



REDC

Rochester Economic Development Commission

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Date: September 18, 2014

By: Rick Lundborn, Chairman

Re: Spaulding Corridor Transportation Coalition – REDC Special Meeting
5:30 PM – 7:00 PM Frisbie Community Education Center

MEMBERS PRESENT -

Rick Lundborn, Chairman
Janet Davis, Secretary
Ron Poulin
Kevin Ryan
Susan DeRoy
Mark Hourihane
Jennifer Marsh, Economic Development Specialist
Karen Pollard, Economic Development Manager

MEMBERS ABSENT -

John Laroche, Co-Chairman
Jonathan Shapleigh

GUESTS -

George Bald – Moderator
Cynthia Copeland – Strafford Regional Planning Commission
Colin Lentz - Strafford Regional Planning Commission
Bob Jaffin - Strafford Regional Planning Commission, Rochester Planning Board
Chris Wellington –NH DRED
Nancy Carmer – Portsmouth Economic Development
Dan Barufaldi – Dover Economic Development
Christine Soutter – Somersworth Economic Development
Matt Trahan – Ossipee Budget Committee, Economic Development Commission
Jim Campbell – Rochester Chief Planner
Sandy Keans – Rochester City Council

Introductions of the members and guests

Chairman Lundborn spoke to the REDC's concern about the negative economic impact regarding the Seacoast region financially supporting in the center of the state. The REDC seeks to advance a coalition in and around the communities reliant upon the Spaulding Turnpike/Route 16 to create a regional effort to fund necessary projects directly related to the turnpike as well as the critical multi-modal connectors to communities, businesses and

resources so that the region can continue to thrive. The Seacoast leads New Hampshire for economic activity, much of it supported by state transportation investments. When the current projects end, there are minimal substantive projects north of the Sarah Long Bridge. It is in all of our best interests to work together.

Mr. Bald shared his experience with regional groups approaching state agencies or authorities as well as legislative funding. Groups of stakeholders that work together in getting their concerns on the table have a greater level of success in, along with successfully getting the necessary funding.

Mr. Bald posed the question, “Moving forward what would we all see as important features or concerns for the Group?”

That the group not be a ‘bully’ entity to force its wishes on Concord/NHDOT.

After the super growth the Seacoast has experienced, that new demands on the road system be met and addressed.

The group might want to consider being concerned with the “tributary” roads to Route 16, i.e. Route 108, Route 11, etc.

Don’t we all work well together already? Is this already being done? The consensus of the group was “No” based on comparisons to the actions of other corridor coalitions, such as Ski 93 and the Everett Turnpike which have been able to articulate their needs and get action on them.

The Seacoast is the economic engine for New Hampshire. Our communities are rapidly expanding in workforce, capital expenditures and GDP. Transportation for people as well as resources and finished good is essential, not just to the region but to the state. Exporting is important to business success.

Tourism is a major employer, and we could benefit as a region to strengthen tourism north and south through the corridor – Portsmouth to North Conway, Rochester to Alton, Laconia, and Wolfeboro. Maximize the potential for expanded tourism visits to the region. Expand from a weekend, to a week, etc.

Cynthia Copeland, Strafford Regional Planning - The last comprehensive master plan for the Route 16 Corridor took place 20+ years ago. A number of the goals have been accomplished, but a good number have not. This would potentially be an excellent “next step” since that would highlight the areas that need the most improvement, are the most overburdened, and could support the addition of projects to the Ten Year TIP Plan (Transportation Improvement Plan).

Additionally, only 1% of New Hampshire’s federal highway funds are expended in our region when it is a federal mandate that 10% be expended on local highway projects. This imbalance impacts the regional economy and business creation off of the immediate vicinity of the turnpike. Collaborating with the other regional planning groups (MPO’s) for a corridor focus would gain considerable leverage in the scoring of transportation projects. heighten the impact of those dollars

How does NHDOT plans projects? It was the experience of most present that NHDOT is in

a constant state of reacting to emergencies and political pressures. The Ten Year Plan process does not always result in the most necessary projects getting funded, and it is a very long term process.

Turnpike and highway maintenance: Maintenance and repairs is a critical concern for the group. Business interruptions are not acceptable, and we take pride in showing up at work. Hazardous conditions must be dealt with properly. Lighting, signs! Mowing, guardrails, patching, etc.

It was agreed that we would schedule an additional meeting to come up with a short list of goals to work toward addressing, likely in early Nov. There are state deadlines for the Ten Year Plan coming up in spring 2015. This is a perfect time to get underway. We also discussed others we would like at the table for next time.

Emails will be sent with minutes, and to collect possible items for the short list and any other entities or people to invite.

Adjourn