workgroup and community outreach; update of standard map set, including new maps and distribution of hard copies; continue with efforts to develop the East Coast Greenway including State acquisition of Hampton Branch rail right-of-way and implementation of multi-use path; continue to participate in the Town Center Planning Advisory Committee. Created maps of vacant land at the request of the town planner.

Hampton Falls: Circuit rider services; assistance to Planning Board in revisions to Zoning Ordinance; review of Site Review and Subdivision regulations and applications; general transportation planning (MPO) assistance; parcel map updates; continue Route 1 Corridor Study outreach; TASC volunteer drive program assistance; develop a new Route 1 Corridor Commercial District(s); assistance via special contract to implement NHHFA Community Planning Grant re: Route 1 Corridor; update of standard map set, including new maps and distribution of hard copies.

Kensington: Circuit rider services; assistance to Planning Board in revisions to Zoning Ordinance; Site Review and Subdivision regulations and applications; general transportation planning (MPO) assistance; Re-codification of zoning ordinance; Water Quality Planning Support via the Exeter-Squamscott River Local Advisory Committee; update

the Town's Hazard Mitigation Plan; Natural Resource Inventory and Natural Resource Master Plan Chapter; TASC volunteer driver program assistance; assist town with addition of updated trails to NRI maps; update of standard map set, including new maps and distribution of hard copies.

- Kingston:** Circuit rider services; assistance to Planning Board in revisions to Zoning Ordinance, Site Review and Subdivision regulations; general transportation planning (MPO) assistance; assistance with CIP; assistance with NH 125 project implementation; Water Quality Planning Support via the Exeter-Squamscott River Local Advisory Committee; assistance with impact fee implementation; update of standard map set, including new maps and distribution of hard copies.
- New Castle:** Technical assistance as requested; general transportation planning (MPO) assistance; assistance with addressing workforce housing compliance options as requested; initial work on NH Coastal Byway (NH1A/NH1B) Corridor Management Plan update; participation in RPC regional vulnerability assessment project; conducting NH Stream Crossing Assessment Inventory for hazard mitigation planning; Hazard Mitigation Plan update (2013); update of standard map set, including new maps and distribution of hard copies.
- Newfields:** Technical assistance as requested; general transportation planning (MPO) assistance; coordination of Exeter/Stratham/Newfields/East Kingston and Epping household hazardous waste collection; Water Quality Planning Support via the Exeter-Squamscott River Local Advisory Committee; update of standard map set, including new maps and distribution of hard copies.
- Newington:** Technical assistance as requested; general transportation planning (MPO) assistance; monitoring of Newington-Dover bridge expansion project and review of design changes; staff support and COAST service expansion; GIS assistance as requested; completion of a 5 year update to the Town's Hazard Mitigation Plan; update of standard map set, including new maps and distribution of hard copies.
- Newton:** Circuit rider services; assistance to Planning Board in revisions to Zoning Ordinance, Site Review and Subdivision regulations; general transportation planning (MPO) assistance; Safe Routes to School technical assistance; provide assistance to update the local Master Plan with the Planning Board; update of standard map set, including new maps and distribution of hard copies.
- North Hampton:** Circuit rider services; assistance to Planning Board in revisions to Zoning Ordinance, Site Review and Subdivision regulations; general transportation planning (MPO) assistance; complete Route 1 Corridor Study and work with Town on access management strategy and MOU; transit coordination assistance; initial work on NH Coastal Byway (NH1A/NH1B) Corridor Management Plan update; TASC volunteer drive program assistance; preparation of revised Master Plan including Future Land Use Chapter as it relates to the recommendations of the Route 1 Corridor study; participation in the Energy Technical Assistance Program; update of standard map set, including new maps and distribution of hard copies; continue with efforts to develop the East Coast Greenway including State acquisition of Hampton Branch rail right-of-way and implementation of multi-use path; participate as member/advisory to the North Hampton Economic Development Committee.

- Plaistow:** Technical assistance as requested; general transportation planning (MPO) assistance; assistance with NH 125 project implementation and MBTA commuter rail extension project; (layover and station site assessments; participation in environmental assessments and alternatives analysis); Safe Routes to School technical assistance; assistance with implementation of traffic calming study on portions of NH 121A; update of standard map set, including new maps and distribution of hard copies.
- Portsmouth:** Technical assistance as requested; technical assistance through the Green Infrastructure project to install a bioretention BMP and water quality monitoring at the City's snow dump site on Pierce Island; assistance with re-establishing Seacoast Commuter Options TMA; staff support for COAST; downtown bicycle parking planning assistance; general transportation planning (MPO) assistance; NH Coastal Byway (NH1A/NH1B) Corridor Management Plan update; technical assistance and participation in Coastal Adaptation Workgroup and community outreach; update of standard map set, including new maps and distribution of hard copies; continue with efforts to develop the East Coast Greenway including State acquisition of Hampton Branch rail right-of-way and implementation of multi-use path.
- Rye:** Technical assistance as requested; general transportation planning (MPO) assistance; complete Route 1 Corridor Study; TASC volunteer driver program assistance; Safe Routes to School assistance; initial Master Planning assistance to the Rye Long Range Planning Committee; initial work on NH Coastal Byway (NH1A/NH1B) Corridor Management Plan update; conducting NH Stream Crossing Assessment Inventory for hazard mitigation planning; technical assistance and participation in Coastal Adaptation Workgroup and community outreach; update of standard map set, including new maps and distribution of hard copies; continue with efforts to develop the East Coast Greenway including State acquisition of Hampton Branch rail right-of-way and implementation of multi-use path. Supplied the town with updated maps of the beach areas.
- Rye Beach District:** Zoning Ordinance amendment assistance as requested.
- Salem:** (NON-MEMBER); Participation in MPO transportation planning process; Participation in Granite State Future/Regional Plan development.
- Sandown:** General transportation planning (MPO) assistance; Water Quality Planning Support via the Exeter-Squamscott River Local Advisory Committee; provide technical assistance; update of standard map set, including new maps and distribution of hard copies.
- Seabrook:** Technical assistance through two NHHFA community planning grants to create new zoning and development standards for the North Village section of Route 1, new zoning and land use regulations for Route 107 to the Kensington border and amend the existing access management MOU with NHDOT as needed; general transportation planning (MPO) assistance; TASC volunteer driver program assistance; Safe Routes to School technical assistance; NH Seacoast Greenway/Seabrook Rail Trail planning assistance; transit coordination and service expansion through COAST/Lamprey Health Care; initial work on NH Coastal Byway (NH1A/NH1B) Corridor Management Plan update; traffic impact review for developments as requested; provide technical assistance; conducting NH Stream Crossing Assessment Inventory for hazard mitigation planning; annual conversion of CAD based tax maps to GIS format and linkage of assessing data; provide mapping assistance to compile and review an updated zoning map; technical assistance and

participation in Coastal Adaptation Workgroup and community outreach; update of standard map set, including new maps and distribution of hard copies; continue to provide assistance to Friends of Seabrook Recreation Trail group with implementation of multi-use trail on the Hampton Branch rail right-of-way.

South Hampton: Technical assistance as requested; general transportation planning (MPO) assistance; review of development plans as requested; update of standard map set, including new maps and distribution of hard copies.

Stratham: Technical assistance through the Green Infrastructure project to prepare new stormwater management standards in the form of zoning and/or regulations based on the SWA Model Standards; technical assistance as requested; follow-up support regarding the Exeter/Stratham Sewer and Water feasibility study for shared services; general transportation planning (MPO) assistance; coordination of Exeter/Stratham/Newfields/East Kingston and Epping household hazardous waste collection; TASC volunteer driver program assistance; staff support for COAST; tax map update; Water Quality Planning Support via the Exeter-Squamscott River Local Advisory Committee; update the Town's Hazard Mitigation Plan; update of standard map set, including new maps and distribution of hard copies.

From: Jennifer Rowden <jrowden@rpc-nh.org>
Subject: Reminder: RPC Regional Master Plan Update - Regional Conversations
Date: August 28, 2013 3:42:20 PM EDT
To: 'Jennifer Rowden' <jrowden@rpc-nh.org>

1 Attachment, 188 KB

Dear RPC Community Members,

As a reminder, the Rockingham Planning Commission (RPC) is hosting a series of regional conversations (listed below and on the attached flyer) to obtain public input on local values and needs on different topics that affect the region. This input will be used to update the regional master plan that provides a vision and a set of goals to help direct the region's future. **And we need your input!**

Regional Master Plan Update Conversations*

Topics: Transportation, Economic Development and Housing

- **September 9 (Monday) - Epping Town Hall (6:00 to 8:00 pm)**
- **September 23 (Monday) - Plaistow Public Library (6:00 to 8:00 pm)**
- **September 25 (Wednesday) - Portsmouth Public Library (6:00 to 8:00 pm)**

Topics: Land Use, Natural Resources, Energy & Climate Change, and Cultural & Historic Resources

- **October 7 (Monday) - Seabrook Library (5:30 to 7:45 pm)**
- **October 10 (Thursday) - Brentwood Community Center (6:00 to 8:30 pm)**
- **October 23 (Wednesday) - Hampstead Town Hall (6:00 to 8:30 pm)**

***Registration is requested.** To register, please visit

www.surveymonkey.com/s/RPCConversationRegistration or call us at (603)778-0885. Additional information is also available on our project website www.rpc-nh.org/gsf.

The regional conversations are being conducted as part of a statewide effort to update all regional master plans in the state under the Granite State Future project. Additional information about the update to the RPC's regional master plan update is available at www.rpc-nh.org/gsf and information for the statewide Granite State Future project is available at www.granitestatefuture.org. If you have questions regarding the RPC's regional master plan update, please feel free to contact Glenn Greenwood, RPC Assistant Director at (603)778-0885 or ggreenwood@rpc-nh.org.

We hope you are able to join us for at least one of these regional conversations. If you are unable to attend, you can also submit your thoughts via our online forum at the website listed above or contact us via mail or e-mail. Please help us spread the word about these events by posting the attached flyer in your community and sharing the information with others.

Sincerely,
Jenn Rowden

Jennifer Rowden, Regional Planner
[Rockingham Planning Commission](http://www.rpc-nh.org)
156 Water Street
Exeter, NH 03833
(603) 778-0885 x109
jrowden@rpc-nh.org



PLANNING SOLUTIONS FOR SOUTHEASTERN NH

How can we make southeastern NH the best place to live, work and play for everyone?

Join us to share your thoughts on different topics that affect our region.

The regional master plan provides a vision and set of goals to help direct the region's future and **we need your input!**

REGIONAL MASTER PLAN UPDATE REGIONAL CONVERSATIONS



★ **Topics:** Transportation, Economic Development and Housing

- **9/9 Epping Town Hall** (6:00 to 8:00pm)
- **9/23 Plaistow Library** (6:00 to 8:00pm)
- **9/25 Portsmouth Library** (6:00 to 8:00pm)

★ **Topics:** Land Use, Natural Resources, Energy & Climate Change and Cultural & Historic Resources

- **10/7 Seabrook Library** (5:30 to 7:45pm)
- **10/10 Brentwood Community Center** (6:00 to 8:30pm)
- **10/23 Hampstead Town Hall** (6:00 to 8:30pm)

All community members are welcome. **To register, please visit www.rpc-nh.org/gsf or call the RPC at (603) 778-0885.** Directions and additional information are available on our website.



**156 Water Street
Exeter, NH 03833
(603) 778-0885
www.rpc-nh.org**

Unable to attend?

You can still share your thoughts online at www.rpc-nh.org/gsf.

MEMORANDUM

TO: RPC Commissioners
FROM: Executive Committee; Cliff Sinnott, Executive Director
DATE: September 5, 2013
SUBJECT: **Proposed RPC Members Dues Rate Increase for FY 2015**

At its meeting on August 19th the Executive Committee addressed the issue of the RPC dues rate for next fiscal year, FY 2015. Previous discussions during the development of the FY-14 budget were that, since it had been more than five years since the dues rate was last reviewed, we are well over due in examining the rate and making adjustments as needed. After having that review, and based on the staff's input, it is the Executive Committee's recommendation that the Commission raise its base dues rate from \$0.93 to \$0.96 per capita (a 3.2% increase), effective for FY 2015. Further, the decision was to bring this recommendation to the Commission for action at the September Commission meeting so that appropriate notice can be made to communities as they develop their calendar 2014 budgets.

Dues History & Inflation

Our dues rate has changed modestly and infrequently over the past 25 years. Our last change occurred 6 years ago in 2007 (for FY 08) when it was raised from \$0.85 to the current \$0.93. The change prior to that was 9 years before in 1998 (for FY-99) when it was changed from \$0.80 to \$0.85 per capita, and further back from \$0.70 to \$0.80 in 1990. Our current dues rate of \$0.93 is, after adjusting for inflation, worth about \$0.84 in 2007 dollars or \$0.65 in 1998 dollars. We would have to raise dues to about \$1.03 today to represent the equivalent value of \$0.93 in 1998. Our dues rate has not kept pace with inflation and inflation adjusted dollars, represents a smaller portion of our total funding than any time in the past 25 years.

The last time the dues rate was adjusted, the decision was made to automatically increase the rate by the preceding year's CPI, however, with the extreme fiscal pressures that have faced our communities during the 'great recession' and long recovery, we elected not to increase the dues during that time period. While there is never a good time to increase the dues rate from our membership's point of view, it is reasonable and prudent to do so now. The Executive Committee has made no decision about instituting an automatic inflation adjustment going forward, but has discussed a possible further dues increase next year (for FY 16) to help recover lost ground.

Need

Member dues represent the 'core' of the Commission's funding. They provide the base of financial support for the existence of the agency. As an agency we are very successful at leveraging, by tenfold, those dollars in other grants and contracts for planning services in the region – but without the dues we could not do any of that work. In addition, a larger and larger percentage of dues are claimed each year for meeting local match requirements of various funding programs. The largest dollar demand comes from the transportation program. About \$62,000 or 49% of the \$129,000 in dues raised in the current year will be used to match transportation planning funds. The \$65,000 or so of unobligated dues that remains is not adequate to cover

other needs that should be met, but that have no other funding source – such as supporting local technical assistance, mapping assistance, the review of developments of regional impact; participation in legislative study commissions, and our involvement in important regional issues such as affordable housing, stormwater management, coastal adaptation planning, groundwater and watershed protection, intermunicipal cooperation, etc. In addition, Windham’s move to SNHRPC and Salem’s continued absence as dues paying member has exacerbated the problem.

Requested Action

Executive Committee recommends that the Commission vote to adopt an increase in the base RPC dues rate from \$0.93 to \$0.96 per capita (a 3.2% increase), effective for FY 2015.

RPC LEGISLATIVE POLICIES FOR 2013-2014
October 24, 2012

Background

Each year the Rockingham Planning Commission adopts a set of legislative policies that support our agency's mission and goals in the areas of land use, transportation, resource and energy conservation, economic development and historic and cultural resources preservation. These policies are reviewed each year by the RPC Legislative Policy Committee and proposed changes are reviewed and adopted by the Commission.

A general policy statement for six topical areas follows which is used to guide our general response and positions on proposed legislation. For most issue areas specific legislative priorities are included. Additional detail on many of the specific legislative priorities is included at the end of the policy summary.

Legislative Policies

General The following legislative policies are applicable across multiple disciplines:

- Support and encourage legislation that will foster cooperation between two or more municipalities in making informed, efficient, and cost effective decisions, and in developing or maintaining shared services and/or infrastructure.
- Support legislation that will enable and assist municipalities to address climate adaptation techniques and policies in appropriate aspects of local planning, zoning, and in infrastructure development, maintenance and preservation.

Land Use

Support legislative efforts that advance innovative land use and smart growth policies. Specific legislative priorities include the following:

- A. Continue efforts to clarify and strengthen the developments of regional impact process (RSA 36:58-61);
- B. Support legislative efforts that create incentives and assistance to municipalities to adopt land use policies that will discourage sprawl, retain open space, and preserve community character.
- C. Support continued constructive refinement of the Workforce Housing Law, including clarification of the application process for affordable housing developments under RSA 674:58-61, modifying the multi-family housing definition to be consistent with existing planning statues and increasing residential zoning flexibility.

Transportation

Support legislative efforts that advance multi-modal transportation and/or provide financial planning for transportation long-term sustainability. Specific legislative priorities include the following:

- A. Support the recommendations of the Sustainable Transportation Funding Study Commission (HB-2) or subsequent analyses to identify and implement adequate and sustainable long term transportation system funding. (The Commission recommended that, in order to meet current and projected needs, the legislature should raise additional revenue by either increasing motor vehicle registration fees, or by raising the road toll/gas tax, or a combination of the two);
- B. Support legislation to authorize State participation in and receipt of federal funds for planning and development of commuter rail service extension to Plaistow;
- C. Support the establishment of a study commission to clarify and coordinate state and local policy on the maintenance and liability for sidewalks constructed on State highways;
- D. Support agency and legislative efforts to reform the Urban Compact System program to address funding inequities;
- E. Continue improving the 10-year Transportation Plan Process to better coordinate project development between the NHDOT and the regional planning commissions and strengthen regional and local input in the allocation of project funding;
- F. Support the adoption of an appropriate "Complete Streets" policy for the State;
- G. Support legislation, appropriations or other initiatives as necessary to enable the NH Department of Transportation to purchase of the abandoned Hampton Branch line of the Pan Am Railway;
- H. Support legislative efforts to amend RSA 376 (Motor Carriers of Passengers) to allow non-profit human service transit operators to participate in regionally coordinated transportation services without being reclassified from common carrier to contract carrier.
- I. Maintain minimum funding for Transportation Alternative programs (into which MAP-21 combines the former Transportation Enhancements, Safe Routes to Schools, Recreational Trails and Highway Safety programs) at levels comparable to those established under SAFETEA-LU.

Natural Resource Preservation and Management

Support legislative efforts that protect land, water, and air resource and which enable and encourage municipalities to adopt measures that lead to the sound management and stewardship of those resources. Specific legislative priorities include the following:

- A. Support recommendations of the Groundwater Study Commission and the HB 1353 subcommittee to clarify and expand the role of municipalities in state permitting of large groundwater withdrawals;
- B. Support a feasibility study for desalination as potential water supply in the Seacoast region;
- C. Support legislation encouraging the design of public infrastructure to incorporate adaptation planning measures.
- D. Support unimplemented recommendations of the Stormwater (HB1295), Land Use (HB1579), and Infrastructure (SB60) Study Commissions.
- E. Support legislative efforts and other initiatives, both technical and financial, that help municipalities comply with the EPA's Stormwater Management (MS4) permit requirements;
- F. Ensure the integrity and effectiveness of the Comprehensive Shoreline Protection Act
- G. Support permanent funding for the Land and Community Heritage Investment Program and oppose any diversion of these funds to other uses.

Energy

Support legislation that would create incentives and assistance to encourage energy conservation and efficiency measures in both the public and private sectors, and the development and expansion of renewable energy sources. Specific legislative priorities include the following:

- A. Support New Hampshire's continued participation in REGGI based upon an evaluation of the program's effectiveness both in services delivered and the cost of providing such services
-

- B. Support the continuation of local technical assistance programs such as the former Energy Technical Assistance Program (ETAP) to assist communities with energy planning, facility evaluation and prioritization of capital investments
- C. Support the broadening in the definition of renewable energy to include thermal energy captured and reused in combined heat and power generation facilities.
- D. Support legislation and other efforts to improve energy conservation and efficiency through building codes, tax incentive programs, and energy audits.

Economic Development

Support legislative initiatives to facilitate intermunicipal cooperation in economic development. Specific legislative priorities include the following:

- A. Encourage municipal efforts through incentives and other means toward effective regional cooperation in the financing and delivery of municipal services;
- B. Support enabling legislation to allow communities to create water resource and other utility districts for the purpose of enabling the financing and development of single and multi-municipal infrastructure for services such as water supply, wastewater and stormwater treatment, and flood storage and control.
- C. Maintain existing State Support for economic development initiatives through tax credit programs;
- D. Support legislative efforts that assist municipalities, school districts, water/wastewater districts and other political subdivisions with technology and communications equipment installation and upgrades.

Historical and Cultural Resource Preservation and Management

Support legislative efforts that assist governing bodies in their effort to preserve and manage historical and cultural resources.

Policy Detail

This section provides additional detail about some of the specific legislative priorities identified in the Policy Summary.

1. Land Use

Developments of Regional Impact Law (RSA 674:54): SB 29 was enacted in 2009 and supported by the New Hampshire Association of Regional Planning Commissions (NHARPC). The new law obligates each region to undertake a public process to develop, adopt and distribute guidelines to communities for determining what constitutes a 'development of regional impact. The RPC continues to support further improvements of the law to enable a more consistent and rigorous valuation of developments that will have regional impact. Such improvements should address: (1) provisions to allow abutting communities impacted by a development to appeal a decision of "no regional impact" to the host town, and (2) strengthening the ability of DRI reviews to address "downstream" impacts of a development on air quality, water quality and transportation impacts. In addition, the NHARPC has sought legislation to make it clear that land use boards have the authority to assess reasonable fees to developers who propose regional developments to pay for the costs for reviewing such plans, including costs incurred by the regional planning commission. While RPCs typically do not assess costs for regional reviews to municipalities, unusually large, complex reviews may require such assessments in the future. While we believe planning boards already have this ability (RSA 674:4-b), the NHARPC may seek to have this explicitly addressed in future legislative sessions.

Sustainable Development/Smart Growth/Open Space Retention: This policy is intended to express general support for legislation that will further State development policies expressed in RSA 9:B. These policies will form the basis of the RPC's updated regional plan developed through the Granite State Futures project. No specific legislative priorities have been identified for the current legislative session.

Refinements for the Workforce Housing Law: SB342 was enacted in 2008 to establish certain workforce housing provisions in New Hampshire's planning and zoning statutes. As communities have responded to the law it has become clear that certain aspects of the law need further definition. We continue to advocate for: (1) restoring the definition of multifamily housing from 5 to 3 units per building unit, (2) modifying the provision that requires "more than half" of the community's residential zoning to allow workforce housing to enable more flexibility so as not to encourage sprawl and (3) to clarify the workforce housing development review process as described in the law. The RPC supports constructive amendments to the law that would address these issues while preserving its intent.

2. Transportation

Sustainable Transportation Funding: HB-2 (2009) established a legislative commission "to study future sustainable revenue sources for funding improvements to state and municipal highways and bridges." The RPC supported this initiative as a precursor to address structural funding deficiencies in our transportation system. The motor fuels tax rate has not changed in 20 years; in 2009, the state's highway trust fund was nearly depleted before temporary increases in automobile registration fees were enacted to resolve the crisis for the moment. The registration surcharge has expired and the temporary infusion of revenues from the 'sale' of I-95 and from ARRA funds end this year. Nearly \$300 million in transportation system improvement needs were identified statewide, but left unaddressed in the 2011-2020 10 Year Plan update. The situation worsens under the Ten Year Plan for 2013-2022 in which the size of the highway capital improvement program overall is cut significantly. Funding for the I-93 project, legislatively declared as the state's highest transportation priority is not fully funded and may not be completed until 2030 or beyond. The lack of adequate funding together with an emphasis on very costly, large scale projects has meant that long standing needs at the regional and local levels go unaddressed and fall further behind.

The HB-2 Commission report documents the existing structural funding deficit and finds that the revenue stream for the transportation system is inadequate and unsustainable, making the straightforward observation that "It is necessary to bring in additional sustainable revenue." The Commission report recommends 3 things as a starting point to address these deficiencies: the State begin moving toward a VMT-based user-fee system (in place of the gas tax); that turnpike capital needs and tolls be reviewed frequently and adjusted as needed, particularly in light of the loss of anticipated Airport Access Road revenues; and that GARVEE Bonds be utilized for advancing I-93 construction, with the legislature to determine the appropriate cap. The Executive Summary of the HB-2 Commission Study concludes that in the short term the State needs to either 1) raise the additional revenue from permanent registration fee increases, 2) raise the additional revenue by increasing the road toll/gas tax rate, or 3) some combination of 1 and 2.

NHDOT Commissioner Clement explained at a recent (October 2012) meeting with the RPC/MPO that unless funding issues are addressed in this biennium, critical shortfalls to capital projects, system maintenance and operational capacity will result. The RPC/MPO continues to support legislation that would establish additional funding through an increase in the motor vehicle fuels tax, registration fee or other comparable mechanism. We also believe that a significant portion of that funding increase should be directed to projects on the secondary state highway system, for the urban compact system, and for federal-aid eligible local roads.

Plaistow Commuter Rail Project: The passage of HB2010 in the 2010 session amended RSA 231 to require the New Hampshire Department of Transportation and/or the New Hampshire Rail Transit Authority to obtain approval from the Legislature prior to the expenditure of any state or federal funds for the construction, reconstruction or operation of any passenger railroad infrastructure or service. The Town of Plaistow and the NHDOT has received \$8.4 Million in a CMAQ funding allocation, which if approved, would result in a project to extend MBTA commuter rail services to Plaistow on the Haverhill line, including construction of a station, platform, layover facility and rail cars. Work is underway to initiate an Alternatives Analysis, Environmental Assessment, and updated ridership study. Per RSA 231:6, legislative approval will be required to move forward even if no state funds are involved. Pending the outcome of the requisite studies, we support the filing of such authorizing legislation to allow the project to move forward should the funding be secured.

Sidewalk Maintenance and Liability: There is a need to clarify and perhaps modify the State's policy on sidewalk maintenance and liability. Typically the State will pay to construct sidewalks on State roads and bridges but then turns over responsibility to municipalities for future summer and, in particular, winter maintenance. The State has refused to build sidewalks unless a municipality accepts responsibility in advance. FHWA has been paying particularly close attention to winter maintenance requirements for federally-funded sidewalks in recent years, following lawsuits under the Americans with Disabilities Act. NHDOT's position on sidewalk maintenance is that it is impractical for NHDOT Maintenance Districts to transport sidewalk plows around to clear stretches of sidewalk along all State highways, and that municipalities are better situated to do this. While there are costs to municipalities associated with providing for this maintenance, the larger issue relates to liability. Most municipalities' liability insurance does not cover property not owned by the municipality so it may not be possible for Towns to insure against any liability they assume for "State-owned, municipality-maintained" sidewalks. Another consequence is the lack of consistency for local development projects along State roadways.

'Urban Compact' System Reform: Support the review and reform of the existing urban compact system and make recommendations for either administrative (NHDOT) or legislative changes as needed. Historical data suggests that distribution of transportation funding, including distribution of federal highway dollars, to urban compact areas has lagged well behind funding to other parts of the system. There appears to be a growing inequity between communities with and without urban compact areas. Some 40+ years after it was established by the legislature, the urban compact system is in need of a general review of purpose, procedures, fairness and effectiveness.

Reforms to the 10-year Transportation Plan: In 2006, the NHARPC submitted recommendations to the Legislative Study Committee on the 10 Year Plan summarized below. Some of these changes have or are being implemented . Most continue to be relevant:

- **Funding:** There is a critical need to raise additional revenue to fund the Ten Year Plan. The state gas tax rate has remained at the same level per gallon for 20 years, during which time the cost of construction and maintenance and travel demand have risen dramatically, while receipts from the motor fuel tax has leveled. Without additional funding the list of unmet needs and delayed or cancelled projects will continue to grow with each Ten Year Plan cycle.
 - **Dividing the Plan:** The existing Plan contains projects of incompatible scope and scale. The necessity to cover cost overruns in the largest projects deprives smaller projects of funding. We recommend that capital projects be divided into Tier 1 system projects - those on the interstate and national highway system, Tier 2 system projects – a large number of smaller projects on state secondary system. Each tier should have a defined allocation of the available resources for capital projects.
 - **Reform the Project Selection Process:** The purpose, need, project understanding and scope of some projects in the Plan are often lacking detail. The criteria for introducing projects to the
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plan needs to become clearer and communication between municipalities, RPCs and NHDOT improved so that only the highest priority projects are added to the Plan.

- **Account for Regional Priorities:** Going forward, the 10 Year Plan needs to more accurately reflect regional and local transportation project priorities. Over the past several update cycles, due mostly to funding limitations and past over-programming, very few local and regional project recommendations have been accepted as additions to the Plan. A better balance needs to be struck in the allocation of funding resources between projects of statewide significance (which, depending on how projects are defined, retain 80-90% of resources) and those which address regional and local transportation problems.

Complete Streets Policy: As part of a broad effort to diversify transportation options and encourage the use all transportation modes, a growing number of states and municipalities are adopting a “complete streets” policy. A complete street policy helps to ensure that the need for bicycle, pedestrian and transit facilities are fully considered in the design, construction and maintenance of highways and roads. Such policy comes with the recognition that highways represent transportation corridors for multiple modes, not just automobiles. By adopting a complete streets policy, communities are essentially directing themselves to consider existing and future needs of all modes and users as they rehabilitate or expand existing roadways or design new ones. State highways make up the most heavily used transportation corridors in New Hampshire. By adopting an appropriate state level policy for complete streets, such considerations will be assured in street and highway designs carried out by or funded through the NHDOT.

Hampton Branch Rail ROW Acquisition: In 2010 PamAm Railways began the process of formally abandoning freight service on the so-called Hampton Branch, that portion of the former Eastern Line that runs from Portsmouth to Hampton center. It is a high priority for the RPC and among all the communities impacted (Portsmouth, Rye, North Hampton, Greenland, Hampton) that the ROW be preserved for current and future transportation uses including near term use for the NH segment of the East Coast Greenway and possible future rail reintroduction. Together with the approximately 4.5 mile section of the right-of-way in Seabrook, Hampton Falls and Hampton purchased by the State in 1999, acquisition if this remaining 10 mile section would bring the full Seabrook-Portsmouth corridor into state control. The NHDOT has existing legislative authority to acquire the right of way, but may not have sufficient funds in the dedicated capital account established for this purpose. Should PamAm receive a legitimate offer to purchase the ROW from a third party, the state would have 60 days to respond with its own purchase offer. We would ask the legislature to ensure that there is adequate funding in the relevant capital account(s) to allow the NHDOT to respond as necessary

Motor Carriers of Passengers law (RSA 376) Under the existing motor carrier law, non-profit human service transit operators who participate in regionally coordinated transportation services are subject to reclassification from ‘common carrier’ to ‘contract carrier’. *Common* carriers are those that provide service for the general public while *contract* carriers provide service for compensation. Most non-profit human service agencies which are participating in regional coordination efforts are classified as common carriers, as they transport the general public or specific subsets of the public, such as seniors or individuals with disabilities. One of the key aspects of transit coordination is allowing agencies to exchange trips, or essentially ‘buy seats’ on one another’s vehicles to improve efficiency and access. A strict interpretation of RSA 376 would require these non-profit agencies to be reclassified as contract carriers, with other regulatory implications not envisioned for non-profit transportation providers. This will have the unintended effect of discouraging non-profit transportation providers from participating in regional transit coordination efforts. To address this problem, an exemption is recommended to allow non-profit agencies to participate in regional coordination efforts without having to be reclassified as Contract Carriers.

Transportation Alternatives Funding Commitment: There is relatively little funding available for transit and alternative transportation modes New Hampshire. What exists comes from federal transit funding (FTA), and from highway program set asides (Transportation Enhancements, CMAQ, Safe Routes to Schools). In the new Federal Surface Transportation authorization (now known as "MAP-21") these highway program set asides have been eliminated (except for CMAQ) and condensed into a single set-aside called Transportation Alternatives, but with less funding. In addition, the state retains the flexibility to divert up to 50% of these funds to other programs. Strong public support for continued and increased investment in alternative modes was demonstrated through the 2013-2022 Ten Year Transportation Plan development process. Opposition to the proposal in the Draft 2013-2022 TYP to flex an additional 50% out of the TE and CMAQ programs for highway use was the most frequent topic of comment on the draft TYP last fall. As a result of this, GACIT voted to restore full investment in these programs pending an overall apportionment at or above FY2012 levels. As apportionments authorized under MAP-21 meet this criterion, we ask NHDOT to honor this funding commitment. At a minimum this would mean not diverting 50% of funding out of the new Transportation Alternatives program. Ideally it should also mean not reducing funding for bicycle and pedestrian safety but instead using available Surface Transportation Program (STP) funds to maintain the restored funding levels approved by GACIT for 2013-2022 Ten Year Plan.

3. Natural Resource Preservation and Management

Large Groundwater Withdrawal Regulation: Support legislation as considered by the Groundwater Commission (Chapter 305 of 2003; Chapter 287 of 2005) regarding Large Groundwater Withdrawals that would:

- Remove 'grandfathering' provisions exempting existing large groundwater withdrawal wells from current large groundwater withdrawal regulations;
- Establish a funding mechanism to support a water quality testing program for private wells;
- Support legislation to require private well water quality testing at time of property sale;
- Amend state statutes pertaining to subdivision and site plan review regulations to clarify that municipalities can regulate any water uses that are not currently regulated by the State of New Hampshire;
- Amend state statutes pertaining to municipal and regional master plans and water resource management and protection plans to advocate the inclusion of Consumptive Use Water Plans (CUWP) that anticipate future water supply needs; and require that large groundwater withdrawal permits must incorporate the results of the CUWP where they exist;
- Amend existing state statutes governing large groundwater withdrawals in the following ways:
 - a) establish a mandatory public hearing in the subject community after the submittal of a preliminary large groundwater withdrawal application;
 - b) require direct notification to abutters of a proposed large groundwater withdrawal;
 - c) enable the extension of the public comment period if the request for such extension is timely and good cause can be shown; and finally
 - d) enable a municipality to hire a groundwater expert to assist the municipality in reviewing and providing comments to NHDES on submittals associated with a large groundwater withdrawal permit application.

Desalination & Regional Water Supply: Support legislation relative to the promotion or further study of augmenting potable water supply in the seacoast area with desalination, or to the regionalization of water supply sources in the area; support legislation to establish financial and regulatory incentives for public water supply systems to interconnect their water systems and to cooperatively develop new water supply sources, including surface water reservoirs, and implement conservation measures.

Incorporate Adaptation Measures in Infrastructure Design: Support legislation that would encourage state agencies and local governments to design and construct public infrastructure, including roads,

utilities, schools and other public buildings and facilities so as to reduce the risk from damage or loss due to increased flooding from large storm events and inundation from projected sea level rise.

Support Recommendations of Stormwater, Infrastructure & Land Use Committees

- Stormwater Study Commission (HB1295- 2008): The Commission was established in 2008 to identify issues and solutions to reduce water quality impacts from stormwater runoff. Its final report was submitted to the Legislature in 2010; 3 major recommendations are made: (1) Define the term stormwater in State Law so that it is not miss-classified as waste; (2) Include the concept in State Law that property owners are responsible for stormwater that originates and discharges from their property; and (3) Enable or create a statewide stormwater utility program under which municipalities would have the option to establish their own stormwater utility, join an intermunicipal utility, or by default become part of a state-administered watershed utility. Recommendations #1 & #3 have been addressed; #2 still requires action.
- Infrastructure Sustainable Funding Commission (SB-60): The Infrastructure Commission was established in 2008 and reauthorized in 2011 (SB47) to study and make recommendations. It was expected to reconvene in 2011 and in 2012. The Commission interim recommendations were that the State infrastructure grant program for water (SIG) and wastewater systems (SAG) be restored, and state match be provided to the Federal SRF program. It also recommends that funding be restored to the Dam Bureau's construction and maintenance program. We support the reconstitution and continuation of the SB-60 Commission.
- Land Use Study Commission (HB1579 – 2008) This Commission was charged with studying the effects (including indirect and cumulative effects) of land development on surface water and groundwater quality and quantity, and on habitat. Twenty-four findings and eight recommendations are made in the Commission's Final Report (November 2010) pertaining to these issues. Key recommendations include, broadly: standardizing wetland delineation using the revised NH Method (2010) and establishing buffers based on functional value; defining wetland buffers and indirect impacts; enhancing education and outreach to communities on innovative land use techniques; establishing an incentives-based program to promote smart growth and sustainable development; consider legislation to provide an integrated land development permit process (incorporating wetlands, stormwater, wastewater and impact review in one permit); and developing a statewide ecological connectivity plan to maintain wildlife viability across New Hampshire's landscape.

Policy Summary

The policy overview and details above reflect policies that the Legislative Policy Committee of the RPC intends to follow during the next legislative session. Since these sessions and the legislative process are dynamic, there may well be other topics, projects, bills, etc. that are introduced but not described here on which the RPC may take positions. We will continue to communicate these positions to our legislative delegation.

Fall 2013

Public Hearing Schedule for 2015 - 2024 Ten Year Plan

Executive Councilor	Date	Town/City	Time	Location
District 2 Cnclr. Colin Van Ostern Co-Hosted with District 1 Cnclr. Raymond Burton	(Mon) 9/9/13	Charlestown	8:00 AM	Charlestown Town Hall 19 Summer Street
District 1 Cnclr. Raymond Burton	(Mon) 9/9/13	Lebanon	11:00 AM	Lebanon City Hall 51 Park Street – 5 th Floor
District 1 Cnclr. Raymond Burton	(Mon) 9/9/13	Littleton	3:00 PM	Littleton Community Center Community House Annex 126 Main Street
District 4 Cnclr. Christopher C Pappas	(Wed) 9/11/13	Manchester	7:00 PM	Aldermanic Chambers – 3 rd Floor City Hall, 1 City Hall Plaza
District 4 Cnclr. Christopher C Pappas	(Thur) 9/12/13	Londonderry	7:00 PM	Town Office – Council Chambers Moosehill Room 268B Mammoth Road
District 1 Cnclr. Raymond Burton	(Mon) 9/16/13	Andover	9:00 AM	Town Hall 31 School Street
District 1 Cnclr. Raymond Burton	(Mon) 9/16/13	Meredith	1:00 PM	Wicwas Lake Grange 151 Meredith Center Road
District 2 Cnclr. Colin Van Ostern	(Wed) 9/18/13	Somersworth	4:30 PM	City Council Chambers One Government Way
District 4 Cnclr. Christopher C Pappas	(Wed) 9/18/13	Hooksett	7:00 PM	Hooksett Town Hall – Chambers 35 Main Street
District 1 Cnclr. Raymond Burton	(Thur) 9/19/13	Berlin	10:00 AM	City Hall Auditorium 168 Main Street
District 1 Cnclr. Raymond Burton	(Thur) 9/19/13	Pittsburg	3:00 PM	Fire Station 1684 North Main Street
District 2 Cnclr. Colin Van Ostern	(Wed) 9/25/13	Hinsdale	12:00 PM	Town Hall Auditorium 2 nd Floor 11 Main Street
District 2 Cnclr. Colin Van Ostern	(Wed) 9/25/13	Franklin	4:30 PM	City Hall Council Chambers 316 Central Street
District 2 Cnclr. Colin Van Ostern	(Wed) 9/25/13	Concord	7:00 PM	NH Department of Transportation 7 Hazen Drive Room 114
District 3 Cnclr. Christopher Sununu	(Wed) 9/25/13	Derry	7:00 PM	Derry Municipal Center 3 rd Floor 14 Manning Street
District 1 Cnclr. Raymond Burton	(Thur) 9/26/13	Wakefield	10:00 AM	Town Hall Conference Room 2 High Street
District 1 Cnclr. Raymond Burton	(Thur) 9/26/13	Conway	3:00 PM	Town Hall – Upstairs 1634 Main Street

District 4 Cnclr. Christopher C Pappas	(Mon) 9/30/13	Loudon	7:00 PM	Loudon Town Office – Barn 29 South Village Road
District 4 Cnclr. Christopher C Pappas Co-Hosted with District 5 Cnclr. Debora B Pignatelli	(Wed) 10/2/13	Bedford	7:00 PM	Bedford Cable TV Meeting Room 10 Meetinghouse Road
District 2 Cnclr. Colin Van Ostern Co-Hosted with Cnclr Debora B Pignatelli	(Tue) 10/8/13	Keene	6:30 PM	Keene Parks and Recreation Room 14 312 Washington Street
District 3 Cnclr. Christopher Sununu	(Wed) 10/9/13	Epping	7:00 PM	Town Hall Upstairs Auditorium 157 Main Street
District 5 Cnclr. Debora B Pignatelli	(Thur) 10/10/13	Nashua	6:30 PM	City Auditorium – 3 rd Floor (use Elm Street Entrance) 229 Main Street
District 3 Cnclr. Christopher Sununu	(Wed) 10/16/13	Portsmouth	7:00 PM	Terminal at Pease Transit Center 185 Grafton Drive
District 5 Cnclr. Debora B Pignatelli	(Thur) 10/17/13	Milford	6:30 PM	Town Hall – Banquet Room 1 Union Square
District 2 Cnclr. Debora B Pignatelli	(Mon) 10/21/13	Peterborough	6:30 PM	Town Hall – Upper Hall 1 Grove Street

August 15, 2013

Newton Tedder, Physical Scientist
US EPA, Region 1
5 Post Office Square – Suite 100, Mail Code OEP 06-4
Boston, MA 02109-3912

RE: Draft 2013 New Hampshire Small Municipal Separate Storm Sewer System (MS4) General Permit

Dear Mr. Tedder,

Please accept the following comments regarding the draft 2013 New Hampshire Small Municipal Separate Storm Sewer System (MS4) General Permit issued by EPA on February 12, 2013. Of the twenty-six municipalities that makeup the Rockingham Planning Commission's region, twenty-five have some portion of their community within an urbanized area and are subject to the 2013 MS4 General Permit. Eight of these municipalities have received waivers from the permit. The remaining municipalities were all subject to the 2003 MS4 General Permit except for the town of Stratham that has been added as an MS4 community as of the 2013 permit. The draft 2013 MS4 General Permit is a major concern for the municipalities in our region due to limited resources and technical capacity to implement the permit conditions.

We wish to make the following observations, comments and recommendations with respect to the Draft Permit:

Regional and Intermunicipal Cooperation: For many aspects of permit compliance, municipalities will be required to conduct the same or similar tasks, such as public education, system and impervious area mapping, developing improved stormwater regulations and other aspects of a stormwater management program (SWMP). By working together in intermunicipal, regional or watershed associations on these essentially standard tasks, towns can stretch resources and technical capacity and lower their cost of compliance. With the exception of required public education and outreach (Section 2.3.2.1.b) the permit is not structured to either explicitly encourage or permit intermunicipal cooperation and the sharing of resources. The RPC recommends that language be included in the permit specifically allowing and encouraging municipalities to work together to reduce duplicative efforts and make better use of available municipal resources. In addition, we ask that you consider language in the permit that would allow municipalities to develop an intermunicipal and/or watershed based stormwater management programs (SWMPs).

Technical and Financial Assistance: To increase compliance and reduce the financial burden on municipalities, RPC requests that the EPA establish and support, either directly, or through the NHDES, a robust program to provide financial and technical assistance to increase municipalities' capacity to implement the permit. This financial assistance should be structured to support both specific municipal stormwater management program elements, as well as more general technical support including model documents (such as sample public education materials, sample contents of a municipal stormwater management program document (SWMP), a New Hampshire specific Stormwater Pollution Prevention Plan model, inventory and mapping protocols, stormwater management guidelines, etc.), training sessions for mapping and monitoring stormwater systems, and tools for tracking progress on the implementation of a municipal SWMP.

Compliance Timing: Overall, the general timeframe given for implementing the permit appears to be reasonable to allow municipalities to comply with the permit conditions provided sufficient resources are available. However, the timing of the effective date of the final permit will affect municipalities' ability to budget adequately to implement those conditions, and to take other town meeting actions. Due to municipal budget cycles in New Hampshire, having the permit effective date be in spring (after town meetings typically held in March) would allow for municipalities to appropriate necessary funds and take other actions as needed implementing the permit. Also, it would be helpful to clarify for municipalities that water quality impairments, problems and pollution sources are not required to be fully resolved or eliminated by the end of the first permit cycle. However, required mechanisms, practices, enforcement, and plans must be in place.

MS4/Urban Area Designation: Based on practical results seen in our region, we believe the current method for identifying MS4 areas is inadequate and outdated, especially when applied in smaller communities. In such cases the MS4 regulated areas do not correlate well to the areas within those communities that are most likely to generate significant stormwater discharges. MS4 area identification appears to rely too heavily on population density and not enough on the existence of concentrated areas of impervious surface. Locally and regionally the capability exists (through high resolution aerial photography and land cover mapping) to more accurately define and track large areas of impervious surface. The validity of the MS4 program is somewhat undermined in the minds of some local officials because of this poor correlation – where large areas of commercial strip development are outside the MS4 area, yet relatively benign areas of low and moderate density residential development are included. We recognize that the method of designation is not necessarily an issue that can be addressed through the Draft Permit, but it should be of concern to the program. We would urge EPA to consider a more refined method of MS4 area determination – and going forward, include a mechanism or process for municipalities, with adequate rationale, to modify their MS4 boundaries.

Finally, as I am sure you know, many of the municipalities in southeastern New Hampshire are dealing within increasingly stringent wastewater discharge permits due to the nitrogen impairment in the Great Bay Watershed. A much more integrated approach that links the MS4 program, NPDES permits, TMDL, and other water quality management programs is called for in this region – as Administrator Spaulding has himself said. We hope that you will support efforts such as those underway in the Oyster River (Durham) and the Exeter-Squamscott (Exeter/Stratham/Newfields) by supporting flexibility in the underlying permitting. We believe such an approach has the best chance of creating cost-effective solutions that have local support and achieve water quality improvements.

I appreciate the extended opportunity to comment of the Draft Permit. If you should have questions regarding these comments, please feel free to contact me at (603) 778-0885 or via e-mail at csinnott@rpc-nh.org.

Sincerely,



Cliff Sinnott,
RPC Executive Director

cc: Boards of Selectmen, RPC MS4 Communities
RPC Commissioners
Alison Watts, Southeast Watershed Alliance
Commissioner Tom Burack, NHDES