THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION'S SUMMARY OF COMMENTS RECEIVED REGARDING THE TEN YEAR TRANSPORTATION IMPROVEMENT PLAN 2025 - 2034

PUBLIC TESTIMONY

RECEIVED BY THE
GOVERNOR'S ADVISORY COMMISSION
ON INTERMODAL TRANSPORTATION (GACIT)

PURSUANT TO
RSA 228:99 OF THE LAWS OF NEW HAMPSHIRE

PREPARED BY THE NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

November 8, 2023

Executive Council District 1
Public Hearings

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Berlin City Hall Auditorium
168 Main Street
Tuesday, September 19, 2023
3:00 PM

Meeting Notes

In attendance:

Executive Councilor- Joseph D. Kenney, District 1

NHDOT Staff Attendees:

- Bill Cass, Commissioner
- Bill Oldenburg
- Glenn Davison
- Lucy St. John
- Jodi Sottilaro
- Julie Avenant

Other Attendees:

- Paul Grenier, Mayor City of Berlin
- Pam Laflamme, City of Berlin
- Stan Judge, Shelburne Selectboard
- Paul Robitaille, Town of Gorham
- Corinne Cascadden, NH State Rep.
- Chuck Henderson, U. S. Senator Jeanne Shaheen's office
- Stephanie Weiner, Rep. U.S House of Representative Ann McLane Kuster's office
- Ben Belanger, U. S. Senator Maggie Hassan's office
- Hannah Campbell, The Balsams
- Abby Evankow
- Henry Noel
- Jim Monahan, Dupont Group NH
- Lisa Connell
- Sharon Allaire
- Tom Allaire
- Maura Annette Chappelle
- Philip Beaulieu, NHDOT
- Nick Altonaga, NCC

Introductions- Brief introductions were made.

Councilor Kenney welcomed everyone. He recognized several in attendance including the state representative and congressional liaison staff. He then asked all to introduce themselves. He provided recognition to Sharon Allaire (recently retired from NHDOT) for her prior role in the GACIT public hearing meetings and thanked her for years of service. A round of applause for Sharon.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

North Country Council (NCC) - Presentation by Nick Altonaga.

Nick provided a brief presentation, discussing the regional allocation, process, and priority projects for the NCC region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Kenney opened the public hearing. He noted those wanting to speak need to complete the blue card.

Maura Annette Chappelle: Introduced herself as a personal driver in the region and a resident of Jefferson. She expressed her frustration with getting plans, presentation information and crash data from NHDOT. She spoke about shoulder rumble strips. She noted that stopped taking the survey as she thought it was confusing. She opined that US 3 to the border with Canada is dangerous and how local fire departments have issues climbing a particular hill, and that this issue can negatively impact EMS response. She shared concerns about the condition of the area outside the shoulder and how lack of mowing is affecting line of sight. She asked that the mowing schedule should be reconsidered. Commissioner Cass noted that he would talk more with her following the meeting.

Paul Grenier: Introduced himself as Mayor of City of Berlin. He congratulated Commissioner Cass on his new position. He discussed the Berlin RAISE grant and various aspects of the project area, noting a need to address utilities as the roadway will be dug up, how inflation is affecting their contribution (20%) and importance of the project to the community. Bill Oldenburg provided a brief overview of the project details and the need to work out the water/sewer details (may not be eligible). Commissioner Cass noted the opportunity for further discussion. Bill Oldenburg noted they haven't started the design yet. Mayor Grenier noted they hope to close on the Raise grant before snowfall and FHWA has a strict

process to follow. Commissioner Cass congratulated the City on the Raise grant and NHDOT will work with the city.

Paul Robitaille: Introduced himself as a resident of Gorham and thanked NHDOT for coming to Berlin. He noted the local retaining wall is in terrible condition. NHDOT did do some work and did a terrific job. He asked about the status of the NH 16 retaining wall project status based on his understanding it would be a maintenance effort. Commissioner Cass noted it is in the draft Ten Year Plan as an independent project, as it is a bigger job than a standard maintenance effort. He then discussed the important of Route 2 to the nation, as it runs from Callais, ME to Portland, OR. US 2 is a major trade route to Canada and US, and for the shipping of freight. He noted that Gorham, NH is the half-way point, and there is a need for a four (4) lane highway. Route 2 is not just a local road, but part of the national highway system. Traffic isn't down, how this route will become more important in the coming years, how it connects and provides linkages to other key routes including- I-95, I-93, I-91, and I-89, and to think of Route 2 as major east-west highway connecting two nations.

Stan Judge: Introduced himself as a member of the Shelburne Selectboard. He shared his support for the NCC Ten Year Plan recommendations. He offered that the RPCs are given too few funds to address needs. He discussed local needs- sidewalks and importance to visitors to the area. He discussed flooding on Route 2 (near Reflection Pond), referencing Hurricane Irene in 2011 and flooding in October 2017. He noted that if Route 2 is closed, it would create a 2-hour detour. He shared that he has participated in some corridor studies (Route 16 and Route 2), and that the proposed projects comport with these studies. He thanked NHDOT for the condition (surface pavement) in the North Country.

Abbey Evankow: Introduced herself as a Gorham resident. She asked that we keep bicyclist and pedestrians in mind as it relates to improvements on NH 16. She shared concerns that the on-line survey is flawed and that she found it confusing. She explained that rumble strips are a problem for cyclists on the shoulders and are noisy for residential areas.

Hannah Campbell: Introduced herself as representing the Balsams redevelopment efforts. She shared how the Golf Course Rd. improvement project is still integral to the Balsams redevelopment efforts, and they are hopeful that efforts will be moving forward in the next 12 months. She inquired about the status of this project in the draft Ten Year Plan. Commissioner Cass noted it is not in the draft TYP, and some details from the legislative language. Councilor Kenney asked what the specific conditions were. Commissioner Cass provided some overview of SB 401, financing, executing an agreement, and after built how it would be transferred. Bill Oldenburg noted it was in the last TYP and will appear in draft the same way.

Executive Councilor Kenney thanked everyone for attending, noted written comment can be submitted by Nov 3rd. The next GACIT meeting is at 7:00 tonight in Conway.

Meeting Adjourned: Approximately 4:15 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Berlin City Hall Auditorium
168 Main Street
Tuesday, September 19, 2023
3:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrique, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT	Lucy.St.John@dot.nh.gov	271-8732

	Name/Organization	Email (optional)	Phone Number (optional)
	Jodi Sovrilano	NH DOT Planning & CA	271-2108
	Julie Avenault	NH DOT Planning & CA	271-7866
1.	Chuck Henderson	Senator Shaheen	603 6874895
2.	Sharon Allaire		
3.	Tom Allaire		
4	STAN Judge	STAN JUDGE@Alumni NEU.EDU	617/997-8826
5	NICK ALTONAGA	NALTONAGA@NCCOUNCIL.ORG	603-449-6307
6	Stephanie Weiner	Rep. Kuster	202-805-3680
7	Maura Annette Chappelle	Maura Chappelle@gmail.com	(603) 915-1241
8	Ben Delmar	Sen Hassan	
9	Lisa Connell	lisa@berlindailysun.com	781-960-4361
10	Corinne Cascadden	corinne.cascadden@leg.state.nh.us	
11	Pat LaFlamme	plaflamme@berlinnh.gov	752-8507
12	Abby Evankow	abbyaustin89@gmail.com	603-466-3037

12
+4
16 total

9/19/23
3:00pm
Berlin GACIT

Name/Organization	Email (optional)	Phone Number (optional)
~~PAUL~~ Rob Traille ~~Graham Planning~~	RPOBTRAILLE@NOAA.GOV	
1. PAUL ROBTRAILLE	RPOBTRAILLE@NOAA.GOV	603-466-2655
2. Henry Noël	hw418noel@gmail.com	752-3045
3. Philip Beaulieu DOT	philip.l.beaulieu@dot.nh.gov	788 4641
4. Paul Gremer	PGREMER492@GMAIL.COM	
5. Hannah Campbell/The Balsams	Hannah@thebalsamsresort.com	603-331-2506
Jim Monahan	jmonahan@dupontgroup.com	603 796-2827
15		

Berlin GACIT 3:00 9/19/23

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9/19/23

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City of Berlin

I WISH TO SPEAK AT THIS HEARING:

Name: Paul Bremen

Organization: City of Berlin

Address: 492 Champlain St.

Phone: 603-723-1194

E-Mail:

Gorham

I WISH TO SPEAK AT THIS HEARING:

Name: Paul Robitaille

Organization: Town of Gorham

Address:

Phone: 603-466-2655

E-Mail: PRobitaille@ne.rr.com

Shelburne Board of Selectman

I WISH TO SPEAK AT THIS HEARING:

Name: Stan Iwoff

Organization: Shelburne BOS

Address: 397 North Road - Shelburne

Phone: 617-997-8826

E-Mail:

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification

Berlin
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9/19/23

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I WISH TO SPEAK AT THIS HEARING:

Name: Maura Annette Chappelle

Organization:

Address: Jefferson NH

Phone: (603) 915-1241

E-Mail: MauraChappelle@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Hannah Campbell

Organization: The Balsams

Address: 1000 Cold Spring Rd; Dixville, NH 03576

Phone: 603-331-2506

E-Mail: Hannah@thebalsamsresort.com

I WISH TO SPEAK AT THIS HEARING:

Name: ~~Abb~~ Abby Evankow

Organization:

Address: 6 Loups Garou Rd Gorham

Phone: 603-466-3037

E-Mail: abbyaustin89@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing
Conway
23 Main Street - Upstairs Meeting Room
Tuesday, September 19, 2023
7:00 PM

Meeting Notes

In attendance:

Executive Councilor- Joseph D. Kenney, District 1

NHDOT Staff Attendees:

- Bill Cass, Commissioner
- Bill Oldenburg
- Glenn Davison
- Lucy St. John
- Jodi Sottilaro
- Julie Avenant

Other Attendees:

- Paul Degliangeli, Conway Town Engineer Conway
- Tom Buco, NH State Rep.
- Mark McConkey, NH State Rep. Freedom
- Chuck Henderson, U. S. Senator Jeanne Shaheen's office
- John Colbath, Conway Board of Selectman
- Ben Colbath, Chair Conway Planning Board
- Mark Hounsell, Conway Planning Board
- Eliza Grant, Conway Planning Board
- Tom Eastman, Conway Daily Sun
- Nick Altonaga, NCC
- Sean Chamberlin, LRPC
- Rya O'Connor
- Andrew Smith
- Bill Hounsell

Introductions- Brief introductions were made.

Councilor Kenney welcomed everyone. He recognized several in attendance including the state representative and congressional liaison staff. He then asked all to introduce themselves.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
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- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
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He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

North Country Council (NCC) - Presentation by Nick Altonaga.

Nick provided a brief presentation, discussing the regional allocation, process, and priority projects for the NCC region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Kenney opened the public hearing. He noted those wanting to speak need to complete the blue card.

Eliza Grant: Introduced herself as a member of the Conway Planning Board. She asked what's the best way to engage with NHDOT. She briefly discussed topics of interest to the Planning Board including the Conway Master Plan, Route 16, development proposals, the local and state road network, and how to balance the needs and function of the road network and other aspects of community planning efforts. **Commissioner Cass** noted that there is no one answer as coordination with NHDOT is and can be through multiple channels including Operations, the District Office, coordination with Town staff, project driveway permits, right-of-way (ROW) surplus property, North- South Road discussions, and the upcoming joint meeting of the Board of Selectmen and Planning Board. There are many broad transportation issues, including the Route 16 corridor, Main Street, etc. He noted coordination and working with the Regional Planning Commissions, are mechanisms that feeds into the TYP process. He commented that Conway is doing the right things, and continued communication and coordination is welcome.

Ben Colbath: Introduced himself as Chair of the Conway Planning Board. He expressed concern about safety in the village, and the need to look at crosswalks and pedestrian safety issues. He shared that they had a pedestrian hit in a crosswalk.

Rep. Tom Buco: Introduced himself as a NH State Rep. He highlighted several areas some of which are addressed in the TYP, including project 40638 (intersection improvements on NH 16, NH 113, and NH 153) and Conway 42522 (Route 302 and E. Conway intersection) and some are not, such as the NH 16/Sawmill Rd. intersection which is dangerous now and another 250 new apartments are planned. He shared that the intersection needs a traffic signal. He had a question about the surplus real estate along the North/South Road. **Commissioner Cass** provided a brief update on the North/South Road surplus property process, noting NHDOT is seeking disposal of some, with the first refusal to the Town per statute and some discussions with the NH Housing Finance Authority. He added that NHDOT will be attending the Joint Board of Selectman and Planning Board meeting on October 24th.

John Colbath: Introduced himself as a member of the Conway Board of Selectman. He expressed thanks for the job well done on Main Street. He noted the next project is the intersection. Wanted some clarification on the responsibility of the town versus the state on several roads, and there is a lot of confusion (mentioning E. Conway-state Road and Route 16). They do appreciate the on-going dialogue and would appreciate the continued open communication.

Mark Hounsell: Introduced himself as a member of the Conway Planning Board. He expressed thanks to NHDOT for the work on Main Street and shared that Commissioner Cass is a friend of Conway. He also expressed thanks for the night-time work on Route 13 & the Kancamagus Highway during the summer months. He shared that the Mt. Washington Valley area is growing but that the town has some capable, young, and energetic people who are serious about planning in the community. He noted that safety along the strip needs to be addressed. He noted that the North-South roadway is in the Master plan. He opined that while the Town is serious about affordable housing, they don't want it on the parkway. He stressed the need to balance tourism and community character along with access along the street. He shared concerns regarding the number and location of curb cuts, and some are dangerous to pedestrians. He stressed the need to coordinate the roundabout project with the water precinct and accommodating future water/sewer service needs. He expressed the need for continued coordination with NHDOT.

Tom Eastman: Introduced himself as a reported for the Conway Daily Sun. He asked for an update on the history of the north/south road and bypass, specifically what does the State own, what does the State want to dispose of, and what the State needs to pay back. **Commissioner Cass** discussed the properties impacted and acquired for the local road. NHDOT needs to pay back $27M. He noted that the decision to dissolve the Conway bypass layout process was discussed back in 2017-2018.

Paul Degliangeli: Introduced himself as the Conway Town Engineer. He thanked several NHDOT staff including Commissioner Bill Cass, Bill Oldenburg, and Bill Watson. He expressed the Town's support for project 40638. He asked that it be kept it in the plan as it is well underway. He noted that a Special Committee appointed for the purpose of taking private property for the greater good.

Rep. Mark McConkey: introduced himself as a State Rep. He noted that there has been lots of discussion on NH 153/ NH16. He explained that NH 16 is improving but still has issues. He opined that people have also discovered NH 153 as a short cut which is causing congestion in Wakefield and Effingham. He offered that electric bikes are everywhere, and we need to address shoulder width and conditions as E-bikes and others are using the shoulder. **Nick Altonaga** noted some conversation with the Board of Selectmen about NH 153 in Albany. **Rep. McConkey** also asked about the future of the highway fund, as gas taxes are declining with alternative fuel vehicle use increasing, and asked what the plan for EV users and others is. **Commissioner Cass** discussed the legislative action to charge a registration fee for EV ($100) and hybrid vehicles ($50). **Rep. McConkey** noted this isn't a good deal, as we can't built roads and bridges without funding.

Executive Councilor Kenney thanked everyone for attending, noted written comment can be submitted by Nov 3rd. The next GACIT meeting is at 7:00 tonight in Conway, and later in the week in Laconia and Tilton.

Meeting Adjourned: Approximately 8:18 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Town of Conway
23 Main Street - Upstairs Meeting Room
Tuesday, September 19, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrique, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT	Lucy.St.John@dot.nh.gov	271-8732

	Name/Organization	Email (optional)	Phone Number (optional)
1.	Ryan O'Connor	rOConnor@CarrollNH.org	
2.	Ben Colbath	colbath2@gmail.com	
3	Andrew Smith / T.O.C.		
4	SEAN CHAMBERLIN	SCHAMBERLIN@LAKESRPC.NH.GOV	603-279-5335
5	Bill Hounsell		
6	Eliza Grant	egrantdvm@gmail.com	
7	Chuck Henderson	chuck_henderson@shaheensenate.gov	
8	NICK ACTONAGA	NACTONAGA@NCCOUNCIL.ORG	603-448-6303
9	Rep Tom Buco	Tom.Buco@leg.state.nh.us	6039865629
10	JOHN COLBATH.	TOWN OF CONWAY	603-387-3623
11	Rep McCarley	District 2	603 520-8275
	14 Total		

CONWAY GACIT 7:00pm 9/19/23

Name/Organization	Email (optional)	Phone Number (optional)
Julie Avenant	julie.avenant@dot.nh.gov	271-7866
Jodi Sottilaro	jodi.sottilaro@dot.nh.gov	271-2108
12. PAUL DEGLINGELI	PAULD@CONWAYNH.ORG	447-3811
13. MATTI HOUNSELL	mhounsell@CONWAY NH ORG	230-1467
14. Tom Eastman	tom@conwaydailysun.com	603 662 6350

CONWAY - 7:00pm 9/19/23

* Oct. 24th Joint Mtg. with Town & DOT

Conway GACIT 9/19/23
page 1 of 3

I WISH TO SPEAK AT THIS HEARING:

Name: PAUL T. DEGLIANGELI

Organization: TOWN OF CONWAY

Address: 23 MAIN ST.
CONWAY NH 03818

Phone: 603 447 3811

E-Mail: PAULD@CONWAYNH.ORG

I WISH TO SPEAK AT THIS HEARING:

Name: Tom Eastman

Organization: Conway Daily Sun

Address: 19 Seco St Unit 90
CN Conway NH 03813

Phone: 603 662 6350

E-Mail: tom@conwaydailysun.com

- I understand my time for comments may be limited out of respect for all.
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Conway
GACIT
9/19/23

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Conway Plng. Brd.

I WISH TO SPEAK AT THIS HEARING:

Name: Eliza Grant

Organization: Conway Planning Board

Address: Conway

Phone: 203-767-5820

E-Mail: egrantdvm@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: MARK HOWSELL

Organization: CONWAY PLANNING BOAR

Address: CONWAY NH

Phone: 603-236-4467

E-Mail:

Conway Planning Board

I WISH TO SPEAK AT THIS HEARING:

Name: Ben Colbath

Organization: Conway Planning Board

Address: 355 Allard farm circuit
N. Conway NH 03860

Phone: 603 986 7062

E-Mail: colbath2@gmail.com

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Conway
GACIT
9/19/23

page 3 of 3

I WISH TO SPEAK AT THIS HEARING:

Name: JOHN COLBATH

Organization: SELECTMAN

Address: TOWN OF CONWAY

Phone:

E-Mail:

State Rep

I WISH TO SPEAK AT THIS HEARING:

Name: Rep. Tom Buco

Organization: NH House

Address: Conway

Phone: 603 986 5629

E-Mail: Tom.Buco@leg.state.nh.us

I WISH TO SPEAK AT THIS HEARING:

Name: Rep Mark McConkey

Organization:

Address: Freedom NH.

Phone: 603-520-8275

E-Mail: mrk mcconkey@gmail.com

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Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing
In-person and TEAMS hybrid meeting
City of Laconia
45 Beacon Street – City Council Chambers
East Room 200A
Thursday, September 21, 2023
4:00 PM

Meeting Notes

In attendance:

Executive Councilor- Joseph D. Kenney, District 1

NHDOT Staff Attendees:

- David Rodrigue, Assistant Commissioner
- Bill Oldenburg
- Glenn Davison
- Bill Watson, TEAM (hybrid) Moderator
- Lucy St. John
- Jodi Sottilaro

Other Attendees:

- Wes Anderson, Laconia Public Works Director
- Nate Guerette, Laconia Public Works
- Chris Scott, U. S. Senator Jeanne Shaheen's office
- Gage Wheeler, Rep Chris Pappas's office
- Jeff Haynes, Director LRPC
- Sean Chamberlin, LRPC
- Bill Dowey, Bristol TAC LRPC
- Cindy Yanski, Community Action Program
- Richard DeMark
- Drew Gillett

Introductions- Brief introductions were made.

Councilor Kenney welcomed everyone. He recognized several in attendance including the state representative and congressional liaison staff. He then asked all to introduce themselves.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

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- ✓ Review of how to read and understand the information in the Draft TYP book
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He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). , NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Lakes Region Planning Commission, LRPC - Sean Chamberlain provided a brief presentation, discussing the regional allocation, process, and priority projects for the LRPC region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Kenney opened the public hearing. He noted those wanting to speak need to complete the blue card.

Wes Anderson: Introduced himself as the Laconia Director of Public Works. He inquired about State Aid Bridge funding and whether there would be any additional funding. Bill Oldenburg provided a brief overview of the 65 bridges NHDOT's outreach to communities.

Richard (Rick) DeMark: Introduced himself as a Meredith resident. He discussed the volume of traffic on Route 104 and several intersections (Chase Road, Route 132, Renoda Road). He shared observations of issues with sight distance, need for turning lanes and speed along the roadway. He noted a need to accommodate bicyclists and how he has witnessed accidents and near-misses. He mentioned some recent improvements to NH 33 from Stratham to Portsmouth, and this is a much safer. He suggested the speed on Route 104 reduced to 45, people are traveling at much higher speeds. He took the NHDOT TYP survey and loved it. He suggested NHDOT adopt a policy to remove traffic signals and use roundabouts instead noting that there are lots of roundabouts in the UK. He shared a need to expand bike lanes and bike paths. He encouraged investment in electric vehicle charging stations. He noted he was formerly with the Natural Resources Development Council, and their role in facilitating the building of timber bridges. Timber bridge construction is good for short-span bridges as they use less concrete and support a local market for the timber. **Assistant Commissioner Rodrigue** noted that a discussion to reduce the speed limit needs to come from the municipality, the standard is based on the 85th percentile, and generally the traffic is already doing 10-15 mph over the speed. He noted this could be an opportunity for enforcement.

Bill Downey: Introduced himself as a resident of Bristol, TAC member, Chair of Economic Development Committee and cyclist. He discussed two Bristol projects- 41579 and 46636 focusing on the need for improved bicycle and pedestrian facilities and removing dangerous curves. He noted the cost of

construction materials and inflation is affecting the development of their projects and other projects, and this is an issue for local communities. He opined that a community needs to be a squeaking wheel to make things happen. He commented about other Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funding sources, and the need to have more information about programs available to communities, and for NHDOT to work more closely with communities in developing grant and other application opportunities. How there needs to be a process established for these types of opportunities. **Bill Oldenburg** noted that inflation is included in all the projects, and it is also a concern to NHDOT, there are many grants, and the communities can reach out to the Regional Planning Commissions (RPCs) for assistance, as NHDOT does not have the ability to do that for the communities. **Councilor Kenney** suggested they discuss this New Hampshire Municipal Association and their federal delegation staff. Bill Downey commented about projects being unfunded, and truck traffic. **Councilor Kenney** mentioned several sources and potential opportunities for further discussion including future TAP, CMAQ, transit funding, and private dollars, and how the CMAQ program has become more flexible.

Cindy Yanski: Introduced herself as one of the new mobility managers in the State. She shared how the recent funding has really resulted in some good things providing opportunities for people and expansion of transit services, highlighting the new transit route between Concord- Boscawen- Tilton. She thanked NHDOT. She shared her belief that things are getting better because of the funding provided. Councilor Kenney asked for list of the State Mobility Managers. Cindy noted she would email the list to Councilor Kenney.

Nate Guerette: Introduced himself as Assistant Public Works Director for Laconia and a resident of Bristol. He shared that he enjoys working with the NHDOT staff involved in the LPA program. He asked about project readiness and what can be done if a community is ready sooner. He referred to a bridge on Route 3 near Langley Brook, and its proximity to some development happening in the area and how this could be coordinated to potentially have the work completed sooner. **Assistant Commissioner Rodrigue** talked about how programs must be financially constrained and how NHDOT is being proactive developing an on-shelve project list and NHDOT looks for opportunities to advance a design should funding opportunities become available. Nate mentioned a TAP project on Elm Street, how they would like to do it sooner, but here are lots of drainage issues. He shared how inflation is project schedules. He also noted issues with sufficient staff, contractors' availability, and bids volatility. **Assistant Commissioner Rodrigue** talked about the escalation of prices, the volatility in the construction industry, lack of trades people, lack of CLD drivers and other factors affecting construction everywhere. He noted that NHDOT doesn't have all and answers about how to address these issues, but the good thing is the TYP is updated every two-year, and adjustments can be made to projects. Nate mentioned three (3) bridges in Bristol and if there could be any adjustments to address for economy of scale and get them done sooner. He commented about the need for sidewalk improvements in the downtown. Bill Oldenburg noted construction cost have increased a lot, structural steel is up 75%, supply chain issues affecting the construction industry, not enough people to do the actual work, and the risk for

contractors to bid if they don't have people to complete the job on time. This is affecting everyone and projects. Nate noted concern with the city finding people with CLD license, and ability to plow roads/sidewalks.

Bill Watson, TEAMS hybrid meeting – noted that no one participated in the TEAMs remote meeting option.

Executive Councilor Kenney thanked everyone for attending, noted written comment can be submitted by Nov 3rd. The public hearing was closed. The meeting adjourned at approximately 5:16 pm.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

City of Laconia
45 Beacon Street – City Council Chambers
East Room 200A
Thursday, September 21, 2023
4:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney ✓	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrique, NHDOT ✓	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT Hybrid ✓	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT ✓	Lucy.St.John@dot.nh.gov	271-8732
Jodi Sottilaro ✓	Jodi.sottilaro " "	271-2108

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4.	Jeff Hayes	jhayes@lakesrpc.nh.gov	
5.	W. Dowley	Wdowley@gmail	603 801 1845
6.	Nate Guerette	nguerette@laconianh.gov	603-455-0148
7.	Richard DeMark	demarknhill4@gmail.com	
8.	Chris Scott	chris_Scott@Shaheen.Senate.gov	603-647-7500
9.	Cindy Yanski	Cyanski@capbm.org	603-225-1989
10	Gage Wheeler, Rep Chris Pappas	gage.wheeler@mail.house.gov	603 851-2198

LACONIA Page 2 of 3 GACIT 9/21/23

Name/Organization	Email (optional)	Phone Number (optional)
Gage Wheeler, Rep. Pappas's Office	gage.wheeler@mail.house.gov	(603) 851-2198
↳ Moved to pg. 1		

GACIT 9/21/2023 LACONIA

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9/21/23

pg 1 of 2

I WISH TO SPEAK AT THIS HEARING: L

Name: Wesley Anderson

Organization: DPW Laconia NH

Address: 27 Bisson Ave

Phone: 603-528-6379

E-Mail: wanderson@laconianh.gov

I WISH TO SPEAK AT THIS HEARING: L

Name: Nathaniel W. Guerette

Organization: City of Laconia DPW

Address: 200 Crescent Street, Bristol, NH, 03222

Phone: 603-361-7921

E-Mail: nguerette@laconianh.gov

I WISH TO SPEAK AT THIS HEARING: L

Name: Cindy Yanski

Organization: CAP BM

Address: 2 Industrial Park Dr. Concord

Phone: 603-225-1989 x1210

E-Mail: cyanski@capbm.org

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

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page 2 of 2

*Must leave by 4:30 pm

I WISH TO SPEAK AT THIS HEARING: L

Name: DREW GILLIT

Organization: SOLAR WORKS

Address: 84 FUNTON

Phone: 603 431 3883.

E-Mail: DSANEG@HOTMAIL.COM

I WISH TO SPEAK AT THIS HEARING: L

Name: Bill Dowey

Organization: Bristol TAC

Address: 141 Gallahad Ln

Phone: 603 801 1845

E-Mail: wdowey@gmail.com

I WISH TO SPEAK AT THIS HEARING: L

Name: Rick DeMark

Organization: none

Address: 114 Chase Rd

Phone: (603) 520-5582

E-Mail: demarknh114@gmail.com

RCA 1
Retired

- I understand my time for comments may be limited out of respect for all.
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Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing
Tilton Police Department
Emergency Operations Center Meeting Room
45 Sanborn Road, Tilton, NH
Thursday, September 21, 2023
7:00 PM

Meeting Notes

In attendance:

Executive Councilor- Joseph D. Kenney, District 1

NHDOT Staff Attendees:

- David Rodrigue, Assistant Commissioner
- Bill Oldenburg
- Glenn Davison
- Lucy St. John
- Jodi Sottilaro
- Nancy Spaulding, District 3

Other Attendees:

- Patricia Consentino, Selectboard Tilton, Chair
- Joseph Jesseman, Selectboard Tilton
- Scott Ruggles, Selectboard Tilton
- Jon Scanlon, Selectboard Tilton
- Katherine Dawson, Selectboard Tilton
- Abe Gilman, Police Chief Tilton
- Timothy Pearson, Finance Director Tilton
- Chris Scott, U. S. Senator Jeanne Shaheen's office
- Charles (Chuck) Mitchell
- Kathi Mitchell
- Jane Manning
- Tom Damon
- Dick Olson
- Sherrill Howard
- Nathan Langlone
- Edmond Perregaux, Tilton
- Christine Farrington
- Tuesday Perkins
- Steve O-Leary, School Street
- Andi Anderson
- Wayne Jacques
- Lynn Marcoux
- Steven Marcoux
- Gayle Spelman
- Robert Hardy
- Jackie Rushlow, Calef Hill Road
- Raul Rushlow, Calef Hill Road
- Dawn Bungay
- Scott Bungay
- Carol Lenahan
- Peter Fogg
- Iris Ianno
- Kaylyn Dion
- Zack Lacroix

- Jo-Ala Markson
- Cecile Carolorum
- Carmella McGranaghan
- Brian Colburn
- Paul Dickell
- July Foote
- Genevieve Foote
- Bill Lawrence
- Ellie Giannini Brittail
- Ross Phelps
- Cindy Yanski, Community Action Program
- Sean Chamberlin, LRPC

Introductions- Brief introductions were made.

Councilor Kenney welcomed everyone. He recognized several in attendance including the state representative and congressional liaison staff. He then asked all to introduce themselves. He thanked the Tilton Academy student for helping park cars at a Franklin Veterans event.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book.
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%)., NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Lakes Region Planning Commission, LRPC - Sean Chamberlain provided a brief presentation, discussing the regional allocation, process, and priority projects for the LRPC region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Kenney opened the public hearing. He noted those wanting to speak need to complete the blue card.

Patricia Consentino: Introduced herself as the Tilton Selectboard Chair. She asked about the Tilton 42600 (Main/School Street) Roundabout. She asked for clarification of how and why this roundabout project is in the TYP. Six years ago, the Board of Selectmen didn't want the project. The Town wants to keep the statues. They also have concerns about tractor trailer, school buses and other vehicles navigating a roundabout. The Town said no 6-years ago and they don't want it in the plan. **Assistant**

Commissioner Rodrigue noted the project scope refers to intersection improvements. **Bill Oldenburg** explained the project was included as a previous Lakes Regional Planning Commission regional priority. He noted that if the Town doesn't want it in the plan it doesn't have to stay in the plan, and that it doesn't and isn't necessarily a roundabout, as a roundabout is one type of potential intersection improvements.

Scott Ruggles: Introduced himself a Tilton Selectboard member. He noted he has lived on School Street for 23 years. He asked what about of the amount of area that would be needed to facilitate a roundabout and inquired about the number of crashes and what would it take to make the intersection safe. It is a safety concern now. **Bill Oldenburg** noted that a project included in the TYP doesn't need to demonstrate a specific number of crashes, but crash data and other data is considered in the design of a project. Scott comments that there have been several accidents in the past few months and noted that there are 18-wheelers and other commercial vehicles navigating the intersection. He commented that traffic is backing up due to turning traffic at the intersection. He wondered if some signage could help the situation. He also shared that distracted driving and many drivers unfamiliar with the intersection may be contributing to the issues here. **Bill Oldenburg** noted that NHDOT won't install a roundabout if it can't handle the traffic or if a tractor-trailer can't navigate the design.

Jon Scanlon: Introduced himself as a member of the Tilton Selectboard. He noted the Route 3/11 is referred to as the "DNZ"- Do Nothing Zone. He commented about the stone wall near the Cumberland Farms has trees growing out of it and how 30% of the posts holding up the guardrail are broken or rotten. He added that the retaining wall is collapsing due to drainage issues. He shared that the Town is trying to save the island, how this is important to the economic development and economic prosperity of the town and region. He commented that US 3 and NH 11 should really be describes as a "red-listed section of road". He suggested that NHDOT come look at the situation. **Assistant Commissioner Rodrigue** noted that the NHDOT District 3 Engineer Nancy Spaulding is here tonight. She has been looking at the wall and the solutions are not simple including the dynamics of the island, railroad bridge and concerns from the Conservation Commission. He explained that NHDOT is looking at it and will talk more with the Town and Conservation Commission.

Joseph Jesseman: Introduced himself as a member of the Tilton Selectboard. He discussed Calef Hill Road, project 29753. He noted the road has been poorly maintained by the State, describing issues including huge boulders, poor drainage, and ledge. He added that the town must do all the work to maintain this road, and how the Town rejected the recent proposal earlier this evening. He noted that the amount offered for funding is not enough ($3.2 million) and based on the agreement any other improvements and expenses over the $ 3.2 million will be the Town's responsibility. He added that the road is a safety issue. He shared that if a school bus goes off the road, they will be contacting WMUR. He commented that this road has been a sticking point for many years, and the funding is not adequate. **Assistant Commissioner Rodrigue** noted that NHDOT doesn't have a solution about the maple trees, and State will want to cut the trees, there are challenges, NHDOT needs the town's help, this is a Tier 4 road with low traffic volumes. He explained that there are many similar needs across the state. He

added that the Town received the best offer of $3.2 in funding, and how NHDOT learned earlier this evening that the Town rejected this funding.

Patricia Consentino: Asked why this is classified as a Tier 4 road. This is cut through road from Main Street for people to get to Sanbornton. It isn't just a road that people live on. **Assistant Commissioner Rodrigue** noted that this is not the appropriate time to discuss the classification as a Tier 4 road. It doesn't carry the same volume of traffic as US 3. NHDOT can come back at another time, with a map and other details to discuss the matter with the Town.

Kathi Mitchell: Introduced herself as a resident who lives on Calef Hill Road. Explained that she has lived on Calef Hill Road for 44 years. She shared that the road is in rough shape, noting that the culvert and drainage don't work. She explained that if there is an accident on US 3 between Franklin and the Dairy Queen then this is the road people would travel. She shared that the $3.2 million may be a start, but we don't want any part of this mess. **Assistant Commissioner Rodrigue** noted NHDOT agrees with her 100%, it is a challenging situation, and several towns have similar issues.

Jane Manning: Introduced herself as a resident who lives on Calef Hill Road. She claimed that the State destroyed her driveway and has made some fixes to the culvert, but the work was poorly done creating additional problems including sand washing into neighbors' property. She claimed that they weren't notified when the state did the work. She shared that the area is like an ice rink in winter with lots of drainage and safety. She claimed that the State has put the burden on the local property owners costing them money and that the State needs to fix it right. **Assistant Commissioner Rodrigue** noted he would leave his business card and will talk with them.

Steve O'Leary : Introduced himself as a Tilton resident of 30 years. He shared that he doesn't want the roundabout. He doesn't believe it will work as traffic won't stop. He also shared concerns about crosswalks in the area.

Tom Damon: Introduced himself as a resident who has lives on Calef Hill Road for 22 years. He claimed that the State comes and goes and hasn't fixed the situation but seems to have made it worse. He explained that there are serious drainage issues along the road. He also claimed that there is a collapsing headwall as well. He claimed that in the winter there maybe six (6) inches of ice on the road due to the drainage issues. He also claims that the situation has caused water to drain into his cellar. He shared his concerns that the children on the school bus will be hurt, and he wants action now. He suggested that the State put in proper drainage and a culvert, or he will dig it himself. **Assistant Commissioner Rodrigue** noted he heard the concerns.

Dick Olson: Shared that he is supportive of the School St. roundabout. He added that the downtown is dumpy. He suggested everyone should at least look at and consider the design that will be brought forward before making any decisions.

Sherrill Howard: Introduced herself as a Campton resident. She expressed that she likes the idea of a roundabout. She shared that she wants healthier and safer transportation corridors.

Edmond Perregaux: Introduced himself as a resident of Tilton. He noted there are lots of close calls on Main Street and School Street. He shared that a friend of his was hit a couple days ago riding his motorcycle. He would like the intersection to be evaluated by the engineers. He offered that the statues were put there over 50 years ago, and suggested that maybe they should be relocated, as other places have moved statues and it could help solve the traffic issues.

Nathan Langlone: Introduced himself as a Tilton resident living on Winter Street. He asked what the roundabout is trying to solve and when was the last time a traffic study was done on Main Street in Tilton. **Bill Oldenburg** noted that this project was put in the plan as a LRPC priority several years ago, and he wasn't sure of what they were trying to solve. **Assistant Commissioner Rodrigue** noted he isn't aware of any corridor study for Main Street. Nathan suggested that some improved signage might be beneficial and perhaps some new or relocated crosswalks could help. He shared that can watch the traffic at Park Street from his apartment on Winter Street and noted there was rarely a gap in the traffic, and this prevents turns off of Main St. He suggested a left turn lane should be considered, and that this corner is hard for 18-wheelers. The signal timing and intersection turning radius should be improved.

Christine Farrington: Introduced herself as a resident of Range Rd. off Calef Road. She agrees with the comments made by Joe Jesseman and Kathi Mitchell. She shared that her husband used to fix the road, but he passed away. She commented that the culvert at the end of Range Road is a mess, and the Town doesn't maintain the road.

Tuesday Perkins: Introduced herself as a Tilton resident residing on Gaslight Rd. She referenced the rotary in Meridith and how it causes traffic issues, and long back-ups. She opined that people don't know how to drive in a rotary. She shared that she doesn't want the rotary on Main-School Street and suggested that the money for the proposed roundabout be put toward the Calef Hill project.

Lynn Marcoux: Introduced herself as a Tilton resident living on Shady Lane. She shared that she doesn't want the rotary at School St. She opined that there are some safety concerns but no fatal or serious accidents. She suggested the speed be lowered maybe to 20 mph instead of 30 mph, because who travels the actual speed limit anyway.

Steve O'Leary: Introduced himself as a resident living on School Street. He shared an issue with the traffic light at the Walgreens and Shaw's.

Wayne Jacques: Introduced himself as a longtime resident. He expressed that there needs to be some consideration of the speed limit and putting in some additional signage. He opined that people need to have more patience and slow down. **Assistant Commissioner Rodrigue** noted the minimum statewide speed limit is 30 mph, and the Legislature passed something specific to Tilton some years ago. He needs to do his homework and investigate the legislative history further before providing additional details.

Joe Jesseman: Shared that he lives on Silver Lake Road and is concerned about the speed on US 3. He explained that the posted speed is 40 mph and claimed that people are traveling 50-55 mph. He noted that the Silver Lake Rd. intersection is not a 90-degree angle which is leading people to use the shoulder and drainage ditch. This is contributing to the drainage issues along the shoulder.

Robert Hardy: Introduced himself as a resident living on Winter Street. He claimed that there used to be a three-foot ditch that NHDOT filled it in, and how the runoff now goes into his driveway. He claimed he and his neighbors have put out sandbags. He claimed that he talked with NHDOT and was told there is nothing they can do about it.

Executive Councilor Kenney thanked everyone for attending, noted written comment can be submitted by Nov 3rd. The public hearing was closed. The meeting adjourned at approximately 8:25 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Tilton Police Department
Emergency Operations Center Meeting Room
45 Sanborn Road, Tilton, NH
Thursday, September 21, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
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Glenn Davison, NHDOT	Glenn.Davison@dot.nh.gov	271-7145
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Lucy St. John, NHDOT	Lucy.St.John@dot.nh.gov	271-8732

Jodi Sothland

4/21/23

Tilton GACIT

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2	JOSEPH JESSEMAN		603-630-3336
3	Scott Ruggles		
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5	Patricia Consentino	Sel.Consentino@tiltonNH.org	603-387-5711
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15	Paul Rushlow	"	
16	Dawn Bungay		
17	Scott Bungay		
18	CAROL LENAHAN	perseoridgehot@FORDRUNNER.COM	603-726-1776
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20	PETER FOGG		603-455-3280
21	IRIS IANNO		
22	Kaylyn Dion		
23	John Damon		
24	Zack Lacroix		
25	Jo-Ala Markson		
26	Carol Canalon		
27	Carmella McGranaghan		
28	BRIAN COLBURN		

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3	Judy Foote	39 Andrews	
4	~~Genevieve~~ Genevieve Foote	"	603 630-5501
5	BILL LAWRENCE	MAIN ST BUSINESS ASSOC	
6	NANCY SPAULDING MARCE		
7	Jane Manning	Blaine22@me.com	603 286-2205
8	Steve Olbery	162 School St	603-286 3905
9	SHERRILL HOWARD	golfmoms@gmail.com	603-726-7614
10	Edmond Perreault	livennjoy@hotmail.com	
11	Ellie Giannini Battle		617-438.0996
12	ANDI ANDERSON	amountainmama@yahoo	802-275-2165
13	Tuesday Perkins	Crazyredhead1@yahoo	603-393-7773
14	Christine Farrington		603-286-0300
15	Nathan Langione	langionenathan@gmail.com	603-852-3110
16	Ross Phelps	rossphelps@gmail.com	603-998-5990
17	Cindy Yanski	cyanski@capbm.org	603-225-1929

FITON GOALS

4/21/23

Tilton
GACIT
9/21/23

page 1 of 7

I WISH TO SPEAK AT THIS HEARING:

Name: Patricia Consentino

Organization: Town of Tilton Selectmen

Address: 257 Main St

Phone: 603-387-5711

E-Mail: Sel. Consentino@tiltonnh.org

I WISH TO SPEAK AT THIS HEARING:

Name: Kathleen W Dawson

Organization: Board of Selectmen

Address: Tilton NH

Phone:

E-Mail: sel.dawson@tiltonnh.org

I WISH TO SPEAK AT THIS HEARING:

Name: Scott Ruggles

Organization: Tilton Select Board

Address: 82 School St

Phone: 603-387-0569

E-Mail:

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

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9/21/23

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I WISH TO SPEAK AT THIS HEARING:

Name: Joseph Sesseman

Organization: Town of Tilton

Address: 99 Silver Lake Rd Tilton

Phone: 603-630-3336

E-Mail:

I WISH TO SPEAK AT THIS HEARING:

Name: Bob Hardy

Organization: Resident

Address: 130 Winter ST

Phone: 603-493-3458

E-Mail: axman0376@yahoo.com

I WISH TO SPEAK AT THIS HEARING:

Name: Nathan Langione

Organization:

Address: 8 Winter St, Apt 1

Phone: 603-852-3110

E-Mail: langionenathan@gmail.com

- I understand my time for comments may be limited out of respect for all.
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Tilton
GACIT
9/21/23

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I WISH TO SPEAK AT THIS HEARING:

Name: Indi Anderson

Organization:

Address: 266 MAIN ST

Phone: 802-275-2165

E-Mail: amountainmama@yahoo.com

I MAY WISH TO SPEAK AT THIS HEARING:

Name: JONATHAN SCANLON

Organization: Resident, SELECTMAN

Address: 124 E MAIN ST TILTON

Phone: 603-393-5984

E-Mail: SEL.SCANLON@TILTONNH.ORG

I WISH TO SPEAK AT THIS HEARING:

Name: Bill Lawrence

Organization: MAIN ST BUSINESS

Address: 268 MAIN ST

Phone: 286-4322

E-Mail:

- I understand my time for comments may be limited out of respect for all.
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Tilton
GACIT
9/21/23

page 4 of 7

I WISH TO SPEAK AT THIS HEARING:

Name: Ed Perregaux

Organization:

Address: 32 Circle Dr Tilton

Phone: 602 531 5635

E-Mail: livennjoy@hotmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: WAYNE JACQUES

Organization:

Address: 7 LUPINE DRIVE

Phone: 603-860-0009

E-Mail:

I WISH TO SPEAK AT THIS HEARING:

Name: Dick Olsen

Organization: Mall Santa

Address: 14 Ruby lane

Phone: 706 294 0007

E-Mail: Richmondroy211@Gmail.com

- I understand my time for comments may be limited out of respect for all.
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Tilton
GACIT
9/21/23

page 5 of 7

I WISH TO SPEAK AT THIS HEARING:

Name: Tuesday Perkins

Organization:

Address: 55 Gaslight Rd Tilton

Phone: 603-393-7773

E-Mail: Crazyredhead@yahoo.com

I WISH TO SPEAK AT THIS HEARING:

Name: CHRISTINE FARRINGTON

Organization:

Address: 35 RANGE RD

Phone: 603-286-7728

I WISH TO SPEAK AT THIS HEARING:

Name: Lynn Marcoux

Organization: Resident of Tilton

Address: 26 Shady Lane / PO Box 458 Tilton

Phone: 603-286-9984

E-Mail: mxlogn1@gmail.com

- I understand my time for comments may be limited out of respect for all.
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Tilton
GACIT
9/21/23

page 6 of 7

I WISH TO SPEAK AT THIS HEARING:

Name: Jane Manning

Organization:

Address: 56 Calef Hill Rd Tilton

Phone: 603 286 2205

E-Mail: Blaine22@me.com.

I WISH TO SPEAK AT THIS HEARING:

Name: Kathi Mitchell

Organization:

Address: 416 Calef Hill Road - Tilton

Phone: 603.286.4268

E-Mail: kathim@metrocast.net

I WISH TO SPEAK AT THIS HEARING:

Name: Chuck Mitchell

Organization: Tilton Conservation Commission

Address: 416 Calef Hill Road

Phone: 603-387-1676

E-Mail: cmitchell@metrocast.net

- I understand my time for comments may be limited out of respect for all.
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Tilton
GACIT
9/21/23

page 7 of 7

I WISH TO SPEAK AT THIS HEARING:

Name: Steve Oberg

Organization:

Address: 162 School

Phone: 286 3405

E-Mail:

I WISH TO SPEAK AT THIS HEARING:

Name: Tom Damon

Organization:

Address: 401 Calef Hill Road

Phone:

E-Mail:

I WISH TO SPEAK AT THIS HEARING:

Name: SHERRILL HOWARD

Organization: Town of CAMPTON

Address:

Phone: 603-726-7614

E-Mail: goffnoms@gmail.com

- I understand my time for comments may be limited out of respect for all.
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Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing

Durham Town Office
8 Newmarket Road
Tuesday, September 26, 2023
3:00 PM

Meeting Notes

In attendance:

Executive Councilor- Joseph D. Kenney, District 1

NHDOT Staff Attendees:

- David Rodrigue, Assistant Commissioner
- Bill Oldenburg, Director Project Development
- Lucy St. John
- Jodi Sottilaro
- Julie Avenant
- Sarah Healey

Other Attendees:

- Timothy Horrigan, NH House Rep. Durham
- Emily Friedrich, Town of Durham Council member
- Wayne Burton, Town of Durham Council member and SRPC Rep.
- Rich Reine, Durham Public Works Director
- Bill Janelle, University of New Hampshire.
- Christian Seasholtz, US Rep, Chris Pappas's office
- Jeff Donald, Alliance for Community Transportation
- Margaret Joyce, Greater Dover Chamber of Commerce
- Matthew Glenn, Seacoast Area Bicycle Riders
- Rad Nichols, COAST
- Aldo Santillara Chebar
- Peter Stamnas
- Silas Richards
- Susan Richman
- Colin Lentz, SRPC
- Jen Czysz, SRPC

Introductions- Brief introductions were made.

Councilor Kenney welcomed everyone. He recognized several in attendance including the state representative and congressional liaison staff. He then asked all to introduce themselves.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Strafford Regional Planning Commission, SRPC - Presentation by Colin Lentz.

Colin provided a brief presentation, discussing the regional allocation, process, and priority projects for the SRPC region. Transit is a big deal for the region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Kenney opened the public hearing. He noted those wanting to speak need to complete the blue card.

Rep. Timothy Horrigan: introduced himself as a representative to NH House from Durham. He expressed support for what is in the plan but is concerned that the plan doesn't address all the needs including intermodal, rail, and we are way behind on electric vehicle charging. He supports the renumbering of interstate exits based on mile markers. He discussed previous legislative discussions on this topic, how other states have done this and that it is a federal requirement. He shared that he will be putting in a bill for consideration. He also mentioned a red list bridge on Bennett Road.

Emily Friedrich: Introduced herself as a Durham Town Council member. She noted her disappointment that there is zero percent for bike safety in the region. She shared the results of a recent Durham survey and concern for bicycle safety ranked #2. She explained that the Planning Board and Bike Safety Committee don't think bike lanes in the streets is a safe option. She noted that electric vehicle charging stations are proposed along I-93, Route 101, and other locations around the state but that many of the proposed corridors aren't used regularly by residents of the seacoast region. She noted that EV

ownership in Durham is already 5% and growth is anticipated. She noted that it was good to hear about the increased funding for public transit; noting NH population is aging and 44,500 residents won't be able to drive in the next ten years, 30% of seniors have some disability and won't be able to drive. She asked people to participate in the Week Without Driving. She noted it isn't just about public transit, but rather about getting a sense of what others must do who can't drive and consider the barriers many people face. She also noted that rail isn't really supported in the plan and that the TYP spends more on airports than rail. She noted that people in the Nashua area and the NH Advisory Millennium Councill wants commuter rail. She opined that rail would have a much bigger impact on the cost of living than airports.

Wayne Burton: introduced himself as a member of the Durham Town Council and SRPC Rep. He shared some historical perspective on east-west roadway plans of the past, connecting Concord to the seacoast region. He explained that funding was used to widening NH 101. He shared that US 4 isn't a good travel route. Discussed his recent trip to the local transfer station using Durham Point Rd. He noted this is the most dangerous road in Town, the shoulders and curves need to be addressed, and there is the potential for some terrible accidents. He noted that this project lost out during the SRPC review of projects in the region. He encouraged funding for electric vehicle. He asked how we are going to address the loss of gas tax revenues noting the need to find a better funding source. **Assistant Commissioner Rodrigue** discussed how the SRPC projects were selected. **Bill Oldenburg** noted that the NH Legislature passed a law requiring a $100 fee for EV and $ 50 for hybrid vehicles when a car is registered. Mr. Burton commented this is counterproductive, as we want to see EV and hybrid used, and this needs to be addressed by the Legislature.

Bill Janelle: Introduced himself as a former NHDOT employee and is now Associate Vice President of Facilities and Operations at the UNH. He explained how UNH works with the Town and SRPC, and all are appreciative of the efforts to develop the plan. He noted he was glad to see the Bennett and Mill Rd red list bridges in the plan. He expressed thanks for the DOT/RPC process which incorporated engineering review in developing the potential projects costs for consideration. He noted the importance of having realistic cost estimates to evaluate projects. He expressed interest in cost sharing with UNH to expedite delivery Main Street/NH 1551/Mast Road intersection. He expressed support of EV charging stations. The University gets frequent inquires for EV charging stations, referring to the CMAQ application. He noted that The University supports funding for transit (over 50% compressed natural gas (CNG) powered, renovations of Downeaster station (have reached one-million users), and other projects in the seacoast area. **Councilor Kenney** asked about EV in Durham. **Janelle** noted there are no public charging stations on campus, but they get requests for them all the time. **Assistant Commissioner Rodrigue** noted that NH has NEVI funds and will be releasing a Request for Proposals (RfP) in the coming week. He briefly discussed the alternative fuel corridors & need to reduce range anxiety. He shared that DOT & NHDES applied for a NEVI grant, and DES is looking at community charging station installations. **Councilor Kenney** asked about the VW funds. **Assistant Commissioner Rodrigue** noted the DES is managing that program.

Matt Glenn: Introduced himself as President of the Seacoast Area Bicycle Riders (SABR). He provided an overview of the organization which promotes cycling as a way of life and utility, for recreation and commuting and including electric bikes. He thanked NHDOT for the Dover Point- Newington bridge for bicyclists and pedestrians. He mentioned the NH East coast Greenway, and the need to provide more links to the greenway. He expressed that more funding is needed for multi-modal travel, complete streets and to slow vehicles. He cited a need to have better data collection on bicycle and pedestrian traffic. He mentioned the NH Route 108 Complete projects and that we need real complete streets with traffic separated and not forcing bicycles to ride on the shoulder. He noted an incident where a bicyclist was struck three years ago by a car door opening while riding on a street in Durham.

Jeff Donald: Introduced himself as a representative for the Alliance for Community Transportation. He provided a handout. He read a statement about the overall organization describing the purpose and the need for connectivity of the transportation networks. He noted that more support is needed. He explained that providing transportation helps reduce social isolation.

Margaret Joyce: Introduced herself as a President of the Greater Dover Chamber of Commerce and member of COAST Board. She expressed her thanks to the NH Legislature for the increased funding for public transit. She shared that the Chamber included many types of organization- nonprofits, businesses, social service organizations, and others. She noted that many people depend on public transit and that it has a huge economic impact. She requested that public transit be considered. **Councilor Kenney** asked about the status of the COAST building project. **Rad Nichols,** COAST provided an update. He noted that the project is in predesign going through the permitting process. He explained that COAST has secured $13 of the $17.3 million needed and that they need to raise the match funding (about 18%). He noted he has been working with NHDOT, and NHDOT has been wonderful to work with.

Susan Richards: Introduced herself as a resident of Durham. She expressed support for EV charging stations, but they need to be in more locations including apartment complexes, areas where students can access them, and at employers. She expressed that we are feeding our own addiction by promoting more vehicles. She shared that she can't get public transit to go home to Lebanon. She noted that her daughter lives in Germany and she can get anywhere and is paid a pass to use public transit. She expressed a need for more reliable public transit. She opined that we need to be kind to the environment and that this is also an equity issue. She expressed thanks for making the roads safer.

Christian Seasholtz: introduced himself as a staffer to US Rep, Chris Pappas's office. He commented about limitation in federal funds. Suggested all stay in contact with Rep. Pappas's office. **Councilor Kenney** commented that he has a train by his house, but it is just used to haul sand and gravel but would like a commuter train.

Executive Councilor Kenney thanked everyone for attending, noted written comment can be submitted by Nov 3rd. The public hearing was closed. The meeting adjourned at approximately 4:16 pm.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Durham Town Office
8 Newmarket Road
Tuesday, September 26, 2023
3:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney ✓	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Assistant Commissioner David Rodrigue, NHDOT ✓	David.M.Rodrigue@dot.nh.gov	271-1484
Deputy Commissioner Andre Briere	Andre.J.Briere@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT ✓	Lucy.St.John@dot.nh.gov	271-8732

	Name/Organization	Email (optional)	Phone Number (optional)
1	Rick Reine	RReine@ci.durham.nh.us	
2	Jodi Sottilaro		271-2108
3	Julie Avenant	julie.f.avenant@dot.nh.gov	
4	Sarah Healey	sarah.a.healey@dot.nh.gov	271-8455
5	Jeff Donald / ACT	info@CommunityRides.org	
6	Matthew Glenn, SABR	matt.glenn@seacoastbikes.org	
7	RAD Nichols COAST	rnichols@coastbikes.org	743-5777
8	Bill Janelle	william.janelle@unh.edu	397-9443
9	Susan Richman	susan7richman@gmail.com	868-2758
10	Margaret Joyce, GDCC	margaret@dovernh.org	603 742 2218
11	CHRISTIAN SEASHOLTZ	CHRISTIAN.SEASHOLTZ@MAIL.HOUSE.GOV	603-9184-1033
12	Wayne Burton	WBURTON1@COMCAST.NET	(509) 517-7188
13	PETER STAMNIAS	WPSTAMNIAS@AOL.com	603-401-2225
14	SILAS Richards	S.i.a.c.richards@gmail.com	603-502-3766
15	Jen Czysz	jczysz@strafford.org	603-994-3500
16	Emily Friedrichs	benelaire@gmail.com	603 706 8774
17	Aldo Santillana Chebar	benelaire@gmail.com	603-416 8730

Durham GACIT

9/26/23

	Name/Organization	Email (optional)	Phone Number (optional)
15	Colin Lentz SRPC	clentz@strafford.org	
19 ~~16~~	Rep. Jim Horrigan	NH House	603 9693823
	~~18~~ total –	4 DOT = ~~10~~ 14 public	
		9 ~~8~~ Blue Cards	

Durham GACIT

9/26/23

DORHAM
GACIT
9/26/23

pg 1 of 3

I WISH TO SPEAK AT THIS HEARING:

Name: CHRISTIAN SEASHOLTZ

Organization: OFFICE OF CONGRESSMAN CHRIS PAPPAS

Address: 889 ELM ST MANCHESTER NH 03101

Phone: 603-918-1033

E-Mail: CHRISTIAN.SEASHOLTZ@MAIL.HOUSE.GOV

I WISH TO SPEAK AT THIS HEARING:

Name: Bill Janelle

Organization: UNH

Address: RITZMAN HALL, COLOVOS RD. Durham NH.

Phone: 603-397-9443

E-Mail: william.janelle@unh.edu

~~I WISH~~ TO SPEAK AT THIS HEARING:

Name: Timothy Horrigan

Organization: NH House

Address: 7A Faculty Rd, Durham NH 03824

Phone: 6038683342

E-Mail: TIMOTHY.HORRIGAN@LEG.STATE.NH.US

- I understand my time for comments may be limited out of respect for all.
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Durham
GACIT
9/26/23

pg 2 of 3

I WISH TO SPEAK AT THIS HEARING:

Name: WAYNE BURTON

Organization: DURHAM TOWN COUNCIL
STRAFFORD Reg PLANNING COMMISSION

Address: 106 MARBURY RD
DURHAM NH

Phone: (508) 517-7188

E-Mail: WBURTON1@COMCAST.NET

I WISH TO SPEAK AT THIS HEARING:

Name: Emily Friedrichs

Organization: Town of Durham

Address: 18 Garden Ln

Phone: 603-706-8174

E-Mail: em@350nh.org

I WISH TO SPEAK AT THIS HEARING:

Name: Susan Richman

Organization: —

Address: 16 Cowell Drive, Durham 03824

Phone: 603-868-2758

E-Mail: susan7richman@gmail.com

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Durham
GACIT
9/26/23

pg 3 of 3

I WISH TO SPEAK AT THIS HEARING:

Name: Jeff Donald

Organization: ACT

Address: 42 Sumner Dr, Dover, NH

Phone: 603-516-0796

E-Mail: info@CommunityRides.org

I WISH TO SPEAK AT THIS HEARING:

Name: Margaret Joyce

Organization: Greater Dover Chamber

Address: 550 Central Ave

Phone: 603 742 2218

E-Mail: margaret@dovernh.org

I WISH TO SPEAK AT THIS HEARING:

Name: Matthew Glenn

Organization: Seacoast Area Bicycle Riders

Address: 34 Harison, Portsmouth

Phone: 617-875-6352

E-Mail: matt.glenn@seacoastbikes.org

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Received 9/26/23 Durham GACIT

Alliance for Community Transportation

SFY23 Annual Impact Statement

Serving Our Community and Our Partners in SFY23

7	Services offered to our clients
781	People who received rides
37,140	Trips provided by our partners
527	People who signed up for a new service
217,528	Miles traveled
22,053	Calls answered by TripLink

ACT

UPDATES ON ACT

As ACT completes its 20th year as the region's Regional Coordination Council , it is exciting to see that we continue to add new members, build partnerships, improve how we communicate , expand our services, and streamline how we operate. In SFY23 we welcomed the NH Disability and Health Program and Indonesian Community Connect as our newest members. We look forward to benefitting from their insights and expertise.

During the past year we met with people in Fremont and in the Exeter/Hampton to discuss how services could be improved for the region's older adults and people with disabilities. We also met with representatives from the Dover Housing Authority, the Town of Lee, Exeter Hospital, and the Greater Portsmouth Recovery Coalition to discuss the needs of their communities. The Regional Mobility Manager attended the Endowment for Health's Leadership Learning Exchange for Equity and a training on demographic data collection and reporting to improve how TripLink collects data relative to ACT's Community Development Block Grants and to ensure that historically underserved communities aren't being excluded from accessing our services.

ACT has also worked on providing more robust reporting on the TripLink call center and the Common Application. We have added semi-annual reporting on trip frequencies, trip purposes, ridership by age, and whether riders use more than one service. We are also able to provide comprehensive monthly tracking on the Common Application including services applied for and residency. Our goal is to provide meaningful data to partner agencies and members to improve our understanding of the region's needs and I believe that we are making improvements every year.

We are thankful for our members, partners, funders, and TripLink staff that have contributed their time, talents, and resources to our continued work to improve southeastern New Hampshire's transportation network. Our riders and in fact our whole community are better off for your efforts.

In Unity,
Rad Nichols, Chair
Jeff Donald, Regional Mobility Manager

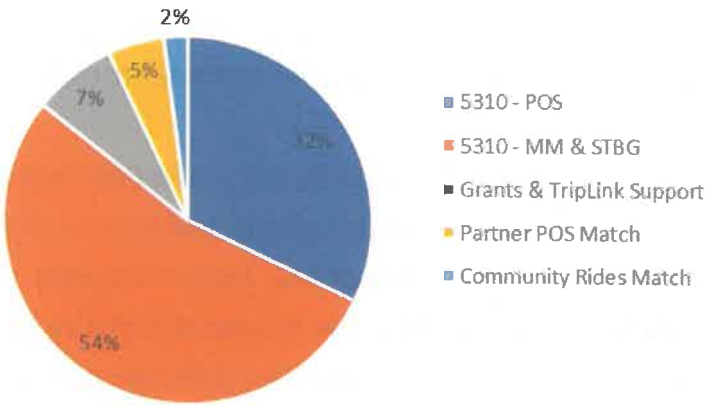
ACT

FINANCIALS

Revenues

5310 - POS	$	173,440
5310 - MM & STBG	$	290,162
Grants & TripLink Support	$	39,867
Partner POS Match	$	26,724
Community Rides Match	$	11,408
NonCash	$	47,250
Total	$	588,851

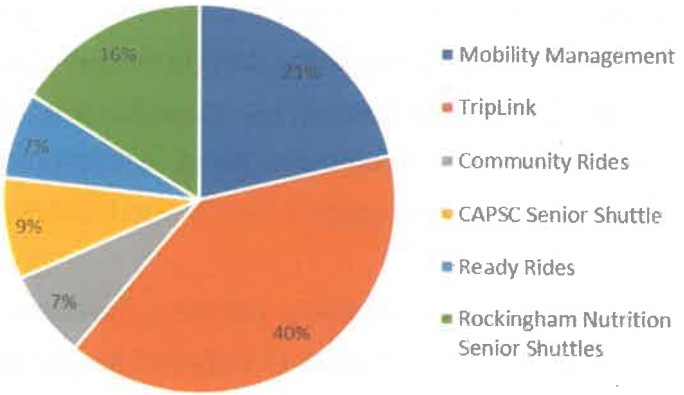
SFY23 Cash Revenues



Expenses

Mobility Management	$	115,023
TripLink	$	215,005
Transportation Services	$	211,574
NonCash	$	47,250
Total	$	588,851

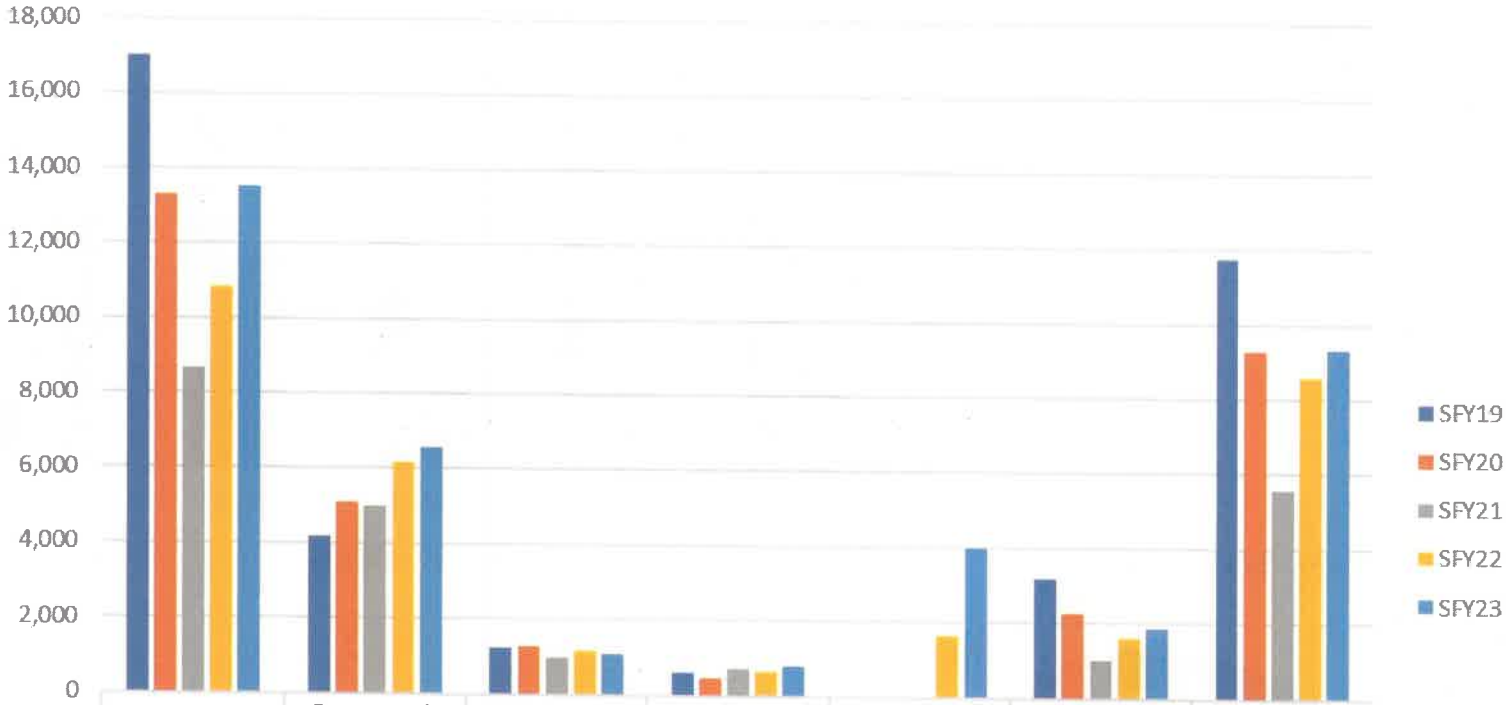
SFY23 Expenses



ACT is the **Regional Coordination Council for Community Transportation** for Strafford County, eastern Rockingham County, Wakefield, and Brookfield. Our mission is to facilitate coordinated transportation services and to encourage the development of improved and expanded services throughout the region. We distribute FTA funds to projects serving older adults and people with disabilities in our region.

ACT

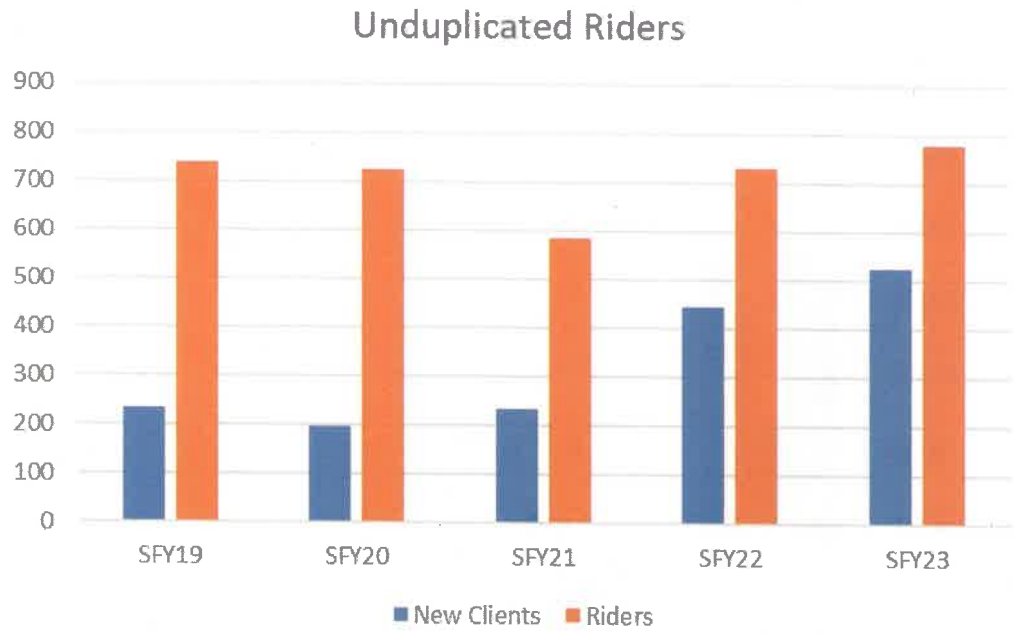
Ridership Statistics

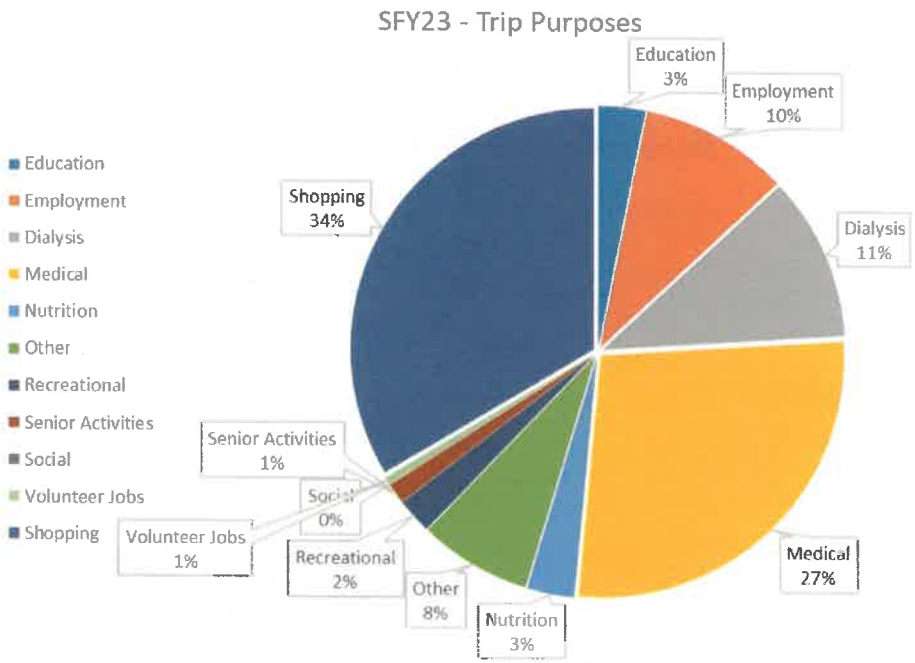


	COAST ADA	Portsmouth Senior Transportation	COAST Route 7	Community Rides	CAP of Strafford County	Ready Rides	Rockingham Nutrition & MoW
SFY19	17,000	4,184	1,250	593		3,178	11,770
SFY20	13,308	5,083	1,273	466		2,282	9,300
SFY21	8,676	5,001	969	718		1,014	5,573
SFY22	10,830	6,155	1,169	639	1,630	1,611	8,605
SFY23	13,534	6,560	1,081	797	3,999	1,846	9,323

ACT

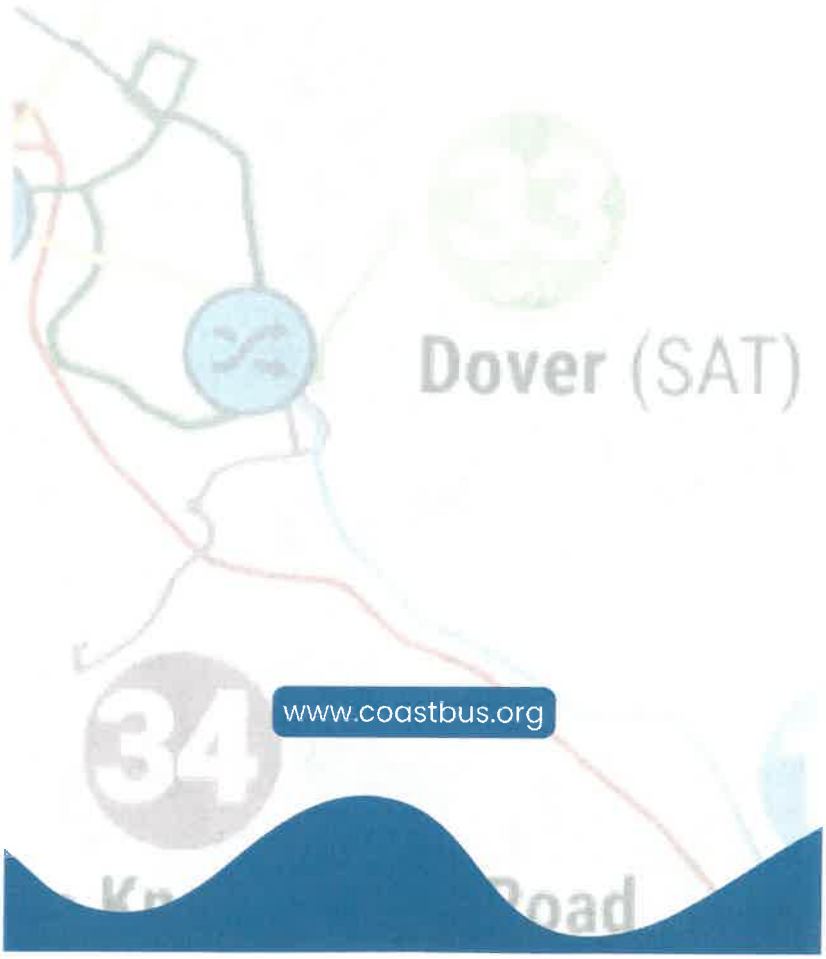
RIDERSHIP STATISTICS





2023 Passenger Survey Results

Dover • Somerswort



www.coastbus.org

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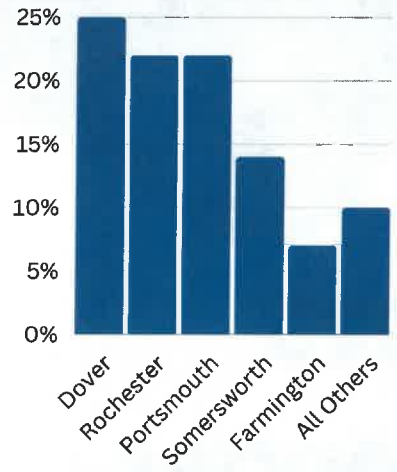
COAST

WHO'S RIDING THE BUS?

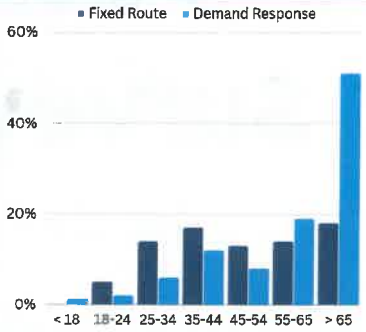
COAST PASSENGER DATA FROM OUR 2023 CUSTOMER SURVEY

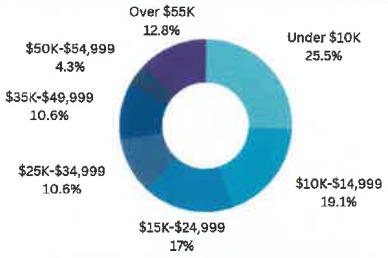


The top 5 communities our passengers live in are Dover, Rochester, Portsmouth, Somersworth, and Farmington.

Passenger Ages

The 2023 data shows a higher percentage of older adults than previous surveys have.*



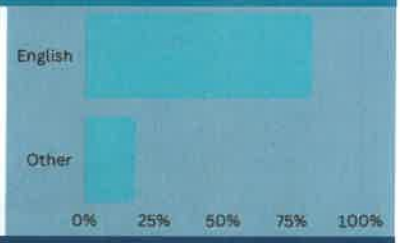


Household Income

Annual household incomes were lower than in past surveys.*

73% of riders identify as White, 4% Black or African American, 4% two or more races, 3% Asian, 2% Hispanic or Latino, 1% American Indian or Alaskan Native, & 12% declined to answer

82% of riders only speak English at home. Of the 18% that said they speak another language at home, 90% speak English "well" or "very well."



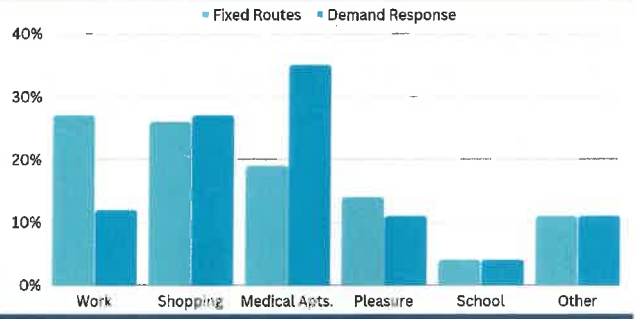
COASTBUS.ORG

**For the first time, COAST combined the passenger survey results of Fixed Route passengers and Demand Response clients, which definitely had an impact on overall results. In general, COAST Demand Response Clients tend to be older adults on fixed incomes.*

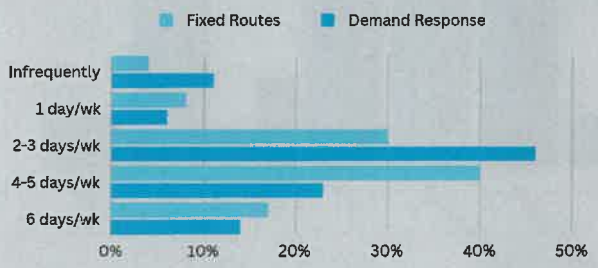
WHY & HOW RIDERS USE THE BUS

COAST PASSENGER DATA FROM OUR 2023 CUSTOMER SURVEY

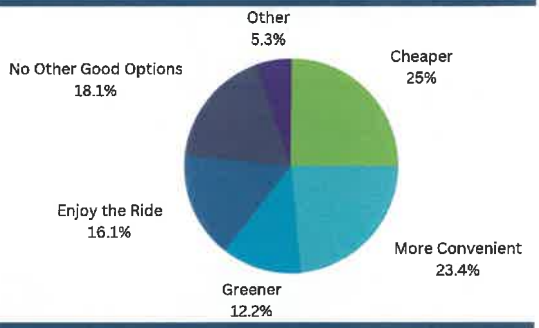
WHERE DO RIDERS GO?



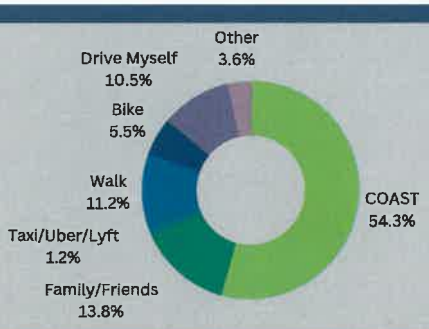
HOW OFTEN DO THEY RIDE?



WHY DO RIDERS CHOOSE COAST?



HOW DO RIDERS PREFER TO TRAVEL?



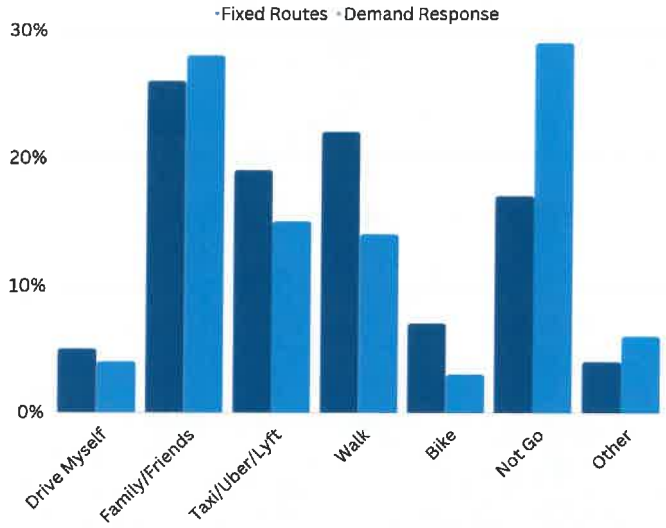
9 OUT OF 10 RIDERS WOULD RECOMMEND COAST TO THEIR FRIENDS, FAMILY, AND CO-WORKERS

coastbus.org

COAST

WHAT WOULD RIDERS DO WITHOUT COAST?

IF COAST DIDN'T EXIST, HOW WOULD RIDERS MAKE THEIR TRIP?



HOW IMPORTANT IS COAST FOR MEETING RIDERS' TRANSPORTATION NEEDS?

9 OUT OF 10 RIDERS AGREE THAT COAST PROVIDES A HIGH-QUALITY SERVICE FOR RESIDENTS OF THE SEACOAST REGION.

COAST
coastbus.org

OUR RIDERS RATED US

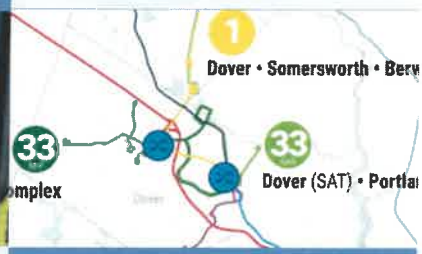
COAST

FRIENDLY STAFF

89% AGREE

77% AGREE

OUR SCHEDULES ARE EASY TO UNDERSTAND



FARES ARE FAIR

88% AGREE

VEHICLES ARE CLEAN

87% AGREE

BUSES RUN ON TIME

83% AGREE

OPERATE A HIGH QUALITY SERVICE

88% AGREE

89% of riders would recommend COAST to their friends, family, and co-workers.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing

Wolfeboro Public Library - Bradley Room
259 South Main Street
Tuesday, September 26, 2023
7:00 PM

Meeting Notes

In attendance:

Executive Councilor- Joseph D. Kenney, District 1

NHDOT Staff Attendees:

- David Rodrigue, Assistant Commissioner
- Bill Oldenburg
- Glenn Davison
- Tobey Reynolds
- Lucy St. John
- Jodi Sottilaro
- Julie Avenant

Other Attendees:

- Chris Scott, U. S. Senator Jeanne Shaheen's office
- Colin Pio, Rep Chris Pappas's office
- Chris Kinville, Brookfield Road Agent
- Kate Kinville, Brookfield
- Luke at Hotmail
- SNH-? Wolfeboro
- Sean Chamberlin, LRPC

Introductions- Brief introductions were made.

Councilor Kenney welcomed everyone. Brief introduction of NHDOT staff.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). , NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Lakes Region Planning Commission, LRPC - Sean Chamberlain provided a brief presentation, discussing the regional allocation, process, priority projects for the LRPC region and future planning effort and importance of resiliency.

David Rodrigue- Commented about the flood damage along Route 2. The culvert will be replaced (near Western Auto) as part of the FEMA emergency relief project. This and other efforts will help to address resiliency in the future.

Bill Oldenburg continued the NHDOT presentation.

Councilor Kenney opened the public hearing. He noted those wanting to speak need to complete the blue card.

Councilor Kenney asked NHDOT staff is anyone completed the blue card, requesting to speak at the public hearing. Staff noted no one completed a card. Councilor Kenney asked is anyone wished to speak. No one offered testimony. Councilor Kenney closed the public hearing.

Executive Councilor Kenney thanked everyone for attending, noted written comment can be submitted by Nov 3rd. The meeting adjourned at approximately 7:38 pm.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Wolfeboro Public Library - Bradley Room
259 South Main Street
Tuesday, September 26, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney ✓	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Assistant Commissioner David Rodrigue, NHDOT ✓	David.M.Rodrigue@dot.nh.gov	271-1484
Deputy Commissioner Andre Briere	Andre.J.Briere@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT ✓	Lucy.St.John@dot.nh.gov	271-8732

Jodi Sottilaro 271-2108

	Name/Organization	Email (optional)	Phone Number (optional)
1	Tobey Reynolds		271-7419
2	Julie Avenant		271-7866
3	SEAN CHAMBERLIN		
4	Chris Scott	Chris_Scott@shaheen.senate.gov	603-647-7500
5	luke_a@hotmail.com	ruledude23@hotmail.com	—
6	Kate Kunelle	Brookfield	—
7	COLIN PIO / CONGRESSMAN PAPPAS'S OFFICE		

Walk-in board GACIT

4/26/23

Name/Organization	Email (optional)	Phone Number (optional)
1. SAH - 7 Wilkins		
Chris Ikenall Town of		
2. Brookfield		
Brookfield		
5 - Public		
No Blue Cards		

Wolfeboro GXCIT

9/26/23

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing

Rochester City Hall
31 Wakefield Street
Thursday, September 28, 2023
4:00 PM

Meeting Notes

In attendance:

Executive Councilor- Joseph D. Kenney, District 1

NHDOT Staff Attendees:

- David Rodrigue, Assistant Commissioner
- Bill Oldenburg, Director Project Development
- Glenn Davison
- Lucy St. John
- Jodi Sottilaro
- Nick Sanders
- Tobey Reynolds

Other Attendees:

- Shanna Saunders, City of Rochester
- Richard Green
- Derek Peters, Roger Allen
- Tom Willis, former City Council
- Nelson Idahosa
- Katie Ambrose
- Rad Nichols, COAST
- Colin Lentz, SRPC
- Jen Czysz, SRPC

Introductions- Brief introductions were made.

Councilor Kenney welcomed everyone. He recognized several in attendance and then asked all to introduce themselves.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). , NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Strafford Regional Planning Commission, SRPC - Colin Lentz provided a brief presentation, discussing the regional allocation, process, and priority projects for the SRPC region. Transit is a big deal for the region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Kenney opened the public hearing. He noted those wanting to speak need to complete the blue card.

Rad Nichols: Introduced himself as the executive director of COAST. He thanked all for the opportunity to offer public comments. He provided some details of the status of transit in the region following the pandemic including efforts to retain and hire new staff. He noted that ridership is slowing coming back. He added that there is still a need for additional operating funds explaining how they are leveraging federal dollars currently. He highlighted their new facility and that they still need local match. He noted that they will be facing a fiscal cliff in the next couple years if additional funding is not secured. He shared that inflation, and the cost of labor is affecting operations. He believes the GACIT hearings are really a missed opportunity for legislative understanding however many meeting aren't attended by members of the NH Legislature. He noted the transition to electric vehicles- and cited several reasons why this isn't happening in NH including challenges from colder climate and range anxiety. He noted that manufacturing was not regional. He also highlighted safety concerns with batteries igniting which requires significant water. He also raised concerns at the costs involved in transitioning to an EV fleet will cost as well as the matching funds required.

Richard Green: Introduced himself as a former NH State Senator, and former Mayor of Rochester for 10 years. He noted his comments out of his experience. He shared his involvement in the efforts to improve and widen the Spaulding Turnpike and the new bridges in the bay area. He lamented that there was still no Exit 10. He noted a need to get NH 11 done as there still aren't enough turning lanes. He shared support for COAST noting that a lot of people depend on COAST. He discussed the proposed improvements to the access at Roger Allen Park and Memorial Field on Chestnut Hill Road in Rochester. He noted its importance to the community, important to the economic development of the region and mostly important for the opportunities it provides youth no matter their economic background. There is a safety issue which needs attention and are asking NHDOT to help.

Derek Peters: Introduced himself as Vice President of the Roger Allen Park, and Memorial Field. He provided a brief history of the park and organization and the many youths it serves. He highlighted that no child is left out. He thanked the SRPC staff for all their assistance . He shared that the park is busy

from April to November. He identified some safety issues needs to be addressed. He asked if there were any funding sources which could help.

Tom Willis: Introduced himself as the former Rochester City Engineer, and former Rochester City Councilor. He explained the needs around NH 11 Exit 15. The traffic is backed-up to the current bridge and offered that it needs to be widened and it only going to get worse. **Bill Oldenburg** provided a brief overview noting a project in the area. He explained that the city is going to manage the project as an LPA project. **Assistant Commissioner Rodrigue** noted construction is scheduled for 2025. **Councilor Kenney** noted that people are using Chestnut Hill Road, it is well traveled. He supports this project.

Executive Councilor Kenney thanked everyone for attending, noted written comment can be submitted by Nov 3rd. The next GACIT meeting is at 7:00 tonight in Dover.

Meeting Adjourned: Approximately 5:03 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Rochester City Hall
31 Wakefield Street
Thursday, September 28, 2023
4:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney ✓	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrigue, NHDOT ✓	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT ✓	Lucy.St.John@dot.nh.gov	271-8732
Jodi Sottilaro ✓	Jodi.sottilaro@dot.nh.gov	

Name/Organization	Email (optional)	Phone Number (optional)
NICK SANDERS/NHDOT	Nicholas.B.Sanders@dot.nh.gov	
Tobey Reynolds/NHDOT		271-7421
1. Shanna B. Saunders	shanna.saunders@rochesternh.gov	335-1338
2. [illegible]	nicholas@[illegible].org	743-577[illegible]
3. Jen Czysz RPC	jczysz@strafford.org	994-3500
4. Colin Lentz RPC	clentz@strafford.org	"
5. Derek Peters	Kittery0345@Gmail	603-817-0345
6 Richard Green	—	603-332-1567
7 Nelson Idahosa	Nelson.Idahosa@mail.house.gov	603-540-8268
Tom Willis	thwillis57@gmail.com	603-923-9593
Katie Ambrose	Katie.ambrose@rochesternh.gov	335-7506
* Blue Cards — 2		

Rochester GACIT 9/28/23

Rochester GACIT 9/28/23
page 1 of 2

I WISH TO SPEAK AT THIS HEARING:

Name: Derek Peters

Organization: Roger Allen

Address:

Phone: 603-817-0345

E-Mail:

I WISH TO SPEAK AT THIS HEARING:

Name: Tom Willis

Organization: Resident - Former City Council

Address: 35 Shakespeare Road Rochester NH

Phone: 603-923-9593

E-Mail: thwillis97@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Rochester GACIT 9/28/23
page 2 of 2

I WISH TO SPEAK AT THIS HEARING:

Name: Rad Nichols

Organization: COAST

Address: 42 Summer Dr Rye

Phone: 603-516-0782

E-Mail: rnichols@coastnh.org

I WISH TO SPEAK AT THIS HEARING:

Name: Dick Green

Organization: citizen

Address: 15 NGA Ave.

Phone: 603-332-1567

E-Mail:

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing

Dover City Hall
City Hall Auditorium -288 Central Avenue
Thursday, September 28, 2023
7:00 PM

Meeting Notes

In attendance:

Executive Councilor- Joseph D. Kenney, District 1

NHDOT Staff Attendees:

- Bill Cass, Commissioner
- Bill Oldenburg, Director Project Development
- Glenn Davison
- Lucy St. John
- Jodi Sottilaro
- Nick Sanders
- Mike Servetas

Other Attendees:

- Chris Parker, Deputy City Manager City of Dover
- David Watters, NH State Senator
- Patrick Carroll, US Rep, Chris Pappas's Office
- Rad Nichols, COAST
- Leigh Levine, FHWA
- Steve Workman, Transport NH
- Bill St. Laurent, Portsmouth resident
- Cassandra Levesque
- Esther Kennedy, Portsmouth resident
- Liz Brathe
- Paige Trace, Portsmouth resident
- Petra Huda, Portsmouth resident
- Rebecca Beaulieu, Dover resident
- Colin Lentz, SRPC
- Jen Czysz, SRPC

Introductions- Brief introductions were made.

Councilor Kenney welcomed everyone. He recognized several in attendance and then asked all to introduce themselves.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

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He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Strafford Regional Planning Commission, SRPC - Presentation by Colin Lentz.

Colin provided a brief presentation, discussing the regional allocation, process, and priority projects for the SRPC region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Kenney opened the public hearing. He noted those wanting to speak need to complete the blue card.

Chris Parker: Introduced himself as the Deputy City Manager of Dover. He thanked NHDOT and GACIT for holding this conversation in Dover. He noted the economic benefits of the investments in the transportation system. He opined that investing in COAST is a wise investment and the city supports COAST. He referred to several projects in Dover and surrounding area including Route 108 as a top priority. He expressed support for Dover 42626. He also shared the importance of improving the downtown corridor and the multi-use path which connects Dover Point and Newington to the General Sullivan Bridge. He shared the City's desire is to be a walkable community.

Rad Nichols: Introduced himself as the Executive Director of COAST. He thanked all for the opportunity to offer public comments. He noted COAST has a team of committed staff. He shared that ridership is returning from pre-COVID levels. He discussed some reasons for the recent service suspensions. He shared that they have increased their employee benefits package, and this helped including 14 new hires this year. He provided a brief update on their new facility. He shared that COAST is facing a fiscal cliff as the federal emergency aid runs down. He discussed the vulnerable riders COAST serves- including low-income, elderly, and disabled populations. He expressed that what seniors fear most is losing their ability to drive, reflecting on his personal experience with his own family. He noted that the cost of car ownership for low-income families is an obstacle and that a car repair can jeopardize their opportunities for housing and employment. He suggested we all think about these issues and put ourselves in someone else's shoes. Commissioner Cass commented that he is impressed with the mobility managers, and they get a lot done with the funding received.

Councilor Kenney recognized Patrick from U.S. Rep. Chris Pappas's office and NH State Senator David Watters.

Paige Trace: Introduced herself as a resident of Portsmouth. She expressed thanks for the opportunity to comment. She reflected on the long history of NHDOT in the Dover -Portsmouth area, and the efforts and coordination of Executive Councilor Janet Stevens for the sound walls. She noted that they still want the sound walls. She noted the need for an emergency underwater water line between Newington and Portsmouth and the effort is supported by Senator Shaheen's office. She expressed thanks to Chris Parker and noted that if we all work together, we can achieve great things.

Liz Brather: Introduced herself as the Queen of the Spaulding Turnpike. Noted she drives a hybrid, and how electric vehicles don't pay the gas tax. She raised safety issues at Spur Rd/US 4 traffic circle. She opined that this location is dangerous, more so at certain times than others. She raised concerns over safety of crossing pedestrians and cyclists. She also mentioned safety concerns at the Portsmouth traffic circle and asked about the plans for improvements. She shared her appreciation of the extra lanes on the Spaulding Turnpike. **Commissioner Cass** noted the NH Legislature passed a registration fee of $100 for electric vehicles and $50 for hybrids. She commented about how people don't understand how the pedestrian lights works at the Spur Road traffic circle, people don't notice the lights and speed is an issue in the traffic circle.

Esther Kennedy: Introduced herself as a Portsmouth resident. She shared that she has traveled from Portsmouth to Gilford for 25 years. She expressed thanks to NHDOT for the bridge and traffic light and the sound barriers. She wanted to confirm the sound barriers are still in the TYP and remain in the plan. She expressed concern about the Newcastle draw span being permanent and the potential impacts for the need to dredging for the lobstermen. She expressed that the Newcastle causeway should be done. She opined that Portsmouth needs the soundwall. She also expressed a need to take care of the Rail Trails.

Petra Huda: Introduced herself as a Portsmouth resident. She thanked Councilor Stevens for her involvement and support. She noted she wants to be sure the sound walls stay in the TYP. **Commissioner Cass** provided a brief update, noting funding in 2024, and NHDOT will have a public information meeting sometime this winter.

Rebecca Beaulieu: introduced herself as a Dover resident and as the Communications Director for a small non-profit. She expressed that we need more funding for public transit and electric vehicle infrastructure. She shared that she chooses to live in Dover because of the Amtrak station. She commented that public transit hasn't been a priority for the NH Legislature. She would like to see more transit service to Portsmouth. She commented about how it is difficult to take public transit for the seacoast region to Concord or Manchester. She noted that according to America Walks one in four people don't have a car. She expressed a need to connect the regions of the State via transit. She mentioned there is Commuter Rail to Boston, and how NH residents are traveling to MA for jobs.

Climate change is having real impacts, and how the transportation section contributes 25% of emissions. We need electric vehicles, and we need to reduce emissions. She noted that the EV population is growing. She opined that school buses should be electric. She expressed an overall need to reduce carbon emissions, have more accessibility, clean water, and clear air.

Bill St. Laurent: Introduced himself as a Portsmouth resident. He noted that he moved to the region in 1996, and that he is 83 years young. He explained that he has wanted the sound barriers for 20-years. He noted that the people in Dover Point never had to make a request to get them. He shared that he is part of a huge neighborhood. He asked when are we going to get them, and why there are sound barriers in other areas that never requested them. **Commissioner Cass** noted that the sound walls are in the TYP, this was a big discussion during the last TYP process two years ago. The design has started, and construction will begin in 2024.

Executive Councilor Kenney thanked everyone for attending, noted written comment can be submitted by Nov 3rd.

Meeting Adjourned: Approximately 8:27 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Dover City Hall
City Hall Auditorium -288 Central Avenue
Thursday, September 28, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrigue, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT	Lucy.St.John@dot.nh.gov	271-8732

Jedi Sottilaro

	Name/Organization	Email (optional)	Phone Number (optional)
1.	Paige Trace	paigetraceportsmouth@gmail.com	914-282-0679
2.	Rebecca Beaulieu / 350 New Hampshire	rebecca@350nh.org	
3.	Esther Kanwysy	esther.kanwysy.portsmouth@gmail.com	
4.	Liz Brother		
5.	Bill St. Laurent	billst660@aol.com	603-436-1378
6.	Leigh Levine	leigh.levine@dot.gov	603-410-4844
	Mike Servatas	NH DOT	
7.	Cassandra Levesque	cassandralevesqueunh@gmail	
	Nick Sanders	NH DOT	

DOVER GACIT 9/28/23

Page 2 of 3

Name/Organization	Email (optional)	Phone Number (optional)
8. Rad Nichols, COAST	rnichols@coastbus.org	603 743 5777
9. Colin Lentz	clentz@strafford.org	(603) 994-3520
10 Patrick Carroll	patrick.carroll@mail.house.gov	603 534-4187
11. Christopher Parker	c.parker@dover.nh.gov	603 516-6024
12. Petra Huda	pahuda384@gmail.com	
13 David Watter	david.watter@legislature.nh.gov	603 967 9224
14 Alan Mahmood	Transport NH steve@transportnh.org	
14 +	DOT	
approx. 6-8	blue cards	

DOVER GACIT 9/28/23

Dover
GACIT
9/28/23

page 1 of 3

I WISH TO SPEAK AT THIS HEARING:

Name: Christopher Parker

Organization: City of Dover

Address: 288 Central Ave Dover

Phone: 603 516. 6024

E-Mail: c.parker@dover.nh.gov

I WISH TO SPEAK AT THIS HEARING:

Name: Russ Nichols

Organization: CoAST

Address: 42 Summer Drive Dover

Phone: 603 743 5777 x101

E-Mail: rnichols@coastforsurvey

Just to Mention

~~I WISH TO SPEAK AT THIS HEARING:~~

Name: Patrick Carroll

Organization: Congressman Pappas

Address:

Phone:

E-Mail:

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Dover
GACIT
9/28/23

page 2 of 3

I WISH TO SPEAK AT THIS HEARING:

Name: Esther Kennedy

Organization:

Address: 41 Pickering Ave Portsmouth

Phone: 603-828-3209

E-Mail: Esther.Kennedy.Portsmouth@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Rebecca Beaulieu

Organization: 350 New Hampshire

Address: 66 5th St. Dover NH

Phone: 978 491 7511

E-Mail: rebecca@350nh.org

I WISH TO SPEAK AT THIS HEARING:

Name: Liz Brother

Organization:

Address: 159 McDonough St

Phone: (603) 742-6701

E-Mail:

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Dover
GACIT
9/28/23

page 3 of 3

I WISH TO SPEAK AT THIS HEARING:

Name: Petra Huda

Organization:

Address: 280 South St, Portsmouth

Phone:

E-Mail: pahuda384@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Paige Trace

Organization:

Address: 27 Hancock St Portsmouth

Phone: 914-282069

E-Mail: paigetraceportsmouth@gmail.com

May or may not ?

I WISH TO SPEAK AT THIS HEARING:

Name: BILL ST. LAURENT

Organization: CITIZEN

Address: 253 COLONIAL DR. PORTSMOUTH NH

Phone: 603-436-1378

E-Mail: BILLSTL60@AOL.COM

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Sincerely,
Mary Grace Allen
Dover, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Governor's Advisory Commission on Intermodal Transportation,

My name is Rebecca Beaulieu. I'm a 4- year resident of Dover, Communications Director for a local environmental nonprofit, an avid reader, and importantly a Seacoast resident who has tried to use all forms of transportation available to me in this area. I am writing to you today both as a member of this community and as a representative of my nonprofit organization, 350 New Hampshire. Upon reading the Department of Transportation's 10-Year plan, I was underwhelmed. I saw important investments in our existing roads, bridges, and trails but the plan is missing critical infrastructure for our state. The plan as written under-invests in public transportation and fails to include electrification or electric vehicle infrastructure.

Let me start by speaking as a Dover resident. In the Massachusetts town where I grew up, I didn't have a car of my own. I used my bicycle, my feet, and public transportation to get everywhere. And honestly, I loved it. I rode my bike to work pretty often in a city with some bike lanes, and hopped on a train if I wanted to go to a bigger city. One of the reasons I chose to go to college in Worcester is because I had access to buses and a train. I got a car only after I was able to save enough money, and when I knew I was going to be able to move out and be on my own. Then I moved to New Hampshire for work. Part of why I chose to move here, to Dover, is because of the Amtrak station here, and because I was under the impression there was a Coast Bus and C&J bus and had options for transportation. It didn't take long for me to realize how little New Hampshire invests in or cares about public transportation. I've taken the Coast bus a handful of times to get to Portsmouth and back, hopped on a Wildcat transit bus to get to Durham, but the schedule and consistency of those buses makes it difficult for me to do that on a regular basis. If that bus ran on a more frequent schedule, I would honestly prefer to take that bus to my band rehearsals in Portsmouth on Monday nights.

While the public transportation options we have here are in need of improvement, we are also missing some infrastructure that just doesn't exist. I spend a lot of time traveling to Concord or Manchester for work, for visiting friends or for participating in our Democratic processes at the state house. There is currently no realistic option for public transportation from the Seacoast to Concord or the Seacoast to Manchester. If you want to get from the Seacoast to Manchester and don't have a car, you have to travel all the way to Boston first to get on another bus to

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Manchester. I would gladly travel to New Hampshire's other cities more often if there was transportation to do so.

But this is just a piece of my personal experience. There's a bigger picture here when it comes to public transportation options in our state. Many more rural places are virtually impossible to get to without a car and people who need a ride for doctors appointments or to get to an airport or anything have to rely on friends and family because there aren't even many taxi options.

1 in 4 Americans on average don't have a car because they can't drive or can't afford a car and all the expenses they come with. Having more viable public transportation options in even just the more populous areas of our state make them more accessible to our residents here. I've also met many people who have been advocating for the commuter rail from Boston to be expanded into our state. The reality of jobs in New Hampshire is that many of our neighbors in the Southern part of the state travel to Massachusetts for work. Expanding public transit here will both make that easier on our neighbors and even create new jobs here that people can rely on.

There is also a bigger issue here that this DOT plan needs to address: climate change. We can reduce the overall greenhouse gas emissions created from transportation in our state by adding investments in the ten year plan that address both public transit and electric vehicles.

Climate change is happening, here in New Hampshire and around the world, and the biggest cause of that crisis is greenhouse gas emissions. About 27% of the United States' emissions are from the transportation sector. Increasing our public transportation resources will reduce overall emissions because that will lead to fewer cars on the road. It will also cut down the amount of traffic we see in this state. If we had some public transportation options that brought people to the lakes or the mountains even, we could reduce tourist traffic that we all end up stuck in at one time or another. Public transit will also make our communities more accessible for many people with disabilities because public transit options will mean more options for leaving their houses without having to rely on friends or family for transportation. It will mean that more of our seniors will be able to stay at home longer because they'll be able to take a bus to the grocery store rather than having to relocate to a nursing home or different facility just because they can't drive anymore.

We also need to ensure electric vehicle charging stations are available across the state, and we need to electrify our government vehicles and school buses as much as possible. Whether NH politicians like it or not, the popularity of electric vehicles is growing, and people who live here and people who visit here are buying electric vehicles. I've had instances with my organization's volunteers where they cannot find a charging station in a town they want to attend an event in. If tourists or people in Southern NH who usually visit the White Mountains get a new electric car and find out there's only one place they can charge it on their vacation, they're going to go to Vermont or Maine where they have been doing a better job responding to the changing vehicle economy. Investing in both this electric vehicle infrastructure and in our public transportation is also a great way for NH to create more jobs and invigorate our economy.

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The Department of Transportation and the NH State Government have left the burden of doing something about climate change and about accessibility to the individual. We need this transportation plan to be about making our transportation systems in New Hampshire better and that means electrification and that means public transportation. The current plan fails me as a young person in this state who shares a car with her partner but doesn't have the public transit I want to see. It fails our disabled community by leaving transportation options largely to families and friends instead of creating better accessible transit options. It fails all the residents who have bought electric vehicles because they are trying to reduce our state's greenhouse gas emissions.

I urge the Department of Transportation to amend this plan to include public transportation and electrification. Namely, The DOT needs to

- Add commuter rail expansion into NH to the plan
- Dedicate money to funding and improving the local bus systems, namely COAST, Manchester Transit Authority, Nashua Transit System, Concord Area Transit, Concord Coach, Advance Transit in the Upper Valley, City Express in Keene, and Dartmouth Coach
- Incentivise existing buses to create a Seacoast to Manchester route
- Make public transportation options in the state a part of the DOT website so that it's easier for residents to see where these options exist
- Make a plan to install electric vehicle charging stations at NH highway rest stops, public parks across the state, all public housing facilities including Section 8, and all visitor centers and invest money in publicizing where those are so residents and visitors know where they can charge their cars
- Mandate that all NEW public or government vehicles must be electric, and that lots those cars rest in are provided with charging stations
- Make a plan for the phase-out of gas-powered government vehicles

I am eager to advocate for NHDOT to get more funding and support from our local, state, and federal government, if the plan can include more of the things our community is asking for. Without public transportation and electrification, our entire transportation system is falling behind the times we live in. Thank you.

Rebecca Beaulieu
Dover, NH
rebecca@350nh.org

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WatsonJr, Bill

From: Maura Chappelle <maurachappelle@gmail.com>
Sent: Friday, November 03, 2023 3:36 PM
To: WatsonJr, Bill
Subject: Jefferson Randolph 13062C

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Good afternoon, I know today is the deadline to submit testimony on the 10 Year Plan re the hearing in Berlin on September 19

I've already submitted photos and arguments against the proposed Jefferson Randolph project to widen route 2 in the Highlands to Mr Oldenburg per the deadline that was directly tied to the 13062C October 5 hearing

I want to send this message as well as since the October 5 hearing the DOT has failed to fulfill most of my 91A requests and in a manner of providing the information I asked for said they couldn't--
the DOT could not provide data on accidents in the Jefferson Highlands because there are none

no accidents at the spring, none at the Water Wheel (and if the project goes happens and the gateway and scale go in the restaurant will die -- parking will be severely limited and trucks would not be able to deliver)
.... there was a single tragic accident involving a car and truck that was further east and was unavoidable because the driver of the car was slumped and possibly already dead and the car went directly in front of the truck

no road work or rumble strips could have prevented it

over 20 years ago as the project was first created there apparently were a few crashes, but by virtue of over two decades passing with no repeats it proves those accidents were not due to the configuration of the street (probably excessive speed in winter conditions)

also, at the project's inception it was predicted that truck traffic would increase, but it has gone down by almost half

further, in my 13 years in Jefferson there has never been an 18 wheeler crash or go off the road between Saint John's and the Water Wheel (both are spots you plan to put gateways and begin all the destruction and changes)

however, trucks routinely go off the road on sections the DOT already "fixed" such as route 115, the junction of 115 and 2, and the route 2 climbing lame heading east from the intersection

please don't "fix" the Highlands

Maura Annette Chappelle

PO Box 111
Jefferson NH 03583
MauraChappelle@gmail.com
(603)915-1241

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Margaret Connors
New Hampshire Resident

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https://www.conwaydailysun.com/news/local/state-takes-comment-on-its-ten-year-plan/article_1f4a3f20-57cc-11ee-9a77-fb650beca051.html

State takes comment on its Ten Year Plan

Daymond Steer
Sep 20, 2023

1 of 2

Conway Planning Board member Mark Hounsell (bottom left) addresses (from left) Jodi Sottilaro and Lucy St. John of the E of Planning and Community Assistance, Transportation Commissioner Bill Cass, Executive Councilor Joe Kenney and proj manager Glenn Davison. (TOM EASTMAN PHOTO)

CONWAY — State officials, including Executive Councilor Joe Kenney (R-Wakefield), presented the draft Ten Year Plan of transportation improvements to an audience of about 14 people at Conway Town Hall on Tuesday night.

The meeting served as a public hearing of the Governor's Advisory Commission on Intermodal Transportation (GACIT), which is made up of the five executive councilors and the state Department of Transportation commissioner. Commissioner Bill Cass attended along with Kenney and some DOT staff members.

The topic was the 2025-34 draft Ten Year Plan, which is to be completed next June.

Valley Vision filmed the meeting, and the video is on town Facebook page. Anyone who would like to offer a comment can email DOT Administrator at Bureau of Planning and Community Assistance William Watson at william.e.watsonjr@dot.nh.gov, by Nov. 3. For more information, go to tinyurl.com/mv7t6y48.

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Conway has one project in the plan — too do intersection improvements to Route 16, 153 and 113, as part of the Main Street Project. Known as the “Eastern Project,” it is scheduled to be constructed in 2025 and is expected to cost roughly $4.1 million.

“If you have any questions, Paul will talk your ear off about it,” said DOT Director of Project Development Bill Oldenburg about Deputy Town Manager Paul DegliAngeli.

DegliAngeli had urged the state officials to keep the Eastern Project in the plan.

Selectman John Colbath said the first part of the Main Street Project (from the railroad tracks to the Four Corners) went well. “Like everybody else, I’m looking forward to having the next project with the intersection taken care of because that’s been a boondoggle for quite a long time,” said Colbath.

Oldenburg also said there is also a project in Albany, from Tamworth to Conway’s town line, to widen and resurface and install rumble strips on Route 16. According to the draft plan, that is scheduled for construction in 2028-29 and will cost nearly $12.3 million.

Conway Planning Board members Ben Colbath (chair) and Eliza Grant expressed a desire for more communication between the town and DOT. Colbath said his constituents question how major developments can be approved on Route 16 given the traffic.

“For me to throw my hands up there and say, ‘Well, DOT said it was OK’ is not a great answer,” said Colbath.

Cass said DOT does the best it can to work with municipalities and sometimes developers can make that complicated by trying to pit the DOT against a town’s planning board or vice versa.

“They’ll be telling the planning board that the DOT approved it, or they’ll be telling the DOT the planning board’s already approved it and things like that,” said Cass. “We (the state and town) should be on the same page.”

Rep. Tom Buco (D-Conway) asked about projects like the proposed roundabout at the intersection of 302 and East Conway Road.

That project was in the current Ten Year Plan but has been moved to the state safety program, and that’s why it’s not in the 2025-34 draft, DegliAngeli told the Sun on Wednesday, adding he expects construction of that roundabout to be done in 2025-26.

Buco also mentioned the traffic on Route 16. He said a 250-unit residential complex is proposed with access off of Route 16 and Sawmill Lane behind T.J. Maxx.

“Right now, it’s like a deathtrap trying to turn on it,” said Buco. “There needs to be some kind of traffic control“ at that intersection.

Buco also mentioned the state is trying to sell off land off the North-South Road. The Sun estimates there’s about 5 acres divided into a number of small parcels.

Cass said part of the process is offering the land to the town and then to the New Hampshire Housing Finance Authority before it can go for sale in the open market. Cass said the DOT and the Conway selectmen have a joint meeting about the land on Oct. 24.

“We certainly are aware of the concern or the desire ... within the town, on whether those properties should be preserved as a buffer for green space along the North-South local road,” said Cass. “We know that New Hampshire Housing Finance is interested in and looking at affordable housing on

those sites as well."

Planning board member Mark Hounsell told the state officials that the North-South Road land, which he referred to as being part of a "parkway," would never be used for housing.

"We do not want you to come up here and find affordable housing on the parkway," said Hounsell. "That needs to be preserved."

Daymond Steer
Reporter

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

I've also been hit by a car trying to get around. Please include more bicycle infrastructure so I can get around safely.

Thank you for your consideration.
Ethan Crossman
Durham, NH

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OCT 30 2023
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WatsonJr, Bill

From: richard demark <demarknh114@gmail.com>
Sent: Tuesday, October 31, 2023 3:55 PM
To: WatsonJr, Bill
Subject: 10 Year Transportation Plan

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear Mr. Watson,

Thank you for the opportunity to submit comments concerning the NH 10 Year Transportation Plan. I have comments and suggestions that are both general and specific in nature. Most concern the entire state but I have also included site specific comments.

While the proposed Plan rightfully focuses on improving roads and bridges, in my opinion it lacks the forward thinking required to address the challenges of climate change and the need to efficiently move people and goods. The 10-year Plan needs greater investments in electric vehicle infrastructure and public transportation, both rail and wheeled. We need our transportation plan to carry New Hampshire into the future. Now is the time for a commitment to make it happen.

Every car manufacturer recognizes that electricity will replace gasoline vehicles over the next twenty years. Our State can lead the way by transitioning its governmental vehicle fleets to electric vehicles and increase the number of charging stations. Rail and increased bus service will boost our economy and strengthen communities.

The following are more specific and have also been submitted to the Lakes Region TAC.

Create center turning lanes on Route 104 at various intersections between the intersection of Route 104 and Winona Road to intersection of Route 104 and 132 in New Hampton. Route 104 has become a major route with many intersections. Turning across traffic and upcoming traffic from behind has become very dangerous. In most sections the breakdown lanes are conveniently wide and could be narrowed to permit a center turning lane while maintaining a breakdown lane and bike lane.

Adopt a policy to try and eliminate as many stop lights as possible replaced with Round-a-Bouts.

Expand bicycle lanes both along roadways and where possible off roadways everywhere possible.

Thank you

Richard DeMark

114 Chase Road

Meredith, NH 03253

U.S. Department of Transportation
Federal Highway Administration

New Hampshire Division

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

November 3, 2023

In Reply Refer To:
HDA-NH

Mr. William J. Cass, P.E.
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

Attn: Mr. William E. Watson, P.E.
Bureau of Planning and Community Assistance

Subject: New Hampshire's Draft 2025-2034 Ten Year Plan and anticipated 2025-2028 Statewide Transportation Improvement Program (STIP)

Dear Commissioner Cass,

Enclosed are the Federal Highway Administration's (FHWA) comments on New Hampshire's Draft 2025-2034 Ten Year Plan.

FHWA appreciates that this draft Ten Year Plan incorporates an ongoing emphasis on financial constraint and continues consideration and involvement of New Hampshire's statewide and metropolitan transportation planning processes and subrecipients (Metropolitan Planning Organizations (MPOs) and rural Regional Planning Commissions (RPCs) as development of the new Ten Year Plan continues.

This submission includes reminders of: Recommendations from our FHWA/FTA joint letter approving the current 2023-2026 STIP; Transportation Performance Management (TPM) performance-based planning requirements; financial constraint and other requirements for the statewide and metropolitan planning and programming processes and documents that are developed from the Ten Year Plan; and project full funding requirements, among other items.

Thank you, and if you have any questions, or for any assistance you may need, please contact Leigh Levine of my staff at Leigh.Levine@dot.gov or (603) 410-4844.

Sincerely,

PATRICK A BAUER
Digitally signed by PATRICK A BAUER
Date: 2023.11.03 08:33:32 -04'00'

Patrick A. Bauer, P.E.
Division Administrator

Enclosure(s):
FHWA Comments on New Hampshire's Draft 2025-2034 Ten Year Plan
FHWA/FTA April 12, 2023 FY 2023-2026 STIP Approval Letter

ecc:

Andre Briere, NHDOT
Dave Rodrigue, NHDOT
Bill Oldenburg, NHDOT
Bill Watson, NHDOT
Glenn Davison, NHDOT
New Hampshire's MPO and RPC Executive Directors
Becky Ohler, NHDES
Eric Rackauskas, EPA
Peter Butler, FTA
Eric Papetti, FTA
Ari Ofsevit, FTA

350.130 Subject File – STIP
FY24 Reading File

FHWA Comments on New Hampshire's Draft 2025-2034 Ten Year Plan

2023-2026 STIP FINDINGS AND PENDING 2025-2028 STIP

Although New Hampshire's Ten Year Plan does not require Federal approval, the common practice in New Hampshire is to adopt the first 4 years of the Ten Year Plan as New Hampshire's Statewide Transportation Improvement Program (STIP). FHWA reminds NHDOT of the Findings listed in our joint FHWA/FTA April 12, 2023 FY 2023-2026 STIP approval letter (enclosed). FHWA appreciates the updates on the Department's responses to these findings that are provided with subsequent STIP Amendments and Updates and looks forward to further progress.

TRANSPORTATON PERFORMANCE MANAGEMENT (TPM) REQUIREMENTS

FHWA appreciates work accomplished by NHDOT and New Hampshire's MPOs to address TPM rulemaking and the Statewide & Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rules related to performance-based planning requirements. New Hampshire's Partnering for Performance initiative continues to provide an excellent framework to support the development of a collaborative approach to TPM and performance-based planning compliance.

The IIJA/BIL continues requirements for MPOs and states to establish performance targets that address national performance measures based on national goals outlined in legislation. A performance-based, asset management approach to the Ten Year Plan process should continue to help NHDOT maximize transportation system performance, minimize life-cycle costs, and make more informed, cost-effective program decisions to better manage existing transportation assets. We appreciate efforts made by the Department and planning subrecipients to incorporate IIJA/BIL performance measures and targets into the criteria and ranking process for selecting Ten Year Plan projects for funding. The Department is encouraged to continue considering measures and targets that are now in place as the new Ten Year Plan continues toward its final approval and implementation.

FISCAL CONSTRAINT:

In addition to the STIP, New Hampshire's MPOs also rely on the Ten Year Plan to program projects in their updated TIPs and long-range transportation plans. Like the STIP, these documents that all flow from the Ten Year Plan must demonstrate compliance with Federal financial constraint requirements.

FHWA recognizes that this Draft Ten Year Plan considers financial constraint throughout the document. We find the Federal-aid assumptions considered in the development of the Draft to be reasonable and we appreciate the Department's review and modification of the year-of-expenditure (inflation) rate. For New Hampshire's subsequent 2025-2028 STIP Update or any amendments to the current 2023-2026 STIP, FHWA would remind the Department that should any revenue sources subsequently be removed or substantially reduced (i.e., by legislative or

administrative actions), FHWA (and FTA) will not act on an updated or amended STIP that does not reflect the changed revenue situation (23 CFR 450.218(p).
For the updated MPO TIPs, STIP, and MPO long-range transportation plans that will come from the 2025-2034 Ten Year Plan, FHWA considers fiscal constraint to be a demonstration that there will be sufficient funds to implement proposed improvements, and to operate and maintain existing transportation infrastructure.

To clarify our expectations, the following financial constraint-related items are among the most important that must be addressed before we can approve the upcoming FY 2025-2028 STIP that will come from the new 2025-2034 Ten Year Plan:

- Total project costs may not exceed reasonably available total revenues within the STIP by year.

- Identified federal revenues may not exceed established apportionment levels, or a reasonable extrapolation.

- State, local, and other public or private sector revenues identified in the STIP must be considered reasonably available.

- The financial plan documentation of the STIP must include accurate estimates of project costs, and revenue sources that are reasonably expected to be available to adequately operate and maintain existing Federal-aid highways and public transportation.

- State or local Federal-aid match, including toll-credits must be identified for each STIP project listing. Toll-credit match and indirect costs, if charged, must be considered.

- Each STIP project listing must include a total estimated cost for the project that accounts for costs preceding the current STIP, and costs beyond the STIP timeframe.

- Cost estimates in the STIP must use an inflation rate which reflects "Year-of-Expenditure" dollars, with these cost estimates reflected in the project listings and in the financial plan portion of the STIP.

- Project listings in the STIP must reflect the anticipated use and conversion of Advance Construction (AC) and GARVEE, TIFIA or other bonding finance tools.

- The project listings and financial plan of the STIP must be published as a single document and made wholly available to the public during comment periods.

- These same requirements apply to MPO TIPs and long-range transportation plans.

While we acknowledge Federal-aid eligibility, transfer flexibilities, and bottom line annual financial constraint by year in New Hampshire's STIP and TIPs, we also continue to encourage

the Department and MPO planning subrecipients to demonstrate yearly fiscal constraint in their financial plan documentation by specific funding category for all years of the STIP and TIPs. Any apparent over-programming by funding category complicates determinations of financial constraint for FHWA and FTA and may jeopardize future approval actions for STIP Updates and Amendments.

NHDOT's continuing reliance on toll credit for Federal-aid match that is assumed throughout the Draft Ten Year Plan is also noted. As a reminder, to be eligible to earn toll credits in a given year, New Hampshire must pass the maintenance of effort (MOE) test in a timely manner, for the year you are applying for credits. The MOE determination is used to demonstrate that a state is maintaining their non-Federal transportation capital expenditures at a sufficient level to be able to earn toll credits for a given year.

FHWA also reminds the Department that any revenue assumptions based on potential toll increases would have to be determined reasonable by FHWA to support programming in financially constrained documents including the STIP, metropolitan TIP and metropolitan long-range transportation plan. For toll increases, this can be demonstrated based on past experience and trends and should be documented with a plan that includes milestones for a path to successful and timely implementation.

PARTIALLY FUNDED PROJECTS

We appreciate the Department's continuing efforts to achieve full funding for all projects included in the Ten Year Plan and we remind NHDOT that we do not authorize Federal-aid funds for projects that are not fully-funded. This is supported by regulatory requirements for the STIP (23 CFR 450.218(o)) and metropolitan TIP (23 CFR 450.326(k)) that these documents shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. We also remind the Department that for projects authorized under one Federal-aid number, multiple phases of work will not be authorized with the same effective date unless the work is ready to proceed.

FHWA further highlights our guidance that the STIP/TIP include at least one subsequent phase (e.g., PE, final design, ROW, utility relocation, or construction) of the project before FHWA can sign the Record of Decision (ROD) or Finding of No Significant Impact (FONSI) or approve a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA). For example, the STIP/TIP might include final design, but not construction, if the construction phase is not planned within the horizon of the STIP/TIP. The timing of the subsequent phase or phases should be consistent with the MPO long-range transportation plan in MPO areas, and the project's environmental document. In those unusual instances where no subsequent (subsequent to NEPA approval) phases of the project fall within the timeframe of the STIP/TIP, then a description of the project should be included in the STIP/TIP for informational purposes and identified as being beyond the horizon of the STIP/TIP, and the additional project costs must be included in the total project cost listed in these documents.

STATEWIDE AND METROPOLITAN PLANNING PROCESSES:

We encourage the Department to incorporate the MPO and rural RPC project priorities for 2033 and 2034 into the Ten Year Plan as submitted, and we also thank the Department for continuing implementation of a project estimate review process for those projects, to help ensure accurate planning-level project costs are established early and carried forward into MPO long-range transportation plans, TIPs and the STIP.

We find your Ten Year Plan priorities broadly consistent with New Hampshire's current multimodal statewide long-range transportation plan (NH Long Range Transportation Plan 2010-2030), but continue to strongly encourage the Department to initiate an update of the Long Range Transportation Plan to address performance-based planning requirements and incorporate asset management approaches consistent with TPM requirements and rulemaking. Consideration of the statewide long-range transportation plan should be fully integrated with the development of New Hampshire's Ten Year Plan.

Regarding the metropolitan project selection process, a reminder that IIJA/BIL requires that MPOs serving a TMA select all federally funded projects from their approved TIP (except those on the National Highway System (NHS)) in consultation with the state and any affected public transportation operator(s). Projects on the NHS are selected from the approved TIP by the state in cooperation with the MPO(s) designated for the area (23 USC 134(k)(4)).

In non-TMA MPO planning areas, the state selects all Title 23 funded projects from the approved TIP in cooperation with the MPO, and the designated recipient of public transportation funding selects Title 49 Chapter 53 projects from the approved TIP in cooperation with the MPO [23 USC134(j)(5)].

OTHER

Mile Point Reference Exit Numbering Commitment

We continue to encourage New Hampshire to meet the mile point reference exit numbering requirement of the 2009 Manual on Uniform Traffic Control Devices (MUTCD). This project will have strong safety benefits to the traveling public (driver expectancy and exact locations on roadways), emergency responders (exact locations), highway patrol (exact locations), and freight carriers (exact locations and locations of highway facilities). We continue to be available to meet with you to discuss strategies to ensure this project is completed and identify ways to minimize the cost of the work and impacts to the traveling public.

Vehicle Weight Enforcement, WIM Stations and Classification Counts

We note and thank the Department for including the TRAFMON programmatic project to provide sustained funding support for New Hampshire's WIM and classification count stations. This should assist the Department with achieving the collection of continuous traffic volume, vehicle classification and vehicle weight data consistent with requirements listed under 23 CFR 500.204. We support the long-term viability of New Hampshire's Traffic Monitoring Program to

ensure the continuous collection of traffic data important to the State of New Hampshire, as well as the national traffic monitoring database.

Americans with Disabilities Act (ADA) Transition Plan Implementation

To ensure proper and timely implementation of the ADA Transition Plan as accepted by FHWA on October 15, 2019, we continue to recommend that the Department include sufficient resources in the Ten Year Plan to fulfill the ADA Transition Plan's commitment to the removal of barriers as projects are developed and constructed.

Environmental Commitments

FHWA would again encourage New Hampshire to review the status of commitments made under the NEPA, Section 106 and other environmental review processes to ensure that the 2023-2032 Ten Year Plan includes any projects related to such commitments as may be appropriate.

Climate Change – Sea Level Rise, Storm Surge and Risk of Flooding

FHWA continues to encourage transportation agencies to consider climate change impacts when planning new assets or rehabilitating existing assets, especially as part of strategic asset management efforts. Risk-based asset management serves as a climate adaptation strategy by providing a platform for inventorying assets, evaluating risks to those assets, and prioritizing capital improvements.

In addition, New Hampshire should be aware of requirements for NHS and non-NHS roads under 23 CFR 667.7, regarding periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events. NHDOT must prepare this evaluation for all NHS and non-NHS roads, highways and bridges prior to including any project relating to such facility in its STIP.

Equity

FHWA strongly encourages NHDOT to consider equity in the statewide and metropolitan planning processes that lead to development of the STIP, metropolitan TIP, and metropolitan long-range transportation plan. Equity in transportation seeks fairness in mobility and accessibility to meet the broad needs of community members. Equitable transportation planning considers the circumstances impacting a community's mobility and connectivity needs and this information is used to determine the measures needed to develop an equitable transportation network.

A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options. To do this successfully, the planning process must address the needs of all populations being served, particularly populations that are traditionally underserved, including individuals in the following categories: Low Income, Minority, Elderly, Children, Limited English Proficiency, or Persons with Disabilities.

Multi-state project planning, management and finance

As another reminder, FHWA also continues to encourage NHDOT to coordinate closely and be proactive in establishing clear roles, responsibilities and financial plans and agreements with cross-border states on all 2025-2034 Ten Year Plan projects involving multi-state project planning, finance, construction and management.

U.S. Department
of Transportation

Federal Transit
Administration
Region I
55 Broadway Suite 920
Cambridge, MA 02142-
1093
617-494-2055
617-494-2865 (fax)

Federal Highway Administration
New Hampshire Division
53 Pleasant Street
Concord, NH 03301
603-228-0417
603-228-2829 (fax)

April 12, 2023

Mr. William Cass
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

RE: New Hampshire FY 2023-2026 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Dear Commissioner Cass:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of New Hampshire's new FY 2023-2026 STIP and supporting documentation as transmitted to us in full on March 31, 2023.

As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard, and as of April 6, 2015, the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) was revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area. On November 29, 2018, the Environmental Protection Agency (EPA) issued "Transportation Conformity Guidance for the *South Coast II* Court Decision" (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for metropolitan transportation plans (MTPs) and transportation improvement programs (TIPs) include: latest planning assumptions (§ 93.110), latest emissions model (§ 93.111), consultation (§ 93.112), transportation control measures (§ 93.113(b) and (c)), and emissions budget and/or interim emissions (§ 93.118 and/or § 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court case upheld the revocation. As no regional emission analysis is required for conformity determinations in

the Boston-Manchester-Portsmouth (SE), NH area, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

On March 10, 2014, EPA approved carbon monoxide (CO) maintenance plans, known as "limited maintenance plans," for the City of Manchester and City of Nashua. These limited maintenance plans were established with a 2021 horizon year. The second ten-year CO maintenance period for these plans terminated on January 29, 2021.

On March 22, 2021, EPA provided a letter to NHDOT acknowledging the end of transportation conformity requirements for the CO National Ambient Air Quality Standards for the City of Manchester and City of Nashua maintenance areas. This letter states that "The 20-year maintenance period for the Nashua and Manchester CO maintenance areas expired on January 29, 2021. Therefore, these areas are no longer required to demonstrate transportation conformity for their respective CO maintenance areas. The rest of the maintenance plan requirements, however, continue to apply, in accordance with the New Hampshire State Implementation Plan (SIP)."

We have received a copy of a letter from the New Hampshire Department of Environmental Services (NHDES) to the New Hampshire Department of Transportation (NHDOT) dated February 15, 2023. This letter states that "NHDES is in concurrence with the determination that the NH STIP 2023-2026 Update conforms to the SIP as required by Title 40, Code of Federal Regulations, Part 93, and will not adversely affect continued attainment of the ozone standard in the State of New Hampshire nor will it adversely impact continued attainment of the carbon monoxide standard in the City of Manchester or the City of Nashua". On March 15, 2023, FHWA and FTA also received a message from the US Environmental Protection Agency (EPA). This message states that "EPA Region 1 has reviewed New Hampshire DOT's 2023-2026 STIP and associated MPO TIP air quality documents, and is in concurrence with NHDES in making a positive transportation conformity finding . . ."

FHWA and FTA note that the new FY 2023-2026 STIP is consistent with MPO MTPs and incorporates the TIPs without change. Attached are FHWA and FTA's findings on the metropolitan and statewide planning processes, including a corrective action addressing non-compliance and recommendations as appropriate. Furthermore, we are making the following determinations:

- Projects in the 2023-2026 STIP are based on a planning process that substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and Subparts A, B, and C of 23 CFR 450, and other applicable requirements.
- The metropolitan TIPs are based on a continuing, comprehensive transportation planning process carried on cooperatively by the State, MPOs, and transit operators in accordance with the provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305, and subparts A, B, and C of 23 CFR 450.
- As of the date of this letter, the NRPC, SNHPC, RPC and SRPC MPO TIPs are found to be in conformity with the goals of the State Implementation Plan (SIP) and are consistent with the Clean Air Act and the EPA conformity regulations in accordance

with 40 CFR Parts 51 and 93. The conformity determinations of the TIPs will remain in effect until a new determination is required by 40 CFR 93.104.

Subject to the Corrective Action included with this letter, FHWA and FTA have jointly determined that the 2023-2026 STIP substantially meets requirements and is hereby approved. This approval action for New Hampshire's STIP is not an eligibility determination for use of Congestion Mitigation and Air Quality Improvement (CMAQ) funds or other federal-aid funded projects that are included in the STIP.

A copy of this letter is being provided to the executive director of each MPO and rural regional planning commission in New Hampshire. If you have any questions, please contact Leigh Levine, FHWA at (603) 410-4844 or Leah Sirmin, FTA at (617) 494-2459.

Sincerely,

PETER SHANNON BUTLER Digitally signed by PETER SHANNON BUTLER Date: 2023.04.12 11:20:10 -04'00'

Peter Butler
Regional Administrator
Federal Transit Administration
Region I

PATRICK A BAUER Digitally signed by PATRICK A BAUER Date: 2023.04.14 07:27:57 -04'00'

Patrick A. Bauer
Division Administrator
Federal Highway Administration
New Hampshire Division

Attachment: Findings, Corrective Action, Recommendations

cc: MPO/RPC Directors
David Rodrigue, NHDOT
William Watson, NHDOT
Jessica Wilcox, NHDES
Eric Rackauskas, EPA

FINDINGS

Performance Based Planning and Programming

Under 23 CFR 450.218(q), the STIP is required to discuss the anticipated effect of the STIP toward achieving performance targets. Although the STIP includes a discussion of how the projects in the STIP address highway safety, pavement and bridge condition, congestion/air quality, and transit asset condition, it does not address transit safety performance.

Corrective Action:

The STIP must include a discussion of the anticipated effect of the STIP toward achieving relevant transit safety targets by September 30, 2023.

WIM and Classification Count Reporting

Under 23 CFR 500.204, every state is required to continuously collect traffic volumes, vehicle classification counts, and vehicle weights. FHWA's Traffic Monitoring Guide (TMG) further clarifies that each state should have 1 to 2 functioning WIM site(s) per each factor group, and at least 1 classification site for each significant roadway within their state. Working WIM and classification count stations allow for the development of annualized average number of vehicles in in each classification, which is foundational to accurate Highway Performance Monitoring System (HPMS) reporting and forecasted pavement and bridge conditions across the state.

FHWA has been assisting NHDOT achieve compliance with these requirements via development and implementation of a Plan of Corrective Action (PCA) to restore New Hampshire's WIM and classification count capacity, consistent with federal requirements, and FHWA's TMG. NHDOT continues to work through the PCA related to this finding, and FHWA appreciates ongoing efforts.

Recommendations:

FHWA recommends that coordination meetings with our Division Office continue as we support and monitor further progress via implementation of the PCA.

Statewide Public Involvement Process

Requirements included under 23 CFR 450.210 direct the State to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points, including development of the long-range statewide transportation plan and the STIP.

Minimum requirements for the State's documented public involvement process are further detailed under 23 CFR 450.210(a)(1) and include that this process seek out and consider the

needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 CFR 450.210(a)(1)(viii). Another requirement directs the State to provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process as appropriate (23 CFR 450.210(a)(1)(ix).

New Hampshire's current "PUBLIC INVOLVEMENT PROCEDURES FOR NEW HAMPSHIRE TRANSPORTATION IMPROVEMENT PROJECTS - *A guide to understanding the 21st Century Transportation Improvement Project Process in New Hampshire*" document was developed to meet these requirements, and dates to November 16, 2012. A review and revision of this document presents an opportunity to also incorporate Virtual Public Involvement (VPI) methodologies that the Department may have been using during the public health emergency triggered by the COVID-19 pandemic. We encourage NHDOT to also consider incorporating practices from U.S. DOT's October 2022 *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*.

The federal agencies are encouraged to hear that, consistent with federal requirements, the Department is finalizing a draft update to New Hampshire's existing procedures and anticipates that a 45-day public comment period will occur sometime during the spring or summer of 2023.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Public Involvement Procedures consistent with requirements listed under 23 CFR 450.210. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update.

As soon as practical, please provide the draft update to the federal agencies for our review and comment and provide us notification of the 45-day public comment period. Comments received during the public comment period, and how they were responded to, should be included with the final document.

Statewide Long Range Transportation Plan (LRTP)

New Hampshire's current LRTP (NH Long Range Transportation Plan 2010-2030) dates to July, 2010. It is a policy document outlining a broad strategic direction for New Hampshire and NHDOT over a 20-year time horizon. The Plan's recommendations are focused on achieving strategic outcomes that were derived from a Community Advisory Committee and public outreach process that took place even longer ago, in the Spring of 2006. Many developments have occurred since the current LRTP was published, including the introduction of federal Transportation Performance Management and Performance Based Planning and Programming requirements. Such requirements now call for including a system performance report that includes an evaluation of system performance with respect to the

State's performance targets. System performance reporting in the Statewide LRTP must also describe progress achieved by the MPOs in meeting their performance targets.

The federal agencies are encouraged that consistent with requirements under 23 CFR 450.216 (p), NHDOT is moving forward with the LRTP update in calendar year 2024 and 2025 and is seeking to better align the new Plan with the Department's Transportation Asset Management Plan (TAMP), New Hampshire's Ten-Year Plan, and current federal requirements.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Statewide LRTP consistent with requirements listed under 23 CFR 450.216. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update. As soon as practical, please provide the draft update to the federal agencies for our review and comment.

FHWA and FTA also encourage NHDOT (and New Hampshire's MPOs as appropriate) to coordinate with Federal Land Management Agencies (FLMAs) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands. We remind NHDOT and New Hampshire MPOs that each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)), and likewise, MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

STIP Financial Constraint

FHWA and FTA recognize and appreciate that NHDOT continues to improve documentation that supports the demonstration of STIP financial constraint in response to related federal findings and recommendations. The 2023-2026 STIP's Financial Plan section provides informative supporting documentation although the Financial Plan and Federal Resources section does not account for FTA funding that is programmed in the document. We note that the Department has highlighted that the 2023-2026 STIP demonstrates annual constraint by funding category in 2023, and on a bottom-line basis for the 2024-2026 STIP years. The federal agencies also acknowledge NHDOT's General Notes of explanation for the apparent overprogramming of National Highway Freight (2026 funding includes 2025 carryover) and STBG-State Flexible funding (to be addressed by de-obligations, year-end re-distributions and year-end transfers).

Recommendations:

The federal agencies continue to request that the Department and MPO planning partners demonstrate yearly fiscal constraint in their financial plan documentation by all specific funding categories throughout the STIP and TIP four-year timeframe. We appreciate the Department's commitment to further improve NHDOT's approach in this regard to the latter years of the STIP, and we look forward to further progress. Such improvements could help

the Department achieve higher percentages for the STIP Performance Measure discussed below.

Additionally, NHDOT should provide equivalent information for all sources of funding that are included in the STIP, including funds originating with FTA as well as FHWA.

STIP Performance Measure for FY 2022:

The current (May 15, 2015) Stewardship and Oversight Agreement (SOA) between the Department and FHWA includes various performance indicators with reporting frequencies and targets. One of the performance indicators is STIP Performance, documented as the percent of construction projects listed in the baseline STIP that advanced in the expected federal fiscal year. The STIP Performance Measure baseline includes projects that have first year of construction scheduled in the first approved STIP of the performance years. Projects in the approved STIP Amendment that advertised or moved forward with construction are considered advanced. The SOA set a target for the New Hampshire Department of Transportation (NHDOT) STIP Performance Measure at 80%.

NHDOT has reported that the overall percentage of all projects advanced for FY 2022 was 68% - a significant lowering from the 83% FY 2021 result. FY 2022 results calculated for NHDOT-managed projects were 75%, however the Local Public Agency (LPA)-managed percentage was only 38%. The Department reports that pandemic-related economic impacts including inflation. as well as workforce availability issues affected both NHDOT and LPA project delivery efforts in FY 2022, which in turn has impacted FY 2022 STIP Performance Measure outcomes.

STIP Project Listings

Per the requirements of 23 CFR 450.218 (i)(1) for the STIP, and 450.326 (g)(1) for the TIP, projects must document sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase. Such documentation provides robust transparency and can also be helpful to identify non-exempt/exempt project status for Clean Air Act (CAA) conformity requirements. FHWA provided a list of highway project scope documentation in the draft 2023-2026 STIP that could have provided more detail to demonstrate compliance with these requirements. For the final 2023-2026 STIP that was submitted for federal agency approval, NHDOT reviewed this list and revised project scope information to respond to FHWA concerns, also noting that the Department will continue efforts to improve the approach to developing scopes for new projects that are added to the STIP.

Recommendations:

NHDOT should ensure that project descriptions in the STIP consistently provide enough information for users to understand the type and extent of work for each project programmed. The Federal agencies remind NHDOT and its planning partners that 23 CFR Appendix A to Part 450-Linking Transportation Planning and NEPA Processes provides information and

guidance on developing project purpose and need and eliminating alternatives in the transportation planning process. This could be helpful in providing more detailed project scopes and descriptions in the TIP and STIP for projects that have not yet completed Preliminary Engineering phase activities. Additionally, NHDOT and the MPOs should ensure they are providing child project details for the transit programmatic projects in the STIP as outlined in the NH STIP Revision Procedures.

Other:

Finally, the federal agencies again remind NHDOT and New Hampshire's MPOs that consistent with 23 CFR 450.210 and 23 CFR 450.316, they must demonstrate explicit consideration and response to public input during the development of their various statewide and metropolitan planning products and seek out and consider the needs of the traditionally underserved, such as low-income and minority households.

FHWA and FTA continue to request that all New Hampshire's MPOs post their updated TIPs, MTPs and Public Participation Plans on their websites, and likewise request that the State of New Hampshire post the approved STIP, statewide long-range transportation plan, and their updated Public Involvement Procedures and documentation of their Non-Metropolitan Local Officials Consultation Procedures on the NHDOT website.

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commission,

Please plan for electric vehicles in the state's infrastructure in the coming decade.

Nicholas Gagnon
Union, NH

RECEIVED
DEPARTMENT OF
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OCT 30 2023
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Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for NH transportation improvements is a good start.

Where are the bicycle paths that provide safety for people avoiding gasoline cars, trucks and motorcycles? The old Rollinsford Road that used to run beside Wentworth-Douglass Hospital and Rollinsford and now runs through a cornfield that could be a safe pedestrian/bicycle path rather than the narrow Oak Street and rail bridge. The ROW must still exist, but ends at the base of the sledding hill. Making safer pathways would encourage more to use them.

Douglas Knight
Dover, NH

RECEIVED
DEPARTMENT OF
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OCT 25 2023
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Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To GACIT,

As the climate crisis worsens, carbon emissions continue to make the crisis worse. NHDOT must include affordable public transportation in its 10-year plan. I live in Durham and make use of the wonderful Amtrak line from Durham to Boston. It is absurd that we do not have a commuter line from Manchester to Boston.

In addition, the plan must also include electric vehicle infrastructure.
The plan as it stands is well suited for 1980, but certainly not 2023 and beyond.
NHDOT can make a difference as we enter the years of climate crisis.

Eve Kornhauser
Durham, NH

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OCT 30 2023
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WatsonJr, Bill

From: Karl Leinsing <kleinsing@comcast.net>
Sent: Wednesday, October 04, 2023 9:39 PM
To: WatsonJr, Bill
Subject: 10-Year Plan - Ivy on Sound Walls Please

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Hi William,

Hope all is well and thanks for reading this quick email.

Please make sure and add ivy planting to existing and new sounds walls. They deaden sound, look better, and prevent graffiti. Make NH look green and less industrial!

Spur Rd. here on Dover Point received some new sound walls and we are trying to get ivy to grow on them. We need your help!

Thanks,
Karl

Karl Leinsing
77 Spur Rd.
Dover, NH 03820
kleinsing@comcast.net
Mobile: (603) 203-0365

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commission,

You would be very remiss in not considering the Climate factor in all your decisions. Please put your priorities into Renewable Energy Transport along with roads and bridges. There is no time to waste because it will be a lot more expensive to not plan for Climate Changes than to use the money with wise planning.

We just need to look around at what other states are prioritizing.

Thanks so much.

Margaret Longley
Center Sandwich, NH

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Alicia Manion
Somersworth, NH

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OCT 30 2023
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Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Melissa Marry
Dover, NH

RECEIVED
DEPARTMENT OF
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NOV 3 - 2023
BUREAU OF
Planning and Community Assistance

Kyle McAdam
44 Province Rd.
Gilmanton, NH, 03237
kjmcadam1@gmail.com

26 September 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483
William.E.Watsonjr@dot.nh.gov

To the Commissioner of NH DOT and the Executive Councilors,

My name is Kyle McAdam and I am a resident of the town of Gilmanton, New Hampshire. I am writing to you today to voice my opinion on the State of New Hampshire's 10 year transportation plan.

What the State's 10 year transportation needs to do is place a higher priority on the availability and use of public transportation in all forms, buses, trains etc. Public transportation is an excellent way to lessen the amount of fuel that an individual uses. It also offers those individuals who are not able to afford a car a chance to move around a city or possibly across a small region.

Another thing about public transportation that can be included in the state of New Hampshire's 10 year transportation plan is helping the local municipalities and regional bus companies buy a use electric and other non carbon/ non polluting forms of buses.Alternate non polluting forms of transportation especially electric is the way to travel in the future, but that future is not to far off and holding off could not only harms the atmosphere because of climate change but also the health of everyone in New hampshire because we would still be using more gasoline and diesel fuels. Both gasoline and especially diesel are dirty fossil fuels and we definitely want to move away from these to cleaner fuels as soon as possible..

I also think that the state of New hampshire should help the gas /fueling/charging stations to start offering electric charging stations. As i have mentioned already, alternative non carbon (fossil fuels, and non polluting forms of fuels are the way of the future. It is the way we will travel and will

continue to grow and become a larger portion of our economy.. I think that the station owners can do this on their own, but with the state of New Hampshire's help, with possibly some money from the federal IRA (Inflation Reduction Act) we could speed it up a little.

Lastly, I want to say that I do think that widening and expanding highways and roads is moderately important but is it being done out of convenience or necessity? Expanding and improving public transportation, be it local buses or clean trains that run from Boston to and throughout the state of New Hampshire is vital and much more important.If we can establish a system of clean fast train around the state, we will not need to expand the highway system because we will not have as many truck taking up space on the roads because we can use the train to move product as well as people freezing up the space on the roads somewhat. I also think that slowing down and stopping our use of fossil fuels and changing to electric and other non polluting alternative fuels is also more important and we need to establish the infrastructure for this to happen. I think that repairing and building new bridges is vital because it is a safety and not a convenience issue.

Thank you for considering my opinion.

Sincerely,

Kyle McAdam

WatsonJr, Bill

From: Sabrena McPhail <mcphailsabrena@gmail.com>
Sent: Friday, September 22, 2023 9:06 AM
To: WatsonJr, Bill
Subject: Tilton proposal

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Good morning, I was unable to go to the meeting last night due to work. I use school St everyday, but I don't believe a round about is the answer. The reasons I believe this are:
1. Currently people don't even stop to let you out now when traffic is stopped, they just block the intersection.
2. The removal of the statue (not sure if this was adressed)
3. The ability to come off and enter school street with a truck and trailer. Currently you have to be on the wrong dude of the rd to swing right off rt 3 because someone thought it was a good idea to put parking spots on the corner.

The think that I think would help would be make a straight and turn lane at the lights of Park St (132) and make the light to be a solid green left turn, right turn from all directions.
Sabrena McPhail
Tilton resident

WatsonJr, Bill

From: Kathi Mitchell <kathim@metrocast.net>
Sent: Thursday, November 02, 2023 9:04 AM
To: WatsonJr, Bill
Subject: Public Comment for Tilton #42600 Safety Improvements in NH DOT Ten-Year Plan 2023-2032

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

To: William E. Watson, P.E. Administrator
Bureau of Planning and Community Assistance
NH Department of Transportation
From: Charles and Kathleen Mitchell - 416 Calef Hill Road Tilton, NH 03276
Re: Tilton (42600) Safety Improvements in NH DOT Ten Year Plan 2023-2032

Date: November 2, 2023

Thank you to the NH Department of Transportation for providing open communication at the September 21 GACIT meeting in Tilton regarding two potential projects, which are apparently included in the Ten-Year Plan 2023-2032. You are to be commended for your patience and willingness to listen and answer questions.

Our main concern (and fear) remains with the crumbling embankment and deteriorating guard rails between the Tilton Island and the Salmon Run Conservation Area along Route 3. Should there be a catastrophic failure, the impact on the town, on state resources, and on the tens of thousands of vehicles that travel the route daily would be immense. Many community members have expressed a desire for any repairs to be done in such a way as to protect the Island as well as to preserve the historic and aesthetic nature of the area impacted. Keeping an attractive view of the river while providing a safe passage for vehicles is a daunting and expensive prospect. This is more important than having a roundabout and vegetated medians next to abutting sidewalks. The town can explore how to upgrade its sidewalks using already-budgeted local funds. All parties need to be sure that the main road between Franklin and Exit 20/Laconia is safe and functioning. We would respectfully suggest that NH DOT focus its efforts on making sure that the roadside embankment and the surrounding environment be protected and preserved. If the money intended for #42600 could be used to make the extensive embankment repairs and make sure that the Island is properly protected from any change(s) in the flow of the river either during or after the repairs are made, it could be a benefit for all involved.

Finally, it seems that there should have been more public input prior to any project being accepted into the Ten Year Plan. I hope that the town could detail what they believe are the

problems to be addressed and then ask NH DOT for informed advice for dealing with those issues. We still do not know if there is even room for a roundabout or for vegetated medians. Also, the Lakes Region Planning Commission could/should be expected to hold meetings in each community to gather input from residents and to use their regional expertise to determine if a project is feasible or even needed.

Thank you for your consideration.

Sincerely,
Chuck and Kathi Mitchell

Chuck and Kathi Mitchell
416 Calef Hill Road
Tilton, NH 03276
603.286.4268

cmitchell@metrocast.net
kathim@metrocast.net

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commission,

Infrastructure investment has been delayed shamefully -- to the point of failure for numerous bridges and the congestion of our roadways. With the acceleration of climate change, it is time for NH to get going so that our residents and employees and employers can rely on this key element of our personal and professional lives.

Robin Mower
Durham, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 3 - 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. I live in Waterville Valley and the traffic is insane on Fridays with folks flocking to the White Mountains and then again on Sundays headed south so train not only for commuting but also recreating would be amazing.

Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use. I am a huge supporter of more e-charging stations as I personally would like to transition to electric but have not due to the difficulty in finding places to charge.

Thank you for your consideration.
Leigh Reynolds
Waterville Valley, NH

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Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Michael Shun
Dover, NH

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NOV 3 - 2023
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WatsonJr, Bill

From: Wharton Sinkler <wsinkler@gmail.com>
Sent: Monday, October 30, 2023 12:15 PM
To: WatsonJr, Bill
Subject: Comment on Draft 2025 - 2034 Ten Year Plan

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.
_____

Dear Administrator Watson,

Thank you for your service to New Hampshire and for drafting a Ten Year Plan for investments in transportation infrastructure.

As a general comment, I would appreciate a greater emphasis in our public investments into infrastructure, towards addressing the challenges of climate change. Those challenges will require greater transportation efficiency, as well as a large scale shift away from high-emission petroleum fuels for transit.

On the efficiency end, DOT can help by supporting public transit and encouraging public adoption of public transit. In addition to this I encourage you to consider long term planning for building transit rail infrastructure, in areas of the state where it is justified.

On the shift toward non-emitting vehicles, please work to increase the resources devoted to supporting vehicle electrification, such as installing electric vehicle chargers, as well as devoting more procurement dollars for converting state-owned vehicles to EVs.

A greater emphasis on these priorities will serve New Hampshire well, as we move with greater urgency toward lowering our carbon emissions.

Thanks and Regards,

Wharton Sinkler, Ph.D.
14 Bickford Crossing Rd.
Sandwich, NH 03227
847-902-3869

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commission,

We need public transportation via train, bus to be included in your plan. People can not afford cars and the Earth can't either.

Helen Steele
Wonalancet, NH

RECEIVED
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TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

I would like to strongly encourage you to include the following in your 10 year transportation plan:

- Increasing renewable energy infrastructure
- Supporting EV use and its infrastructure
- Increased public transportation

Sincerely,
Katherine Thorndike
North Sandwich, NH

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OCT 30 2023
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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH lacks the imagination and forward look that is required to address the challenges of efficiently moving people and goods in New Hampshire in the coming decade. While it focuses on improving our roads and bridges, the plan lacks investments in electric vehicle charging infrastructure and public transportation. We need our transportation plan to carry New Hampshire into a future where vehicles will be electrified and fast trains will carry people and goods around the state and connect with economic centers, especially to the south of us. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Now is the time to make it happen.

Every car manufacturer has recognized that electric transportation will replace gasoline vehicles over the next twenty years with benefits in lower emissions and reduced operating costs for state residents. In order to make that happen, it is the responsibility of public officials to establish policy and economic support to make more fast chargers available in the state through a public-private partnership with the electric industry. The State can lead the way by transitioning governmental vehicle fleets to significantly increase electric vehicle use.

Our transportation system is at a crossroads. I encourage you to look forward, not backwards and provide funding for public transportation and electrification infrastructure so that New Hampshire can continue to be the great place we all love even as the world spins unpredictably around us.

Thank you for your consideration.
James Torpey, New Hampshire resident

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DEPARTMENT OF
TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

WatsonJr, Bill

From: Tara Tracy <tetracy@me.com>
Sent: Friday, November 03, 2023 3:57 PM
To: WatsonJr, Bill
Cc: d.benton@dover.nh.gov; clentz@strafford.org; lizbellamy159@gmail.com; Bedard, Gerard
Subject: DRAFT TEN YEAR TRANSPORTATION IMPROVEMENT PLAN 2025 – 2034/Route 4 Roundabout, Dover

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Hello,

Please accept these comments on the 9/5/23 Draft 10 Year Transportation Improvement Plan (TIP).

Overall, it is strongly urged to prioritize funding under the following programs, all of which are listed under Program BET-MAR-HQ (Statewide Programmatic), to improve motorist, pedestrian, and bicyclist safety at the Route 4/Spur Rd/Boston Harbor Rd roundabout in Dover.
-Corridor Studies (p.230)
-Highway Safety Improvement Program (p. 238)
-Transportation Alternatives Program (p.258)
-Project to Update Signing on State System (p.263)
-Statewide Pavement Markings (p. 264)

As detailed in the email forwarded below, the roundabout needs DOT's attention, at least partially through the TIP process, to improve it. The email below also generated an initial response from DOT's Bureau of Highway Design. Thank you for your consideration.

Tara Tracy
Dover, NH

Begin forwarded message:

From: Tara Tracy <tetracy@me.com>
Subject: Safety concerns: Route 4/Spur Rd/Boston Harbor Rd. roundabout, Dover
Date: September 26, 2023 at 8:59:54 PM EDT
To: matthew.d.lampron@dot.nh.gov, michael.t.odonnell@dot.nh.gov, Julie.L.Mathews@dot.nh.gov, desiree.d.carron@dot.nh.gov, rianna.m.yuen@dot.nh.gov
Cc: d.benton@dover.nh.gov, info@seacoastbikes.org, sheridesseacoast@gmail.com, office@gswheelers.org, info@bwanh.org

Hello,

I'm sending this correspondence as a concerned NH resident who's also a local motorist, pedestrian, and bicyclist; I'm also a land use planner (retired). I live in the Cricklewood development off Spur Road.

In short, the Route 4/Spur Road/Boston Harbor Road roundabout poses significant safety concerns for all these categories of users. As such, this correspondence documents my experiences, and that of my family and neighbors, as local and regular users of the roundabout; also provided are suggestions for improvements.

1. **The roundabout's design preference for Route 4 traffic makes it grossly unsafe for local motorists**.
-Route 4 motorists (both directions) routinely 'run' the roundabout from both lanes and at noticeably high speeds, as they might run an orange or red traffic light—resulting in through-motorists, pedestrians, and bicyclists being ignored and missed.
-The roundabout's single-double lane design, plus overhead signage, seem to encourage Route 4 motorists to drive through the roundabout without yielding to drivers who are already inside the roundabout and who have the right-of-way. Myself, and other family members, have experienced this countless times.
-On Thursday, September 21st, several other motorists, myself included, were narrowly missed by a driver who drove through the roundabout going in the wrong direction, from Boston Harbor Road to Route 4 West.
Solutions to Improve Safety for All?
-Larger, more prominent, clear yield signs for the Route 4 motorists. These would have flashing lights surrounding the sign and would also say "Yield to all Traffic in Roundabout" (similar to the attached photo taken at the Portsmouth rotary).
-Change the overhead signs on Route 4 to clearly show the single-double lane travel options, including the requirement to yield to traffic in the roundabout.
-Rumble strips leading to the roundabout's entrance from both directions on Route 4.
-More clear directional signs are also needed at the roundabout's entry points.

2. **Pedestrians and bicyclists are extremely vulnerable at the roundabout's southwest section, where the sidewalk curves to parallel Spur Road**,
-At the southwestern curve of the roundabout, speeding motorists pass within 5-10 feet of pedestrians or bicyclists on the sidewalk. (See attached photo taken from my perspective as a pedestrian in that location.) Of note is that the first section of the fence on the bank of the Bellamy River, next to the sidewalk, was destroyed in one of the many accidents, or the aftermath thereof, that are routinely observed. Pedestrians or bicyclists would have been severely injured, if not killed, if they had been on the sidewalk when that accident occurred.
Solutions to Improve Safety for All?
-Large and highly visible bollards between traffic and the sidewalk.
-Slowing traffic as noted above.

3. **Crossing the roundabout as a pedestrian or bicyclist is nearly impossible and incredibly dangerous**.
-The overhead flashing lights (both directions) are routinely ignored or missed by Route 4 traffic, as I and others have experienced.
-Crossing the Route 4 westbound lanes is particularly unsafe as drivers can barely see the overhead, and offset, pedestrian crossing light given their typical high speeds through the roundabout.
-Crossing the Route 4 eastbound lanes should theoretically be safer, as the overhead lights are in a direct line of sight. However, family members and I have both directly experienced and observed these drivers having to come to a sudden/screeching stop even when the lights are on, barely missing a bicyclist or pedestrian.
-In both directions, the height of the overhead pedestrian lights makes them nearly impossible to see at certain times of the year and day when the sun is low.
Solutions to Improve Safety for All?
-Additional signs that more clearly indicate the potential for pedestrian/bicyclist crossing.
-Additional and separate lights, that are closer to eye level for motorists - see attached photo from Saco, ME where the Eastern Trail crosses I-195 access ramps.
-Slowing traffic as noted above.

In closing, the forthcoming project to replace the General Sullivan bridge with the new walking/biking path will be an incredible local, regional, and state resource - it's very exciting. Yet due to the inherent safety problems with the roundabout, we currently put our bikes in the car and drive to Hilton Park to access the current walkway/bikeway. Who knows how many others users are completely deterred from crossing the roundabout and therefore not taking advantage of the current or new resource?

The final closing thought is that the center of the roundabout is currently planted with arborvitae trees that will further decrease the roundabout's visibility and therefore safety as they grow taller. The 2024 growing season would be the time to replace them with smaller shrubs and/or herbaceous perennials..

On behalf of my family, neighbors, and stakeholders copied on this message, I appreciate your consideration of these points and suggestions.

Sincerely,

Tara Tracy

Portsmouth Rotary:

Perspective of pedestrian and bicyclist at roundabout's southwestern section:

Pedestrian/bicyclist warning lights where Eastern Trail crosses I-195 access ramp in Saco, ME:

STOP

WatsonJr, Bill

From: Jake Twarog <jake.p.twarog.24@dartmouth.edu>
Sent: Thursday, September 28, 2023 9:27 PM
To: WatsonJr, Bill
Subject: New Hampshire Transportation Investment

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear William Watson Jr.,

Hope you are doing well! My name is Jake Twarog, and I am emailing about the NHDOT Ten Year Plan and the proposed share of total program dollars by program. Currently, I believe that the funding allocations are completely misaligned with the forward-thinking priorities New Hampshire should be adopting over the next ten years to improve safety, walkability, and enhance mobility all throughout the state.

Allocating 57% of the entire budget toward FHWA, with an additional 18% toward I-93 debt/turnpike-related projects, is an incredibly shortsighted move that completely misses the mark on modal shift and safety. Spending three-quarters of the budget on car infrastructure when the state already contains so many overbuilt and dangerous roads will do nothing to address the dozens and dozens of people who are killed on New Hampshire roads every year. It will be ineffective against drunk driving, unhelpful at reducing runoff and other environmental externalities, and New Hampshire citizens will continue to have to spend large amounts of their income on car ownership and maintenance, as this sends the signal that cars are the primary way to move around the state.

In addition to this, although an 8% transit share is an improvement over historical levels, public transit seems as though it will continue to be neglected in New Hampshire. Furthermore, the most glaring issue is the lack of rail funding. Allocating less than 1% of all funds toward rail-based transportation will mean New Hampshire will keep falling further behind its New England peers in terms of rail connectivity. Concord and Manchester should have gotten commuter rail or Amtrak stations long ago, and it seems doubtful that with this plan that will happen anytime soon either.

As evidenced by the higher housing prices that walkable communities command, people increasingly want to live in these areas. New Hampshire should not lose out on the opportunity to improve its towns and cities and make the state a better place to live, work, and play safely. I urge you to consider the state's most vulnerable citizens and consider what a future where the state is less dependent on cars might look like.

Best,
Jake Twarog

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

Electric vehicle infrastructure is needed to support changing energy and transportation needs. Many manufacturers are planning to phase out fossil fuel powered vehicles, so even if you ignore the MAJOR issue of the climate crisis it makes simple sense to invest in infrastructure that will make our state more accessible and help save the natural beauty that makes it such a great state.

Public transportation should be a priority as well, particularly a commuter rail service from Manchester to Boston. Not only will that help NH residents access jobs in Boston, but will provide a way for MA residents to have easy access to jobs and economic opportunities of NH, growing our economy.

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Althea Velonis, Dover, NH

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NOV 3 -- 2023
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Planning and Community Assistance

Executive Council District 2
Public Hearings

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Tuesday, September 12, 2023

Lebanon City Councilor Chambers
51 Park Street
6:30 PM

Meeting Notes

In attendance:

Executive Councilor- Cinde Warmington, District 2

NHDOT Staff Attendees:

- Bill Cass
- Bill Oldenburg
- Glenn Davison
- Lucy St. John
- Jodi Sottilaro
- Julie Avenant

Other Attendees:

- Shaun Mulholland, Lebanon City Manager
- Tim McNamara, Mayor City of Lebanon
- George Syles, Lebanon City Council & NH State Rep.
- Thomas Cormen, NH State Rep.
- Karen Liot Hill, Lebanon City Council
- Georgia Tuttle, former Mayor City of Lebanon
- Chris Turgeon, NHDOT
- Meghan Butts, UVLSRPC Executive Director
- Majestic Terhune, UVLSRPC
- Jennie Chamberlain, Hanover Board of Selectmen and Hanover Rep. UVLSRPC
- Adam Carroll, Advance Transit
- Allan Reetz, Hanover Co-Op Food Stores
- Matthew Thorne, The Nature Conservancy
- Liz Ryan Cole, Loch Lyme Lodge
- Bruce Garland
- Hayden Smith
- Pat McGovern
- Richard Ford Burley
- Diane Mulholland, Claremont
- Bethany Yull
- Tom Scanlon
- Chris Haidari
- Joanne Oscada
- Larry Major
- Haynes Bunn

Introductions- Councilor Warmington welcomes everyone to the meeting and gave some opening remarks. Brief introductions were made.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development.

Upper Valley Lake Sunapee Regional Planning Commission (UVLS(RPC)- Presentation by Meghan Butts, Executive Director.

Councilor Warmington opened the public hearing at approximately 7:00 pm. She noted those wanting to speak need to complete the blue card.

Shaun Mulholland: Introduced himself as the Lebanon City Manager. He thanked Executive Councilor Warmington and Commissioner Cass for this opportunity and for the approximately $90 million dollars of transportation investments in the region. He commented about the interrelationship and importance of the assets: airport, roads, sidewalks, bridges, and the Mascoma River Greenway. He stressed how important the greenway is to the community and region. He noted that it is important for transportation and for recreation as it provides an alternative means of travel for many and reduces our carbon footprint. He hopes that adequate funding can be found to fund the greenway and other projects. He noted that the Lebanon-Hanover area is a thriving area of the state and region with many bio and tech opportunities and identified Dartmouth Health as the largest employer in the state and the population of the city and region is a result of these opportunities.

Rep. George Syles: Introduced himself as a Lebanon City Councilor and State Rep. He asked that consideration be given to the overall transportation system and how we look at transportation issues. He is advocating for public transit. He noted how important transit is to the community and rural areas of the state. He stressed the link between transportation planning efforts to housing, the environment and employment. He stressed a need to fund transit to connect communities.

Allen Reetz: Introduced himself as the Director of Public & Government affairs for the Hanover Co-Op. He noted he is a driver, a walker, a bicyclist, a member of the TMA and business community. He explained that he is here tonight not to speak to his needs or how he uses the transportation system, but rather to for all of us to think about those who need transportation, can't afford a vehicle, or have issues accessing the transportation system. He noted that he recently sent a letter to U.S. Senator Jeanne Shaheen regarding the equitable aspects of food security and transportation needs to access food. He explained that we need to think about the needs of the unheard Granite Staters. **Councilor Warmington**, commented on how these issues are interrelated and thanked him for his comments.

Hayden Smith: Introduced himself as a resident of Hanover. He noted he doesn't own a car and explained that there are people who either can't afford a car or have unreliable vehicles. He shared that transit is important to him and many others in the region and state. He reflected on his own experience and the lack of transit connections to other regions of the State such as Concord. He noted that housing supply and costs in this region there are people in the region who commute from other places which are

more affordable. He shared that transit is important to meet the needs of employers and perspective employees. He noted he supports commuter rail in southern NH as it will reduce the wear and tear on the highway network. He thanked NHDOT and Councilor for the opportunity to be heard this evening.

Bruce Garland: He noted he echoed the comments of the City Manager. He discussed the dry bridge and noted that funding could be better spent on other projects.

Jennie Chamberlain: Introduced herself as a member of the Hanover Selectboard and Hanover Representative to UVLSRPC. She thanked Meghan Butts for the work of the RPC. She echoed previous comments offered about the need to shift from an auto dominant transportation infrastructure system citing several reasons including costs and safety. She noted that many people don't own, have the ability, or want to own a vehicle. She opined that NH needs more public transit and connections to other communities. She highlighted the relationship between housing, employment, and transportation. She suggested that more low-hanging fruit be pursued and funded such a bicycle and pedestrian facilities. She commented that people are afraid to bike and walk and don't feel safe on many roads. She noted a need to link the Mascoma Greenway. She explained that NH should flex roadway and bridge space to accommodate biking/walking and facilitate connections to off-road paths. She explained that just concentrating on roadway infrastructure is expensive to the public and municipalities. She added that transportation is a big contributor to greenhouse gases in NH. She noted that we shouldn't have to drive this much. She expressed a need to be thinking about sustainability and how these initiatives will enhance economic development.

Georgia Tuttle: Introduced herself as a resident of West Lebanon, former City Council member and former Mayor of Lebanon for 8 years. She thanked NHDOT and others for all their help on the Mascoma Greenway and how this is such an asset. She noted there are just three roads in the area – NH 12A, US 4 and NH 120 and if something goes wrong with any one of them it affects movement in the region. She noted that all the projects are interconnected. She explained that over many years the City of Lebanon has been a great partner with the State. She reflected on the previous and on-going efforts for Mechanic Street- how funding has disappeared, how the Plan have fallen apart, and how it is disheartening to see the piecemeal approach. The City of Lebanon never intended the for the Mechanic Street efforts to take so long. We need to finish Mechanic Street; it is critical to the region. She noted that traffic is non-stop, and one can see miles and miles of headlight from Lebanon- Hanover.

Adam Carroll: Introduced himself as the Executive Director of Advance Transit. He expressed appreciation and gratitude for the additional funding and investment in transit over the last couple of years. He stated that they are seeing the positive impact from this investment in transit. He noted AT has expanded service hours to 2 additional evening hours and increased frequency of service to West Lebanon, Hanover and added Saturday service. He noted how these efforts are the result of a team approach involving many federal, state, local and private partners. The services will provide access to stores, better health outcomes, and quality of life issues. He noted that he recently spoke with someone at Dartmouth Health, and how important transit is to getting people to employment

opportunities. He noted they recently completed a survey of transit riders and 2 out 3 don't have access to a vehicle, have a disability, can't afford a car, and many are seniors and students. He shared that all people need to be able to participate in society and transit is vital to providing these opportunities. He noted he is grateful for the funding and partnership, but there are still many local challenges. He shared that transportation can be a barrier to getting employees. He noted that many rural communities struggle to raise any match amount and asked that turnpike toll credits for transit projects be considered. He advocated for the Mascoma Greenway and CMAQ projects and how they address many safety issues. He noted that these types of improvements are economic development opportunities- for lodging, tourism, and business development. He is also advocating for the improvement to the West Lebanon railyard and rail transit into Vermont. He added that sidewalks are needed as connectivity is important especially for those who want to use public transit. He highlighted that there are many roadways without sidewalks, and there are gaps in the sidewalk network. He observed that many people depend on the sidewalk, as they must walk. He has seen many people walking along roadways at night because of the lack of sidewalks and expressed that this is a real safety issue at needs to be addressed. **Councilor Warmington** Congratulated him on the expansion of the transit service. A brief discussion about how transit agencies, school districts and local/state agencies are having trouble getting bus drivers, plow drivers and others that need a commercial driver's license (CDL). Adam Carroll comments that this was a topic at a recent conference. He discussed that the time requirements to get a CDL and how someone basically needs to quit their job to attend.

Liz Ryan Cole: Noted she is a business owner in Lyme. She noted that she would like to learn more about the process to solicit public input regarding the Thetford-Lyme bridge and what is NHDOT's plan to get more input, as the public hearing was back in 2015. She asked how NHDOT reaches out to help inform the process and what can be done to make the process more transparent to the public. The bridge is going to be closed for 18-months, which will be a big loss to local businesses as the detour is long. **Commissioner Cass** noted the contract was awarded. He suggested to start locally and reach out to the RPC. He noted that NHDOT received a board range of input, and her comments are not taken lightly.

Karen Liot Hill: Introduced herself as a Lebanon City Councilor for 20 years. She noted that the day-time population of the city/region to be 100,000-120,000 people and that has impacts on the transportation network. She noted that the transportation system is about local, regional, and interstate commerce. She expressed that the Exit 18 project is really a state project. Noted that Dartmouth Health is the largest employer in the State. She commented about a traffic and safety issue with the proximity of the high school. She noted that the dry bridge is visibly unsafe with pieces of the bridge missing and it is in dire need of attention. She supported accommodating bike and pedestrian travel into the overall network. She expressed support for the Mascoma Greenway trail. She also expressed support for the projects in the TYP in the surrounding communities of Claremont, Enfield etc., as they are all important to addressing housing, employment, and other societal needs. She also added her support for electric vehicles, transit, and culvert replacement/improvements. She noted that severe weather events are

more commonplace and impacting communities in many ways such as the recent events in Plainfield, Cornish and the flooding in Montpelier, Vermont. She observed much of the stormwater-culvert infrastructure is outdated and can't withstand the current rain and other storm events.

Matthew Thorne: Introduced himself as a resident of Newbury who works for The Nature Conservancy in Concord. He expressed support for the RPC process and the $69 million allocated to regional projects. He understands that NHDOT has a lot of responsibility and does a lot with limited funding. He expressed that resiliency needs to be considered, as flooding and other weather events have and will continue to impact the transportation system. He noted that in addition to 100-year flood data NHDOT needs to consider precipitation data and other resources. He shared his appreciation for the openness of working with NHDES, NH Fish & Game and non-profit organizations in addressing resiliency and other environmental issues.

Councilor Warmington: Thanked everyone for coming and for their input, noting all comments are taken under advisement and will be shared with others throughout the process. She reminded attendees that written comments can be submitted by November 4, 2023, referring to information included on the agenda.

Meeting Adjourned: Approximately 7:49 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Lebanon City Council Chambers
51 North Park Street
Tuesday, September 12, 2023
6:30 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington ✓	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT ✓	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrique, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT ✓	Lucy.St.John@dot.nh.gov	271-8732

Lebanon GACIT 9/12/23

	Name/Organization	Email (optional)	Phone Number (optional)
	Jodi Sottilaro	jodi.sottilaro@dot.nh.gov	271-2108
	Julie Avenant	julie.avenant@dot.nh.gov	603.271.3344
1	Diane Mulholland	dmulholland@claremontnh.com	603-542-7000
2	SHAUN MULHOLLAND	SHAUN.MULHOLLAND@LEBANONNH.GOV	603-448-4226
3	Pat McGovern	—	603-212-6759
4	Chris Turgeon	Christopher.Turgeon@dd.nh.gov	448-2654
5	Majestic Terhune	mterhune@uvlsrpc.org	515-422-3007
6	Meghan Butts	mbutts@uvlsrpc.org	603-448-1680
7	George Sykes	George.Sykes@leg.state.nh.us	603-667-1834
8	Richard Ford Burley	richardfordburley@gmail.com	603-667-0194
9	Thomas Cormen	Thomas.Cormen@leg.state.nh.us	603-707-6994
10	Allan Reetz	areetz@coopfoodstore.com	
11	Hayden Smith	hasmith152@gmail.com	603-359-4708
12	Bethany Yuel	bethany_yuel@house.state.gov	
13	TOM SCANLON	SCANLONT@MISSOURI.EDU	
14	Bruce GARLAND	brucesgarland@gmail.com	917 716 2317
15	Tim McNamara	tmcnamara@lebanonnh.gov	603-667-1005
16	Karen Liot Hill	karenliothill@gmail.com	603-252-2542
17	ADAMS CARROLL	ACARROLL@ADVANCETRANSIT.COM	410 593 7198
18	Georgia Tuttle	councilortuttleward1@myfairpoint.net	603-448-1071
19	Chris Haidari	allkerygma@comcast.net	603 448 5065
20	Jeanne Oscadal	jeanne.oscadal@gmail.com	603-448-2424
21	Jennie Chamberlain	jennie.chamberlain@hanovernh.org	310 770 6051
22	LIZ RYAN COLE	lizryancole@me.com.	802 274 1511

- 25 attendees

Lebanon GACIT 9-12-23

Lebanon GACIT 9/12/23

Name/Organization	Email (optional)	Phone Number (optional)
23. Matt Thorne ~~TNC~~		
(The Nature Conservancy)		
24. Larry Major	lmajor@pikeindustries.com	603 312 6799
25. Haynes Bunn	haynesbunn@gmail.com	919-673-0183

Lebanon GACIT 9-12-23

Lebanon GACIT 9/12/23

I WISH TO SPEAK AT THIS HEARING:

Name: SHAUN MULHOLLAND

Organization: CITY OF LEBANON

Address: 51 N. PARK ST. LEBANON NH 03766

Phone: 603-448-4220

E-Mail: SHAUN.MULHOLLAND@LEBANONNH.GOV

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

I WISH TO SPEAK AT THIS HEARING:

Name: Karen Liot Hill

Organization: Lebanon City Councilor

Address: 24 Messenger St
Lebanon NH

Phone: 603-252-2542

E-Mail: karenliothill@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Lebanon GACIT 9/12/23

I WISH TO SPEAK AT THIS HEARING:

Name: Georgia Tuttle

Organization: self

Address: 129 Mechanic St, Lebanon, NH 03766

Phone: 603-448-1071

E-Mail: councilortuttleward1@myfairpoint.net

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

I WISH TO SPEAK AT THIS HEARING:

Name: George Sykes

Organization: City of Lebanon + General Court

Address: 3 Auum Ave, Lebanon, NH

Phone: 603-6671834

E-Mail: George.Sykes@leg.state.nh.us

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Lebanon GACIT 9/12/23

I WISH TO SPEAK AT THIS HEARING:

Name: ADAMS CARROLL

Organization: ADVANCE TRANSIT

Address: 6 SOUTH ST, LEBANON, NH 03766

Phone: 413 593 7198

E-Mail: ACARROLL@ADVANCETRANSIT.COM

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

I WISH TO SPEAK AT THIS HEARING:

Name: Allan Reetz

Organization: Hanover Co-op Food Stores

Address: Lebanon/Hanover

Phone: 603-643-2667

E-Mail: areetz@coopfoodstore.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Lebanon GACIT 9/12/23

I WISH TO SPEAK AT THIS HEARING:

Name: Jennie Chamberlain

Organization: UVLSRPC

Address: 40 School St. Hanover, NH 03755

Phone: ~~Jennie~~. 310 770-6051

E-Mail: jennie.chamberlain@hanovernh.org

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

I WISH TO SPEAK AT THIS HEARING:

Name: Matthew Thorne

Organization: The Nature Conservancy

Address: 22 Bridge St. Concord, NH

Phone:

E-Mail: matthew.thorne@tnc.org

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Lebanon GACIT 9/12/23

MAY

I WISH TO SPEAK AT THIS HEARING:

Name: Liz Ryan Cole

Organization: hoch hyme hodge

Address: 70 Orford Rd hyme

Phone: 802.274.1511

E-Mail: liz ryan cole @ me.com

I WISH TO SPEAK AT THIS HEARING:

Name: Hayden Smith

Organization:

Address: 4 Diana Court, Hanover, NH 03755

Phone: (603) 359-4708

E-Mail: hasmith1520@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Bruce Garland

Organization:

Address: 32 Dorset Lane

Phone: 917 716 0317

E-Mail: brucegarland@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Thursday, September 14, 2023

Bethlehem Town Office Meeting Room
2155 Main Street
Bethlehem, NH
6:30 PM

Meeting Notes

In attendance:

Executive Councilor- Cinde Warmington, District 2

NHDOT Staff Attendees:

- David Rodrigue
- Bill Oldenburg
- Glenn Davison
- Lucy St. John
- Jodi Sottilaro

Other Attendees:

- Mary Moritz, Town Administrator Bethlehem
- Jared Sullivan, NH State Rep Grafton 2
- Nancy Strand, Selectboard Bethlehem
- Bruce Caplain, Selectboard Bethlehem
- Stephanie Weiner, Rep. U.S House of Representative Ann McLane Kuster's office
- Ben Belang, U. S. Senator Maggie Hassan's office
- Chuck Henderson, U. S. Senator Jeanne Shaheen's office
- Michelle-Moren Grey, Executive Dir. NCC
- Jan Zicha, PE, Ray Rail, LLC
- Carl Mastland, NCC TAC
- Philip Beaulieu, NHDOT
- Betsy Phillips
- Jim Monaham
- Angel Larcom
- Sue Ford
- Richard Tetreault

Introductions- Brief introductions were made.

Councilor Warmington welcomed everyone and noted Bethlehem is new to her district due to the redistricting.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%), NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

North Country Council Regional Planning Commission (NCC))- Presentation by Michelle Moren-Grey.

Michelle provided a brief presentation, discussing the regional allocation, process, and priority projects for the NCC region. She emphasized the size and number of communities in the NCC, and the importance of participating on the Technical Advisory Committee (TAC).

Councilor Warmington opened the public hearing. She noted those wanting to speak need to complete the blue card.

Rep. Jared Sullivan: He noted he is a first term NH State representative, is here to learn, and it is an honor to serve. He inquired about the process, how to get projects in the plan and what is the best way to represent his constituents in this process. **Glenn Davison** noted it is a continuous process (every two-years), and to work with the North Country Council Regional Planning Commission.

Nancy Strand: Introduced herself as a member of Selectboard Bethlehem, welcomed everyone and expressed appreciation for the meeting in Bethlehem. She noted she too is new to the political arena as a new member of the Selectboard. She asked if the Town received anything to solicit their input on potential TYP projects. Bill Oldenburg explained that NCC Technical Advisory Committee (TAC) includes representatives from communities in the NCC, and he encouraged them to get involved in the TAC. She shared that her biggest concern is really about safety, noting the route from the elementary school to the municipal library, which is used by many children and others, there are no sidewalks. Bill Oldenburg briefly discussed the Transportation Alternative (TA) program and potential opportunities in future grant rounds. She noted there are three (3) projects in Bethlehem. She asked why $25 million is going to be spent on I-93, she doesn't see anything wrong with it. She mentioned the need for crosswalks. Dave Rodrigue said he would give her his business card and glad to have some future conversations.

Michelle-Moren Grey briefly mentioned that it is important for the communities to get involved in the TAC and advocate for projects in their community.

Bruce Caplain: Introduced himself as a member of the Bethlehem Selectboard. He noted he is involved with the NH Bike-Walk Alliance and is a bike advocate for the North County. He thanked NHDOT for completing the Statewide Bicycle and Pedestrian Plan, and shared thoughts on how the recommendations can be incorporated into TYP projects. He offered three key locations to improve road safety for bicyclist- US 3 North in Whitefield, a dangerous uphill area which needs to be widened and some share the road signage would be helpful; the railroad crossing on Route 302 in Carroll which is dangerous to cyclists and many people have been hurt on them and the bridge near Lakeside Inn. He also thanked NHDOT for being responsive to several issues in the region and for their overall cooperation.

Jan Zicha: Introduced himself as a professional engineering and owner of Ray Rail LLC. He reflected on his experience working as a professional engineer on four (4) continents and in 10 countries to design high speed rail. He opined that there needs to be more support for rail, passenger rail and transit. He shared how the frequency of service is critical to system operations. He discussed historical and tourist aspects of rail service in the north country, linking Canada to the North Country and Boston. He also discussed regional plans re: passenger night train service from Montreal to Boston.

Carl Mastland: Introduced himself as an, NCC TAC member from Sugar Hill. He shared that has been a student of transportation since the 1960's and an educator on transportation subjects. He referenced 1990 rail plans, and historical and current connectivity of the rail network in Canada and the US. He explained that there isn't enough frequently to support passenger rail in the north country, and transit (buses) can use the existing roadway network. He noted that having representation on the TAC is critical. He shared that there are many transportation issues being discussed in the north country- relationship of transportation to economic development, scenic byways etc. He noted how one can get a bus to the airport in Boston, but you can't get a bus to the Manchester-Boston Regional airport (in Manchester), and opined that situation needs to be corrected. He mentioned the Appalachian Mountain Club shuttle and the shuttle at Acadia National Park and the importance of having coordinated services to access recreational sites.

Executive Councilor Warmington thanked everyone for attending, noted written comment can be submitted.

Meeting Adjourned: Approximately 7:36 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Bethlehem Town Office Meeting Room
2155 Main Street
Thursday, September 14, 2023
6:30 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington ✓	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrique, NHDOT ✓	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT ✓	Lucy.St.John@dot.nh.gov	271-8732
Jodi Sothland ✓		271-2108

Bethlehem GACIT – 9/14/23 Pg 2 of 3

	Name/Organization	Email (optional)	Phone Number (optional)
1	Michelle Maren-Grey	mmaren@nccaua/a	—
2	Mari Moritz	admin@Bethlehemnh.org	—
3	Jan Zicha, PE	janhzicha@gmail.com	240 274 3304
4	Carl Martland	carldmartland@GMAIL.com	
5	Betsey Phillips	bphill36@gmail.com	
6	Philip Beaulieu	philip.j.beaulieu@dot.nh.gov	603 788 4641
7	Jim Monahan	jmonahan@dupontgroup.com	846-2827
8	Angel Larcom	angel@larcomstudios.com	—
9	Bruce Caplain	bruce.caplain@gmail.com	
10	Richard Tetreault	rtetreault@hrtb.com	802-522-0918
11	Stephanie Weiner	stephanie.weiner@mail.house.gov	202 305 3680
12	Ben Belanger	ben_belanger@hassan.senate.gov	
13	Jared Sullivan	~~Jared.fortuth@~~	
14	Chuck Henderson	chuck@chuckroast.com	603 520 8900

16

Bethlehem GACIT 9/14/23

	Name/Organization	Email (optional)	Phone Number (optional)
15	Nancy Strand	nancy.strand@gmail.com	
16	Sue Ford	sueford@gmail.com	

Bethlehem GMCT 9/14/23

Bethlehem
GACIT
9/14/23

pg 1 of 2

I WISH TO SPEAK AT THIS HEARING:

Name: Jared Sullivan

Organization: NH State Rep Grafton 2

Address: 69 Congress St

Phone: 978 697-1918

E-Mail: JaredforThePeople@gmail

I WISH TO SPEAK AT THIS HEARING:

Name: Jan H. Zicha, PE, M.ASCE

Organization: Ray Rail, LLC

Address: 255 Pleasant St, Berlin, NH 03570

Phone: 240 274 3304

E-Mail: janhzicha@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Bruce Caplain

Organization: Selectboard

Address: 12 Birchmere Bethlehem

Phone: 991 1413

E-Mail: bruce.caplain@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Bethlehem GACIT 9/14/23 pg 2 of 2

I WISH TO SPEAK AT THIS HEARING:

Name: Carl Martland

Organization: Member, NCC/TAC

Address: 16 Post Road

Phone:

E-Mail: CARLDMARTLAND@GMAIL.COM

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

I WISH TO SPEAK AT THIS HEARING:

Name: Nancy Strand

Organization: Town of Bethlehem Select Board

Address: 580 Mt Cleveland Rd

Phone: 603-991-6476

E-Mail: nancyostrand@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Monday, September 18, 2023

Plymouth Town Office
6 Post Office Square- 2nd Floor
Plymouth, NH
6:30 PM
Meeting Notes

In attendance:

Executive Councilor- Cinde Warmington, District 2

NHDOT Staff Attendees:

- Andre Briere
- Bill Oldenburg
- Glenn Davison
- Lucy St. John
- Jodi Sottilaro
- Hans Weber

Other Attendees:

- Bill Bolton, NH State Representative, Vice-Chair Plymouth Selectboard & Executive Director Transport NH
- Chris Scott, U. S. Senator Jeanne Shaheen's office
- Jeff Hayes, LRPC
- Sean Chamberlin, LRPC
- Joseph Perez, Plymouth Town Planner
- Philip Beaulieu, NHDOT
- William Kindl, Plymouth resident
- Michelle- Moren Grey, NCC

Introductions- Brief introductions were made.

Councilor Warmington welcomed everyone and explained GACIT's role in the Ten-Year Plan process.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). , NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Lakes Region Planning Commission (LRPC) - Sean Chamberlain provided a brief presentation, discussing the regional allocation, process, and priority projects for the LRPC region. He noted that network significant and safety were the two highest priority categories in ranking the regional projects. He discussed the funding available through the Congestion Mitigation Air Quality (CMAQ) program is not sufficient to meet the needs, and it is a competitive process. William Kindle asked about the Smith Bridge Road project. The question was deferred to the public hearing component of the meeting. Councilor Warmington commented on the Turnpike Capital projects included in the presentation, and how these projects are important to tourism in other regions of the state.

Bill Oldenburg continued the NHDOT presentation. He commented on the Smith Road project, noting there is not a pre-determined solution, and a roundabout is an option.

Councilor Warmington opened the public hearing. She noted those wanting to speak need to complete the blue card. She recognized several in attendance including the state representative and congressional liaison staff.

Bill Bolton: Introduced himself as Executive Director of Transport Central, NH State Representative and Vice-Chair Plymouth Selectboard. He shared that he serves on the House Ways and Means Committee, and they are trying to find revenue sources. He expressed appreciation for the legislature's funding for transit ($1.8 million). He expressed appreciation for the funding provided for the mobility managers, and how transit operations are changing because of this funding. He noted that there are plans w/Tri-County CAP regarding a new bus route. He noted that providing a match is difficult for transit agencies. He discussed his role as the Executive Director of Transport Central and the challenges facing the state including an aging population.

Joseph Perez: Introduced himself as the Plymouth Town Planner. He reviewed and highlighted three key projects in the Town of Plymouth- High Street 41583, Smith Bridge 43532, and the Baker River Bridge 44407. He expressed appreciation for the coordination and cooperation given by NHDOT Project Manager Kevin Russell and the Town's overall very positive experience of working with NHDOT. He discussed Plymouth importance and role in the regional economy and labor market area.

William Kindl: Introduced himself as a Plymouth resident. He shared that he expects traffic will back up with a roundabout at Smith Bridge Road. He asked about the location of permanent traffic counter and historical traffic data on NH 25. **Deputy Commissioner Briere** commented about NHDOT's Traffic Systems, Management & Operations (TSMO) and subscriptions to Tom-Tom related services to collect data without physically being in the field. He then asked what type of traffic data is currently being

collected. Bill Oldenburg noted data is collected before and after a project is designed. He then asked about red list bridges. **Bill Oldenburg** noted that NHDOT inspects all the bridges, including municipal bridges, there are six (6) inspectors, and some bridges are inspected more frequently.

Executive Councilor Warmington thanked everyone for attending, noted written comment can be submitted by Nov 3rd. .

Meeting Adjourned: Approximately 7:19 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Plymouth Town Office
6 Post Office Square -2nd floor
Monday, September 18, 2023
6:30 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Deputy Commissioner Andre Briere, NHDOT	Andre.J.Briere@dot.nh.gov	271-1484
Assistant Commissioner David Rodrique, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT	Lucy.St.John@dot.nh.gov	271-8732

Plymouth GACIT 9/18/23

Name/Organization	Email (optional)	Phone Number (optional)
Plymouth Highway	Highway@Plymouth-NH.ORG	603 536 162
Jeff Hayes	jhayes@lakestpc.nh.gov	279-8171
Joseph Perez, Town of Plymouth	jperez@plymouth-nh.org	536-1731
Bill Bolton	bill@transportcentral.org	603-236-1812
SEAN CHAMBERLIN	SCHAMBERLIN@LAKESRPC.NH.GOV	603-279-5335
Hans Weber	Hans.S.Weber@dot.nh.gov	603-271-8286
Chris Scott	Chris_Scott@shaheen.senate.gov	603-647-7500
Michelle Morer-G-	mmoren@rccexd.org	603-444-6850
William Kindl	wbkindl@gmail.com	860-965-2484
Jodi Sottilaro	Jodi_M.Sottilaro.dot.nh.gov	603-271-2108

Plymouth
GACIT
Sept 18, 2023

Page 1 of 1

I WISH TO SPEAK AT THIS HEARING:

Name: Bill Bolton

Organization: Transport Central

Address: 258 Highland St, Plym

Phone: 603-286-1812

E-Mail: bill@transportcentral.org

I WISH TO SPEAK AT THIS HEARING: →

Name: Joseph Perez

Organization: Town of Plymouth

Address: 6 Post Office Sq, Plymouth NH

Phone: 536-1731

E-Mail: jperez@plymouth-nh.org

I WISH TO SPEAK AT THIS HEARING:

Name: William Kindl

Organization: Plymouth resident

Address: 9 Carmel Drive

Phone: 860-965-2484

E-Mail: wbkindl@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing

Keene Parks & Recreation
312 Washington Street, Room 14
Monday, September 25, 2023
6:30 PM

Meeting Notes

In attendance:

Executive Councilor- Cinde Warmington, District 2

NHDOT Staff Attendees:

- Bill Cass, Commissioner
- Bill Oldenburg
- Glenn Davison
- Lucy St. John
- Linda Wescott
- Leah Savage

Other Attendees:

- Philip Jones, State Rep., NH House Transportation Committee & Keene City Council
- Don Lussier, Keene City Engineer
- Jesse Rounds, Keene Community Development Director
- Julius Peel, Swanzey- Town Planner
- Pam Slack, U. S. Senator Jeanne Shaheen's office
- Lucy Weber, State Rep. Cheshire 05
- Kendall Lane, Chair SWRPC
- Gus Lerandeau, SWRPC TAC
- Lelsie Casey, Town of Sullivan
- Mike Kowalczyk, Monadnock Region Rail Trail Collaborative
- Ellen Avery, Community Volunteer Transportation Company, CVTC
- Charles Pratt, HCS Keene
- Susan Ashworth, HCS
- Keith Thibalt, SW Community Services
- Terri Palmer, NH Mobility Manager
- Philip Jones, Pathways for Keene
- Frank Dobisky, Thomas Transportation
- Paul Henkel, resident Keene
- Laura Tobin, resident Keene
- Bobby Williams
- Candy Reed
- Daria Eaton
- Holly Filicult
- Jodi Newell
- Randy Filicult
- Rowland Russell
- J.B. Mack, SWRPC
- Tim Murphy, Exec. Dir. SWRPC
- Todd Horner, SWRPC
- Terry Johnson, SWRPC

Introductions- Brief introductions were made.

Councilor Warmington welcomed everyone. She recognized several in attendance including the state representatives and congressional liaison staff.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR codes for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Southwest Region Planning Commission, SWRPC - J.B. Mack provided a brief presentation, discussing the regional allocation, process, and priority projects for the SWRPC region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Warmington opened the public hearing. She noted those wanting to speak need to complete the blue card.

Rep. Lucy Weber: Asked that the Vilas Bridge project 41720 continue to be in NHDOT's thoughts and prayers, and she hopes she lives long enough to see it happen. It is a safety issue impacting mutual aid and is critical to economic development opportunities in the region. **Commissioner Cass** noted it has been a contentious issue for many years, it is in the TYP, the engineering has started, and it is moving along.

Kendall Lane: Introduced himself as the Chair of the SWRPC Transportation Advisory Committee. He commented there isn't enough funding to support the transportation needs around the state. He noted that the SWRPC regional allocation isn't enough to support a project, and this is common for other areas of the state as well. He stated that this is a serious problem for local communities and for transportation in NH. He opined that GACIT needs to make a recommendation to the NH Legislature to find funding, as the gas tax revenue is not sufficient, and the Legislature needs to find new ways to support the transportation needs of the State. He shared that electric vehicles and hybrid vehicles are the way of the future, and the gas tax is not sustainable. He asked that GACIT not forget about local public transit needs, and the needs of local community and social services agencies. He noted that we

have an aging population, and the needs will continue to increase. The NH Legislature should include public transit in the State budget. Climate change is having huge impacts on the transportation infrastructure – bridges, culverts, roads. The Federal Emergency Management (FEMA) funding is not adequate, basically requiring replacement in-kind, and we are having more frequent and more severe storms.

Don Lussier: Introduced himself as the Keene City Engineer. He expressed thanks to NHDOT and SWRPC. He shared that the staff at NHDOT Community Assistance are great to work with. He offered Keene's support for all the Keene projects in the TYP. He highlighted the safety improvements from the Keene project # 41590. He noted how the projects continue to address the City's goals to address pedestrian and bicycle safety issues. He expressed that pedestrian bridge over NH 101 makes sense from a logistics point of view and hope they can work with NHDOT to make this happen. He noted that the NH 12 & NH 32 intersection improvement didn't make the cut likely because they didn't have a lot of safety data, but this is a safety issue, and they intend to resubmit the project for the next round of funding. He shared that the City of Keene received a Safe Streets for All grant, they will be doing a safety analysis of their roadway network and highlighted the new requirements for a data driven approach to projects. He reflected on recent conversations about the limited opportunities to share crash data and how help from the Executive leadership and others in the political arena is needed to address how the crash data can be shared. He noted he appreciates the work of C.R. Willeke, NHDOT Community Assistance on the municipal red list bridge projects. He offered several suggestions about the program including publishing the whole list of bridges as publicly available documents and sharing the ranking criteria used. He also offered that the State needs increase State Aid Bridge funding. He referred to the slide presentation details regarding Red Listed Bridges and asked for clarification. Bill Oldenburg explained this just represents the State portion, how NHDOT uses a predictive model and how municipal bridges are degrading. Don Lussier noted how this is misleading, in that municipal bridges aren't coming on to this list. Commissioner Cass noted that funding has been increased to address municipal red list bridges. Don Lussier commented about need for bridge preservation, but not having funding is really an adverse incentive for municipalities to preserve their bridges.

Leslie Casey: Introduced herself as a resident of Sullivan and member of the SWRPC TAC. She expressed thanks for the opportunity to provide input. She offered that funding for the overall TYP plan is insufficient to meet the needs of the State. She expressed that this is frustrating and there was a need more funding for Tier 4 roads. She noted that crashes or storm damage on Route 9 causes traffic diversions onto local roads. She shared that local roads are being impacted and more state funding is needed for the local road network. She opined that GACIT needs to advocate for Tier 4 Town roads.

Mike Kowalczyk:, Introduced himself as representing the Monadnock Region Rail Trail Collaborative. He reflected on the mission of the collaborative. He highlighted several projects including the Cheshire Rail Trail, the pedestrian bridge over NH 101, and the north 101 access path. He noted how linking the trail network is important to the region, state, and connectivity to Vermont. He also advocated for the Fort Hill Trestle Bridge between Hinsdale and Brattleboro.

Terri Johnson, Introduced himself as a senior project manager and Regional Mobility Manager at SWRPC. He highlighted the benefits of the regional efforts around improved transit opportunities

because of the regional mobility managers. He noted that while everyone was appreciative of the additional funding provided in the state budget for transit services, but that the funding was received was about half what was requested. He highlighted recent transit planning projects completed by SWRPC. He briefly discussed micro transit and potential opportunities to the region by expanding those opportunities. He noted that the current public transportation system in the region doesn't really allow for elective use of the system – that the focus is on transporting the elderly and disabled populations, particularly once you get outside of the City of Keene. He explained the role of the regional mobility manager and funding situation. He expressed thanks for support for additional public transit support. **Commissioner Cass** noted that is he impressed with the how much the mobility managers can do with the limited funding they receive.

Charles Pratt: , Introduced himself as representing the Home Healthcare Hospice & Community Services (HCS) . He provided an overview of their program and the clients they service. He expressed appreciation for the funding they received from the 5311 Program. He shared how they have a $40,000-$50,000 funding short-fall each year, and how this affects the services they can offer. He noted the difficulty getting municipalities to contribute matching funds. He shared his wish is that the funding will continue so needed services are provided.

Rep. Philip Jones: Introduced himself as a member of the NH House Transportation Committee & Keene City Councilor. He highlighted Pathways for Keene and the importance of the trails network in the City and Region. He shared a recent conversation with NH House Speaker Sherman Packard regarding the NH 101 bridge. He noted his disappointment in the status of that project. He shared that more emphasis needs to be placed on roads, bridges and making the transportation system safe for everyone.

Paul Henkel: Introduced himself as a resident Keene. He shared his concern about the Wyman Road-NH 12 intersection. He noted the complexity of issues as a driver approaches the intersection. He referred to a Road Safety Audit noting 42 accidents from 2002-2020, 20 injuries and 3 serious injuries. He shared that the accidents are at certain times/dates. He commented about new businesses/development in the area will add additional traffic causing backups onto the exit ramps. He shared concerns about traffic near the Middle School. He wanted to create awareness for a potential future project in the Wyman Road area. **Commissioner Cass** noted NHDOT received 18-20 Road Safety Audit (RSA) applications, there is a backlog. NHDOT has had a refocus on their Safety Section.

Ellen Avery: Introduced herself as the Executive Director Community Volunteer Transportation Company (CVTC). She gave a brief history of the development of regional public transportation services. She highlighted the strong working relationships of all the partners in the region. She explained the challenges of operating a rural transportation provider specifically the distances travelled and dispersed nature of the population. She he shared that 69% of the rides provided by CVTC are medical in nature. She noted that 27% of rides provided by CVTC are for grocery shopping. She highlighted the importance of these public transit opportunities to support aging in place for the elderly population of rural NH, and it helps reduce the mental health impacts of social isolation. She also focused on all the services

provided by a dedicated cadre of volunteer drivers – and asked for increased support for public transportation in NH. She also expressed appreciation to Shelley Winters and her team at NHDOT. She noted that things are turning around for community transportation. She thanked everyone for listening and asked for all to keep listening.

Julius Peel: Introduced himself as the Swanzey Town Planner. Emphasized that all the projects submitted are community driven – highlighting that residents recognize the issues. He commented about the need for housing in the Town. He expressed thanks for seeing the concerns. He shared support for the rail trail projects as this provides opportunities for healthier living in the town. He shared thanks to Mike Kowalczyk of the Monadnock Region Rail Trail Collaborative. **Councilor Warmington** commented that you can't start early enough, as the process takes time (years).

Laura Tobin: Introduced herself as a resident of Keene. She shared that she has epilepsy. She discussed her experience finding transportation as she is unable to drive. She noted the challenges that lack of transit services present. She quipped that she can get a flight to Europe in less time than it would take her to travel by bus to the seacoast region and how she can get to Boston but can't get back. She noted the lack of integrated transit service. She shared pedestrian challenges in crossing a roundabout where there isn't any pausing in traffic. She opined that we need fewer cars on the road observing that she hardly ever sees a vehicle with 2 people in it. She expressed that she would love to walk to work but being able to cross some roads is a challenge.

Executive Councilor Warmington thanked everyone for attending, noted written comment can be submitted by Nov 3rd. The public hearing was closed. The meeting adjourned at approximately 8:11 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Keene Parks & Recreation
312 Washington Street, Room 14
Monday, September 25, 2023
6:30 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington ✓	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT ✓	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrique, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT ✓	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT ✓	Lucy.St.John@dot.nh.gov	271-8732

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Rep. Daniel Eaton	DEATONNH@GMAIL.COM	603-338-8595
Candy Reed	creed@scshelps.org	603-477-5900
Charles Pratt monadnock	CPRATT@HCSSERVICES.ORG	603-352-2253
Mike Kowalczyk Region Rail Trails	mkowalczyk1958@gmail.com	603 812 8461
Randy Filiault	randyf@neff.com	603-313-3130
Holly Filiault	—	—
Philip Jones	philjones515@gmail.com	603-481-3967
Laura Tobin	~~ltobin~~ laurat83@gmail.com	603-818-2975
(11) Josi Nentl	josika+@gmail.com	(516) 301-7988
Linda Wescott	NHDOT	
Leah Savage	NHDOT	

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Keene GACIT 9/25/23

Name/Organization	Email (optional)	Phone Number (optional)
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J.B. Mack / SWRPC	jbmack@swrpc.org	603 357 0557
Terry Johnson	tjohnson@swrpc.org	"
Leslie Casey	LCasey29@hotmail.com	603-847-3154
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Jesse Rounds / city of keene	jrounds@keenenh.gov	603 352 5440
Ellen Avery	ellen@cvtc-nh.org	603-821-4081
Todd Horner	thorner@swrpc.org	603 357 0557

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9/25/23

Keene GACIT (18)

Keene GACIT 9/25/23

Early > please.

I WISH TO SPEAK AT THIS HEARING:

1

Name: Rep Lucy Weber

Organization: Cheshire 05

Address: 217 Old Keene Road
Walpole NH

Phone: 603-499-0282

E-Mail: LWMCV@COMCAST.Net

I WISH TO SPEAK AT THIS HEARING:

Name: KENDALL LANE

Organization: SWRPC

Address: PO Box 642 KEENE, NH

Phone: 603-209-6128

E-Mail: klane@ne.rr.com

I WISH TO SPEAK AT THIS HEARING:

Name: Don Lussier

Organization: Keene NH

Address: 350 Marlboro St.

Phone: 603-352-6550

E-Mail: dlussier@keenenh.gov

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Keene GACIT 9/25/23

I WISH TO SPEAK AT THIS HEARING:

Name: Leslie Casey

Organization: Town of Sullivan

Address: 125 Gross Rd., Sullivan 03445

Phone: (603) 847-3154

E-Mail: Lcasey29@hotmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Julie Peel

Organization: Town of Swanzey

Address: 620 Old Homestead Highway

Phone: 603-573-5781

E-Mail: jpeel@swanzeynh.gov

I WISH TO SPEAK AT THIS HEARING:

Name: MIKE KOWALCZYK

Organization: Monadnock Region Rail Trail Collaborative

Address: 66 Mt Huggins Dr, Swanzey

Phone: 603 812 8461

E-Mail: mkowalczyk1958@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Keene GACIT 9/25/23

I WISH TO SPEAK AT THIS HEARING:

Name: ELLEN AVERY

Organization: Community Volunteer TRANSPORTATION Company

Address: 325 Jaffrey Road, Suite 3 Peterborough, NH 03458

Phone: 603-821-4081

E-Mail: ellen@cvtc-nh.org

I WISH TO SPEAK AT THIS HEARING:

Name: CHARLES PRATT

Organization: HCS

Address: 312 MARLBORO ST Keene

Phone: 352-2253

E-Mail: CPRATT@HCSSERVICES.ORG

I WISH TO SPEAK AT THIS HEARING:

Name: Terry Johnson

Organization: Southwest Region Planning Commission

Address: 37 Ashuelot St., Keene, NH 03431

Phone: 603-357-0557

E-Mail: tjohnson@swrpc.org

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Keene GACIT 9/25/23

I WISH TO SPEAK AT THIS HEARING:

Name: PHILIP JONES

Organization: PATHWAYS FOR KEENE

Address: 40 A STONEHOUSE LANE Keene 03431

Phone: 603-491-3967

E-Mail:

I WISH TO SPEAK AT THIS HEARING:

Name: Paul Henkel

Organization: Resident of Keene

Address: 85 Wyman Rd unit 202

Phone: 603 352 4547

E-Mail: paulhenkel202@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Laura Tobin

Organization: resident

Address: 17 Center St. Keene NH

Phone: 603-818-2975

E-Mail: laurat83@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Keene GACIT 9/25/23

Monadnock Regional Coordinating Council for Community Transportation
Information for Governor's Advisory Commission on Intermodal Transportation

The Monadnock Regional Coordinating Council (MRCC) is a coalition of public and private transportation providers, users and interested citizens that actively leads and engages the region in building an innovative, coordinated, and resilient transportation network.

Achievements

Deployed $510,000 in new funding for new and expanded community transportation and mobility management services. SFY23 outcomes include:

- Provided **11,515 rides**, nearly doubling the number of rides from the previous year.
- **58% of rides provided by volunteer driver programs**, the only public transportation service available to all 34 communities in the Region.
- Home Healthcare, Hospice and Community Services provided **932 rides through its extended Friendly Bus shopping-shuttle program** to Winchester and West Swanzey with new stops along the Route 10 corridor.
- **Established a new youth transportation service**, initiated by Keene Housing Kids Collaborative.
- **Improved transportation options** for people who are unable to drive, including those without access to personal vehicles, children, individuals with disabilities, low-income individuals, and older adults.

Current and Future Gaps in the Region's Community Transportation System

- $530,000 in funding for the newly established and expanded transportation services is scheduled to expire in May 2024.
- Loss of funding will create an annual shortfall of $250,000 needed to sustain current levels of services and ridership.
- Transit serves only about 1% of the region's roads and 5 of the Region's 34 communities.
- Due to limited federal and match funding, transit services offered in Keene, the region's largest city, operate at a chronic deficit.

Microtransit Service: A Game Changing Opportunity

- A recently completed *Microtransit and Fixed Route Transit Study* recommends a phased approach to expanding transit services in the region. Phase I includes two alternatives—a new microtransit service or a hybrid fixed route/microtransit service for the Greater Keene area.
- Compared to the current core transit services operating in Keene, either of the proposed services are projected to geographically expand transit access to 70% more people and 46% more jobs.
- Daily ridership is projected to increase between 65% and 85% at a cost increase of 19% to 31% more per ride, a net benefit proposition.
- The study envisions future expansion to the Eastern Monadnock area and beyond, including bus service between Keene and the cities and towns of Winchester, Peterborough and Brattleboro.

For more information, contact Terry Johnson, Mobility Manager, (603) 357-0557, tjohnson@swrpc.org.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing

Claremont Savings Bank Community Center
152 South Street Room B
Claremont, NH
Monday, October 2, 2023
6:30 PM

Meeting Notes

In attendance:

Executive Councilor- Cinde Warmington, District 2

NHDOT Staff Attendees:

- David Rodrigue, Assistant Commissioner
- Glenn Davison
- Lucy St. John
- Leah Savage
- Chris Turgeon, District Engineer

Other Attendees:

- Dale Girard, Mayor Claremont
- Nancy Meyer, Planning & Development Claremont
- Ruth Ward, NH State Senate
- John Cloutier, NH House State Rep.- House Public Works and Highway Committee
- Judy Aron, NH House State Rep.
- Hope Damon, NH House State Rep.
- Jim Taylor, Public Works Director Enfield
- Rob Taylor, Planning & Zoning Director Enfield
- Teri Palmer, NH State Mobility Manager-RLS and Associates Inc.
- Candy Reed, Southwest Community Services (CSC)
- Keith Thibault, Southwest Community Services (CSC)- Sullivan County Transit
- John Haffner, Vital Communities
- Albert St. Pierre, UVLSRPC Commissioner Charlestown
- John Yacavone, UVLSRPC Commissioner Plainfield
- Peter Guillette
- Bill Charisson
- Ann Cuadrado, Claremont
- Bethany York, U. S. Senator Jeanne Shaheen's office
- Chris Scott, U. S. Senator Jeanne Shaheen's office
- Meghan Butts, UVLSRPC Executive Director
- Ian Garland, UVLSRPC

Introductions- Brief introductions were made.

Councilor Warmington welcomed everyone and explained GACIT's role in the Ten-Year Plan process.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC)- Presentation by Meghan Butts, Executive Director.

Meghan provided a brief presentation, discussing the regional allocation, process, and priority projects for the UVLSRPC region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Warmington opened the public hearing. She noted those wanting to speak need to complete the blue card. She recognized several in attendance including the state representatives and congressional liaison staff.

Rep. John Cloutier: Introduced himself as NH House State Rep. and member of House Public Works and Highway Committee. He shared that he is here to listen and may speak later.

Hope Damon: Introduced herself as a NH House State Rep. She noted she is here to listen as well and has some questions. She asked what kind of coordination is there between NHDOT and NH Department of Environmental Services (NHDES) to address roads and other infrastructure which are damaged due to storms and flooding. **Assistant Commissioner Rodrigue** noted that NHDOT does meet and coordinate with NHDES. He explained that when a road or other infrastructure is damaged the first push it to restore the area so people and vehicles can travel as best as possible. He noted that non-federal aid eligible roads may be eligible for Federal Emergency Management Agency (FEMA) emergency funding.

Teri Palmer: Introduced herself as the NH Mobility Manager, noting that she is new to the position and is responsible for the coordination of the other mobility managers in the State. She introduced Candy

Reed who is the Sullivan County mobility manager. She provided a brief overview of their role, and how it is important to providing transportation options to many people around the state. She noted that many people can't drive, don't have access to a vehicle, and the importance of the volunteer driver program. She expressed appreciation and thanked for the legislature for the additional funding for mobility management and asked for continued support.

Albert St. Pierre: Introduced himself as an UVLSRPC Commissioner Charlestown & former Board of Selectmen. He asked about the status of the project on Route 12 and noted he wants to be sure it stays in the plan, and that it stays on schedule. **Assistant Commissioner Rodrigue** noted that construction is scheduled for 2026-2027.

Keith Thibault: Introduced himself as representing Southwest Community Services & Sullivan County Transit. He provided a brief overview of their purpose and services. He noted it is the best bang for the buck. He asked that the State increases funding, as their services are the backbone to the regional transportation network. He noted some challenges- including raising local matching funds, an aging population, lack of adequate funding, and the workforce housing shortage. He reflected on the positive impacts of providing serve to connect Claremont to Lebanon, allowing opportunities for jobs, housing and access to other transit services including Advance Transit and Dartmouth Coach. Noted how Rep. John Cloutier was involved and how this was helpful and appreciated. He shared that they need additional funding to grow. **Assistant Commissioner Rodrigue** comments that we have received lots of comments on how the additional funding was so critical and important to transit operators, and thankful that the NH Legislature included the funding in the budget last year.

John Haffner: Introduced himself as representing Vital Communities**.** He provided a brief overview of the organization. He noted there was a concerted effort by transit advocates to ask the Legislature for the additional transit funding. He opined that despite this NH is woefully still under funded, and we need funding to continue services. He explained that Grafton County is an expensive place to live. He noted that the population centers around the state need to be connected by transit.

Rep. Judy Aron: Introduced herself as a NH House State Rep. She offered that she is here to listen and learn. She explained how Acworth was terribly damaged by flooding in July 2021 and then again in 2023. She asked about the process to receive emergency and hazard mitigation funding. She noted communities are very frustrated with the bureaucracy and time involved to get a reimbursement. She asked if the State could set up a State Emergency Rainy Day Fund, so communities could get their reimbursement faster. She noted that a lot of the repairs can't be completed due to staffing, lack of financial resources, resistance to increase local property taxes, and affordability - especially in small communities. She asked if funding can be included in the TYP to address the emergencies like flooding, and other storm damage. She talked about grants and how so many grant applications are based and scored on population. This isn't helpful to small rural communities. She thinks that the criteria- allocation formulas should look at population, miles of road, class of roadways, what is affected- for example square footage of the bridge deck affected. Small communities need help and need some small

wins. **Assistant Commissioner Rodrigue** noted that NHDOT does hear you, we hear this from many communities, Acworth was hard hit, and NHDOT does manage some pass-through funds. **Glenn Davison** provided a brief explanation of the State Aid Bridge Program, and Block Grant Aid is a function of mileage and population. **Rep. Aron** noted that the Block Grant aid to small towns isn't enough. For example, a small town may only get $ 30,000- you can't do a whole lot with that. She noted that the allocation formula should be tweaked. **Assistant Commissioner Rodrigue** noted that the formulas are set in State Statutes. He suggested that this conversation be continued. He noted that the rainy-day fund outside the highway fund may be appropriate source of funds. **Rep. Aron** mentioned that there was a bill to put together an emergency response team to assist municipalities. **Assistant Commissioner Rodrigue** noted he testified at the hearing that we don't have the resources. He noted that NHDOT wants to be part of the team, and in July NHDOT did send two people to Acworth. He explained the vacancies at NHDOT noting that the Bridge Bureau has a 37-38% vacancy rate. It is all balancing available resources. He noted that DOT needs to be part of the discussion. **Rep. Aron** noted that cars are using local roads to avoid roads damaged by the storm damage and can the towns be compensated for the additional traffic. **Assistant Commissioner Rodrigue** noted that the Departments practice is to detour cars on state routes.

Rep. John Cloutier: Supported what was said and summarized there are several issues to be addressed including funding for small communities, public transit and impacts from changing weather. He suggested the NHDOT make a recommendation to the Legislature on how to address these issues. He noted the recent redevelopment efforts and traffic improvements in Claremont's downtown. He is hearing complaints about truck routes and the increase of truck traffic in proximity to the area's schools (middle school, high-school, and technology center). He asked about the process to redesign a truck route. Citizens want to talk to NHDOT.

Rep. Judy Aron: She commented about roadway improvements on State Routes and often the traffic is detoured with increased traffic volumes spilling onto the local roadway network. This is problematic for local communities- it creates more traffic and degrades the local infrastructure (roads and bridges). She asked if the local community could receive some funding to help them fix the local roads, which were damaged or degraded by the detour. Local communities need some sort of subsidy. **Assistant Commissioner Rodrigue** noted this is a popular question. When NHDOT establishes a detour route they try to detour the traffic to other state roadways and use signage to direct people. He noted there is never enough money. **Rep. Aron** noted for the work on Route 12 a lot of people are using Langdon Road.

Executive Councilor Warmington thanked everyone for attending, noted written comment can be submitted by Nov 3rd.

Meeting Adjourned: Approximately 7:36 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Claremont Savings Bank Community Center
152 South Street Room B
Claremont, NH
Monday, October 2, 2023
6:30 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington ✓	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
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Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT ✓	Lucy.St.John@dot.nh.gov	271-8732

Jodi Sotiland ✓ DOT

	Name/Organization	Email (optional)	Phone Number (optional)
1.	Ruth Ward N.H. Senate	ruth.ward@leg.state.nh.us	603 271 2609
2.	Teri Palmer	tpalmer@lsandassoc.com	603-491-8027
3	Candy Reed	creed@scshelps.org	603-477-5900
4	Ann Cuadrado	ann.cuadrado@gmail.com	603-543-3300
5	Chris Turgeon	Christopher.Turgeon@dot.nh.gov	448-8950
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7	Meghan Butts	mbutts@uvlsrpc.org	(603) 448-1680
8	Ian Garland	igarland@uvlsrpc.org	(603) 866-2664
9	PETER GUILLETTE	PETER.GUILLETTE@COMCAST.NET	603-252-0448
10	Leah Savage	NH DOT leah.savage@dot.nh.gov	603 271-
11	Albert St. Pierre	cedarhedge@myfairpoint.net	603-543-7046
12	Dale Girard	dgirard@Council.claremontnh.com	(603) 558-0860
13	Jim Taylor	jtaylor@enfield.nh.us	603-632-4605
14	KEITH THIBAULT	kthibault@scshelps.org	603.209.1652
15	Bethany Urch	bethany_urch@shaheen.senate.gov	
16	Chris Scott	Chris_Scott@Shaheen.Senate.gov	603-647-7500

Claremont GACIT 10/2/23

	Name/Organization	Email (optional)	Phone Number (optional)
16.	John Yacavone Upper Valley Lake Sunapee Reg Planning Commission	jyac37@gmail.com	
17.	Judy Aron	judy.aron@leg.state.nh.us	603-843-5905
18	Hope Damon	hope.damon@leg.state.nh.us	603-848-4257
19	Rob Taylor - Enfield	planning@enfield.nh.us	603-442-5427
20	Nancy Meyer / Planning & Development City of Claremont	nmeyer@claremontnh.com	
21	BM Chausson	wpchausson@gmail.com	607-220-7425
22	John Haffner	John@vitalcommunities.org	
	21 Total +	DOT Employees	
	Approx. ~~8~~ 9 Blue	Cards	

Claremont GACIT 10/2/23

Claremont
GACIT
10/2/23

I WISH TO SPEAK AT THIS HEARING:

Name: Rep. John Cloutier

Organization: N.H. House of Representatives and House Public Works and Highways Comm

Address: 164 Broad St, Apt. #3, Claremont, NH

Phone: (603) 477-3690

E-Mail: jocloutier@comcast.net

I WISH TO SPEAK AT THIS HEARING:

Name: Hope Damon

Organization: State Rep Sullivan D. 8

Address: 447 Old Springfield Rd, Claremont ~~03743~~ 03782

Phone: 603-848-4057

E-Mail: hopedmh@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Rep. Judy Aron

Organization:

Address: 266 Forest Rd. S. Acworth, NH

Phone: 603-843-5809

E-Mail: judy.aron@leg.state.nh.us

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Claremont
GACIT
10/2/23

Doesn't

I WISH TO SPEAK AT THIS HEARING:

Name: Ruth Ward

Organization: NH Senate

Address:

Phone:

Just so you are aware!

E-Mail:

I WISH TO SPEAK AT THIS HEARING:

Name: KEITH THIBAULT

Organization: Sullivan County Transit
Southwestern Community Services

Address: P.O. Box 603 Keene, NH 03431

Phone: 603-719-4265

E-Mail: kthibault@scshelps.org

I WISH TO SPEAK AT THIS HEARING:

Name: Teri Palmer

Organization: RLS and Associates Inc
NH State mobility manager

Address: unity nh

Phone: 603. 491. 8027

E-Mail: tpalmer@rlsandassoc.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

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10/2/23

I WISH TO SPEAK AT THIS HEARING:

Name: John Haffner

Organization: Vital Communities

Address: 195 N. Main St White River Jct VT 05001

Phone: 413-884-4704

E-Mail: john@vitalcommunities.org

I WISH TO SPEAK AT THIS HEARING:

Name: Albert St. Pierre

Organization: U.V.L.S.R.P.C Commissioner

Address: ~~135~~ 59 Jeffrey Rd. Charlestown

Phone: 603-543-7046

E-Mail: cedarhedge@myfairpoint.net

I WISH TO SPEAK AT THIS HEARING:

Name: Ann Cuadrado

Organization:

Address: 55 Ledgewood Rd, Clmt

Phone: 603-543-3300

E-Mail: ann.cuadrado@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Concord NHDOT
7 Hazen Drive
Thursday, October 5, 2023
6:30 PM

Meeting Notes

In attendance:

Executive Councilor- Cinde Warmington, District 2

NHDOT Staff Attendees:

- Dave Rodrigue, Assistant Commissioner
- Andre Briere, Deputy Commissioner
- Bill Oldenburg
- Tobey Reynolds
- Glenn Davison
- William Rose
- Jodi Sottilaro
- Leah Savage
- Jim Marshall
- Bill Lambert
- Shelley Winters
- Tony Puntin
- Carol Niewola
- Denise Sherburne
- Jennifer Rezek
- John Corcoran

Other Attendees:

- Rep. David Preece
- Craig Tufts (CNHRPC)
- Patrick Herlihy
- Richard Tetrault
- Roch Larochelle
- Larry Keniston
- Mike Tardiff (CNHRPC)
- Leigh Levine
- Mark Davie
- Rep. Kathy Staub
- Rep. Rebecca McWilliams
- Rep. Stephanie Payer
- Darren Blood
- Marcia Garber
- Steve Workman
- Teri Paige
- Julie Mathews
- Gary Abbott
- Sam White
- Ian McGregor
- Judith Kurtz
- Matt Mendo
- Jim Webber
- Neal Martin
- Teri Palmer
- Boyd Smith
- Jeff Savage
- Nicole Fox
- Meredith Hatfield

DRAFT

Councilor Warmington opened the meeting at 6:30pm and welcomed everyone. She recognized several in attendance including the state representatives Kathy Stuebe, Dave Preece, Rebecca McWilliams and Stephanie Payer. She provided a history of the TYP process and an overview of the current process. She noted that there were 25 hearings planned around the state and noted that this was the sixth for Executive Council District 2. She Introduced the individuals seated at the front table and noted that there are presently 8 people attending remotely via Zoom.

NHDOT PowerPoint presentation- Councilor Warmington then introduced Bill Oldenburg, NHDOT Director of Project Development. Oldenburg then provided an overview of the Ten-Year Plan process and identified where we are in the process currently. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Central NH Regional Planning Commission (CNHRPC)

Oldenburg then introduced Craig Tufts, CNHRPC Transportation Planner, who provided a brief presentation, discussing the regional allocation, process, and priority projects for the CNHRPC region.

Bill Oldenburg continued the NHDOT presentation. Councilor Warmington asked for more info on the CMAQ issue. Oldenburg offered a broad outline of the approach. Councilor Warmington asked specifically that the McKee Square project be included given its priority status for the region.

Councilor Warmington: opened the public hearing at 7:30. She noted those wanting to speak need to complete a blue card.

Rep. Stephanie Payer : Rep. Payer briefly introduced herself as the State Representative for the district that includes the towns of Henniker, Warner, and Bradford. Rep. Payer wanted to discuss the Henniker-Hopkinton 40633 project. She Complimented NHDOT on the project website. Rep. Payer questioned whether the project going to happen or is it going to be dropped? Oldenburg noted that it is likely to be accelerated. Rep. Payer also inquired about the planned fountain square project – will that be impacted by another nearby project? Oldenburg – no – the projects are on different development tracks. Rep. Payer also questioned what the process would be to solicit alternatives for the NH 9/NH 127 intersection in Henniker? Oldenburg briefly discussed the project design status and noted that the

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roundabout is the identified preferred alternative, explaining that the decision was based on traffic volumes. There was some discussion regarding emergency services moving through a roundabout efficiently. Oldenburg noted that the roundabout design would allow for emergency service, tractor trailer units and school busses to navigate the intersection.

Rep Kathy Staub: Rep. Staub briefly introduced herself as the representative for Ward 5 in Manchester. Rep. Staub noted her concerns about the schedule for the Manchester stop for the Boston express service. She also expressed concerns regarding plans to provide service that would bring folks from Manchester to catch the bus in Concord and that the provider is having to pay a docking fee per passenger to do this. Rep. Staub noted that Manchester is the largest city in the state and should have service to Boston via bus. She further expressed that the City of Manchester needs a mobility hub – which would address Boston bus access concerns and allow for connection to any future commuter rail service. Rep Staub also asked whether the completed Capital Corridor study report support/provide the information necessary to seek funding for the next stage of the project? NHDOT Deputy Commissioner Briere briefly discussed the failed extension request. Briere further explained that the consultant performed herculean work to complete the project without the extension. Briere also noted discussions with FTA re: potential penalties if we terminated the project early and FTA noted that would not be the case. Briere noted that there are still some gaps, particularly with the MTA network and some issues with lack of a station location at the proposed Pheasant Lane Mall property as it is likely not viable due to recent development activities associated with that site. Briere noted that station designs for locations between Nashua and Manchester were OK. Briere note that there still some additional work to do to update but noted that the current lack of adequate political support in the legislature was an obstacle to advancing this project. Councilor Warmington noted that she is the only councilor to support this project and would continue to engage with NHDOT on the topic.

Rep. David Preece: Rep. Preece briefly introduced himself as the Representative for the legislative District 17. He noted that he was here this evening to speak in support of the Capital Corridor Project. The project is crucial to his district, city, and state to help combat climate change and address equitable access to transportation options for residents.

Rep. Rebecca McWilliams: Rep. McWilliam briefly introduced herself as a representative for Concord. She noted that she was pleased to hear that the McKee Square project is proposed for this TYP. She explained that she was there to advocate for Complete Streets. She provided an explanation of the concept of Complete Streets and some typical design treatments. She noted that we need a lot more of these approaches adopted particularly in communities with older Main streets that have maintenance responsibilities provided by NHDOT. She wanted to promote a Pilot complete streets approach in a community or two in this TYP to guide us on how to be successful in the next TYP. Councilor Warmington asked Director Oldenburg to explain more about how an interested community would engage with NHDOT on a complete streets effort. Oldenburg offered to continue the discussion after the meeting after explaining that we have many of these types of projects.

Boyd Smith: Mr. Smith introduced himself as a Concord resident who is an advocate for active transportation. Mr. Smith asked if the state rail trail plan was being aligned with the Ten-Year Plan. Deputy Commissioner Briere responded in the affirmative but noted that construction is just part of it. He explained that maintenance is another longer-term need. He also noted that these likely don't belong under the auspices of the NHDOT explaining that we have ownership because they were railroads but are now becoming recreational facilities. He further explained that that NHDOT continues to work with the railroad partners we have regarding this issue. Mr. Smith questioned how much do NH residents pay for gas taxes here in NH. Director Oldenburg explained we raised the gas tax by 4.2 cents as part of SB367. Mr. Smith opined that we should be considering raising that gas tax to help cover the costs of our infrastructure in NH, particularly active transportation elements.

Terry Palmer: MS. Palmer briefly introduced herself as the NH statewide Mobility Manager. She noted that the role is effectively the social worker for public transportation. She explained that she works to coordinate with social service agencies to connect riders with services. She further explained that she was here tonight to advocate for a statewide transit needs assessment. She explained that the collaborative infrastructure and partnerships are in place to support this type of project but that we just need the funding. She thanked everyone for funding the mobility manager network.

Steve Workman. Workman briefly introduced himself as the Director of Transport NH. He provided a brief overview of the organization. He explained that he wanted to focus on the right-hand side of the rainbow chart. He noted that he was looking to find ways to build infrastructure and capacity that lead to healthy thriving communities. He encouraged a focus on recent efforts that have improved transit outcomes. He offered that he also works as a part-time consultant for national mobility management groups. In this capacity he has been asked to visit/present in other places around the country because people are hearing that things are happening in NH. He opined that legislation at the federal level from the early 2000's was focused on breaking down the siloed approach to transportation funding and explained that this is being modeled in NH at the state level with the RCCs and SCCs. He also explained that he sees the TYP as an excellent opportunity to leverage TYP funds by braiding available dollars with available FTA funds. He noted that this has effectively been done before in the TYP via GACIT to flex CMAQ funds to FTA. He outlined other potential opportunities to utilize a similar approach to advance additional transit funding opportunities going forward.

Neil Martin: Mr. Martin introduced himself as a resident of Henniker. He noted his background in law enforcement and as a call firefighter. He explained that he has lived in Henniker for 25 years. His comments this evening are focused on the intersection project at 202/9/27 intersection in Henniker and wanted to ask for reconsideration of the roundabout as the preferred alternative. He highlighted some of his design concerns – particularly related to the speed and volume of the traffic, vertical profile of the roadway and width of the roadway. He opined that he did not believe that the proposed roundabout will work, and added his belief that the state needs to focus on the ramps option. There was some discussion amongst the attendees that the road was originally conceived as 1 lane-in-each-direction interstate, but we don't foresee the construction of a new interstate in this area. Director Oldenburg

explained that the choices are essentially a $3M roundabout vs. a $30m on-ramp project. He noted that we do not have the financial resources to tackle a new interstate interchange, and that NHDOT does have a track record of successfully constructing roundabouts at high-speed locations.

Terry Paige: Ms. Paige introduced herself as the Transportation Director for the Merrimack County Community Action Program. She expressed appreciation for the additional funding focused on mobility manager support. She explained all the ways that funding is being used to support the suite of services offered by her organization. She highlighted the programs that provide access to jobs for economically disadvantaged population in her service area. She added that improved access to medical services for transit disadvantaged populations is also an outcome of programs offered by MCCAP. She explained that while the additional funding is helpful and very much appreciated, she noted that what was received was about half of what was requested. She added that additional funding would support planning efforts for service enhancements and increase staff pay.

Mark Davie: Mr. Davie introduced himself as a new resident of Concord and to NH generally. He expressed support for further expansion of the bicycle and pedestrian infrastructure in NH and provided some local examples of gaps in the network. He urged NHDOT to reconsider support for the Bow-Concord highway expansion project. He noted that he was unconvinced that this was really the best approach as congestion was observed to be intermittent and infrequent, and that locals know how best to navigate these issues when they arise. He opined that the roadway project support doesn't make sense. He added that bridges and roads don't support the environment and have limited impact.

Ian McGregor: Thanks for hosting this meeting. He explained that he had an accounting question: the presentation identified lots of large projects, along with a loss of revenue and tolls dropping with increased maintenance obligations. He asked who figures out the answer to funding? **Bill Oldenburg** answered that it was the NH Legislature. Oldenburg offered some further explanation of the system funding. He noted that that the funding situation is an issue everywhere on the revenue side with other states and at the national level. He explained that the federal government hasn't figured it out yet, and that the states are also still working on this issue with various levels of success.

Tim Blagden: Mr. Blagden thanked everyone for the opportunity to participate in the meeting and requested that the GACIT supports the CMAQ projects inclusion in the TYP.

Executive Councilor Warmington thanked everyone for attending, noted written comments can be submitted by Nov 3rd @ 4pm.

Meeting Adjourned: Approximately 8:16 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

NHDOT
7 Hazen Drive Room 114
Concord, NH
Thursday, October 5, 2023
6:30 PM

12 Blue Cards

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington ✓	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrigue, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT online	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT ✓	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT	Lucy.St.John@dot.nh.gov	271-8732
Jodi Sothland	DOT	

	Name/Organization	Email (optional)	Phone Number (optional)
	John Corcoran	DOT	
1	Darren Blood	GM2	
2	Rep. David Pierce	davidpierce2@yahoo.com	
3	Rep Stephanie Payeur		
4	Marcia Garber		
5	Richard Tetreault	rtetreault@hntb.com	
6	Steve Workman	Transport NH	
	TONY PUNTIN	DOT	
7	Terri Paige	CAPBM-CAT	603-225-1999
8	Julie Mathews	mathewsgirls@yahoo.com	603-731-8588
9	Roch LaRochelle	Roch.larochelle@[illegible].com	603-759-9289
10	Larry Keniston	LeKeniston@Plymouth.edu	603 717 5887
11	Rep Rebecca McWilliams		
12	Mike Tardiff		
13	Gary Abbott	Assoc. General Contractors	603-225-270
14	Sam White	swhite@mj.inc.com	
15	Rep Kathy Staub	kschofield staub@gmail	603 493-6855
16	IAN MCGREGOR	IANMCGREGOR4@gmail.com	440-263-5551
17	Mark Davie		301 789 6679
18	Judith Kurtz	judith.kurtz@gmail.com	802 310 5368
19	Matt Mendes	mattydred@gmail.com	

Concord GACIT - 10-5-23

	Name/Organization	Email (optional)	Phone Number (optional)
	Leah Savage	Leah.m.savage@dot.nh.gov	
20	Jim Webber	jbw1026@aol.com	
21	Neal Martin Town of Henniker	neal.martin@henniker.org	
22	Cynthia Burns Martin	cynthia.burns.martin@gmail.com	
23	Teri Palmer state mobility mgr	tpalmer@rlsandassoc.com	603.491.8027
	Bill Lambert	william.r.lambert@dot.nh.gov	
24	Craig Tufts	Ctufts@cnhrpc.org	
25	Patrick Herlihy	PHT@comcast.net	
26	Rex Smith	"Citizen of NH"	
	Denise Shyborne / DOT		
27	Jeff Savage	JBS603@proton.me	
28	Nicole Fox	nfox@fando.com	
29	Meredith Hatfield	meredith.hatfield@tnc.org	
30	Leigh Levine	leigh.levine@dot.gov	
31	Tobey Reynolds	NHDOT	
32	Shelley Winters	NHDOT	

32 Without DOT

Concord CACIT 10-5-23

Concord
GACIT
Oct 5, 2023

pg. 1 of 4

I WISH TO SPEAK AT THIS HEARING:

Name: Rep Rebecca McWilliams

Organization: NH House of Representatives

Address: 192 Silk Farm Rd Concord

Phone: 227-6494

E-Mail: rebecca.mcwilliams@leg.state.nh.gov

I WISH TO SPEAK AT THIS HEARING:

Name: Rep. Stephanie Payeur

Organization: State Rep - Merrimack County 8 - Hermon Bradford Warner

Address:

Phone: 603-759-6165

E-Mail: Stephanie.payeur@leg.state.nh.us

I WISH TO SPEAK AT THIS HEARING:

Name: Rep Kathy Staub

Organization: NH House Hills 25

Address: 374 Laurel St Manchester

Phone: 603-493-6855

E-Mail: kschofield staub@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

Concord
GACIT

Oct 5, 2023

pg 2 of 4

I WISH TO SPEAK AT THIS HEARING:

Rep

Name: David Pierce

Organization: E. Deerfield, Hillsborough

Address: 334 Prospect St

Phone: 603/682-0123

E-Mail: davidpiercesz@yahoo.com

I WISH TO SPEAK AT THIS HEARING:

Name: Neal Martin

Organization: Town of Henniker

Address: Po Box 2162 Henniker

Phone: 603 496 1176

E-Mail: neal.martin@henniker.org

I WISH TO SPEAK AT THIS HEARING:

Name: Tim Blagden

Organization: On-line

Address: Warner, NH

Phone:

E-Mail:

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

Concord
GACIT

Oct 5, 2023

pg 3 of 4

I WISH TO SPEAK AT THIS HEARING:

Name: Steve Workman

Organization: Transport N.H.

Address: Concord, NH

Phone: 207-752-1506

E-Mail: steve@transportnh.org

I WISH TO SPEAK AT THIS HEARING:

Name: Teri Paige

Organization: CAPBM-CAT

Address: 2 Industrial Pk Dr

Phone: 603 225 1949

E-Mail: tpaige@capbm.org

I WISH TO SPEAK AT THIS HEARING:

Name: Teri Palmer

Organization: RLS & Associates - NH State mobility mgr

Address: 31 W. Unity Rd Unity NH

Phone: 603 477 3206

E-Mail: tpalmer@rlsandassoc.com

- I understand my time for comments may be limited out of respect for all.
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CONCORD
GACIT

Oct 5, 2023

Pg 4 of 4

I WISH TO SPEAK AT THIS HEARING:

Name: IAN McGREGOR

Organization: NONE

Address: 7 SUNSET AVE CONCORD

Phone: 440-263-5551

E-Mail: IANMCGREGOR@GMAIL.com

I WISH TO SPEAK AT THIS HEARING:

Name: Boxd Smith

Organization: Citizen

Address: Concord, NH

Phone: 603-512-4016

E-Mail: Remigw1@comcast.net

I WISH TO SPEAK AT THIS HEARING:

Name: MARK DAVIE

Organization: —

Address: 42 N. STATE ST. APT. 11 CONCORD

Phone: 301 789 6679

E-Mail:

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify th

Concord GACIT Oct 5, 2023

Good Evening, I am David Preece, Representative of the 17 District in Hillsborough Country in Manchester.

I am here to speak on the Capitol Corridor project, which would bring passenger rail to New Hampshire and connect Manchester, Nashua, and Concord to Boston. There are three reasons why this project is critical to my district and city, as well as the rest of New Hampshire: The need, climate change, and equity.

1. The Need

There is a significant need for passenger rail service, not only as an efficient and life-saving way of reducing the congestion on I-93 and the Everett Turnpike. A recent analysis in the New York Times found that Manchester has the tenth highest rate of "super commuters" in the country (with more than 3.7 percent of workers traveling more than 90 minutes each way for employment). The analysis found that super commuters grew by 43 percent between 2010-2019. And the percentage continues to grow. Our state needs more public transportation options, and that's why this conversation and the reality of rail are so important right now. There is tremendous demand here, and the business community wants this project, and they've wanted it for a long time.

The Capitol Corridor is needed to meet our business communities' needs and address the transportation issues of growing economic development.

2. Climate Change

According to an article in today's New York Times, globally, average temperatures broke a string of monthly records this summer, according to the National Oceanic and Atmospheric Administration: June was the warmest June, July the warmest July, and August the warmest August. September was also, by a record margin, the warmest September, the European Union climate monitor said this week. As humans continue adding greenhouse gases to the atmosphere, record-breaking heat will become even more common, as will extreme weather events like droughts, wildfires, and floods. This summer alone, floods ravaged Vermont and upstate New York; the seawater in South Florida was so hot it felt like a Jacuzzi; choking smoke from vast Canadian wildfires enveloped the skies over the Northeast and Midwest.

Automobile carbon emission is a significant contributor to climate change. However, global transport emissions could peak in the 2030s if railways are "aggressively" expanded, says the International Energy Agency (IEA). Rail is among the most efficient and lowest emitting modes of transport, according to the IEA's new report focusing on the opportunities it offers for energy and the environment.

In particular, urban and high-speed rail hold "major promise to unlock substantial benefits," the report says, which include reducing greenhouse gas emissions, congestion, and air pollution.

Rail uses around 90 percent less energy than trucks per freight unit and is the "only transport mode offering serious competition with trucks for land-based freight."

The Capitol Corridor is needed to reduce greenhouse emissions, congestion, and air pollution.

3. Equity

U.S. Department of Transportation/Federal Highway and Transit Administrations defines equity in transportation and seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly those traditionally underserved. Under Executive Order 13985 Advancing Racial Equity and Support for Underserved Communities (2021), the term "equity" means the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as persons of color; persons with disabilities; and persons otherwise adversely affected by persistent poverty or inequality.

New Hampshire's largest concentrations of persons of color are found in its largest cities, Manchester and Nashua. The New Hampshire Fiscal Policy Institute said that while the two cities only comprise 15 percent of the state's population, they are home to roughly half of New Hampshire's black and Latinx populations.

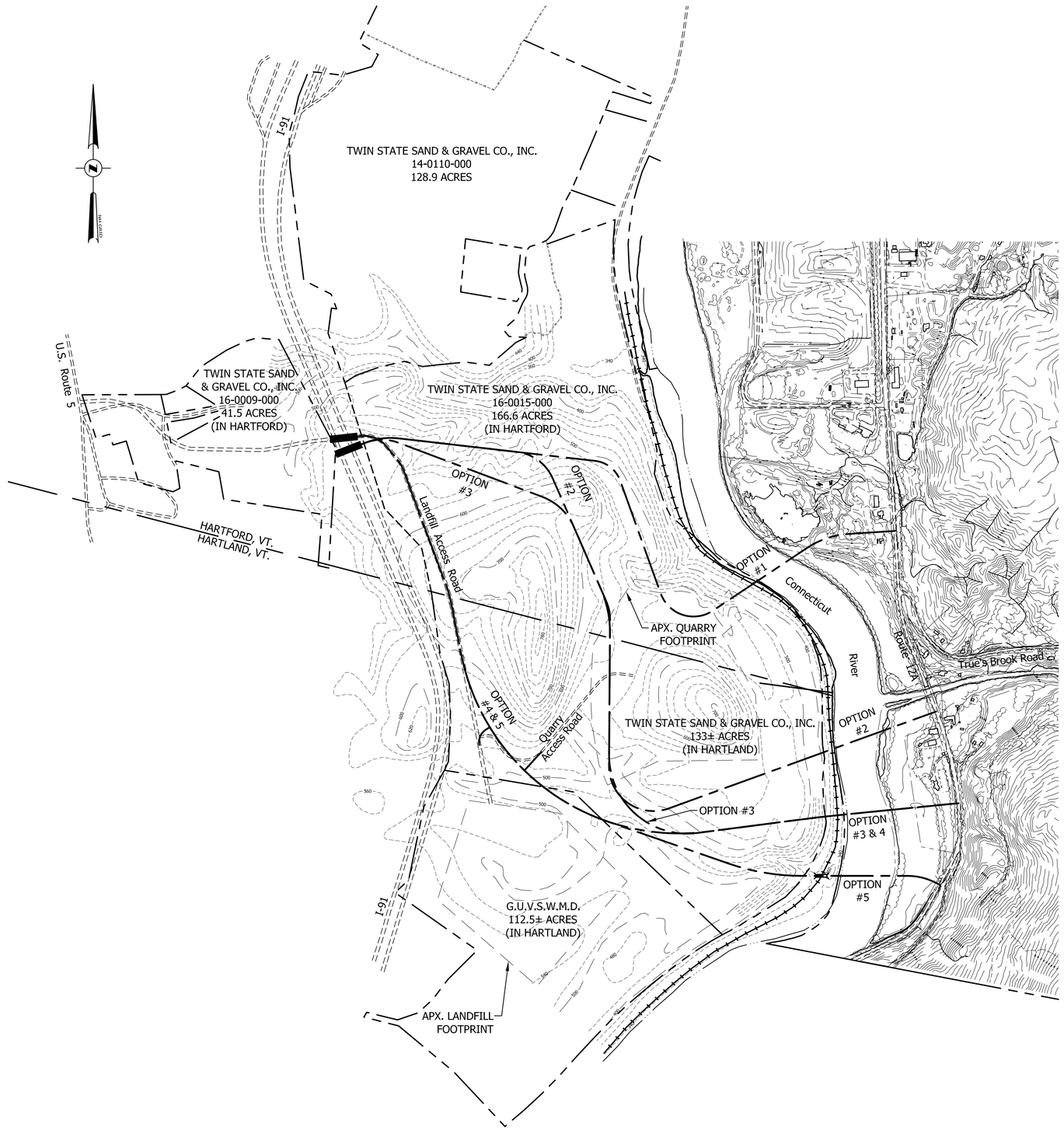
The poverty rate in Manchester, New Hampshire, is 73.61 percent higher than the New Hampshire average. In Manchester, New Hampshire, an

estimated 12.5 percent of 112,226 people live in poverty. In New Hampshire, 7.2 percent of 1,348,892 people live in poverty.

Income and wealth disparities have caused people of color living in New Hampshire to have less vehicle access than other races.

To promote equitable treatment to all underserved communities in Manchester, Nashua, Concord, and other municipalities in New Hampshire, we need to ensure everyone can connect to opportunity. Robust public transit systems, including buses, shared rides, and passenger rail, need to be built that connect low-income communities to jobs, education and training opportunities, and services.

The Capitol Corridor Passenger Rail Project is needed to address the transportation inequality issue in our underserved communities.



CONCEPT PLAN

500 0 500 1000 1500 2000

#	REVISIONS	DATE

OPTION COMPARISON
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

SURVEYED:	GIS/USGS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	12/26/13

CONNECTICUT RIVER CROSSING

OPTION COMPARISON

OA-1

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DWG: ACAD-12005-CONCEPT

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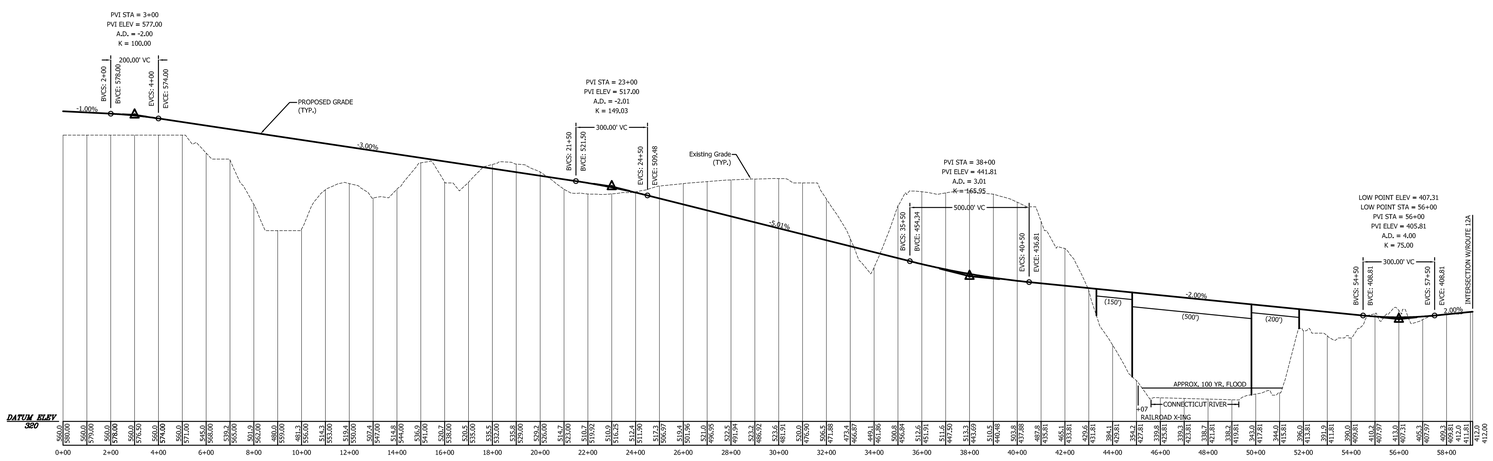

ROAD PROFILE (CL-R1)
(OPTION 1)

SCALE: HORZ. 1" = 300'
VERT. 1" = 60'

CONCEPT PLAN

NOTE:

PROFILE IS TO SCALE ONLY WHEN PLOTTED ON 24"x36" SHEET.

#	REVISIONS	DATE

ROAD PROFILE (OPTION 1)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
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E-MAIL: advancedgeomatics@adelphia.net

SURVEYED:	GIS/USGS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	12/26/13

CONNECTICUT RIVER CROSSING

ROAD PROFILE (OPTION 1)

C-2

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DWG: ACAD-12005-CONCEPT

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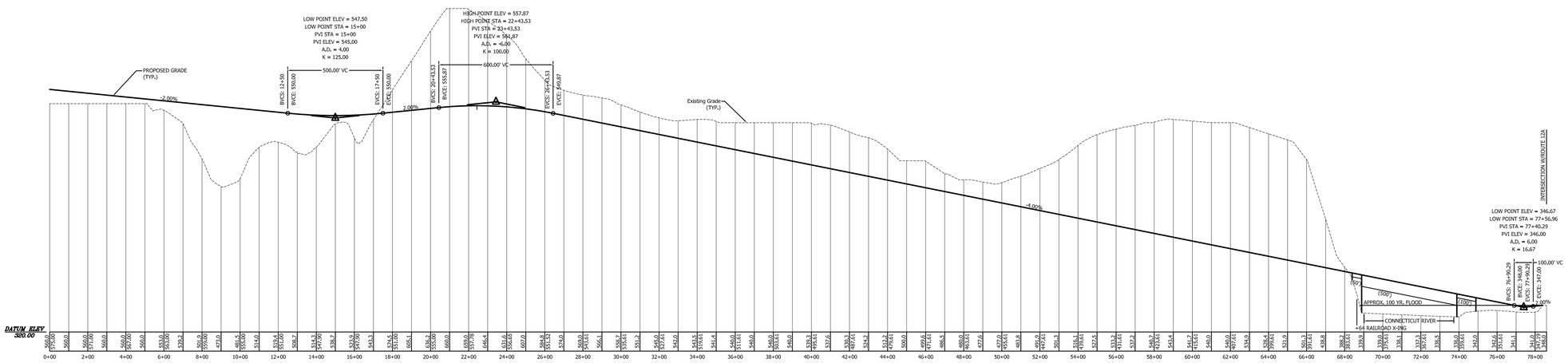

ROAD PROFILE (CL-R2)
(OPTION 2)

SCALE: HORZ. 1' = 300'
VERT. 1" = 60'

CONCEPT PLAN

NOTE:

PROFILE IS TO SCALE ONLY WHEN PLOTTED ON 24"x36" SHEET.

#	REVISIONS	DATE

ROAD PROFILE (OPTION 2)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

SURVEYED:	GIS/USGS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	12/26/13

CONNECTICUT RIVER CROSSING

ROAD PROFILE (OPTION 2)

C-4

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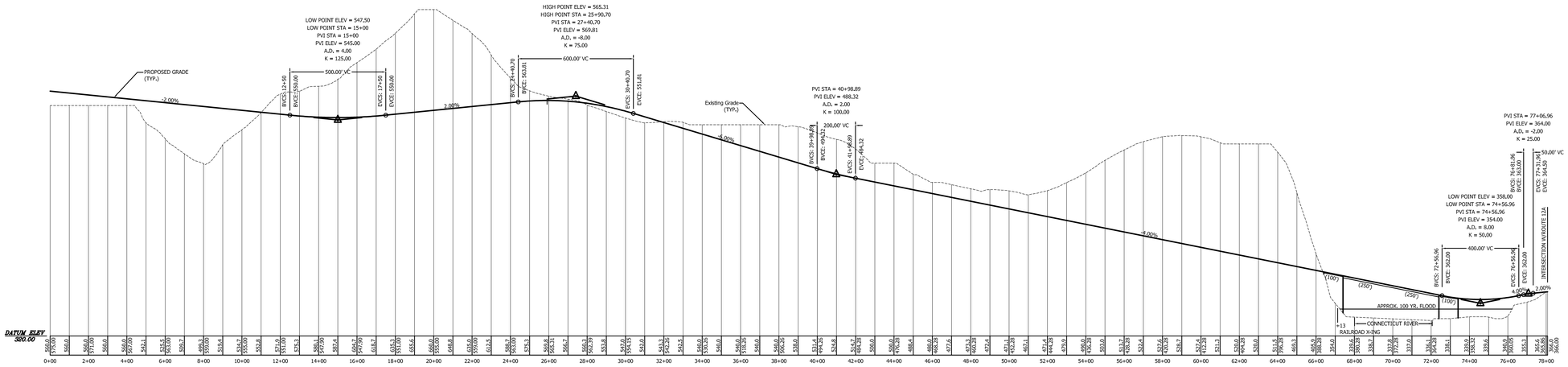

ROAD PROFILE (CL-R3)
(OPTION 3)

SCALE: HORZ. 1' = 300'
VERT. 1" = 60'

CONCEPT PLAN

NOTE:

PROFILE IS TO SCALE ONLY WHEN PLOTTED ON 24"x36" SHEET.

#	REVISIONS	DATE

ROAD PROFILE (OPTION 3)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET – PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

SURVEYED:	GIS/USGS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	12/26/13

CONNECTICUT RIVER CROSSING

ROAD PROFILE (OPTION 3)

C-6

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DWG: ACAD-12005-CONCEPT

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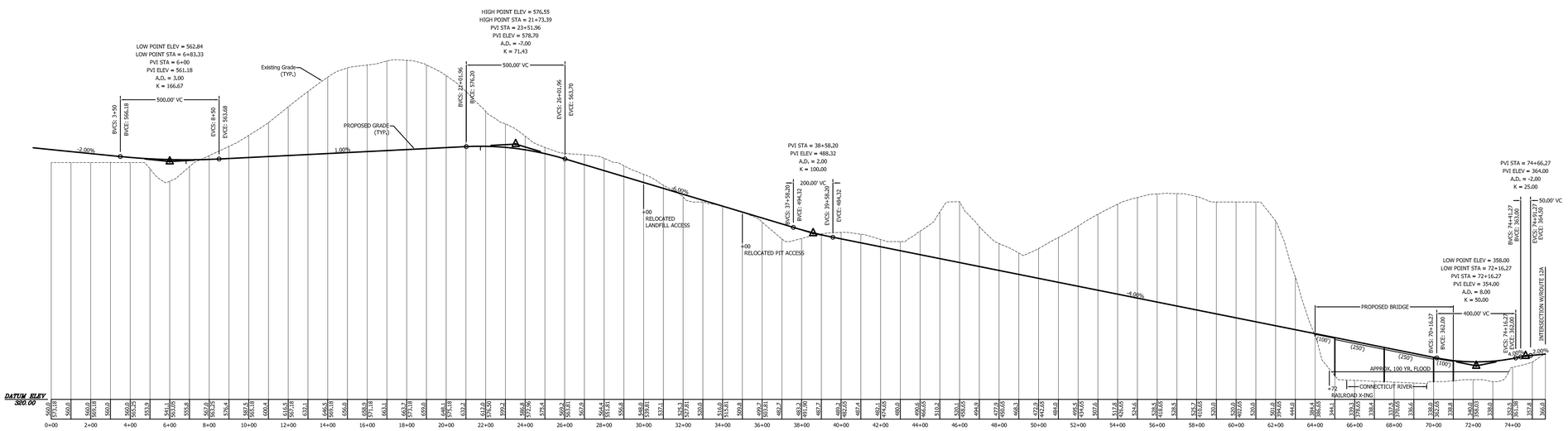

ROAD PROFILE (CL-R5)
(OPTION 4)

SCALE: HORZ. 1' = 300'
VERT. 1" = 60'

CONCEPT PLAN

NOTE:

PROFILE IS TO SCALE ONLY WHEN PLOTTED ON 24"x36" SHEET.

#	REVISIONS	DATE

ROAD PROFILE (OPTION 4)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

SURVEYED:	GIS/USGS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	12/26/13

CONNECTICUT RIVER CROSSING

ROAD PROFILE (OPTION 4)

C-8

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DWG: ACAD-12005-CONCEPT

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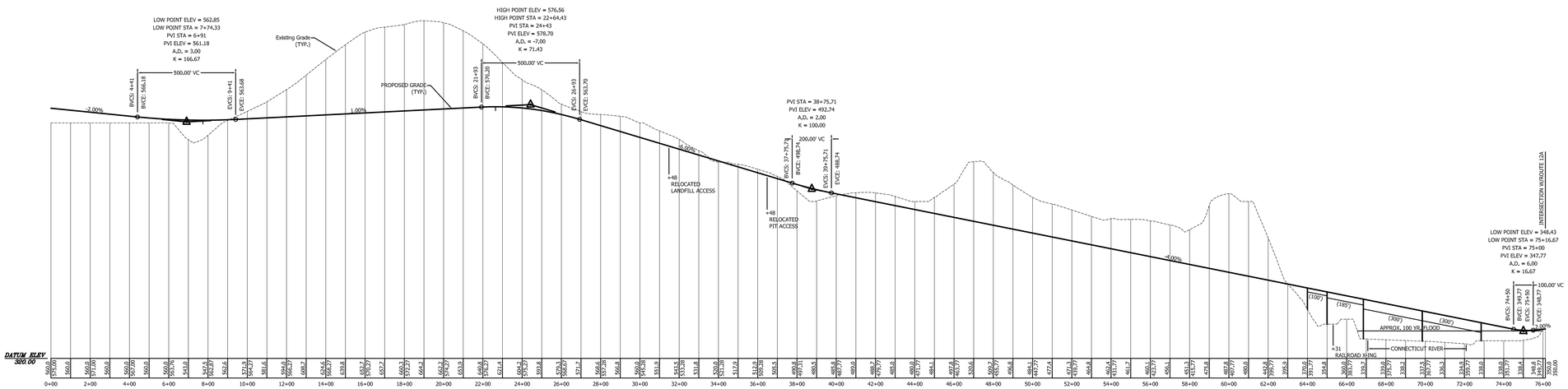

ROAD PROFILE (CL-R6)
(OPTION 5)

SCALE: HORZ. 1' = 300'
VERT. 1" = 60'

CONCEPT PLAN

NOTE:

PROFILE IS TO SCALE ONLY WHEN PLOTTED ON 24"x36" SHEET.

#	REVISIONS	DATE

ROAD PROFILE (OPTION 5)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

SURVEYED:	GIS/USGS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	12/26/13

CONNECTICUT RIVER CROSSING

ROAD PROFILE (OPTION 5)

C-10

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DWG: ACAD-12005-CONCEPT

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Dear William E. Watson,

I am writing as a native of New Hampshire and a senior. I have watched as our highways and roads have become more and more congested with a growing population. I am concerned about climate change and what burning fossil fuel does to exacerbate the problem. I am concerned that the proposed ten year plan for transportation in NH does not address the need to convert to electric via solar and wind energy sources. I would like to see more electric cars, electric charger stations at all rest areas, state liquor stores and parks. I would like to see more financial initiatives for more electric transportation. We need more mass transit and commuter rail especially for the massive wave of commuters to and from MA/NH. I would support gas tax to offset costs and believe that higher gas prices for tax revenue to convert to electric are and should be created in order to push for conversion and less fossil fuel use in NH.

The ten year plans needs to reflect the cost of climate change and disasters caused by climate change and a true effort to address it.
Lastly,
I would like the department to put a stop to the Cog Railroad that has been emitting carbon pollution into the atmosphere and sticking up our White Mountains for decades now. It belongs in a museum.

For our children's future, we need to act on climate change NOW!
Thank- you,
Donna Baker-Hartwell
East Andover, NH 03231

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Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

It should be clear to everyone that climate change is not a thing we will have to deal with sometime in the future. It is here and happening now. It is equally clear that every action we take to reduce greenhouse gasses today will reduce the pain and suffering that we and future generations will experience tomorrow. These are facts. Our elected (and unelected) officials must consider this in every decision made.

A Ten Year Transportation Improvement Plan that does not include provisions for public transportation and EV charging infrastructure is short sighted and not in your constituents' best interest.

Respectfully,
Jerry Beck
Holderness, NH

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TRANSPORTATION
NOV 3 - 2023
BUREAU OF
Planning and Community Assistance

October 24, 2023

Executive Councilor David Wheeler
Chairman, Governor's Advisory Commission on Intermodal Transportation (GACIT)
c/o William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Cc: William.E.Watsonjr@dot.nh.gov

Re: Written comments for New Hampshire's Ten-Year Transportation Improvement Plan

Dear Executive Councilor Wheeler,

I write to you on behalf of Concord Coach Lines (CCL) and Boston Express Bus (BX). Between our two operations we operate through 18 communities in NH, run 5 state-owned Park n' Ride lots throughout southern NH and provide as many as 31 daily round trips down the I-93 corridor to/from Concord, Londonderry, and Salem to Boston & Logan Airport (and up to 12 trips daily to/from the Nashua region).

Ridership for our collective services was decimated by the impacts of the COVID-19 pandemic but has continued to rebound as people have become more comfortable traveling and utilizing public transportation. As ridership has bounced back, so has the demand for parking at several of these lots. In particular, we are regularly reaching capacity at the parking lot in Concord and project that this will hit quickly in Londonderry (Exit 5) as well.

It is our experience that in a state like ours, these transportation facilities act as collection points for many surrounding communities—not just the town they're located in—see figure 1 which illustrates a "heat map" of riders' zip codes that used CCL services from Concord. As such, we believe it is imperative that for the state to encourage the utilization of public transportation and all of the environmental and economic benefits that follow, we must give folks a place to leave their car. Obviously, transit, bike and pedestrian connections are important, but are not realistic or reliable enough to meet the demands of many potential intercity users in surrounding towns.

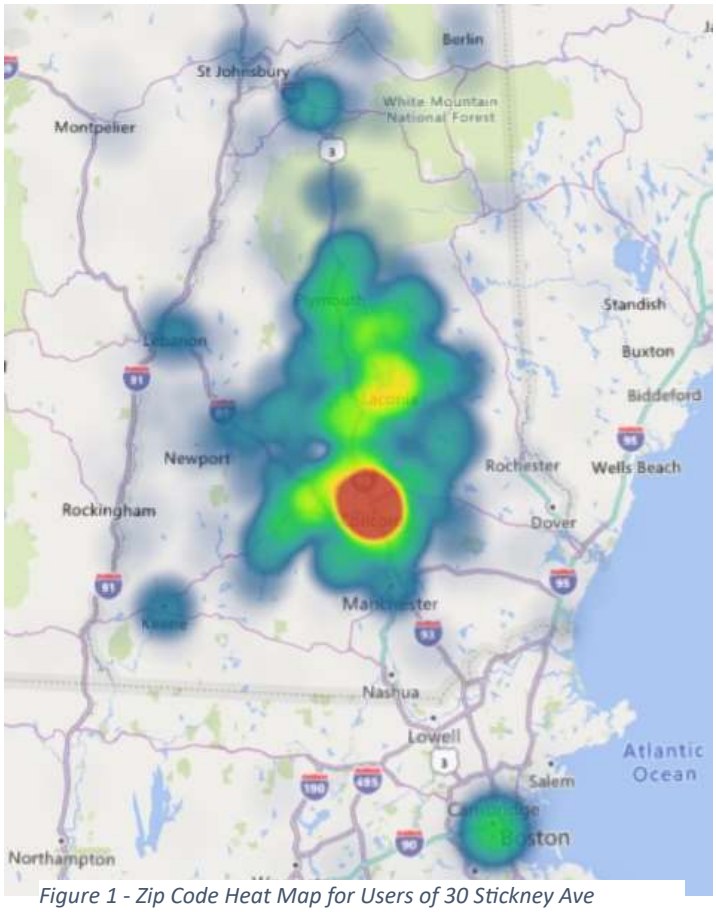

Figure 1 - Zip Code Heat Map for Users of 30 Stickney Ave

We would strongly encourage the Ten-Year plan to include funding to expand these two existing lots to facilitate the continued growth and utilization of the public transportation services in our state.

- **Expansion of Park and Ride Lot at 30 Stickney Ave, Concord, NH**
    - The Concord Terminal has ~572 striped spaces. It has averaged a capacity of over 95% in the last year and has exceeded that number (i.e., curbed cars) for the last 7 weeks straight.
    - We have previously suggested that the slip ramp on the north side of the lot that connects to the back entrance of the facility from I-393 should be eliminated and would allow for parking expansion to the north and west towards Constitution Ave. The most recent plan for the I-93 widening through Concord called for the elimination of this ramp and it is underutilized and redundant access to the site currently. The ramp is highlighted (yellow) in figure 2 from the most recent plans produced by MacFarland-Johnson as part of the widening plan.

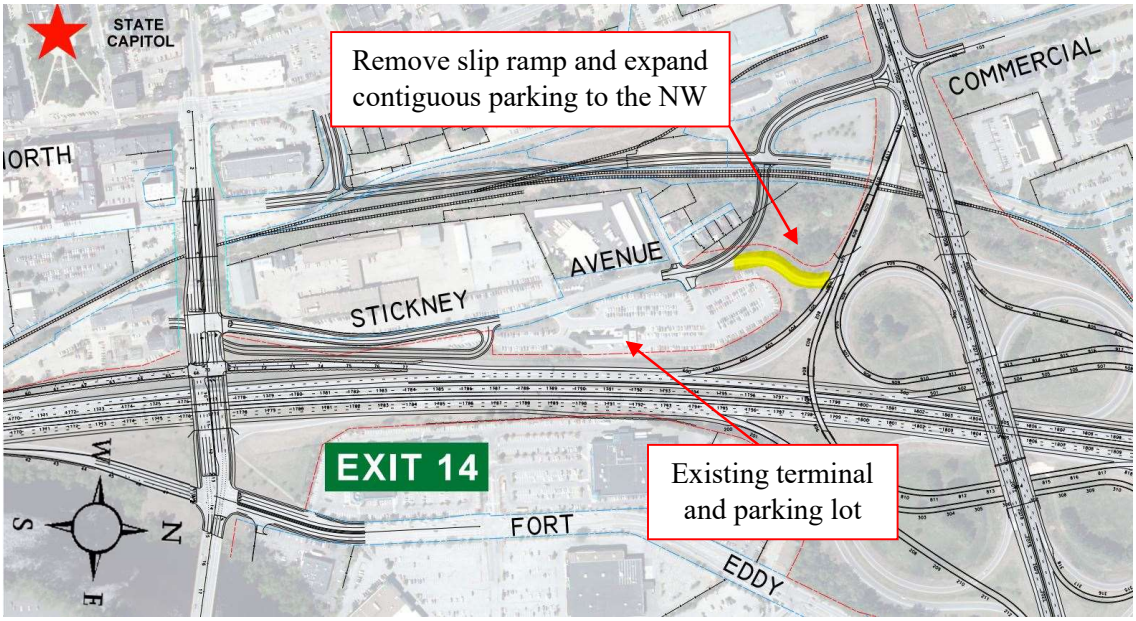

Figure 2 - Current I-93 Widening Plans thru Exit 14

    - This lot also includes a parking lot on the west side of Stickney Ave (between the old Highway garage buildings and the U-Haul complex) that may be able to be expanded to the west toward the rail line as a potential short-term solution.

- **Expansion of Park and Ride Lot at 4 Symmes Drive, Londonderry, NH for Southern NH**

Boston Express is a private entity that operates 2 separate State Contracts for intercity bus services in Southern NH connecting Nashua (FEE Turnpike), and Londonderry/Derry/Salem (Interstate 93) to Boston and Logan Airport. BX operates four State-owned Park n' Ride lots and 24 State-owned buses.

BX pays into the State in various ways including road tolls, fuel taxes, and BET taxes. Prior to COVID-19 our operating farebox recovery rate was 96% and has climbed back to roughly 80% so far in 2023. Again, the model for these services demands that we provide a reliable place to leave a car to save the inconvenience, expense and emissions of driving; and if parking becomes too unreliable, travelers will choose to take their car instead.

    - While the opportunities to expand the parking in Concord may be limited, NHDOT has the real estate to do so in Londonderry. Adjacent to the site in Londonderry is a roughly

8-acre parcel that was used as a laydown area during the construction of the I-93 widening. This site currently sits unused.

- Enclosed, please find a letter sent by then NHDOT Commissioner Campbell to the FHWA in 2011 describing that this property was acquired with an eye on future expansion of the lot in Londonderry.
- This lot has hit maximum capacity several times since 2020 and we expect will do so more and more frequently.
- Additionally, if there are not more spaces added to the lot in Concord, we expect many riders will bypass the lot in Concord when it is full (or perceived to be), and will drive to Londonderry—putting more strain on this lot.
- The laydown area (highlighted in yellow below) can be seamlessly connected to the existing facility at Exit 5 as illustrated by the aerial photo below.

Figure 3 - Bird's Eye View of 4 Symmes Drive - Exit 5, I-93

Expanding both of these sites will allow for continued utilization and expansion of the transit services that serve them, getting cars off the road, providing value to the users, connecting people to regional and global transportation hubs, reducing greenhouse gas emissions, and reducing the stress on our interstate highway.

Thank you for your consideration. We'd be glad to address any questions the committee may have.

Sincerely,

Benjamin Blunt
President
Concord Coach Lines & Boston Express Bus

Attachment A

New Hampshire DOT
Department of Transportation

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

GEORGE N. CAMPBELL, JR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

March 8, 2011

Mr. Patrick Bauer
Acting Division Administrator
Federal Highway Administration
19 Chenell Drive, Suite One
Concord, N.H. 03301

Dear Mr. Bauer:

I am writing to present the Department's course of action for meeting the Transportation Demand Management (TDM) and Transportation Systems Management (TSM) requirements contained in the Supplemental Record of Decision for the rebuilding of I-93 from Salem to Manchester.

As you are aware, the Department is rebuilding approximately 20 miles of I-93 that may ultimately result in an 8-lane highway (4-lanes in each direction). Because of water degradation of several streams in the area of I-93, and restrictions related to the federal Clean Water Act, the Department is rebuilding the highway to contain 6-lanes (3 in each direction) within an 8-lane footprint. The fourth lanes will be paved and made usable in the future when the regional chloride (road salt) use is in keeping with environmental requirements and traffic demand warrants additional highway capacity.

During this incremental implementation of the project, the Department will continue to monitor traffic volumes and utilize TDM and TSM techniques and initiatives to manage traffic demand and extend the condition and capacity of the facility. The Department has thus far constructed three park-and-ride/bus service facilities within the corridor (at Exit 2, Exit 4 and Exit 5) and facilitated the establishment of commuter, intercity bus service along I-93 connecting Concord, Manchester, Londonderry, Derry, Salem, and Boston. In addition, the layout of I-93 has included space in the median for the possibility of some type of future transportation service as well as bridge openings for rail service along the Manchester & Lawrence Railroad corridor. Additional space has also been acquired adjacent to the recently completed Exit 5 park & ride/bus service facility. This additional space will allow future expansion of the facility, which is accessible to the M&L corridor as well. Also, through the development of the I-93 project, a comprehensive incident management plan has been developed and deployment of Intelligent Transportation Systems (ITS) is being implements to better manage traffic in the corridor

In an effort to continue the Department's furtherance of multimodal travel in New Hampshire, and in particular within the southern tier served by I-93 and the F.E. Everett Turnpike, the Department will pursue the following initiatives over the course of the incremental implementation of the project:

1. Establishing an inter-agency task force to manage transportation demand on I-93 and develop measures for a more economically and environmentally sustainable transportation system. The task force shall include representation from the Department of Transportation, the Office of Energy and Planning, the Department of Environmental Services, the Department of Resources and Economic Development, the NH Housing Finance Authority, the NH Rail Transit Authority, the NH Climate Collaborative, the Rockingham Planning

Commission, the Southern NH Planning Commission, and the Nashua Planning Commission.

The goals of the task force, by which progress and effectiveness will be gauged, will include enhancing multi-modalism in the I-93 corridor and the southern tier of New Hampshire; reducing greenhouse gas emissions; and advancing the NH Climate Action Plan's goals and strategies relating to the reduction of vehicle miles traveled.

2. Working with the task force to develop TDM and TSM strategies, create a schedule of initiatives, locate funding sources, propose legislation, and promote multi-modal alternatives.

3. Utilizing technology (including continuous recorders to be installed on each highway segment during the construction of the three lanes) to provide data for assessing traffic volumes, congestion, and the effectiveness of the Task Force's TSM and TSM initiatives, and to improve communication between the traveler, travel conditions, modal schedules etc, making the management of the system timely and effective.

4. Continuing to pursue a fully integrated transportation system that includes rail service and enhanced bus service, within which the various modes complement and inform each other to the benefit of the traveling public and the movement of goods.

5. Continuing to work with the Commonwealth of Massachusetts, as Massachusetts constructs improvements to its portion of I-93 and coordinates with New Hampshire to implement rail and transit service improvements, including but not limited to, the Bi-state Transit Investment Study.

In closing, this implementation plan is our approach for addressing intermodal objectives as outlined in the Supplemental Record of Decision for the Salem to Manchester I-93 project. The Department hopes to enlist the support of the Federal Highway Administration and the Federal Transit Administration as important resources in this endeavor. We expect to get underway early this summer, and look forward to your assistance.

Sincerely,

George N. Campbell, Jr.
Commissioner

cc: The Honorable John H. Lynch, Governor
Jeff Brillhart
Mike Pillsbury
Bill Cass
Pete Stamnas
Kit Morgan

Document1

JOHN O. MORTON BUILDING • 7 HAZEN DRIVE • P.O. BOX 483 • CONCORD, NEW HAMPSHIRE 03302-0483
TELEPHONE: 603-271-3734 • FAX: 603-271-3914 • TDD ACCESS: RELAY NH 1-800-735-2964 • INTERNET: WWW.NHDOT.COM

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the advisory commission:

Transportation is undergoing a revolution right now. But the DOT's proposed 10 year plan doesn't connect with these rapid changes. Everything is going electric. Climate change is an accelerating disaster. For this plan to have any meaning, you've got to include plans for infrastructure for electric vehicles. And plans for electric rail and electric buses. And more transit than we have now. Even electrifying the New Hampshire fleet. Please include your best thinking and planning for these elements. A 10 year plan has to be about more than repairing potholes. Or progress will pass us by and NH will remain the only New England state with its head stuck in the sand.

Sherry Boschert
337 Mount Support Rd.
Lebanon, NH

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TRANSPORTATION
NOV 3 - 2023
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Planning and Community Assistance

WatsonJr, Bill

From: Bruce Caplain <bruce.caplain@gmail.com>
Sent: Friday, September 15, 2023 9:43 AM
To: WatsonJr, Bill
Subject: GACIT Hearing

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Hi Bill -

I attended last night's GACIT hearing in Bethlehem - thank you for having one in Bethlehem, we greatly appreciate it and by now, you probably know that we care a lot about the roads in the area!

I want to put in writing the comments I made last night - and they were mostly from the Bike/Ped/Active transport perspective.

First, I recently reviewed the just released NH Pedestrian, Bicycle Plan (which is fantastic). In order to ensure its success, please be sure to incorporate it into the 10 year plan. If that's done, it will ensure an amazing change in NH's active transportation access.

Secondly, during the presentation, it was mentioned that one of the projects is to work on a section of Route 3 in Whitefield. I mentioned that given the narrowness and windiness of the road, and the number of trucks and campers that travel on it, it is probably the most dangerous section of roadway in the North Country for Bike/Ped. I urge that as the DOT works through the project that Bike/Ped safety is factored in. I offered to be part of the team or provide any insights to help.

Lastly, I also urge that as part of the Ped/Bike Plan and the 10 Year Plan, that "danger zones" for bikes and pedestrians be prioritized to ensure they are addressed. Seeing the section of Route 3 in Whitefield on the list is fantastic. But also including the railroad crossing on Route 302 in Carroll (near the Mt Washington Hotel) should also be very high on the list. But those are just two examples - I'd be more than happy to work together to help compile the list.

Thanks again for putting all this together and for seeking input.

And please let me know how I can collaborate in any way possible to make the roads safer for active transport.

Have a great weekend.

Best,

Bruce Caplain
603 991 1413
BikeTheNorthCountry.com
CSAC
BWA-NH

BICYCLE
FRIENDLY
COMMUNITY
2022-2026
BRONZE
THE LEAGUE
OF AMERICAN BICYCLISTS

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan lacks investments in renewable-energy infrastructure and public transportation. Increased flooding and storms this summer have wiped out roads. Costs have also risen, from housing to food to energy. We need our transportation plan to meet this moment.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public-transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH want the commuter rail from Boston to extend to Nashua and Manchester - they been asking for years. Our transportation plan also has to accommodate the current increase in electric vehicle use. We need more chargers available to the public and we need more government agencies to move to electric vehicle use.

Thank you for your consideration.
D. Carr
Hanover, NH

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CITY OF CONCORD

New Hampshire's Main Street™

Community Development Department

Engineering Services Division

Michael Bezanson, PE
City Engineer

November 2, 2023 VIA EMAIL ONLY

William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483
Email: William.E.Watsonjr@dot.nh.gov

RE: Draft 2025-2034 Ten-Year Transportation Improvement Plan
City of Concord Written Testimony

Dear Mr. Watson:

On behalf of the City of Concord, I submit the following comments on the draft 2025-2034 Ten-Year Transportation Improvement Plan (TYP) as recommended by the New Hampshire Department of Transportation (NHDOT) to the Governor's Advisory Commission on Intermodal Transportation (GACIT).

The TYP serves as the State of New Hampshire's capital improvement program for all modes of transportation infrastructure, and the guiding document for programming federal and state transportation funding associated therewith. The City applauds the State's efforts to develop a comprehensive plan which not only allocates resources to support much needed roadway improvements, but also includes funding all modes of transportation such as, but not limited to, aviation, bicycle and pedestrian travel, and public transportation.

As you know, regional priorities are submitted by the Regional Planning Commissions throughout the State to NHDOT to form the basis of the TYP. The City of Concord has been an active participant in, and supportive of, the process undertaken by the Central New Hampshire Regional Planning Commission (CNHRPC) and the NHDOT to select projects for funding, including the various specific funding programs such as Congestion Mitigation & Air Quality (CMAQ), Transportation Alternatives Program (TAP), and State Aid Bridge (SAB). The funding presented in the draft 2025-2034 TYP will not only ensure maintenance of critical transportation infrastructure, but also improve safety of the traveling public, reduce congestion and promote the benefits associated, and expand the options for modes of travel, which contributes to more vibrant and healthy communities.

During our review, the City observed that funding for improvements to the intersection located at Clinton/South/Broadway/West Street, known as McKee Square, is not included in the proposed TYP. This project would significantly improve a confusing and dangerous crossroads in our community that serves both regional and local traffic and would also dramatically improve safety for children walking to and from nearby Abbott-Downing Elementary and Rundlett Middle Schools. The McKee Square Project is a top priority of the Concord City Council; and, as such, over the past two years, the City has appropriated more than $375,000 of City funds to complete traffic studies and preliminary design alternatives of potential improvements to this critical intersection. The McKee Square project was the top ranked project in the CNHRPC region for inclusion in the TYP. The project qualifies for CMAQ funding and, if approved for CMAQ funding, would allow construction of the project to proceed on schedule. CMAQ funding for McKee Square would have the additional benefit of allowing more priority projects to be funded from the regional allocation. The City respectfully encourages the State to include the McKee Square Project, and associated CMAQ funding therewith, in the TYP.

In addition to our comments on the McKee Square Project, the City offers the following comments for projects currently proposed for funding in the TYP. The City's comments are listed in the order of which projects appear in the draft Ten Year Transportation Improvement Plan 2025-2034 dated September 5, 2023:

- <u>13742 Bow-Concord I-93 Widening</u>
  In December of 2022, Concord Mayor Bouley sent a letter to NHDOT Commissioner Cass commenting on the I-93/I-89 Bow-Concord Project (attached). This letter continues to remain as the City's position on this project.

- <u>40565 Concord Municipal Airport</u>
  The Concord Municipal General Aviation Airport provides a vital link to New Hampshire's Transportation System and the economic growth of the State Capital and its surrounding communities. Concerning economic development, Concord Airport's importance to the State and Local economy continues to grow, as United Therapeutics Corporation, one of the world's premiere biotech companies, is currently completing a new $22 million, 36,000SF corporate aircraft hangar at Airport to support their operations in southern New Hampshire. The airport is also an important facility for the operations of the NH Army National Guard and NH State Police. The City supports the continued allocation of funding for capital improvements to the Concord Municipal Airport that facilitate the airport's operation and compliance with FAA requirements.

- <u>41212 NH Route 9 (Loudon Road) over Merrimack River – Bridge Rehabilitation</u>
  The Loudon Road Bridge (163/111) over the Merrimack River is currently Red Listed by NHDOT. The City recognizes that this corridor is a critical transportation link between the central core of the City and the Heights neighborhood east of the Merrimack. Significant disruption of regional traffic would occur if continued deterioration resulted in restricted use or closure of the bridge. As such, the City has funds available and is proceeding with final design. The City is committed to the 20% matching funds for this project and supports programming construction funding for this project beginning in FY 2025.

- 41468 I-93 NB & SB Bridges (136/117 & 136/116) over Merrimack River
  The City supports funding improvements to the I-93 bridges over the Merrimack River in conjunction with the Bow-Concord I-93 Widening (13742) project.

- 42574 US 202 & NH 9 Red List Bridge (147/028) over Ash Brook
  The City supports funding to address the Red Listed culvert carrying US Route 202/NH Route 9 over Ash Brook, as this is a regionally significant corridor.

- 42614 US 3 Widening between Garvins Falls Road and Airport Road
  The Manchester Street (US Route 3) widening project continues to be a priority project for the City, as this is a critical thoroughfare with regional significance. This roadway will also support significant development proposed in this area. As such the City Council continues to support funding this project, and most recently appropriated $300,000 of funds in the City's FY2024 Budget for right-of-way acquisition. The City appreciates flexibility in the timing of construction funding as local funding is coordinated with the TYP allocation.

- 43428 I-89 NB & SB Red List Bridges (165/029 & 166/029) over Turkey Pond
  The City supports funding to address the Red Listed bridges carrying I-89 over Turkey Pond, as this is a regionally significant corridor.

- 43732 Rail Trail between Sewalls Falls Road and Boscawen Town Line
  This proposed 1.79-mile 10' wide paved multi-use, non-motorized transportation trail between the Boscawen town line and Sewalls Falls Road is the northernmost segment of the larger multi-phased Merrimack River Greenway Trail (MRGT). The MRGT is a major component of the City's Transportation, Recreation, and Pedestrian/Bicycle Master Plans, intended to serve both transportation and recreation uses. The City, in close partnership with NHDOT, is currently working to acquire this section of railroad (and others) from CSX, and supports the proposed TAP funding for this project.

- 44326 Iron Works Road Bridge (190/067) over Turkey River
  The City supports funding to address the Red Listed bridge carrying Iron Works Road over Turkey River, as this is an important local roadway in the City. If continued deterioration resulted in restricted use or closure of the bridge, access routes for the NH State Police facility on Iron Works Road would be limited.

Thank you for the opportunity to comment on the draft 2025-2034 Ten Year Plan. The City looks forward to working with the NHDOT as this process moves forward. Please feel free to contact me with any questions or comments.

Sincerely,

Michael S. Bezanson, PE
City Engineer

Attachment: Mayor Bouley Letter to NHDOT Commissioner Cass dated 12/21/2022

Engineering Services Division
City Hall • 41 Green Street • Concord, NH 03301 • (603) 225-8520 • (603) 230-3630 fax
engineering@concordnh.gov

City of Concord, New Hampshire

Mayor James P. Bouley

41 GREEN STREET
Concord, NH 03301
(603) 225-8500

December 21, 2022

William Cass, Commissioner
NH Department of Transportation
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

Dear Commissioner Cass:

The New Hampshire Department of Transportation (NHDOT) presented an update on the I-93/ I-89 Bow-Concord Project (the "Project") at a City Council Meeting held on October 11, 2022. The proposed project has the potential to improve both economic development throughout the City and the region, and all modes of transportation safety throughout the community.

After lengthy discussions and weighing all public input received, the Concord City Council expresses its support for the project and offers the following requested modifications to the NHDOT, upon which the City's support is predicated upon.

The requests are as follows:

Exit 12
Subject to review of final designs and maintenance details, the NHDOT's proposed conceptual improvements of a dual roundabout design to Exit 12 are acceptable. The City Council requests that the NHDOT use industry standard design principles with significant attention to incorporate safe access for bicyclists and pedestrians through the proposed roundabouts at this location, including crosswalks and flashing beacons.

The City Council requests that the NHDOT consider the impacts of the highway noise to the abutting neighborhoods in the area of Exit 12, and incorporate measures necessary to ameliorate unreasonable additional noise impacts.

Exit 13
The City Council supports the NHDOT's proposal to provide additional turn lanes at the north bound off ramp, as well as at the intersection of Manchester Street / Old Turnpike Road / Black Hill Road. The City Council is of the opinion that these improvements are valuable to the City within the context of transportation and economic development. The City Council requests that the NHDOT install safe crossings and appropriate lighting for bicycles and pedestrians at all two-lane approaches and exits at this location. Right turn on red should not be allowed at the traffic signal for the right turning traffic so that bicycles can safely travel, and the location should include walk signals for pedestrians.

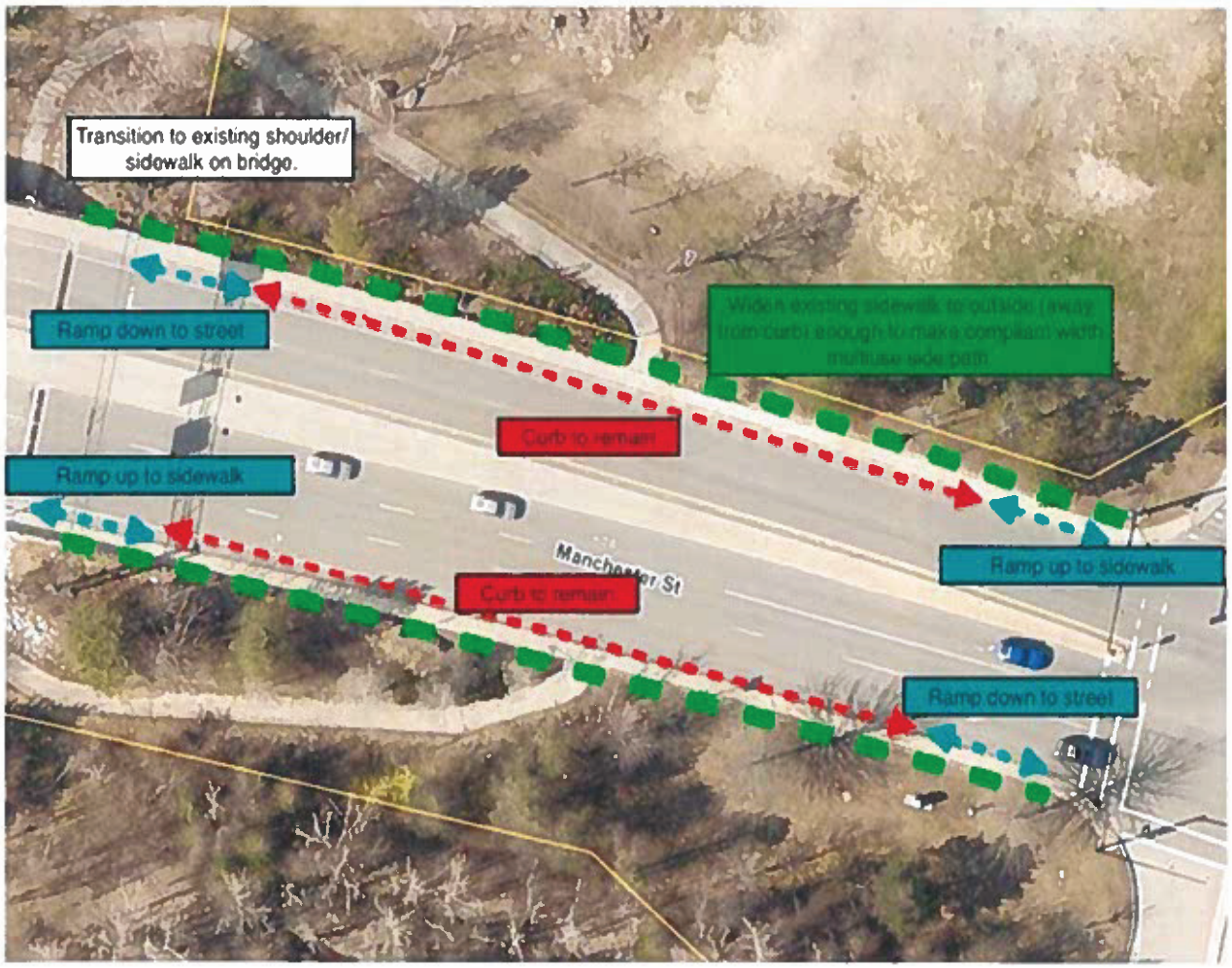
The City Council advocates for safe bicycle transitions between the trail system and street system, connecting Manchester Street users to the Merrimack River Greenway Trail (MRGT).

This could be accomplished by the addition of bicycle curb ramps and 10-foot wide multi-use paths extending from the existing paths beneath the Manchester Street Bridge to the intersection with Old Turnpike Road, as shown on the figure below.

The City Council requests that the NHDOT incorporate connections to the MRGT within the existing right-of-way in the area of Black Hill Road. Doing so will facilitate a continuous route for the MRGT from the Concord / Pembroke municipal boundary to Terrill Park and beyond.

The City Council requests that the existing pedestrian ramp from Basin Street be reconfigured to tie into Manchester Street in a safer location.

The City Council requests that landscaping be added to this area, particularly additional tree plantings. In addition, lighting in all areas of the bridge should be installed for the safety of all travel modes.



Exit 14

Merrimack River Greenway Trail (MRGT) / Loudon Road
The inclusion of the Merrimack River Greenway Trail through Exit 14 provides a significant improvement for users of the trail and links the trail to downtown and further expansion to the north.

The City Council requests that NHDOT's proposed typical section for Loudon Road, through the limits of the Project, be revised so as to be consistent with the proposed improvements across the Loudon Road Bridge with a 14-foot wide shared-use path on the north side and 6-foot wide sidewalk on the south side. Consideration should be given to beautifying the Interstate bridge over Loudon Road, as well as constructing sloped abutments versus vertical retaining walls to open up this area, thus making it more inviting for pedestrians. This bridge is a gateway connecting the Heights to Downtown and should be appropriately designed. See examples below:

The City Council requests that the design details of all intersection trail crossings use industry standard design principles to incorporate safe access for all users.

Regarding the proposed configuration of the Merrimack River Greenway Trail (MRGT), the City Council requests that NHDOT further analyze MRGT Concepts A, C and F; and/or a combination of the three.

NHDOT should also account for the following as part of the project:

- Signal timing of the Loudon Road/Centre Street intersection with increased pedestrian activity;
- Rights-of-Way impacts to the Holiday Inn on the corner;
- Aesthetics of the ramp in Concept F (specifically, TPAC recommends a structure as opposed to large retaining walls);
- That all alternatives be configured to work with the City's envisioned design for the Storrs Street extension, including a potential roundabout at the Main Street connector; and,
- Specific detailed streetscaping should include lighting, landscaping, benches and local art and culture in the design, particularly in the bridge and entryway areas.

Storrs Street Extension North
One of the challenges for the I-93 corridor through Concord is the amount of local traffic which uses the highway to traverse the City. Improvements to the local roadway system may help to mitigate this circumstance. As such, the City accepts the NHDOT's offer to relocate the State of New Hampshire's Lincoln Line Corridor, at the State's expense, to facilitate future construction of Storrs Street Extension North by the City. Towards this end, the City is prepared to cooperate with the State relative to granting of property rights over City owned property to facilitate said rail relocations, provided the State is prepared to grant the City ownership of surplus property resulting from relocation of the Lincoln Line rights-of-way located between Loudon Road and Horseshoe Pond Lane. City ownership of said residual surplus railroad property will be necessary for the City to construct Storrs Street Extension North. Further, the City is also prepared to design / construct Storrs Street North so as to facilitate a future at-grade railroad crossing over Storrs Street North Extension when / if highspeed rail is implemented in the future.

Stickney Ave (Right-in, Right-Out)
The City Council understands that Concord Coach and Concord Area Transit (CAT) have concerns with the access restrictions which would result from the proposed right-in, right-out configuration at this location. In addition, associated impacts to the Ralph Pill Plaza, and that the proposed reconfiguration of this intersection would necessitate the need for U-turns at other busy intersections in the area are of concern. Therefore, the City Council requests that this location remain as a full access, signalized intersection.

Stickney Avenue (New Intersection with South Commercial Street / Constitution Avenue)
The City Council conditions its support on the State extending Stickney Avenue northerly so as to create a new intersection with South Commercial Street and Constitution Avenue. This will

improve the local transportation network, especially once Storrs Street North Extension is constructed by the City in the future.

North Bound On-Ramp
The City Council requests the addition of an unsignalized north bound on-ramp for westbound traffic only helping the traffic flow on Loudon Road.

Exit 15
The City Council supports the proposed design of the interchange at Exit 15, as it will eliminate multiple conflict points and replaces four red listed bridges, all important to safety improvements.

The City Council requests that the NHDOT include streetscape and design features on I-393/US Route 202 between Commercial Street and North Main Street. The transition from interstate to city streets is most notable at the intersection and said improvements would beautify this important gateway into the City, as well as provide a visual que to motorists that they are leaving the Interstate and approaching the local street network. Signature lighting amenities should be added to make note of this important location. Said improvements would also encourage the reduction of speeds as vehicles approach the intersections with Commercial Street and North Main Street.

Additional Items
So as to improve upon the image of Downtown Concord from the interstate highway, the project should include landscaping features, strategically placed decorative fencing, lighting treatments and creative art along the highway to draw attention to the downtown. Wayfinding signage and historic information should be included.

Interstate Widening
The Bow-Concord I-93 widening project, as currently proposed, will have significant impacts on the City of Concord. As such, the City appreciates that the NHDOT has agreed to update its traffic study to ensure that current traffic volumes are reflected and that predicted traffic growth is based on the actual traffic in the last several years. Any widening will directly impact the city and its residents and businesses, so it is important to ensure that any widening proposed is necessary. A genuine reconsideration of the number of lanes proposed is critical to ensuring support for this project.

The City Council requests that the NHDOT evaluate the reduction of the Interstate's footprint and number of lanes associated therewith, while still meeting purpose and need of the project.

Deck Park/Pedestrian Bridge/River Connection
The City's 2006 Opportunity Corridor Master Plan, which was prepared in part to articulate the City's suggestions to the NHDOT relative to the Interstate 93 project as envisioned at that time, included a large deck park and various improvements to the Merrimack River corridor to promote pedestrian access and recreation associated. These improvements were specifically predicated on the acquisition and redevelopment of the Brixmor Shopping Plaza, and other

adjacent properties, by the NHDOT so that the highway could be relocated westerly away from the river. The City notes that these real estate acquisitions are not part of the NHDOT's Project at this time. In addition, the improvements suggested by the 2006 Opportunity Corridor Master Plan also contemplated depressing the elevation of the highway, as well as significant modifications of the CSX railroad at this location, to facilitate development of the "deck park". The City Council has received a significant amount of public testimony regarding the concept of the deck park and related river connections, as articulated in the 2006 Opportunity Corridor Master Plan. In the event the City Council undertakes a feasibility study and associated conceptual designs of a potential "deck park" over portions of the Interstate (likely between Exits 13 and 14), as well as a potential pedestrian bridge associated therewith across the Merrimack River, including pedestrian connections to the river related thereto; the City Council requests the assistance of NHDOT expertise in the exploration and conceptual development of alternatives.

Thank you for considering these recommendations. The City of Concord looks forward to continued collaboration with the NHDOT on this very important project.

Sincerely,

James P. Bouley
Mayor

JPB/sms

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Margaret Connors
New Hampshire Resident

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 1 - 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

September 11, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Governor's Council on Intermodal Transportation
Commissioner, Department of Transportation
NH Executive Council

I believe that the draft 10-year transportation plan should include much greater support for public transportation in New Hampshire. Just yesterday, at a gathering in the Seacoast, a friend who teaches at an adult education center reported that because of a cutback in the regional bus system, some of her students can no longer come to class. I myself may be affected by the state's dire lack of adequate public education. I'm in my early seventies and doing well now, but in the future I will likely have to give up driving. Because I live about 25 minutes outside of Concord, without public transportation I may be unable to shop or get to medical appointments.

Finally, I fear the climate consequences if New Hampshire transportation continues to rely so heavily on individual vehicles. Fossil fuels, of course, are a direct cause of global heating. But even EVs will use up valuable resources and clog our highways. New Hampshire needs to greatly strengthen its public transportation system in order to meet the needs of our people and protect our environment.

Sincerely,
Judith Elliott
1 Mudgett Hill Rd.
Canterbury, NH 03224

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 6 - 2023
BUREAU OF
Planning and Community Assistance

U.S. Department of Transportation
Federal Highway Administration

New Hampshire Division

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

November 3, 2023

In Reply Refer To:
HDA-NH

Mr. William J. Cass, P.E.
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

Attn: Mr. William E. Watson, P.E.
Bureau of Planning and Community Assistance

Subject: New Hampshire's Draft 2025-2034 Ten Year Plan and anticipated 2025-2028 Statewide Transportation Improvement Program (STIP)

Dear Commissioner Cass,

Enclosed are the Federal Highway Administration's (FHWA) comments on New Hampshire's Draft 2025-2034 Ten Year Plan.

FHWA appreciates that this draft Ten Year Plan incorporates an ongoing emphasis on financial constraint and continues consideration and involvement of New Hampshire's statewide and metropolitan transportation planning processes and subrecipients (Metropolitan Planning Organizations (MPOs) and rural Regional Planning Commissions (RPCs) as development of the new Ten Year Plan continues.

This submission includes reminders of: Recommendations from our FHWA/FTA joint letter approving the current 2023-2026 STIP; Transportation Performance Management (TPM) performance-based planning requirements; financial constraint and other requirements for the statewide and metropolitan planning and programming processes and documents that are developed from the Ten Year Plan; and project full funding requirements, among other items.

Thank you, and if you have any questions, or for any assistance you may need, please contact Leigh Levine of my staff at Leigh.Levine@dot.gov or (603) 410-4844.

Sincerely,

PATRICK A BAUER
Digitally signed by PATRICK A BAUER
Date: 2023.11.03 08:33:32 -04'00'

Patrick A. Bauer, P.E.
Division Administrator

Enclosure(s):
FHWA Comments on New Hampshire's Draft 2025-2034 Ten Year Plan
FHWA/FTA April 12, 2023 FY 2023-2026 STIP Approval Letter

ecc:

Andre Briere, NHDOT
Dave Rodrigue, NHDOT
Bill Oldenburg, NHDOT
Bill Watson, NHDOT
Glenn Davison, NHDOT
New Hampshire's MPO and RPC Executive Directors
Becky Ohler, NHDES
Eric Rackauskas, EPA
Peter Butler, FTA
Eric Papetti, FTA
Ari Ofsevit, FTA

350.130 Subject File – STIP
FY24 Reading File

FHWA Comments on New Hampshire's Draft 2025-2034 Ten Year Plan

2023-2026 STIP FINDINGS AND PENDING 2025-2028 STIP

Although New Hampshire's Ten Year Plan does not require Federal approval, the common practice in New Hampshire is to adopt the first 4 years of the Ten Year Plan as New Hampshire's Statewide Transportation Improvement Program (STIP). FHWA reminds NHDOT of the Findings listed in our joint FHWA/FTA April 12, 2023 FY 2023-2026 STIP approval letter (enclosed). FHWA appreciates the updates on the Department's responses to these findings that are provided with subsequent STIP Amendments and Updates and looks forward to further progress.

TRANSPORTATON PERFORMANCE MANAGEMENT (TPM) REQUIREMENTS

FHWA appreciates work accomplished by NHDOT and New Hampshire's MPOs to address TPM rulemaking and the Statewide & Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rules related to performance-based planning requirements. New Hampshire's Partnering for Performance initiative continues to provide an excellent framework to support the development of a collaborative approach to TPM and performance-based planning compliance.

The IIJA/BIL continues requirements for MPOs and states to establish performance targets that address national performance measures based on national goals outlined in legislation. A performance-based, asset management approach to the Ten Year Plan process should continue to help NHDOT maximize transportation system performance, minimize life-cycle costs, and make more informed, cost-effective program decisions to better manage existing transportation assets. We appreciate efforts made by the Department and planning subrecipients to incorporate IIJA/BIL performance measures and targets into the criteria and ranking process for selecting Ten Year Plan projects for funding. The Department is encouraged to continue considering measures and targets that are now in place as the new Ten Year Plan continues toward its final approval and implementation.

FISCAL CONSTRAINT:

In addition to the STIP, New Hampshire's MPOs also rely on the Ten Year Plan to program projects in their updated TIPs and long-range transportation plans. Like the STIP, these documents that all flow from the Ten Year Plan must demonstrate compliance with Federal financial constraint requirements.

FHWA recognizes that this Draft Ten Year Plan considers financial constraint throughout the document. We find the Federal-aid assumptions considered in the development of the Draft to be reasonable and we appreciate the Department's review and modification of the year-of-expenditure (inflation) rate. For New Hampshire's subsequent 2025-2028 STIP Update or any amendments to the current 2023-2026 STIP, FHWA would remind the Department that should any revenue sources subsequently be removed or substantially reduced (i.e., by legislative or

administrative actions), FHWA (and FTA) will not act on an updated or amended STIP that does not reflect the changed revenue situation (23 CFR 450.218(p).
For the updated MPO TIPs, STIP, and MPO long-range transportation plans that will come from the 2025-2034 Ten Year Plan, FHWA considers fiscal constraint to be a demonstration that there will be sufficient funds to implement proposed improvements, and to operate and maintain existing transportation infrastructure.

To clarify our expectations, the following financial constraint-related items are among the most important that must be addressed before we can approve the upcoming FY 2025-2028 STIP that will come from the new 2025-2034 Ten Year Plan:

- Total project costs may not exceed reasonably available total revenues within the STIP by year.

- Identified federal revenues may not exceed established apportionment levels, or a reasonable extrapolation.

- State, local, and other public or private sector revenues identified in the STIP must be considered reasonably available.

- The financial plan documentation of the STIP must include accurate estimates of project costs, and revenue sources that are reasonably expected to be available to adequately operate and maintain existing Federal-aid highways and public transportation.

- State or local Federal-aid match, including toll-credits must be identified for each STIP project listing. Toll-credit match and indirect costs, if charged, must be considered.

- Each STIP project listing must include a total estimated cost for the project that accounts for costs preceding the current STIP, and costs beyond the STIP timeframe.

- Cost estimates in the STIP must use an inflation rate which reflects "Year-of-Expenditure" dollars, with these cost estimates reflected in the project listings and in the financial plan portion of the STIP.

- Project listings in the STIP must reflect the anticipated use and conversion of Advance Construction (AC) and GARVEE, TIFIA or other bonding finance tools.

- The project listings and financial plan of the STIP must be published as a single document and made wholly available to the public during comment periods.

- These same requirements apply to MPO TIPs and long-range transportation plans.

While we acknowledge Federal-aid eligibility, transfer flexibilities, and bottom line annual financial constraint by year in New Hampshire's STIP and TIPs, we also continue to encourage

the Department and MPO planning subrecipients to demonstrate yearly fiscal constraint in their financial plan documentation by specific funding category for all years of the STIP and TIPs. Any apparent over-programming by funding category complicates determinations of financial constraint for FHWA and FTA and may jeopardize future approval actions for STIP Updates and Amendments.

NHDOT's continuing reliance on toll credit for Federal-aid match that is assumed throughout the Draft Ten Year Plan is also noted. As a reminder, to be eligible to earn toll credits in a given year, New Hampshire must pass the maintenance of effort (MOE) test in a timely manner, for the year you are applying for credits. The MOE determination is used to demonstrate that a state is maintaining their non-Federal transportation capital expenditures at a sufficient level to be able to earn toll credits for a given year.

FHWA also reminds the Department that any revenue assumptions based on potential toll increases would have to be determined reasonable by FHWA to support programming in financially constrained documents including the STIP, metropolitan TIP and metropolitan long-range transportation plan. For toll increases, this can be demonstrated based on past experience and trends and should be documented with a plan that includes milestones for a path to successful and timely implementation.

PARTIALLY FUNDED PROJECTS

We appreciate the Department's continuing efforts to achieve full funding for all projects included in the Ten Year Plan and we remind NHDOT that we do not authorize Federal-aid funds for projects that are not fully-funded. This is supported by regulatory requirements for the STIP (23 CFR 450.218(o)) and metropolitan TIP (23 CFR 450.326(k)) that these documents shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. We also remind the Department that for projects authorized under one Federal-aid number, multiple phases of work will not be authorized with the same effective date unless the work is ready to proceed.

FHWA further highlights our guidance that the STIP/TIP include at least one subsequent phase (e.g., PE, final design, ROW, utility relocation, or construction) of the project before FHWA can sign the Record of Decision (ROD) or Finding of No Significant Impact (FONSI) or approve a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA). For example, the STIP/TIP might include final design, but not construction, if the construction phase is not planned within the horizon of the STIP/TIP. The timing of the subsequent phase or phases should be consistent with the MPO long-range transportation plan in MPO areas, and the project's environmental document. In those unusual instances where no subsequent (subsequent to NEPA approval) phases of the project fall within the timeframe of the STIP/TIP, then a description of the project should be included in the STIP/TIP for informational purposes and identified as being beyond the horizon of the STIP/TIP, and the additional project costs must be included in the total project cost listed in these documents.

STATEWIDE AND METROPOLITAN PLANNING PROCESSES:

We encourage the Department to incorporate the MPO and rural RPC project priorities for 2033 and 2034 into the Ten Year Plan as submitted, and we also thank the Department for continuing implementation of a project estimate review process for those projects, to help ensure accurate planning-level project costs are established early and carried forward into MPO long-range transportation plans, TIPs and the STIP.

We find your Ten Year Plan priorities broadly consistent with New Hampshire's current multimodal statewide long-range transportation plan (NH Long Range Transportation Plan 2010-2030), but continue to strongly encourage the Department to initiate an update of the Long Range Transportation Plan to address performance-based planning requirements and incorporate asset management approaches consistent with TPM requirements and rulemaking. Consideration of the statewide long-range transportation plan should be fully integrated with the development of New Hampshire's Ten Year Plan.

Regarding the metropolitan project selection process, a reminder that IIJA/BIL requires that MPOs serving a TMA select all federally funded projects from their approved TIP (except those on the National Highway System (NHS)) in consultation with the state and any affected public transportation operator(s). Projects on the NHS are selected from the approved TIP by the state in cooperation with the MPO(s) designated for the area (23 USC 134(k)(4)).

In non-TMA MPO planning areas, the state selects all Title 23 funded projects from the approved TIP in cooperation with the MPO, and the designated recipient of public transportation funding selects Title 49 Chapter 53 projects from the approved TIP in cooperation with the MPO [23 USC134(j)(5)].

OTHER

Mile Point Reference Exit Numbering Commitment

We continue to encourage New Hampshire to meet the mile point reference exit numbering requirement of the 2009 Manual on Uniform Traffic Control Devices (MUTCD). This project will have strong safety benefits to the traveling public (driver expectancy and exact locations on roadways), emergency responders (exact locations), highway patrol (exact locations), and freight carriers (exact locations and locations of highway facilities). We continue to be available to meet with you to discuss strategies to ensure this project is completed and identify ways to minimize the cost of the work and impacts to the traveling public.

Vehicle Weight Enforcement, WIM Stations and Classification Counts

We note and thank the Department for including the TRAFMON programmatic project to provide sustained funding support for New Hampshire's WIM and classification count stations. This should assist the Department with achieving the collection of continuous traffic volume, vehicle classification and vehicle weight data consistent with requirements listed under 23 CFR 500.204. We support the long-term viability of New Hampshire's Traffic Monitoring Program to

ensure the continuous collection of traffic data important to the State of New Hampshire, as well as the national traffic monitoring database.

Americans with Disabilities Act (ADA) Transition Plan Implementation

To ensure proper and timely implementation of the ADA Transition Plan as accepted by FHWA on October 15, 2019, we continue to recommend that the Department include sufficient resources in the Ten Year Plan to fulfill the ADA Transition Plan's commitment to the removal of barriers as projects are developed and constructed.

Environmental Commitments

FHWA would again encourage New Hampshire to review the status of commitments made under the NEPA, Section 106 and other environmental review processes to ensure that the 2023-2032 Ten Year Plan includes any projects related to such commitments as may be appropriate.

Climate Change – Sea Level Rise, Storm Surge and Risk of Flooding

FHWA continues to encourage transportation agencies to consider climate change impacts when planning new assets or rehabilitating existing assets, especially as part of strategic asset management efforts. Risk-based asset management serves as a climate adaptation strategy by providing a platform for inventorying assets, evaluating risks to those assets, and prioritizing capital improvements.

In addition, New Hampshire should be aware of requirements for NHS and non-NHS roads under 23 CFR 667.7, regarding periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events. NHDOT must prepare this evaluation for all NHS and non-NHS roads, highways and bridges prior to including any project relating to such facility in its STIP.

Equity

FHWA strongly encourages NHDOT to consider equity in the statewide and metropolitan planning processes that lead to development of the STIP, metropolitan TIP, and metropolitan long-range transportation plan. Equity in transportation seeks fairness in mobility and accessibility to meet the broad needs of community members. Equitable transportation planning considers the circumstances impacting a community's mobility and connectivity needs and this information is used to determine the measures needed to develop an equitable transportation network.

A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options. To do this successfully, the planning process must address the needs of all populations being served, particularly populations that are traditionally underserved, including individuals in the following categories: Low Income, Minority, Elderly, Children, Limited English Proficiency, or Persons with Disabilities.

Multi-state project planning, management and finance

As another reminder, FHWA also continues to encourage NHDOT to coordinate closely and be proactive in establishing clear roles, responsibilities and financial plans and agreements with cross-border states on all 2025-2034 Ten Year Plan projects involving multi-state project planning, finance, construction and management.

U.S. Department
of Transportation

Federal Transit
Administration
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1093
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New Hampshire Division
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603-228-0417
603-228-2829 (fax)

April 12, 2023

Mr. William Cass
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

RE: New Hampshire FY 2023-2026 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Dear Commissioner Cass:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of New Hampshire's new FY 2023-2026 STIP and supporting documentation as transmitted to us in full on March 31, 2023.

As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard, and as of April 6, 2015, the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) was revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area. On November 29, 2018, the Environmental Protection Agency (EPA) issued "Transportation Conformity Guidance for the *South Coast II* Court Decision" (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for metropolitan transportation plans (MTPs) and transportation improvement programs (TIPs) include: latest planning assumptions (§ 93.110), latest emissions model (§ 93.111), consultation (§ 93.112), transportation control measures (§ 93.113(b) and (c)), and emissions budget and/or interim emissions (§ 93.118 and/or § 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court case upheld the revocation. As no regional emission analysis is required for conformity determinations in

the Boston-Manchester-Portsmouth (SE), NH area, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

On March 10, 2014, EPA approved carbon monoxide (CO) maintenance plans, known as "limited maintenance plans," for the City of Manchester and City of Nashua. These limited maintenance plans were established with a 2021 horizon year. The second ten-year CO maintenance period for these plans terminated on January 29, 2021.

On March 22, 2021, EPA provided a letter to NHDOT acknowledging the end of transportation conformity requirements for the CO National Ambient Air Quality Standards for the City of Manchester and City of Nashua maintenance areas. This letter states that "The 20-year maintenance period for the Nashua and Manchester CO maintenance areas expired on January 29, 2021. Therefore, these areas are no longer required to demonstrate transportation conformity for their respective CO maintenance areas. The rest of the maintenance plan requirements, however, continue to apply, in accordance with the New Hampshire State Implementation Plan (SIP)."

We have received a copy of a letter from the New Hampshire Department of Environmental Services (NHDES) to the New Hampshire Department of Transportation (NHDOT) dated February 15, 2023. This letter states that "NHDES is in concurrence with the determination that the NH STIP 2023-2026 Update conforms to the SIP as required by Title 40, Code of Federal Regulations, Part 93, and will not adversely affect continued attainment of the ozone standard in the State of New Hampshire nor will it adversely impact continued attainment of the carbon monoxide standard in the City of Manchester or the City of Nashua". On March 15, 2023, FHWA and FTA also received a message from the US Environmental Protection Agency (EPA). This message states that "EPA Region 1 has reviewed New Hampshire DOT's 2023-2026 STIP and associated MPO TIP air quality documents, and is in concurrence with NHDES in making a positive transportation conformity finding . . ."

FHWA and FTA note that the new FY 2023-2026 STIP is consistent with MPO MTPs and incorporates the TIPs without change. Attached are FHWA and FTA's findings on the metropolitan and statewide planning processes, including a corrective action addressing non-compliance and recommendations as appropriate. Furthermore, we are making the following determinations:

- Projects in the 2023-2026 STIP are based on a planning process that substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and Subparts A, B, and C of 23 CFR 450, and other applicable requirements.
- The metropolitan TIPs are based on a continuing, comprehensive transportation planning process carried on cooperatively by the State, MPOs, and transit operators in accordance with the provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305, and subparts A, B, and C of 23 CFR 450.
- As of the date of this letter, the NRPC, SNHPC, RPC and SRPC MPO TIPs are found to be in conformity with the goals of the State Implementation Plan (SIP) and are consistent with the Clean Air Act and the EPA conformity regulations in accordance

with 40 CFR Parts 51 and 93. The conformity determinations of the TIPs will remain in effect until a new determination is required by 40 CFR 93.104.

Subject to the Corrective Action included with this letter, FHWA and FTA have jointly determined that the 2023-2026 STIP substantially meets requirements and is hereby approved. This approval action for New Hampshire's STIP is not an eligibility determination for use of Congestion Mitigation and Air Quality Improvement (CMAQ) funds or other federal-aid funded projects that are included in the STIP.

A copy of this letter is being provided to the executive director of each MPO and rural regional planning commission in New Hampshire. If you have any questions, please contact Leigh Levine, FHWA at (603) 410-4844 or Leah Sirmin, FTA at (617) 494-2459.

Sincerely,

PETER SHANNON BUTLER Digitally signed by PETER SHANNON BUTLER Date: 2023.04.12 11:20:10 -04'00'

Peter Butler
Regional Administrator
Federal Transit Administration
Region I

PATRICK A BAUER Digitally signed by PATRICK A BAUER Date: 2023.04.14 07:27:57 -04'00'

Patrick A. Bauer
Division Administrator
Federal Highway Administration
New Hampshire Division

Attachment: Findings, Corrective Action, Recommendations

cc: MPO/RPC Directors
David Rodrigue, NHDOT
William Watson, NHDOT
Jessica Wilcox, NHDES
Eric Rackauskas, EPA

FINDINGS

Performance Based Planning and Programming

Under 23 CFR 450.218(q), the STIP is required to discuss the anticipated effect of the STIP toward achieving performance targets. Although the STIP includes a discussion of how the projects in the STIP address highway safety, pavement and bridge condition, congestion/air quality, and transit asset condition, it does not address transit safety performance.

Corrective Action:

The STIP must include a discussion of the anticipated effect of the STIP toward achieving relevant transit safety targets by September 30, 2023.

WIM and Classification Count Reporting

Under 23 CFR 500.204, every state is required to continuously collect traffic volumes, vehicle classification counts, and vehicle weights. FHWA's Traffic Monitoring Guide (TMG) further clarifies that each state should have 1 to 2 functioning WIM site(s) per each factor group, and at least 1 classification site for each significant roadway within their state. Working WIM and classification count stations allow for the development of annualized average number of vehicles in in each classification, which is foundational to accurate Highway Performance Monitoring System (HPMS) reporting and forecasted pavement and bridge conditions across the state.

FHWA has been assisting NHDOT achieve compliance with these requirements via development and implementation of a Plan of Corrective Action (PCA) to restore New Hampshire's WIM and classification count capacity, consistent with federal requirements, and FHWA's TMG. NHDOT continues to work through the PCA related to this finding, and FHWA appreciates ongoing efforts.

Recommendations:

FHWA recommends that coordination meetings with our Division Office continue as we support and monitor further progress via implementation of the PCA.

Statewide Public Involvement Process

Requirements included under 23 CFR 450.210 direct the State to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points, including development of the long-range statewide transportation plan and the STIP.

Minimum requirements for the State's documented public involvement process are further detailed under 23 CFR 450.210(a)(1) and include that this process seek out and consider the

needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 CFR 450.210(a)(1)(viii). Another requirement directs the State to provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process as appropriate (23 CFR 450.210(a)(1)(ix).

New Hampshire's current "PUBLIC INVOLVEMENT PROCEDURES FOR NEW HAMPSHIRE TRANSPORTATION IMPROVEMENT PROJECTS - *A guide to understanding the 21st Century Transportation Improvement Project Process in New Hampshire*" document was developed to meet these requirements, and dates to November 16, 2012. A review and revision of this document presents an opportunity to also incorporate Virtual Public Involvement (VPI) methodologies that the Department may have been using during the public health emergency triggered by the COVID-19 pandemic. We encourage NHDOT to also consider incorporating practices from U.S. DOT's October 2022 *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*.

The federal agencies are encouraged to hear that, consistent with federal requirements, the Department is finalizing a draft update to New Hampshire's existing procedures and anticipates that a 45-day public comment period will occur sometime during the spring or summer of 2023.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Public Involvement Procedures consistent with requirements listed under 23 CFR 450.210. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update.

As soon as practical, please provide the draft update to the federal agencies for our review and comment and provide us notification of the 45-day public comment period. Comments received during the public comment period, and how they were responded to, should be included with the final document.

Statewide Long Range Transportation Plan (LRTP)

New Hampshire's current LRTP (NH Long Range Transportation Plan 2010-2030) dates to July, 2010. It is a policy document outlining a broad strategic direction for New Hampshire and NHDOT over a 20-year time horizon. The Plan's recommendations are focused on achieving strategic outcomes that were derived from a Community Advisory Committee and public outreach process that took place even longer ago, in the Spring of 2006. Many developments have occurred since the current LRTP was published, including the introduction of federal Transportation Performance Management and Performance Based Planning and Programming requirements. Such requirements now call for including a system performance report that includes an evaluation of system performance with respect to the

State's performance targets. System performance reporting in the Statewide LRTP must also describe progress achieved by the MPOs in meeting their performance targets.

The federal agencies are encouraged that consistent with requirements under 23 CFR 450.216 (p), NHDOT is moving forward with the LRTP update in calendar year 2024 and 2025 and is seeking to better align the new Plan with the Department's Transportation Asset Management Plan (TAMP), New Hampshire's Ten-Year Plan, and current federal requirements.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Statewide LRTP consistent with requirements listed under 23 CFR 450.216. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update. As soon as practical, please provide the draft update to the federal agencies for our review and comment.

FHWA and FTA also encourage NHDOT (and New Hampshire's MPOs as appropriate) to coordinate with Federal Land Management Agencies (FLMAs) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands. We remind NHDOT and New Hampshire MPOs that each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)), and likewise, MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

STIP Financial Constraint

FHWA and FTA recognize and appreciate that NHDOT continues to improve documentation that supports the demonstration of STIP financial constraint in response to related federal findings and recommendations. The 2023-2026 STIP's Financial Plan section provides informative supporting documentation although the Financial Plan and Federal Resources section does not account for FTA funding that is programmed in the document. We note that the Department has highlighted that the 2023-2026 STIP demonstrates annual constraint by funding category in 2023, and on a bottom-line basis for the 2024-2026 STIP years. The federal agencies also acknowledge NHDOT's General Notes of explanation for the apparent overprogramming of National Highway Freight (2026 funding includes 2025 carryover) and STBG-State Flexible funding (to be addressed by de-obligations, year-end re-distributions and year-end transfers).

Recommendations:

The federal agencies continue to request that the Department and MPO planning partners demonstrate yearly fiscal constraint in their financial plan documentation by all specific funding categories throughout the STIP and TIP four-year timeframe. We appreciate the Department's commitment to further improve NHDOT's approach in this regard to the latter years of the STIP, and we look forward to further progress. Such improvements could help

the Department achieve higher percentages for the STIP Performance Measure discussed below.

Additionally, NHDOT should provide equivalent information for all sources of funding that are included in the STIP, including funds originating with FTA as well as FHWA.

STIP Performance Measure for FY 2022:

The current (May 15, 2015) Stewardship and Oversight Agreement (SOA) between the Department and FHWA includes various performance indicators with reporting frequencies and targets. One of the performance indicators is STIP Performance, documented as the percent of construction projects listed in the baseline STIP that advanced in the expected federal fiscal year. The STIP Performance Measure baseline includes projects that have first year of construction scheduled in the first approved STIP of the performance years. Projects in the approved STIP Amendment that advertised or moved forward with construction are considered advanced. The SOA set a target for the New Hampshire Department of Transportation (NHDOT) STIP Performance Measure at 80%.

NHDOT has reported that the overall percentage of all projects advanced for FY 2022 was 68% - a significant lowering from the 83% FY 2021 result. FY 2022 results calculated for NHDOT-managed projects were 75%, however the Local Public Agency (LPA)-managed percentage was only 38%. The Department reports that pandemic-related economic impacts including inflation. as well as workforce availability issues affected both NHDOT and LPA project delivery efforts in FY 2022, which in turn has impacted FY 2022 STIP Performance Measure outcomes.

STIP Project Listings

Per the requirements of 23 CFR 450.218 (i)(1) for the STIP, and 450.326 (g)(1) for the TIP, projects must document sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase. Such documentation provides robust transparency and can also be helpful to identify non-exempt/exempt project status for Clean Air Act (CAA) conformity requirements. FHWA provided a list of highway project scope documentation in the draft 2023-2026 STIP that could have provided more detail to demonstrate compliance with these requirements. For the final 2023-2026 STIP that was submitted for federal agency approval, NHDOT reviewed this list and revised project scope information to respond to FHWA concerns, also noting that the Department will continue efforts to improve the approach to developing scopes for new projects that are added to the STIP.

Recommendations:

NHDOT should ensure that project descriptions in the STIP consistently provide enough information for users to understand the type and extent of work for each project programmed. The Federal agencies remind NHDOT and its planning partners that 23 CFR Appendix A to Part 450-Linking Transportation Planning and NEPA Processes provides information and

guidance on developing project purpose and need and eliminating alternatives in the transportation planning process. This could be helpful in providing more detailed project scopes and descriptions in the TIP and STIP for projects that have not yet completed Preliminary Engineering phase activities. Additionally, NHDOT and the MPOs should ensure they are providing child project details for the transit programmatic projects in the STIP as outlined in the NH STIP Revision Procedures.

Other:

Finally, the federal agencies again remind NHDOT and New Hampshire's MPOs that consistent with 23 CFR 450.210 and 23 CFR 450.316, they must demonstrate explicit consideration and response to public input during the development of their various statewide and metropolitan planning products and seek out and consider the needs of the traditionally underserved, such as low-income and minority households.

FHWA and FTA continue to request that all New Hampshire's MPOs post their updated TIPs, MTPs and Public Participation Plans on their websites, and likewise request that the State of New Hampshire post the approved STIP, statewide long-range transportation plan, and their updated Public Involvement Procedures and documentation of their Non-Metropolitan Local Officials Consultation Procedures on the NHDOT website.

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

We see many tourists locally driving EVs. More EV infrastructure will help local people transition but also help with the tourist dollars so badly needed especially in the northern part of the state.

Thank you for your consideration.

Kathleen Foote
Littleton, NH

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DEPARTMENT OF
TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the NHDOT Commissioner and Executive Councilors:

As is now obvious to anyone who is paying attention and believes in science, the climate is warming, storms are intensifying and the effects are already catastrophic. Any transportation plan, much less a ten year transportation plan, that does not include meaningful investment in both public transportation and electric vehicle infrastructure is missing the boat (or bus as it may be). Auto manufacturers including FORD, GM, Volkswagen, Volvo and Mercedes have committed to all EV production by 2030-2035. NH is currently below average in it's availability of rapid charging stations. The citizens of this great state as well as our children and grandchildren deserve access to quality affordable public transportation and the charging stations to facilitate the transition to electric vehicles.

We are begging you to consider adding these two critical areas of investment to the Draft Ten Year Plan now being considered. To leave them out would be recklessly shortsighted. Thank you for your service.

John Gillies
Peterborough, NH

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Advisory Commission GACIT,

The current 10 year plan is deficient in two major ways.
1. NH is far behind our neighboring states in support for EV's. NH must invest in EV charging stations. Soon, we will find tourists avoiding NH because there are not enough places to charge their cars. And we need EV's to address climate change and air pollution. Please, put forward a plan to quickly deal with EV charging.
2. Not enough is being done on public transportation options. I live in Hanover which has an excellent bus service during the business day. This is vital for senior citizens who can't drive, and it also keeps cars off the roads and out of limited parking spaces. Our town needs investment in weekend and evening service to increase options for using public transportation and reduce dependence on private cars.
3. An incentive program to get people to switch to plug in hybrids like the one I just purchased or to full EV's for people who don't need as much driving range would help NH meet our climate change goals and obligations.

Thank you for your attention.
David Henderson
32 Penn Rd, Hanover 03755

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 1 - 2023
Planning and Community Assistance

September 25, 2023

William A. Watson, PE
Bureau of Planning and Community Assistance
NH Department of Transportation
John O. Morton Building
7 Hazen Drive PO Box 483
Concord NH 03302-0483

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 5 2023
BUREAU OF
Planning and Community Assistance

I would like to bring to your attention a critical issue regarding the Wyman Road/Corporate Drive/NH Route 12 intersection.

According to a recent Road Safety Audit Application submitted by the City of Keene there have been a total of 42 accidents at this intersection between 2002 and 2020, resulting in 20 injuries and 3 serious injuries. The crashes are most concentrated during the lunch hour and especially at end of the workday when employees are leaving their workplaces.

Employees of ICU Medical and C&S Wholesale Grocers, two of our largest employers, are particularly vulnerable when trying to make a left turn onto Highway 12.

One of the executives described the typical complexity a driver faces during heavy traffic times. When a driver on Wyman Road who is seeking to turn left sees a momentary gap in north and south bound traffic on Route 12, the driver must fit into a limited time slot. And they often have to deal with another driver from Corporate Drive who is also turning left, increasing the potential for accidents. Any lapse in judgment during these maneuvers can result in serious accidents.

It is important to consider not only the safety of these employees but also other residents and businesses in the vicinity. Ametech Precitech Inc. and Janos Technology Inc. and Covenant Living of Keene are also located in the area and their residents and employees face similar risks.

Additionally, recent and upcoming developments in the Wyman Road and the Maple Avenue/NH12 intersection area have exacerbated traffic congestion and safety concerns. These changes include:

1) Relocation of the Keene Middle School adjacent to the Maple Avenue exit ramp from NH12, causing traffic back ups on the northbound and southbound exit ramps twice per day when students are being dropped off or picked up. Traffic also backs up on Maple Avenue clogging the intersection and dramatically increasing travel time.
2) Redevelopment of the Peerless Insurance building into Cheshire Medical Center's pediatric resident program.

3) The presence of over 200 residents and over 100 employees at Covenant Living of Keene.
4) Ongoing development at Black Brook Industrial Park which will result in more traffic at the Wyman Road/NH12 intersection.
5) The construction of a sidewalk/bike path on Summit Road, which lacks a connecting path across Highway 12 to Wyman Road.

Given these circumstances I urge you to consider improvements to the Wyman Road/Corporate Drive intersection with Highway 12 as a valuable project to enhance safety and alleviate congestion. Depending on the chosen scope of the solution there may be opportunity to relieve congestion at the Maple Avenue Highway 12 intersection.

In conclusion, I respectfully request that you prioritize this critical intersection project to ensure the safety of all residents, employees and commuters in this area. Your attention to this matter is greatly appreciated.

Sincerely,

Paul Henkel

Paul Henkel
Resident of Covenant Living
95 Wyman Road
Keene NH 03431
paulhenkel202@gmail.com

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

I have just looked through your ten-year plan for transportation. I am a resident of Peterborough, NH, where our citizens have voted to set a goal for the entire town to be using 100% renewable energy by 2050.

Our plan encourages the development of public transportation to reduce the number of vehicle miles traveled by residents. We also expect the adoption of municipal and residential electric vehicles, which will require a robust EV charging infrastructure. I am disappointed to see that you have not emphasized these issues in your ten-year plan. Please revise your plan to recognize the inevitable changes that we need to make in public transportation and the transition to electric vehicles over the course of ten years.

Thank you for soliciting my comments.

Sincerely,
Anne Huberman
50 Timberpond Drive, #1104
Peterborough, NH 03458

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

Do better - for the sake of our children and grandchildren and great grandchildren! The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. The climate crisis is impacting all of us and reducing carbon emissions is the single biggest way to make a dent in that as a state. Let's not get left behind our neighbors; let's be a part of the change for a safer future!

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Elizabeth Lincoln
Hanover, NH

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NOV 1 - 2023
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads, as well as air quality challenges that kept our family inside on beautiful summer days. We also saw costs rise - from housing to food to energy. Many of these climate disasters are exacerbated by the detrimental carbon emissions of the transportation sector, and we need a transportation plan that can meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Best,
Talia Manning
Lebanon, NH

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Executive Councillors and the Commissioner of the NH Department of Transportation (NHDOT),

The transportation plan includes important investments in bridges, roads, rail trails, existing railroads, and airports. It DOESN'T include significant investment in public transportation or electric vehicle infrastructure. PLEASE make sure that changes, for the sake of our communities.

Alexandra Moffat
Orford, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 1 - 2023
BUREAU OF
Planning and Community Assistance

3 November 2023

William Watson, PE, Administrator
NHDOT
PO Box 483
7 Hazen Drive
Concord, NH 03302-0483

Re: Fall 2023 GACIT Hearings

Dear Administrator Watson:

I have 3 areas in Lebanon I wish to address:
-Roundabouts on Mechanic Street, US Rt 4 in Lebanon
-Route 120 Lebanon
-Connecticut River Crossing

Roundabouts on Mechanic Street, US Rt 4 in Lebanon
There are two roundabouts currently on the 10 year plan, one at Mechanic/Mascoma/High Streets and one at Mechanic Street/Slayton Hill Road. Both of the proposed roundabouts are extremely poor applications of the concept. The main reason is adverse grade change in the existing condition. The existing ground has an excessive grade difference from the high to the low side. This will cause excessive impacts to surrounding properties. In addition, both locations will lack any benefit from the expensive improvements anticipated. A much cheaper alternative to the first one has been proposed. For the second one, a new Mascoma/Mechanic street connector has been proposed. With the shift in location, two TEE intersections on Mechanic Street are formed and the 4 way intersection eliminated. The distance between the two streets (Mechanic and Mascoma) is greatly increased, improving the intersection conditions at each. The increased distance also allows for a rail trail crossing/bridge without changing the rail profile grade.

NOTE: All of the exhibits will be sent via drop box due to file sizes being too large to attach to a single email.

Route 120 Lebanon
The double diverging diamond proposed for Exit 18 is a real waste of time and money. This improvement is truly unnecessary. It is technically complex, will be difficult to navigate when completed, be extremely disruptive to traffic during construction, and be of questionable benefit

when completed. In 2020 I wrote to Commissioner Sheehan about a long term plan for Route 120. Just eliminating the NB ramp left turns will result in a ¼ mile stacking distance between the SB ramps and Heater Road, allowing the intersections at the SB ramp to service traffic well.

Connecticut River Crossing

The time has come for a new crossing to be considered in the Lebanon/Hartford, VT area. The existing crossing in West Lebanon, recently replaced, has been degraded by the installation of a signal a short distance from the west abutment. This corridor connects two dense traffic areas and is also hampered by a rail bridge that is constrictive. The I-89 bridge is in the process of being upgraded. While this is a great improvement, it is not desirable to use the Interstate as a local service road,

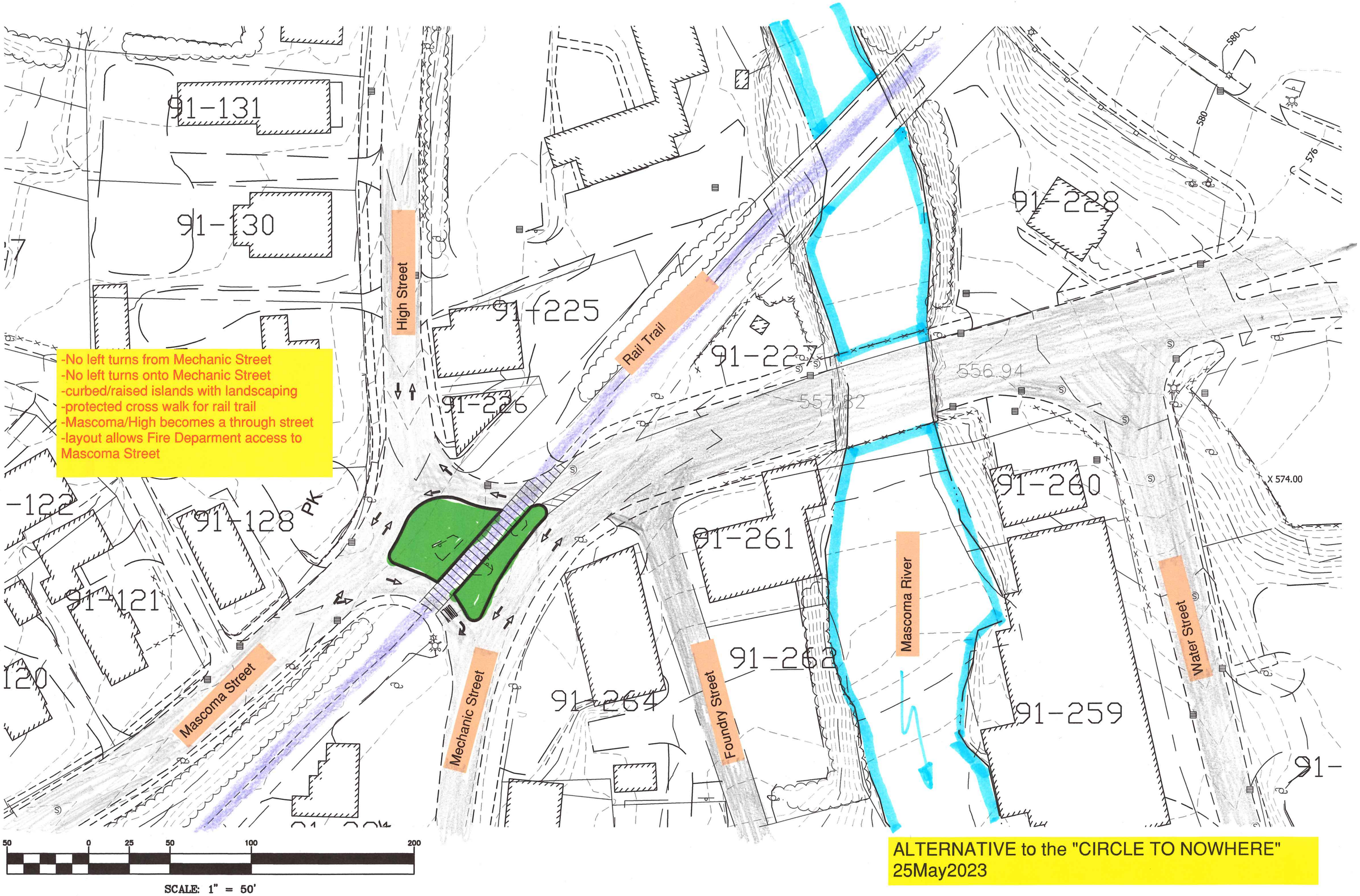
The proposed connection I suggest is south of the Route 12A business area at Exit 20. This location impacts a slightly developed area on the NH side. On the VT side, the connector would wind through a gravel pit/quarry. The connector could be placed at will though the quarry and would connect to an access to US Route 5 on the VT side. That access already has a bridge over I-91. This new crossing would connect the communities from the south side of each community. It would also eliminate the heavy quarry truck traffic that travels though the downtown areas of Hartford and West Lebanon.

Please let us know if you have any questions regarding these comments and concept plans. I would be glad to make a presentation to the NHDOT, if you desire.

Sincerely,

Daniel A. Nash, PE
Principal

Attachments:
-Alternative to Mechanic/Mascoma/High Street roundabout
-Alternative to Mechanic Street/Slayton Hill roundabout
-Letter to NHDOT 9Jun20
-Route 120 Plan set
-Connecticut River crossing plans


-No left turns from Mechanic Street
-No left turns onto Mechanic Street
-curbed/raised islands with landscaping
-protected cross walk for rail trail
-Mascoma/High becomes a through street
-layout allows Fire Deparment access to Mascoma Street
91-131
91-130
91-225
91-226
91-227
91-228
91-128
91-121
91-261
91-262
91-264
91-260
91-259
High Street
Rail Trail
Mascoma Street
Mechanic Street
Foundry Street
Mascoma River
Water Street
556.94
557.82
X 574.00
580
576
50 0 25 50 100 200
SCALE: 1" = 50'
ALTERNATIVE to the "CIRCLE TO NOWHERE"
25May2023

AGD
Advanced Geomatics
& Design

9 June 2020

Victoria Sheehan, Commissioner
NHDOT
PO Box 483
7 Hazen Drive
Concord, NH 03302-0483

Re: Route 120 Improvement Concepts

Dear Commissioner Sheehan:

This letter is to open a discussion regarding Rt 120 Improvements. At a recent meeting of the Lebanon Planning Board, I listened with interest the concern over traffic impacts of a significant enlargement to the DHMC hospital complex. It is unfortunate there are no easy solutions. As a former District Engineer, Alan Hanscom, PE, lamented to me back in 2014, there is no plan for the future of Route 120. I have prepared this report with some possibilities to consider.

Background. Rt 120 was designed and built as a high speed collector for traffic between Exit 18 and Hanover. The route was designed as a 50mph road with limited access. The Limited access was intended to prevent driveways that can present safety and congestion problems on a 50mph road. The road initially had no signals. They were first installed at the interstate ramps. Next was Heater Road. With some trouble, a signal for Etna was eventually approved. And later came the Centerra/DHMC intersection. The addition of these signals has crippled this highway resource and made it a low speed local collector. If a signal is eventually allowed at the Altaria drive access point, the roadway will just become another Route 12A.

As US citizens, we like what I call "universal flexibility". When we get to an intersection, we want to be able to turn in any direction. Left turns represent the greatest impediment to traffic flow. To process left turns, all other traffic must stop while the turns are being processed. To keep the left turn time to a minimum, efforts are made to lengthen the queue or stacking distance, the line of cars waiting to turn. When lengthening is no longer an option, a second lane is added. In summary, efficiency of a corridor is improved by eliminating left turns, or lengthening the stacking distance.

The attached plan set depicts a series of improvements. The overall plan depicts the location of each option with a brief description. They range from easy to more difficult and expensive.

Option 1 is the least expensive and can be implemented with some black bags for the lights, some signing and some road striping. The option eliminates left turns at the north bound I-89 ramps. That means you would not be able to use Exit 18 to turn left toward Lebanon. Nor would drivers leaving Lebanon, be able to access I-89 north directly. To enhance safety and stacking for Heater Road lefts, the lefts to and from Evans drive should be prohibited. The attached diagram indicates how the existing road network could provide a large loop, essentially a roundabout. The benefit of this option is that it allows am NB Rt 120 traffic to stack from the south bound light all the way to Heater Road, increasing stack distance from about 300' to over 1,400'. The same applies to the pm peak for SB Rt 120 traffic.

I question the viability of the double diverging diamond anticipated for this interchange. With our computing and modeling capability, I suggest a cost/benefit analysis be applied to that concept. I suspect it would find that the option is very expensive to construct, will provide little resultant benefit to the corridor, and be very disruptive to construct. I ask that you compare Option 1 to the anticipated double diverging diamond.

Option 2 is the replacement of the Hanover Street pedestrian bridge with a roadway bridge. When the interstate was being built, the city was given a choice between a bridge to continue Hanover St, or a pedestrian bridge and Exit 18. The choice the town made back in the 60's has brought us to this point. Option 2 proposes a two lane road with shoulders and sidewalks both sides. It appears the road can be constructed without taking any houses, but some adjustments in driveways would be needed.

The benefit of this option is twofold. It keeps the school bound traffic out of Exit 18, and greatly improves the access of Lebanon residents to the school property. The city's planner has a map that indicates the density of school attending households. Downtown Lebanon is one of the densest areas. While we strive for a more "walkable" community, parents are reluctant to let their early elementary children walk this distance from downtown Lebanon.

The current signal plan allows for very short flow times for north bound Rt 120 traffic out of Lebanon. Priority is given to southbound I-89 exiting traffic, turning left for north bound Rt 120. This allocation of time is to keep traffic on the off ramp clear of the I-89 travel lanes. Parents travelling from the downtown area to the school have had to wait up to 30 minutes for a cycle to get to Evans Drive.

It is a shame that the transportation hub project that was proposed as part of the stimulus funds was not looked upon with more favor. The city, unfortunately, overstated the impacts and ignored the benefits. Had the city allowed this project, it would have provided this bridge to the city at no cost.

Option 2 would be a tremendous benefit to Lebanon residents destined for the school, and keep that traffic out of the I-89/Rt 120 mix.

Options 3, 4, & 5 are related in that they deal directly with improvements to the corridor. The great success of the US transportation system is due to the utilization of grade separation,

allowing through movements to be uninhibited by traffic lights. Use of overpasses would bring this corridor back to the high speed connector it was envisioned to be.

Option 3 is an overpass of Heater Road. Option 3 puts the Rt 120 traffic over the Heater Road intersection as a through movement. Turning movements utilize ramps to leave and enter the through corridor.

The Rt 120 bridge over Heater Road allows for through and turn lanes in each direction on Heater Road with a shoulder and a sidewalk on each side.

Option 4 is an overpass at Etna Road. The principles and benefits are the same as for Option 3.

Option 5 is an underpass of Rt 120 for left turning traffic. This option puts left turning traffic to the right side of the road to go under the Rt 120 intersection and merge to LaHaye drive, without having to stop for the signal. Eliminating this extremely high volume movement would greatly enhance the performance of this intersection and the corridor in general.

Please let us know if you have any questions regarding these concept plans. I would be glad to make a presentation to the NHDOT, if you desire.

Sincerely,

Daniel A. Nash, PE
Principal

CC: Doug King, PE, NHDOT District 2
Meghan Butts, Interim Director, UVLSRPC
Shaun Mulholland, City Manager
Jim Donison, PE, City of Lebanon
David Brooks, City of Lebanon

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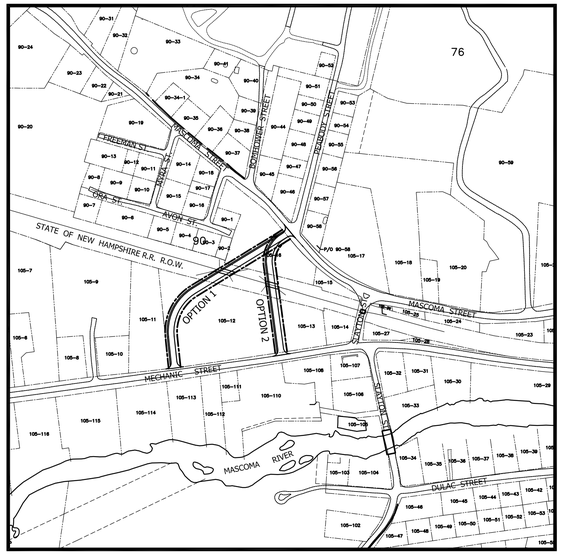
CITY OF LEBANON, NEW HAMPSHIRE
MASCOMA/MECHANIC STREET CONNECTOR
ROAD CONCEPT PLAN

CONSULTANTS

CIVIL ENGINEER
DAN NASH
ADVANCED GEOMATICS AND DESIGN
PO BOX 512
18 BANK STREET
LEBANON, NH 03766



SCALE:1"=300'

DESIGN SPEED = 15 MPH

PURPOSE: THE PURPOSE OF THIS PLAN SET IS TO EXPLORE ALTERNATIVES TO THE CURRENT UNDERPASS.

THE PROPOSED SOLUTIONS PROVIDE ADEQUATE HORIZONTAL AND VERTICAL GEOMETRY AND CLEARANCES.

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~~ROAD SECTIONS OPTION 2~~	~~C-6~~
~~ROAD SECTIONS OPTION 2~~	~~C-7~~

OPTION 2 NOT SELECTED; ROAD TOO STEEP

03/31/11
CONECTOR ROAD CONCEPT PLAN
PN: 10-006

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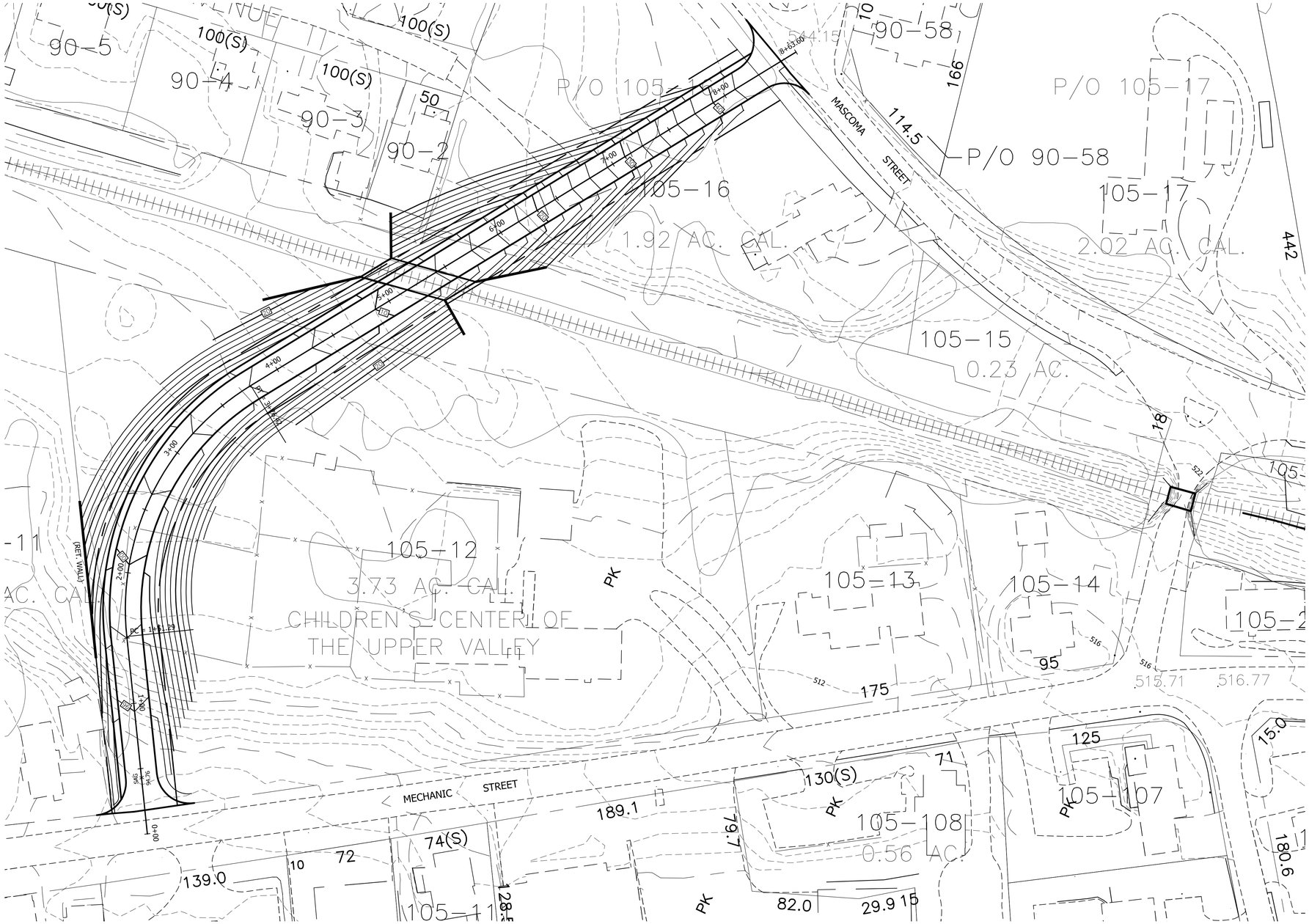

OPTION 1 ROAD PLAN (CL-R1)

40 0 40 80 120 160

#	REVISIONS	DATE

CONCEPT PLAN OPTION 1
FOR
CITY OF LEBANON
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:	
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	04/26/10

CITY OF LEBANON

CONCEPT PLAN OPTION 1

C-1

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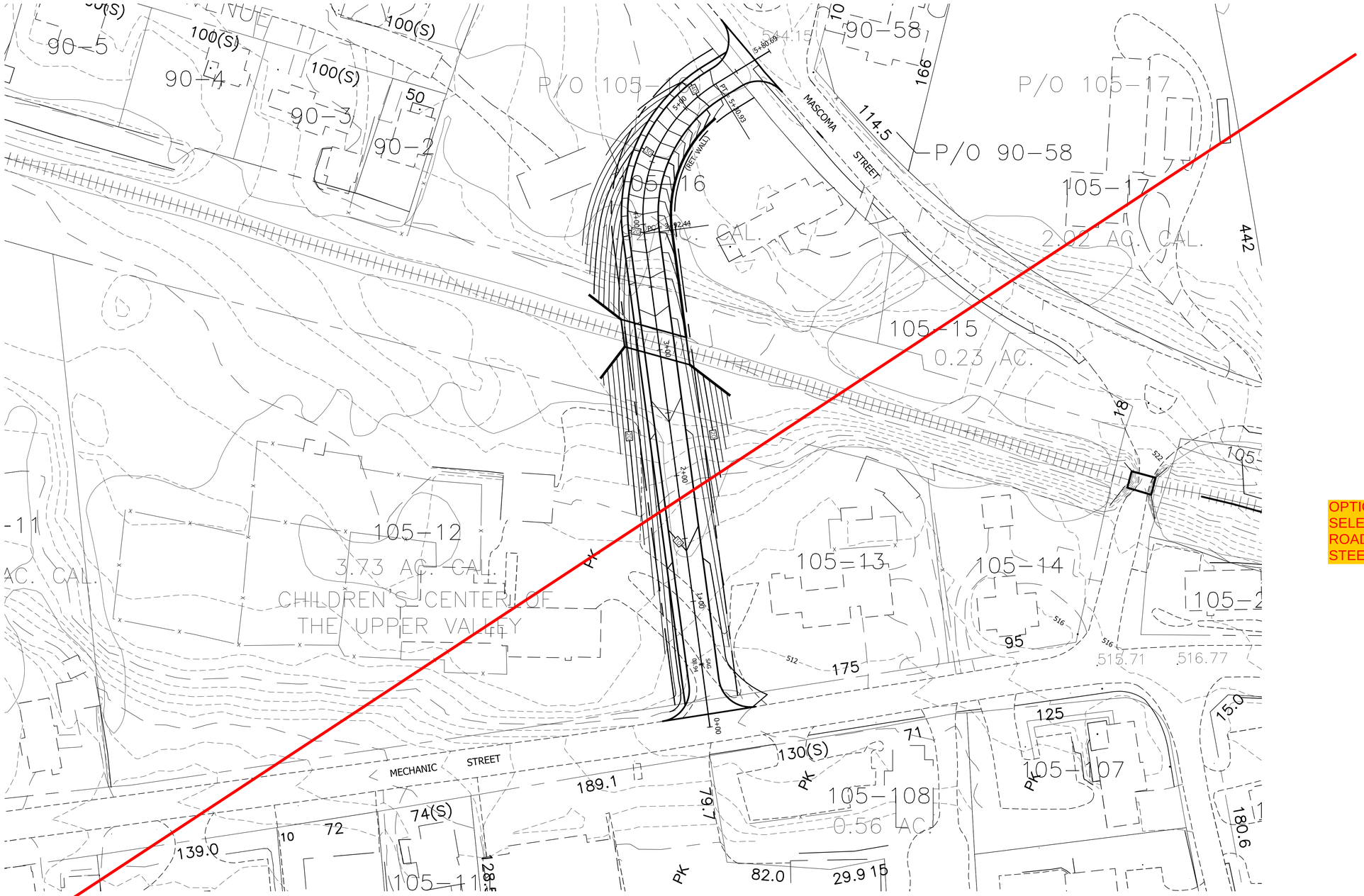

OPTION 2 NOT SELECTED; ROAD TOO STEEP

OPTION 2 ROAD PLAN (CL-R2)

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#	REVISIONS	DATE

CONCEPT PLAN OPTION 2
FOR
CITY OF LEBANON
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
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CHECKED: DAN
DATE: 04/26/10

CITY OF LEBANON

CONCEPT PLAN OPTION 2

C-2

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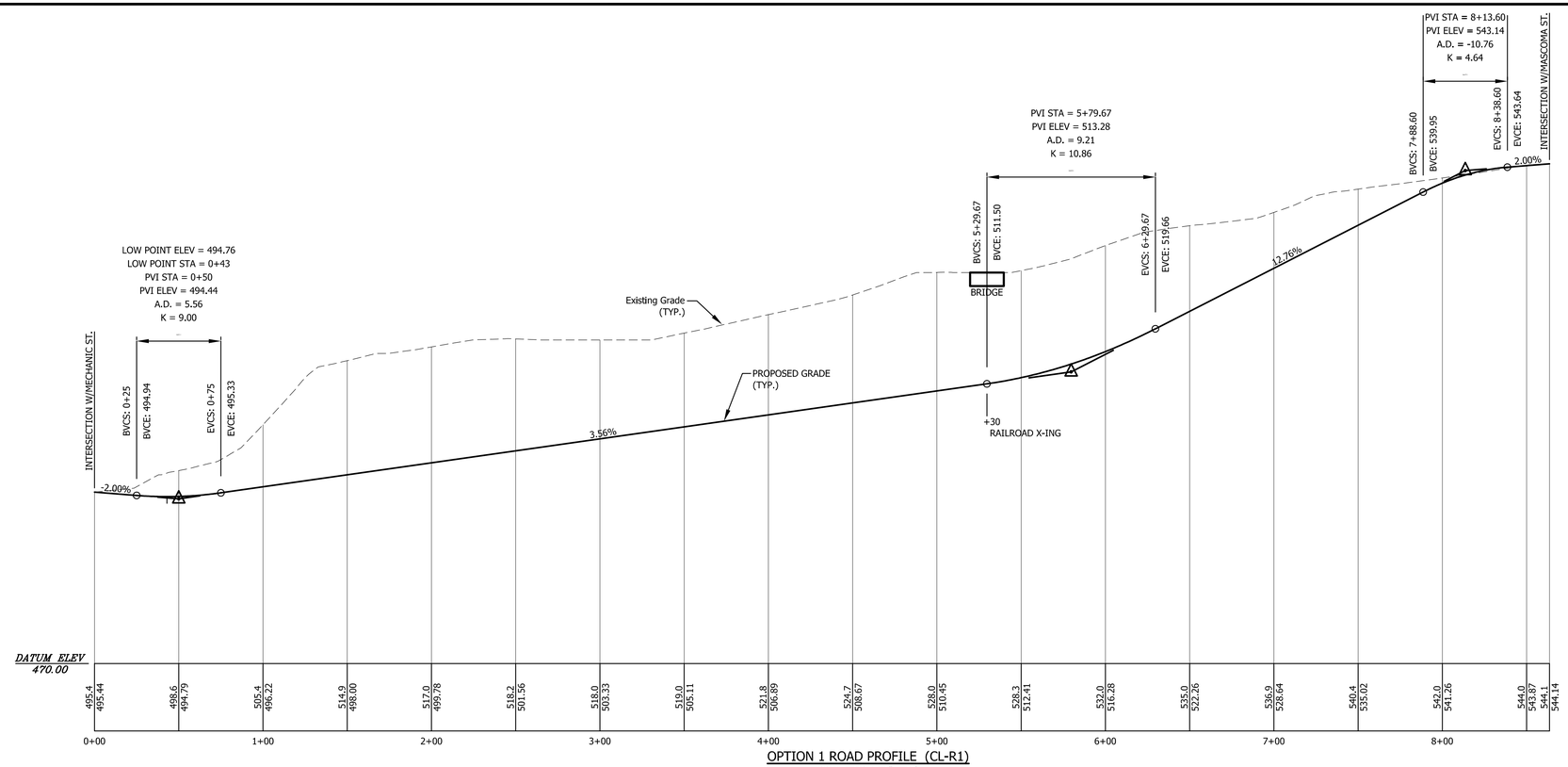

OPTION 1 ROAD PROFILE (CL-R1)

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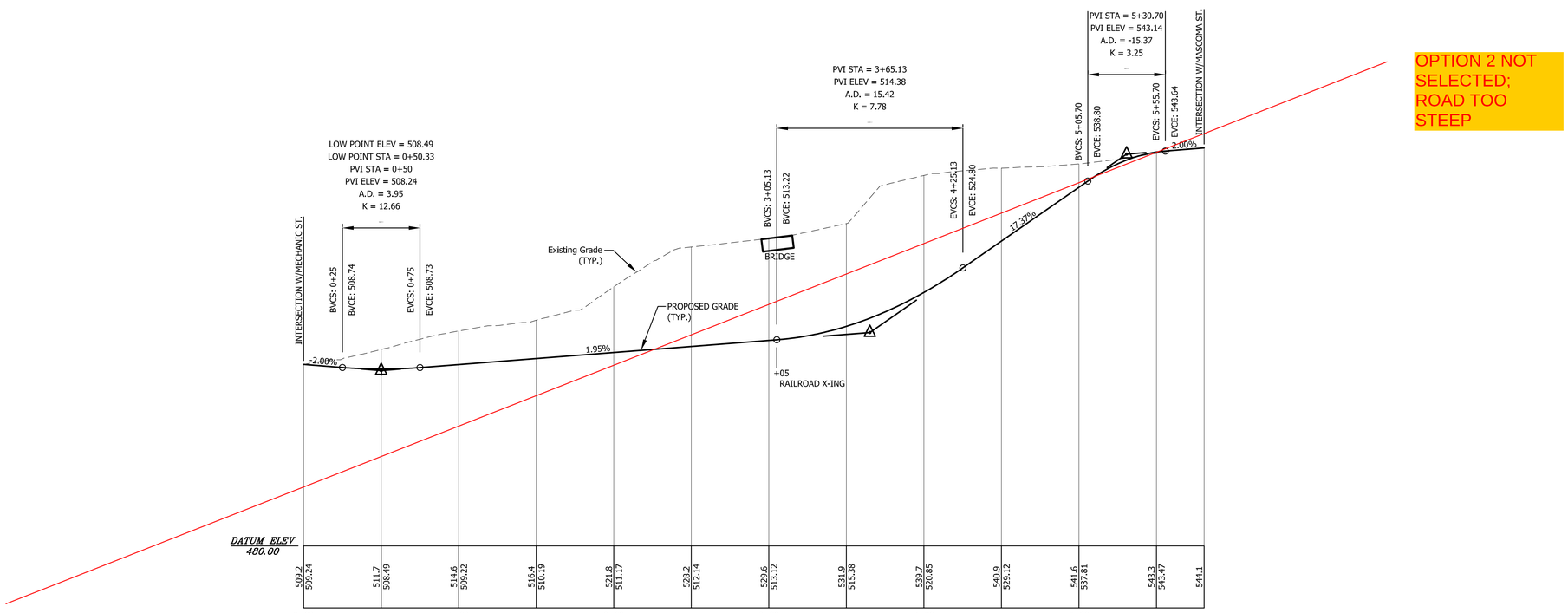
VERT. 1" = 10'



OPTION 2 ROAD PROFILE (CL-R2)

SCALE: HORZ. 1" = 40'
VERT. 1" = 10'

#	REVISIONS	DATE

ROAD PROFILES OPTIONS 1 & 2
FOR
CITY OF LEBANON
IN
LEBANON, NEW HAMPSHIRE

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18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
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ROAD PROFILES OPTIONS 1 & 2

C-3

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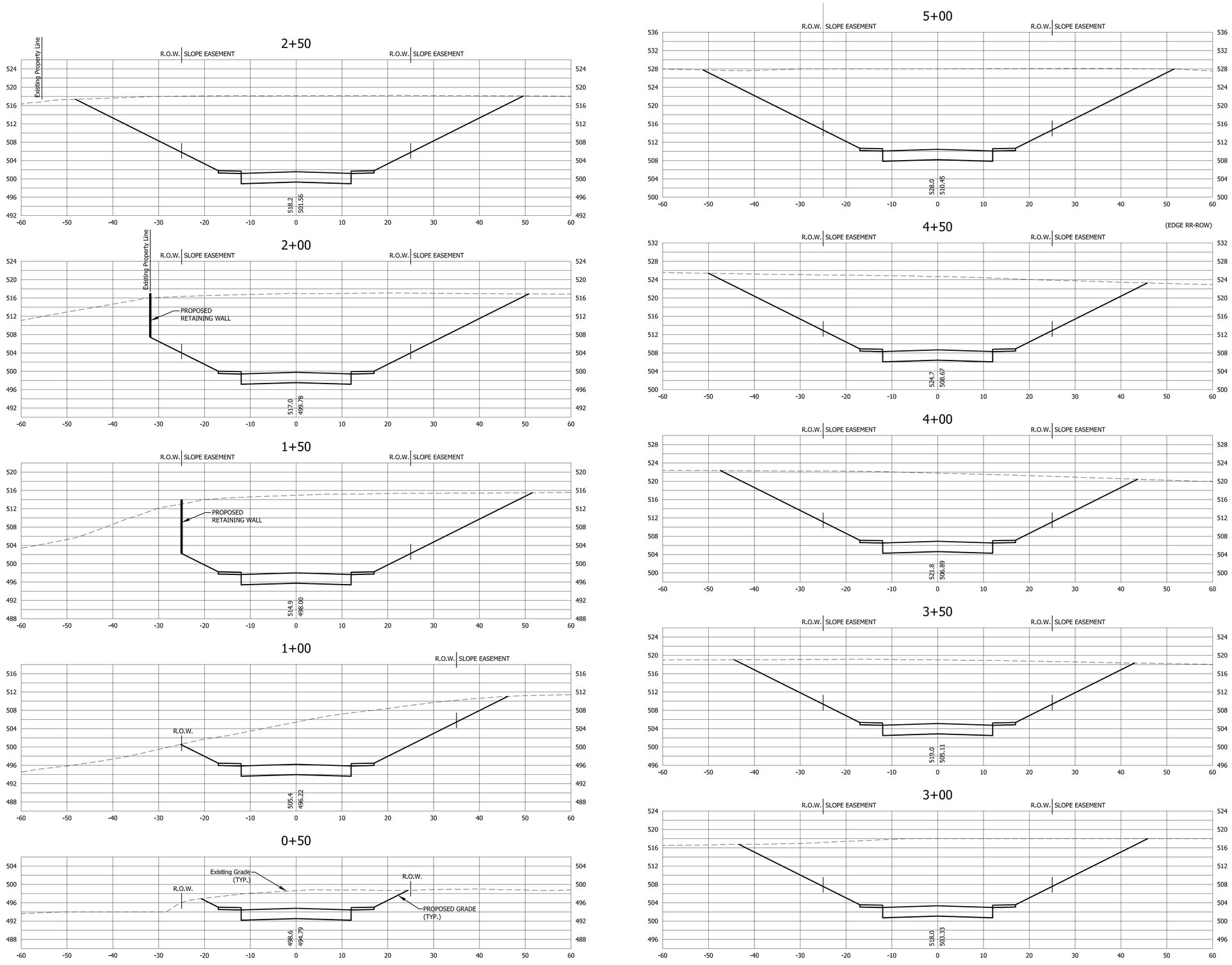

OPTION 1 ROAD SECTIONS (CL-R1)

SCALE: HORZ. 1" = 10'
VERT. 1" = 10'

#	REVISIONS	DATE

ROAD SECTIONS OPTION 1
FOR
CITY OF LEBANON
IN
LEBANON, NEW HAMPSHIRE

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18 BANK STREET - PO BOX 512
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DATE: 04/26/10

CITY OF LEBANON

ROAD SECTIONS OPTION 1

C-4

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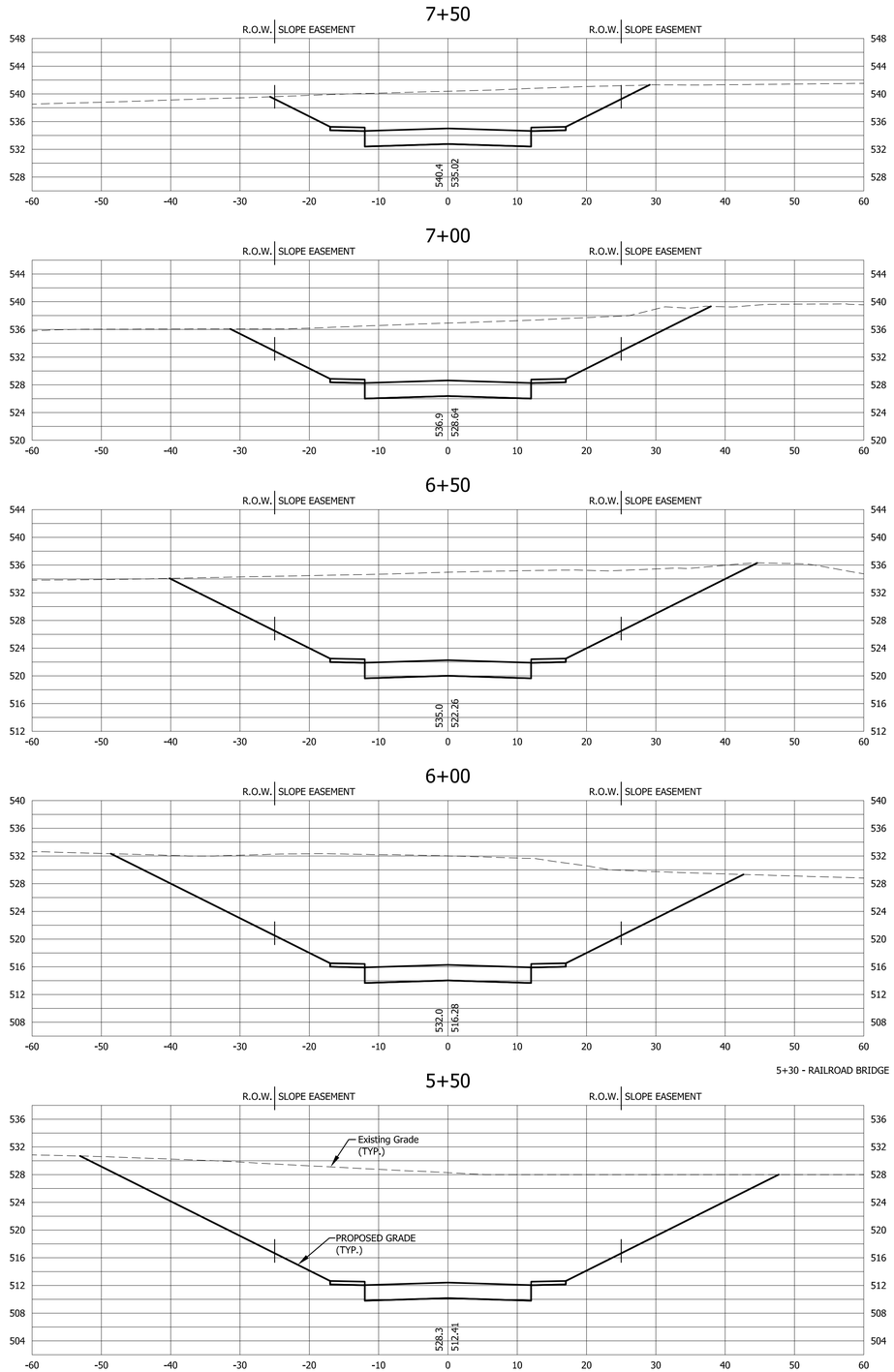

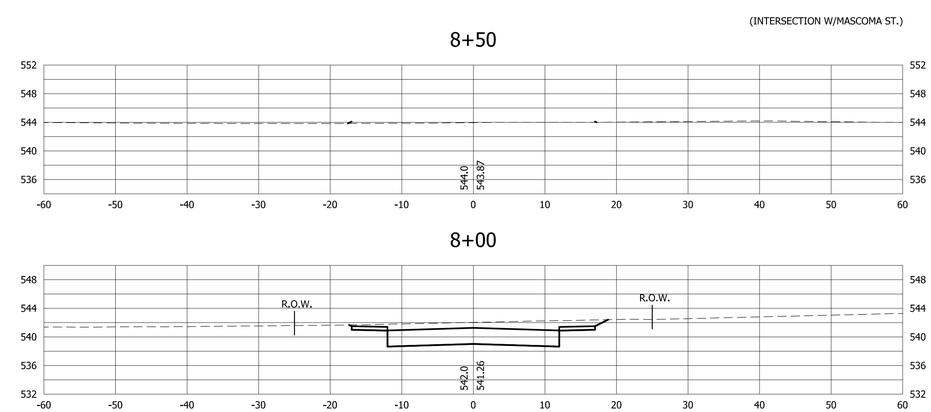

OPTION 1 ROAD SECTIONS (CL-R1)

SCALE: HORZ. 1" = 10'
VERT. 1" = 10'

#	REVISIONS	DATE

ROAD SECTIONS OPTION 1
FOR
CITY OF LEBANON
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
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CITY OF LEBANON

ROAD SECTIONS OPTION 1

C-5

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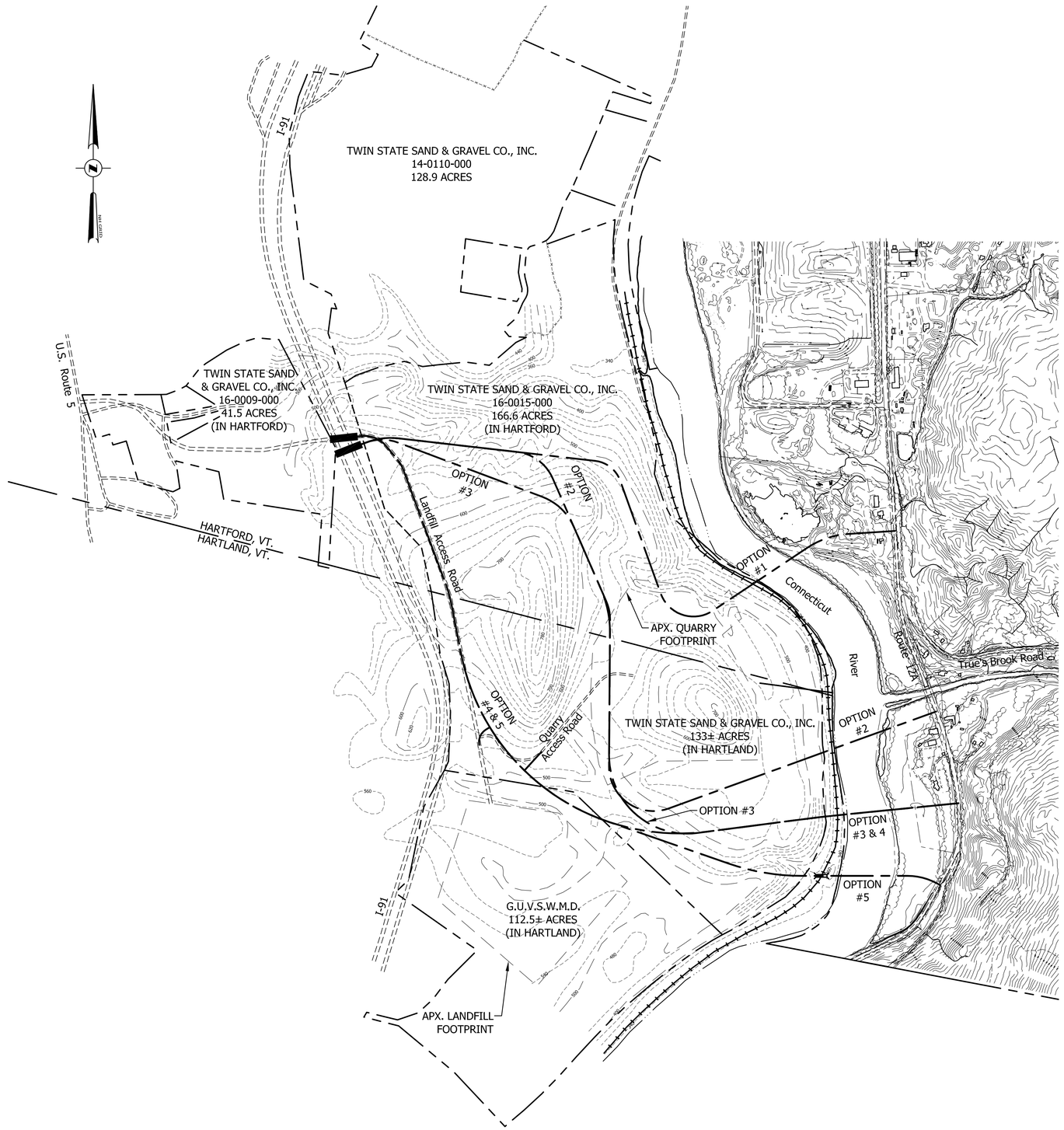

CONCEPT PLAN

500 0 500 1000 1500 2000

#	REVISIONS	DATE

OPTION COMPARISON
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

SURVEYED:	GIS/USGS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	12/26/13

CONNECTICUT RIVER CROSSING

OPTION COMPARISON

OA-1

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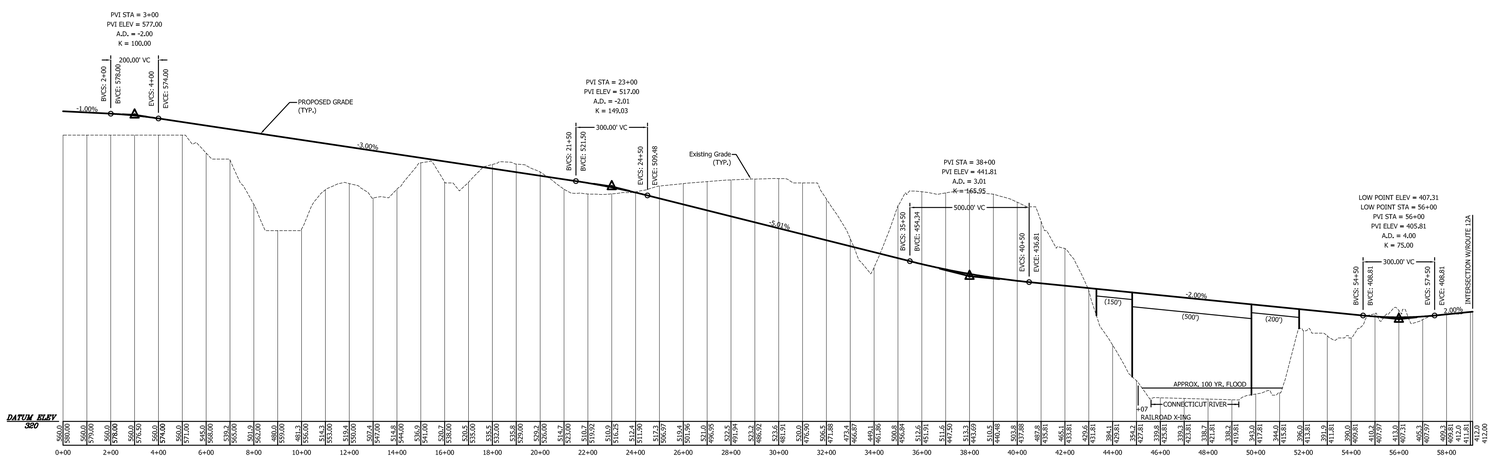

ROAD PROFILE (CL-R1)
(OPTION 1)

SCALE: HORZ. 1" = 300'
VERT. 1" = 60'

CONCEPT PLAN

NOTE:

PROFILE IS TO SCALE ONLY WHEN PLOTTED ON 24"x36" SHEET.

#	REVISIONS	DATE

ROAD PROFILE (OPTION 1)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

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DESIGNED:	DAN
DRAWN:	KH
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DATE:	12/26/13

CONNECTICUT RIVER CROSSING

ROAD PROFILE (OPTION 1)

C-2

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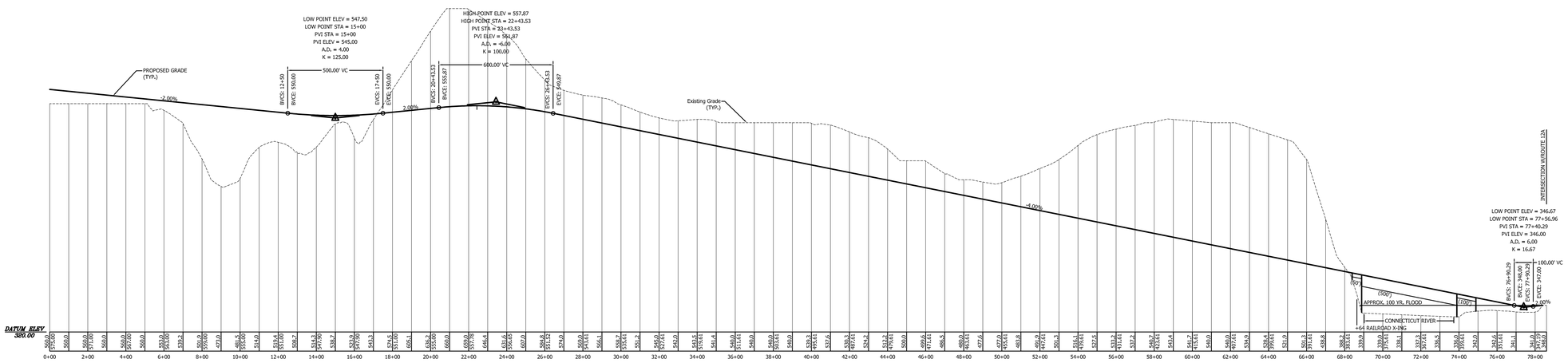

ROAD PROFILE (CL-R2)
(OPTION 2)

SCALE: HORZ. 1' = 300'
VERT. 1" = 60'

CONCEPT PLAN

NOTE:

PROFILE IS TO SCALE ONLY WHEN PLOTTED ON 24"x36" SHEET.

#	REVISIONS	DATE

ROAD PROFILE (OPTION 2)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

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DRAWN:	KH
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CONNECTICUT RIVER CROSSING

ROAD PROFILE (OPTION 2)

C-4

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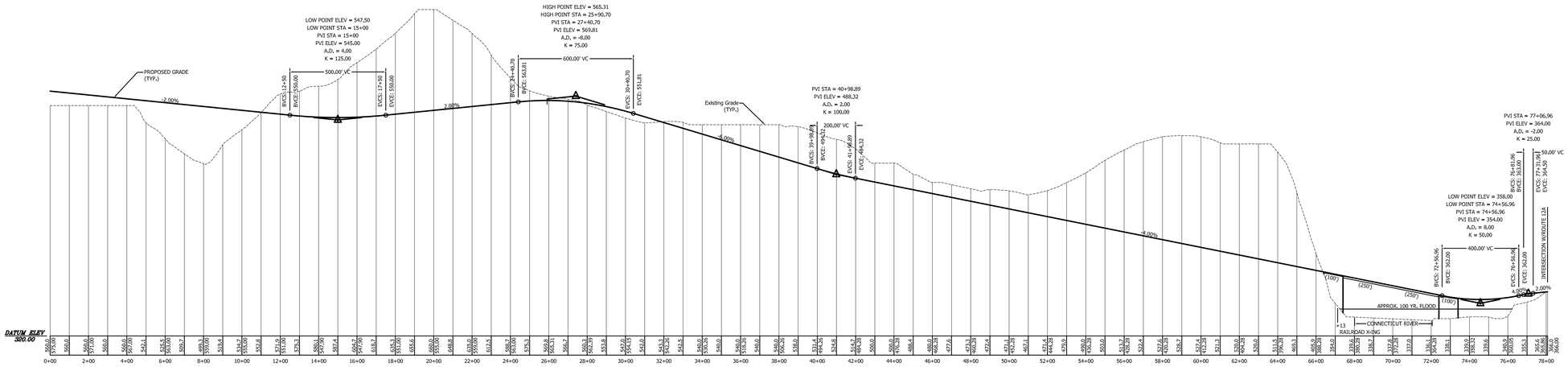

ROAD PROFILE (CL-R3)
(OPTION 3)

SCALE: HORZ. 1' = 300'
VERT. 1" = 60'

CONCEPT PLAN

NOTE:

PROFILE IS TO SCALE ONLY WHEN PLOTTED ON 24"x36" SHEET.

#	REVISIONS	DATE

ROAD PROFILE (OPTION 3)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET – PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

SURVEYED:	GIS/USGS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	12/26/13

CONNECTICUT RIVER CROSSING

ROAD PROFILE (OPTION 3)

C-6

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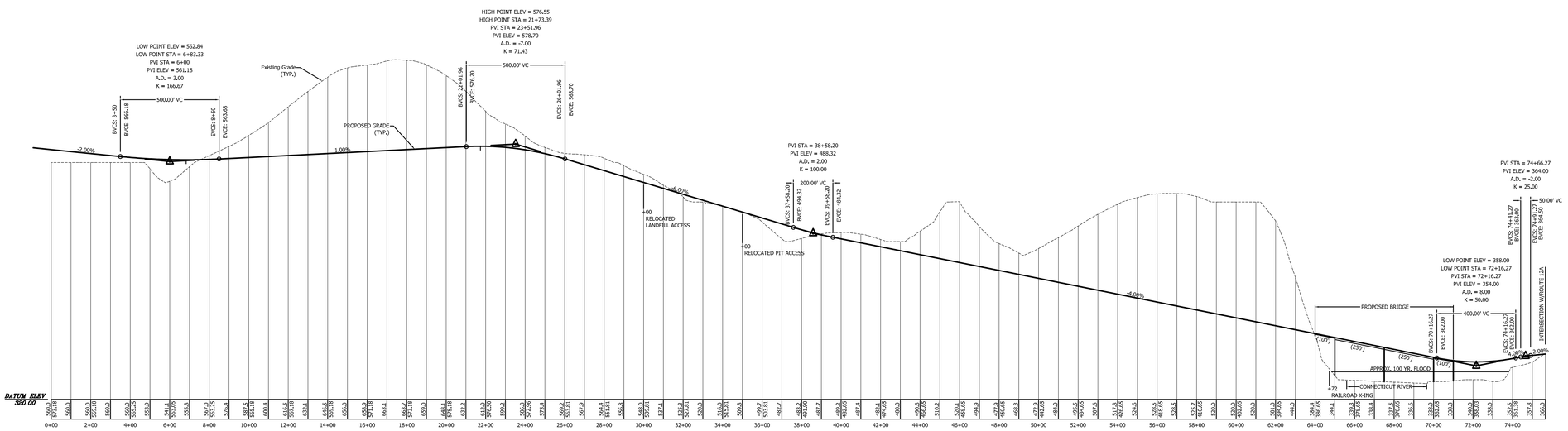

ROAD PROFILE (CL-R5)
(OPTION 4)

SCALE: HORZ. 1' = 300'
VERT. 1" = 60'

CONCEPT PLAN

NOTE:

PROFILE IS TO SCALE ONLY WHEN PLOTTED ON 24"x36" SHEET.

#	REVISIONS	DATE

ROAD PROFILE (OPTION 4)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

SURVEYED:	GIS/USGS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	12/26/13

CONNECTICUT RIVER CROSSING

ROAD PROFILE (OPTION 4)

C-8

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DWG: ACAD-12005-CONCEPT

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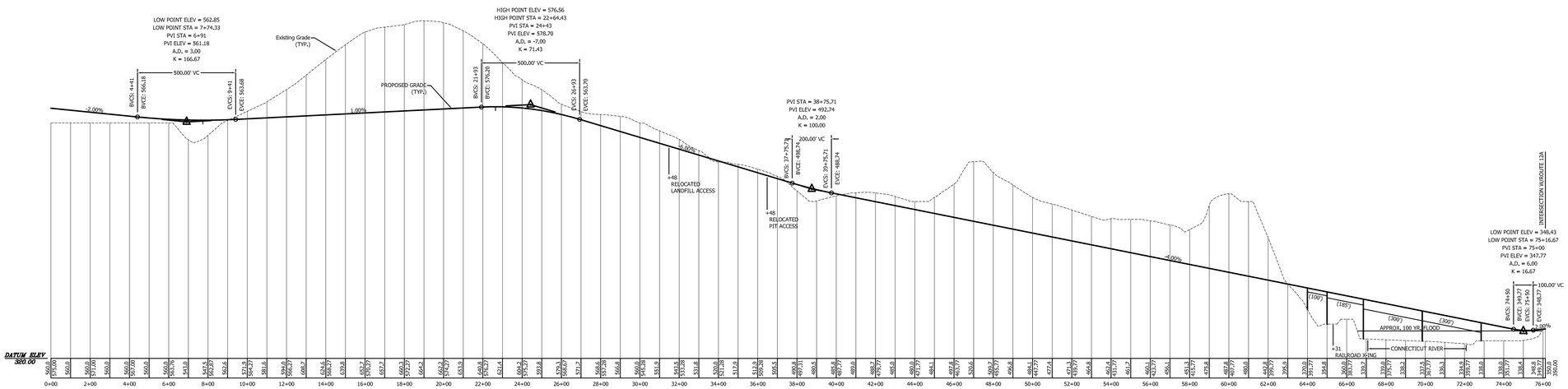

ROAD PROFILE (CL-R6)
(OPTION 5)

SCALE: HORZ. 1' = 300'
VERT. 1" = 60'

CONCEPT PLAN

NOTE:

PROFILE IS TO SCALE ONLY WHEN PLOTTED ON 24"x36" SHEET.

#	REVISIONS	DATE

ROAD PROFILE (OPTION 5)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@adelphia.net

SURVEYED:	GIS/USGS
DESIGNED:	DAN
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CHECKED:	DAN
DATE:	12/26/13

CONNECTICUT RIVER CROSSING

ROAD PROFILE (OPTION 5)

C-10

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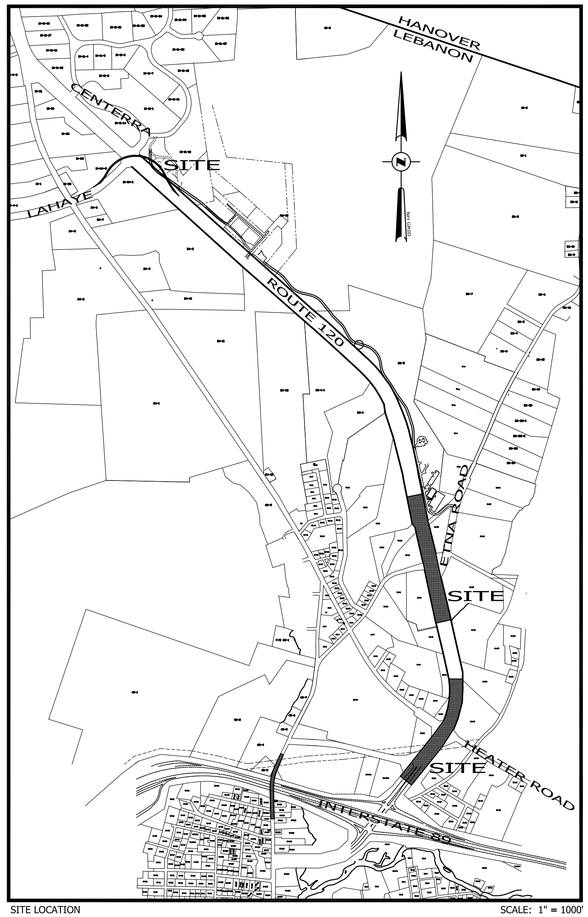
ROADWAY IMPROVEMENTS
FOR
ROUTE 120
LEBANON, GRAFTON COUNTY, NEW HAMPSHIRE
CONCEPT PLANS



SITE LOCATION

SCALE: 1" = 1000'

DESIGN SPEED = 50 MPH
K-CREST = 110-160
K-SAG = 90-110

CONSULTANTS

CIVIL ENGINEER/CONSTRUCTION
DAN NASH
ADVANCED GEOMATICS AND DESIGN
PO BOX 512
105 BANK STREET
LEBANON, NH 03766
PHONE: 603-448-6295 FAX: 603-448-0531

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1/15/20
~~3/12/13~~
SITE PLAN
PN: 08-025

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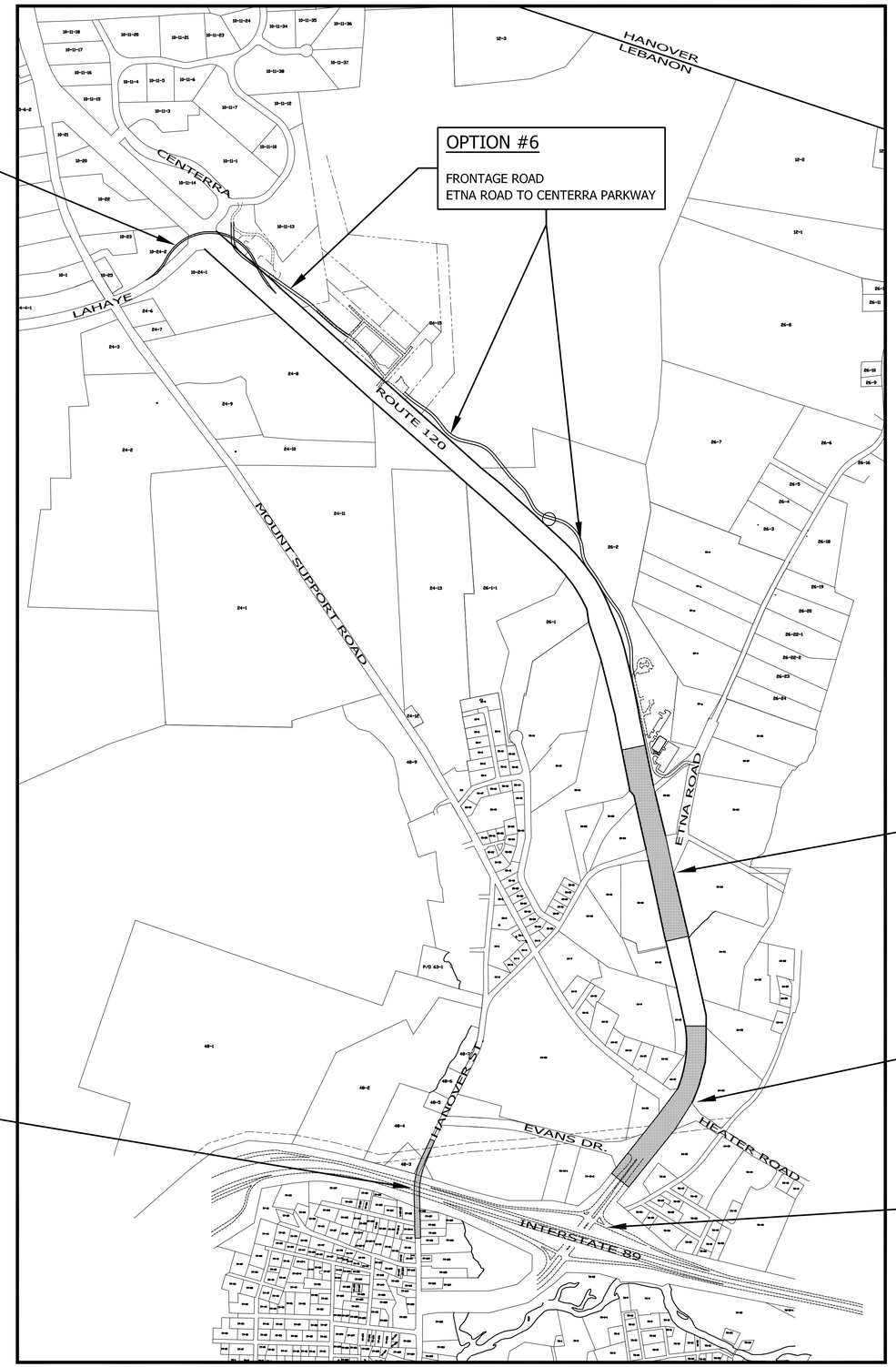

OPTION #5

LEFT TURN TUNNEL AT CENTERRA

OPTION #6

FRONTAGE ROAD
ETNA ROAD TO CENTERRA PARKWAY

OPTION #4

GRADE SEPARATION/OVERPASS AT ETNA ROAD

OPTION #3

GRADE SEPARATION/OVERPASS AT HEATER ROAD

OPTION #2

HANOVER STREET BRIDGE

OPTION #1

ELIMINATE NORTHBOUND RAMP
SIGNAL & LEFT TURNS TO EVANS DRIVE

#	REVISIONS	DATE
1	ADDED OPTION #6	1/15/20

OVERALL PLAN FOR ROUTE 120 IN LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:	GIS
DESIGNED:	DAN
DRAWN:	IVW, KH
CHECKED:	DAN
DATE:	3/12/13

ROUTE 120

OVERALL PLAN

OA-1

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ADVANCED GEOMATICS & DESIGN

DWG: 08025\08025-COV

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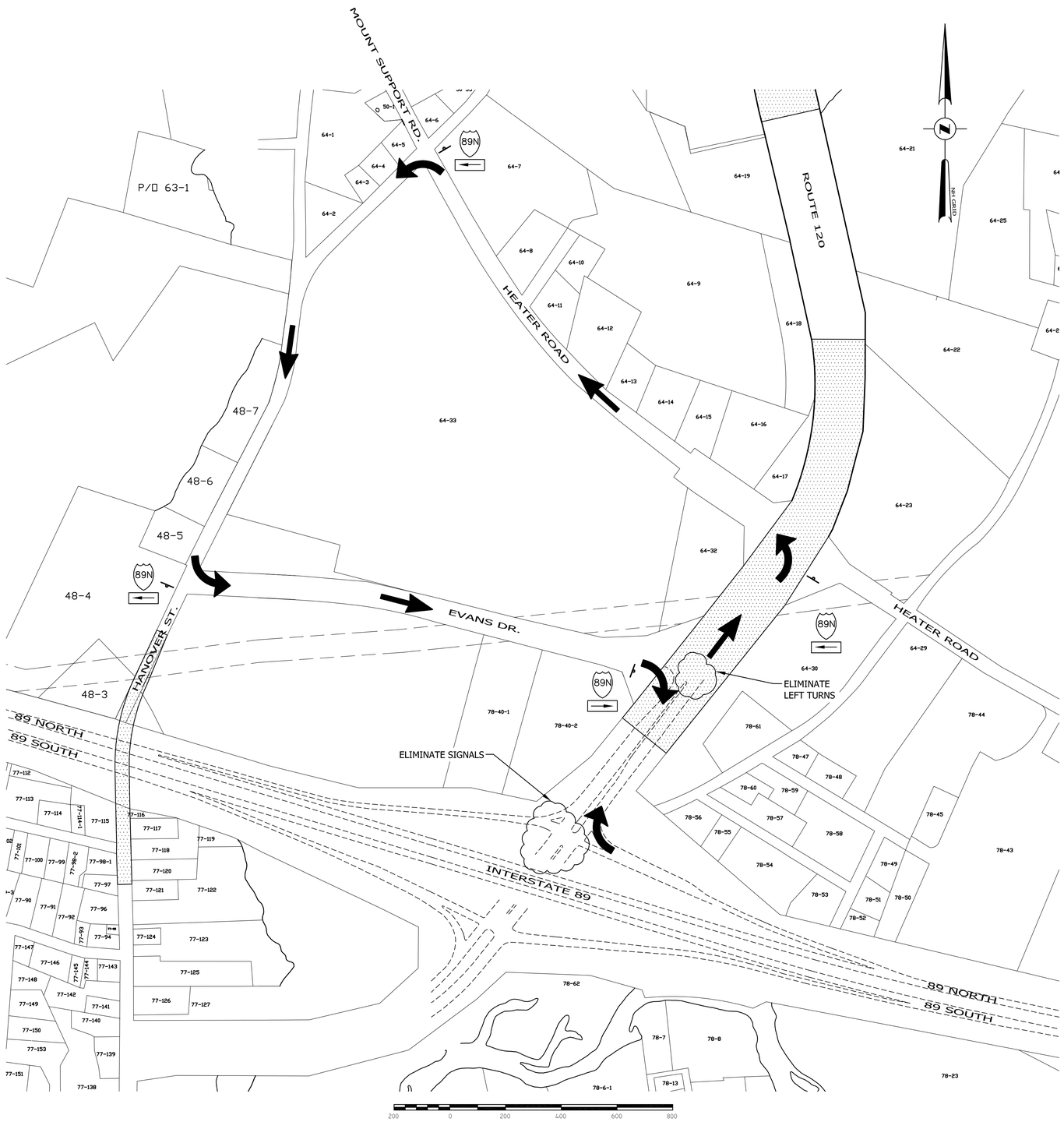

NOTE:

THIS OPTION ELIMINATES THE NORTHBOUND RAMP INTERSECTION SIGNALS AND CLOSES THE LEFT TURN FROM ROUTE 120 NORTHBOUND TO EVANS DRIVE. INTERSTATE 89 NORTHBOUND TRAFFIC FROM HANOVER STREET/DOWNTOWN LEBANON CAN EITHER MAKE THE LOOP OR GO TO EXIT 19. INTERSTATE 89 NORTHBOUND EXITING TRAFFIC DESTINED FOR DOWNTOWN LEBANON CAN EITHER MAKE THE LOOP OR USE EXIT 17.

THE BENEFITS OF THIS OPTION IS THE TREMENDOUS INCREASE IN QUEUE LENGTH (~335' TO ~1,710') AND ELIMINATION OF EVANS DRIVE TURNING TRAFFIC.

#	REVISIONS	DATE

OPTION #1 ELIMINATE NB RAMP
FOR
ROUTE 120
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:	GIS
DESIGNED:	DAN
DRAWN:	IVW, KH
CHECKED:	DAN
DATE:	3/12/13

ROUTE 120

OPTION #1
PLAN

C-1

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DWG: 08025\08025-COV

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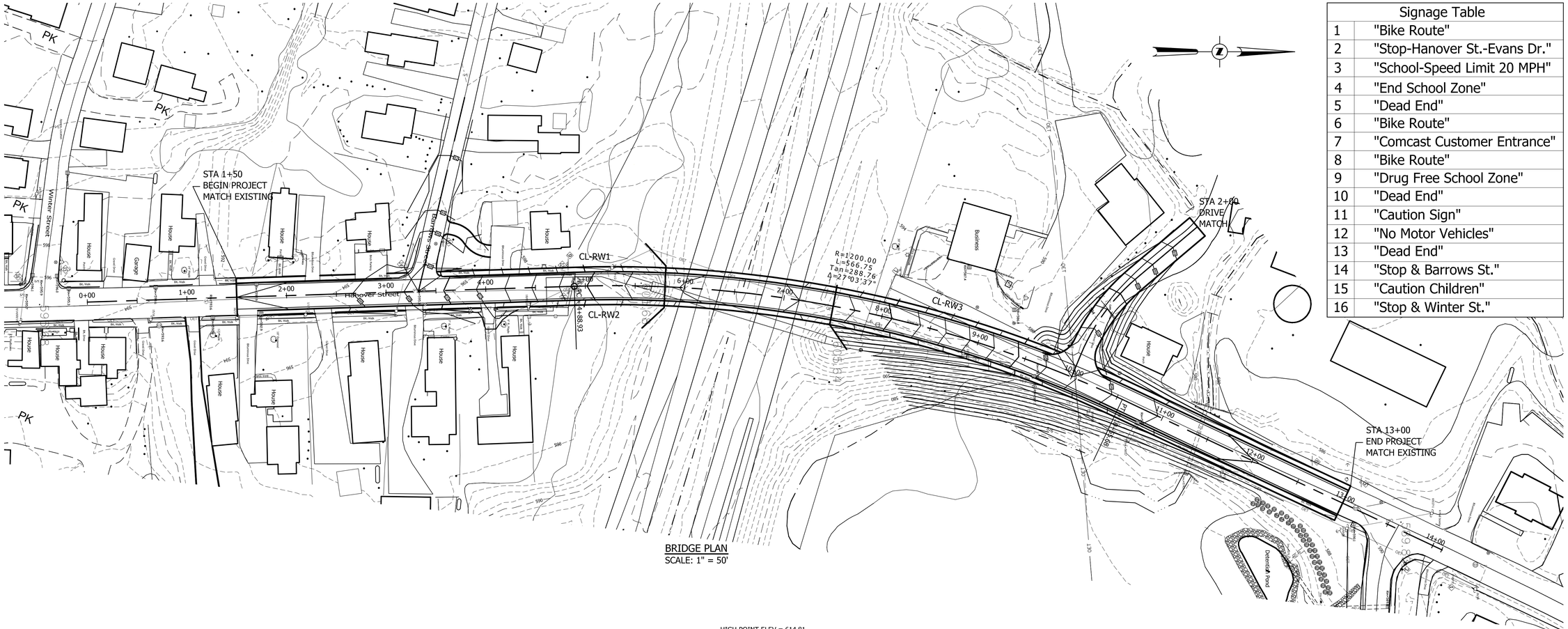
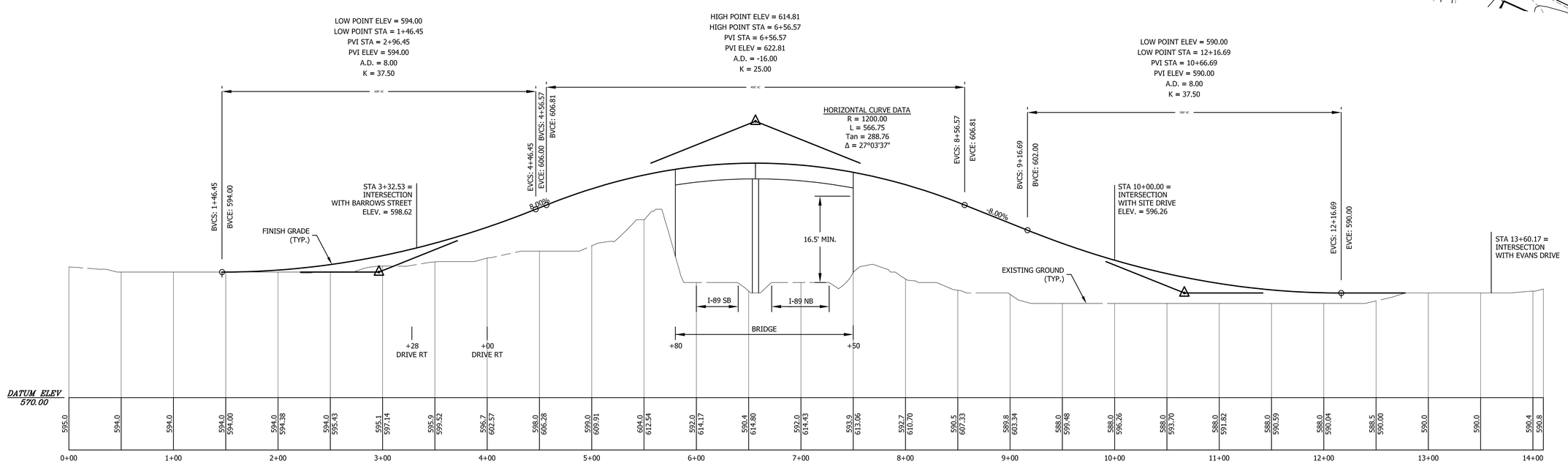


BRIDGE PLAN
SCALE: 1" = 50'

Signage Table	
1	"Bike Route"
2	"Stop-Hanover St.-Evans Dr."
3	"School-Speed Limit 20 MPH"
4	"End School Zone"
5	"Dead End"
6	"Bike Route"
7	"Comcast Customer Entrance"
8	"Bike Route"
9	"Drug Free School Zone"
10	"Dead End"
11	"Caution Sign"
12	"No Motor Vehicles"
13	"Dead End"
14	"Stop & Barrows St."
15	"Caution Children"
16	"Stop & Winter St."



BRIDGE PROFILE
SCALE: 1" = 50'H, 1" = 10'V

#	REVISIONS	DATE

BRIDGE PLAN AND PROFILE
FOR
PEDESTRIAN BRIDGE REPLACEMENT
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:	BA/VT GEO
DESIGNED:	DAN
DRAWN:	IVW
CHECKED:	DAN
DATE:	3/12/13

PEDESTRIAN BRIDGE

PLAN AND PROFILE

P-1

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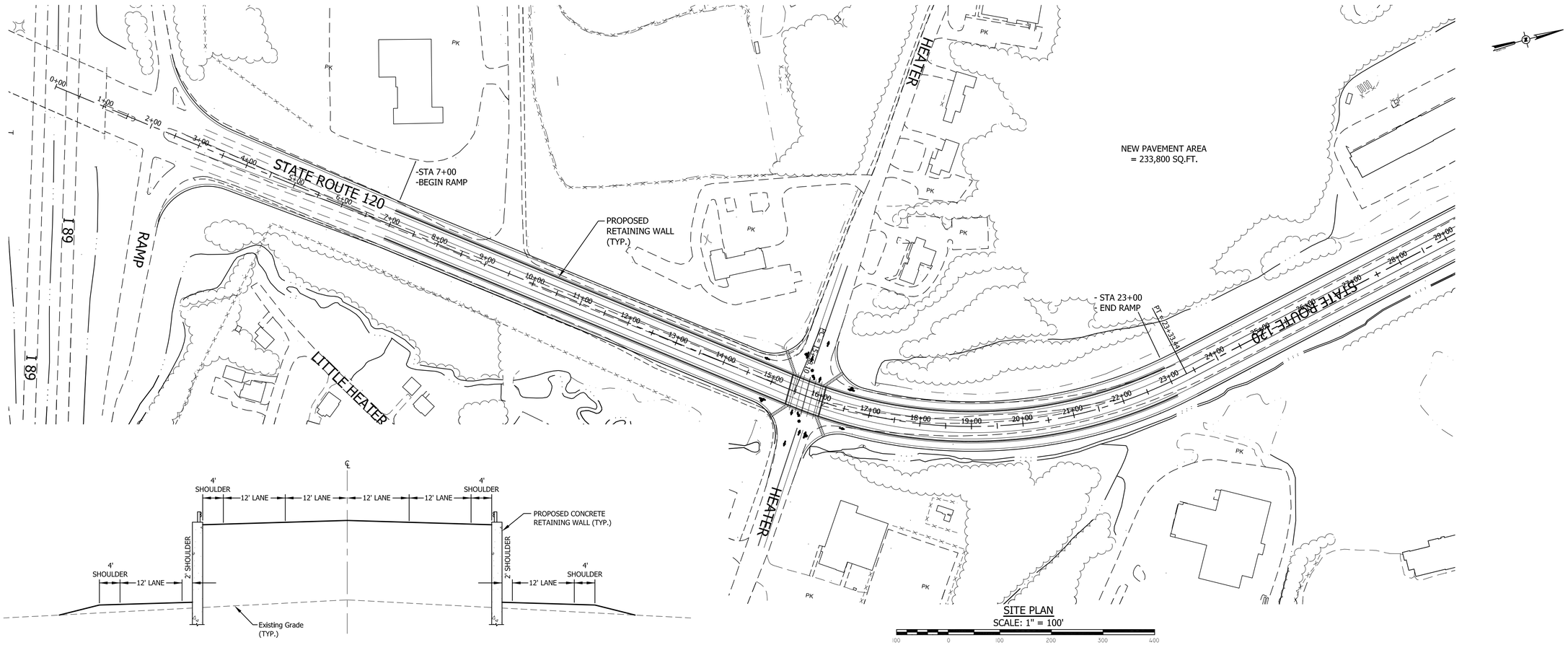
DWG: PED BRIDGE-PL.DWG

M:\2008_PROJECTS\08-006\ped_bridge\Ped Bridge-PL.dwg, P-1, 3/12/2013 10:19:30 AM

- STA 2+00
- ELIMINATE NB RAMP SIGNALS
- ELIMINATE RAMP LEFT TURNS
- CLOSE INTERSECTION WITH EMERGENCY VEHICLE POSTS

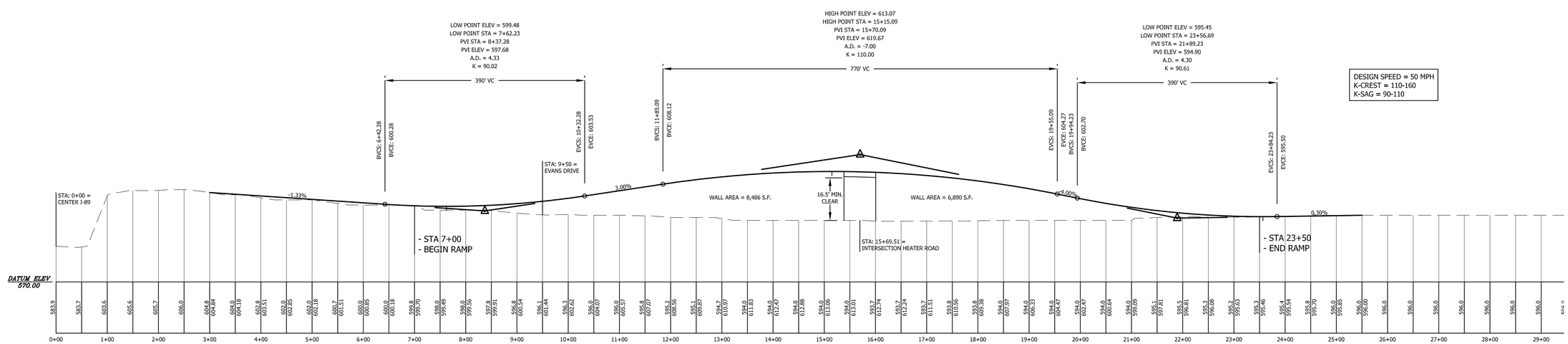


SITE PLAN
SCALE: 1" = 100'

TYPICAL RAISED ROADWAY SECTION
SCALE: 1" = 10' HORZ.
1" = 10' VERT.

NOTE:

HEIGHT OF RAISED ROADWAY VARIES.



PROFILE CL-R1
CENTER I-89 TO ETNA ROAD
SCALE: 1" = 100'H, 1" = 20'V

#	REVISIONS	DATE
1	UPDATE	5/15/15

PLAN & PROFILE FOR ROUTE 120 IN LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:
DESIGNED: DAN
DRAWN: IVW, KH
CHECKED: DAN
DATE: 3/12/13

ROUTE 120

PLAN & PROFILE

R-1

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DWG: 08025-pl.DWG

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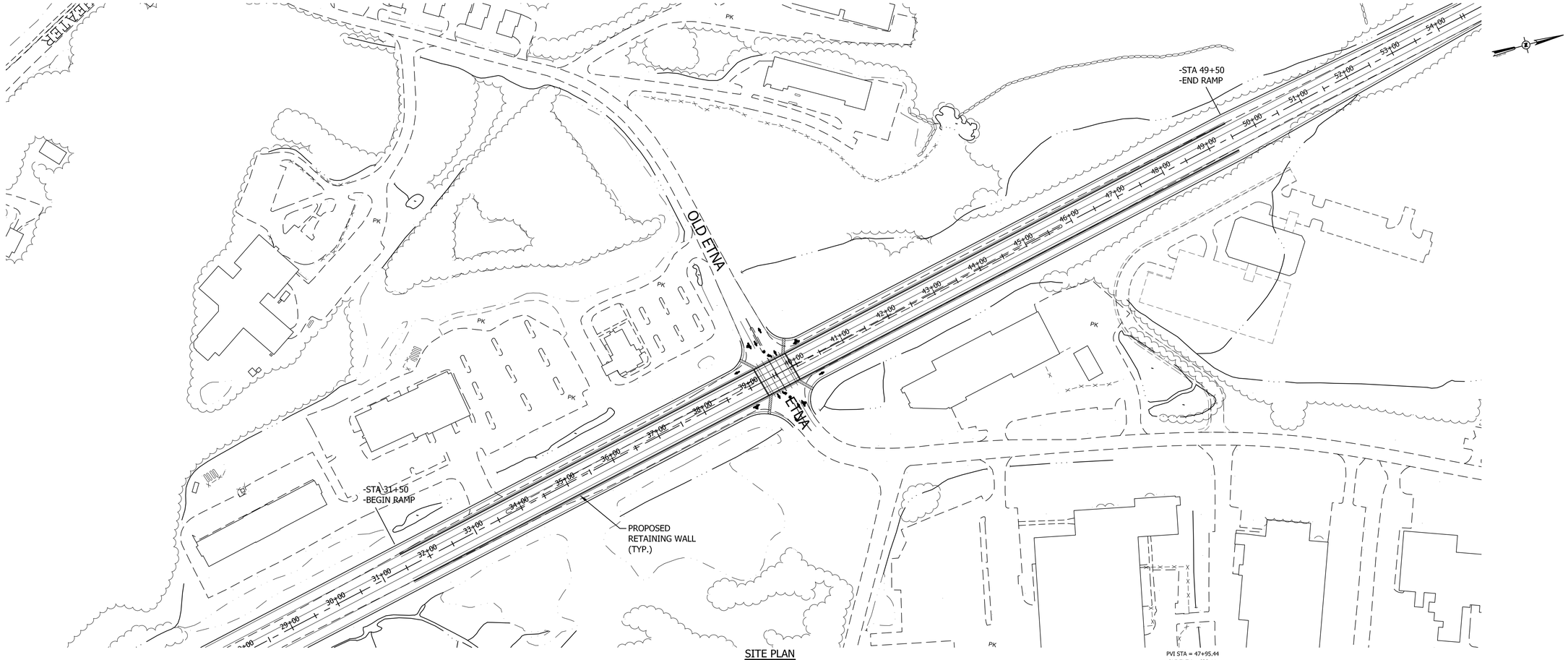
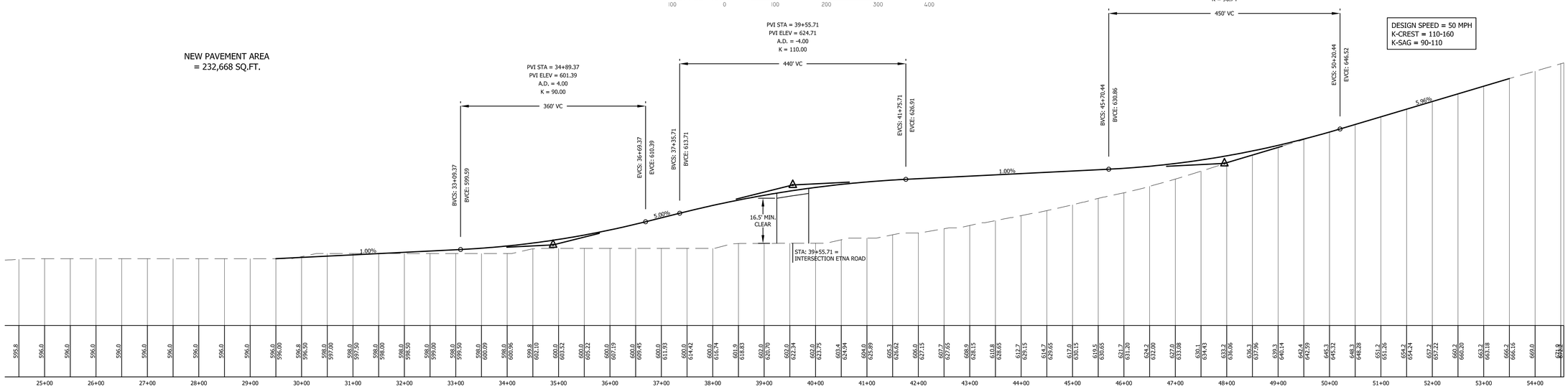


SITE PLAN
SCALE: 1" = 100'

NEW PAVEMENT AREA
= 232,668 SQ.FT.



PROFILE CL-R2
HEATER ROAD TO 1,500' PAST ETNA ROAD
SCALE: 1" = 100'H, 1" = 20'V

#	REVISIONS	DATE

PLAN & PROFILE FOR ROUTE 120 IN LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:
DESIGNED: DAN
DRAWN: IVW, KH
CHECKED: DAN
DATE: 3/12/13

ROUTE 120

PLAN & PROFILE

R-2

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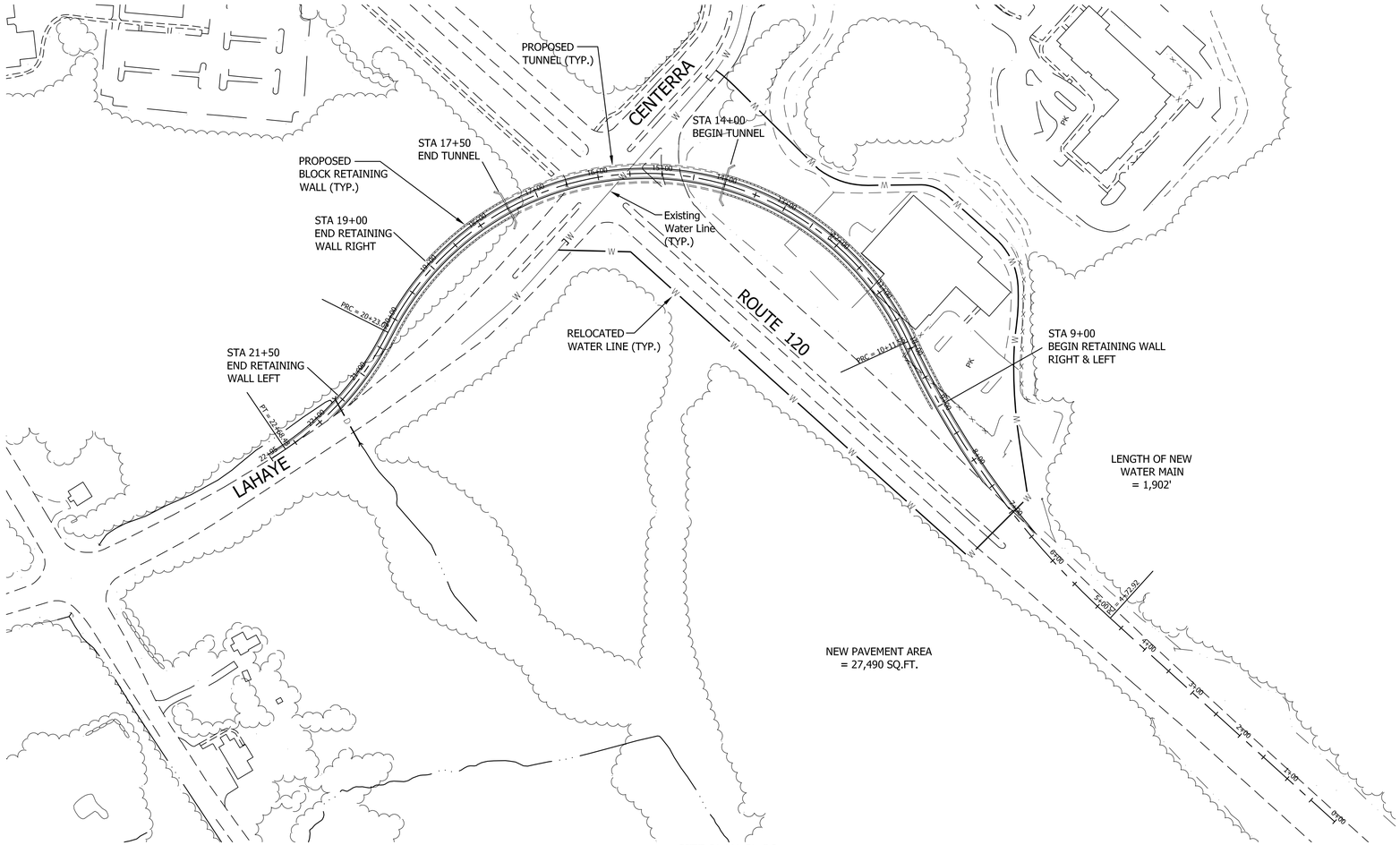
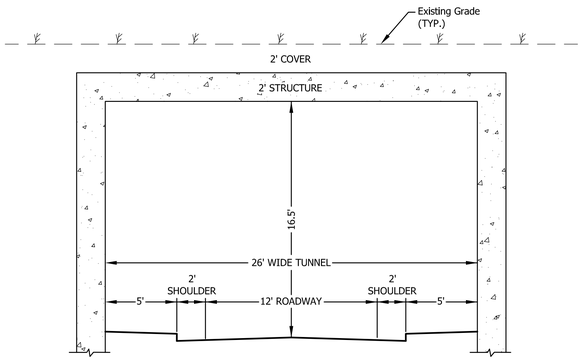
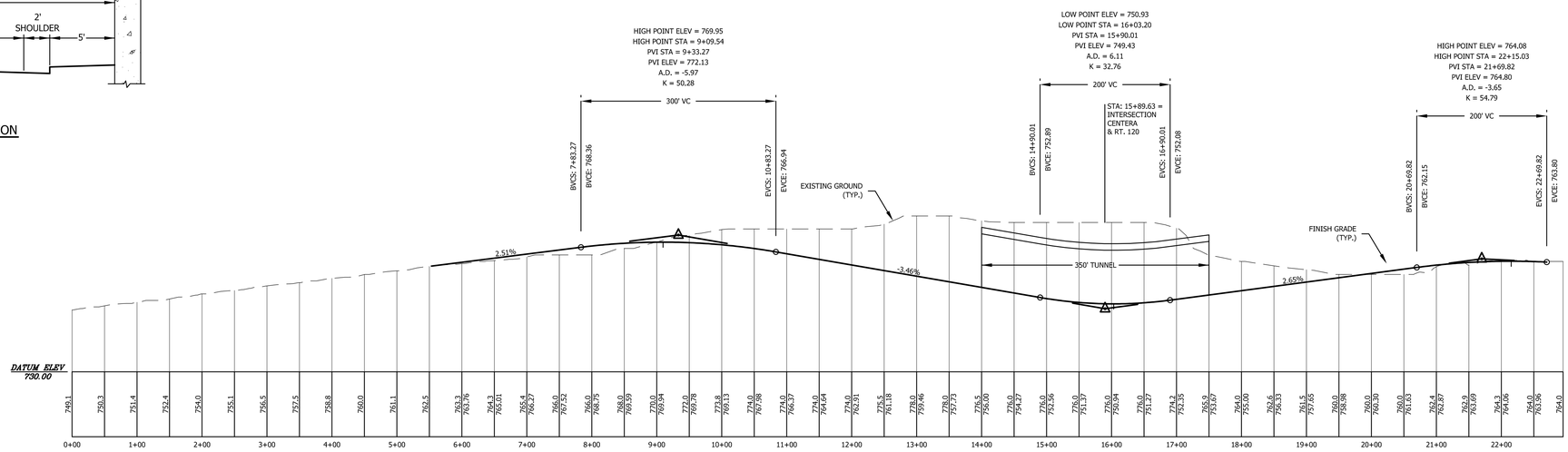


SITE PLAN CL-R3
SCALE: 1" = 100'



TYPICAL TUNNEL SECTION
SCALE: 1" = 5' HORZ.
1" = 5' VERT.



PROFILE CL-R3
CENTERA
SCALE: 1" = 100'H, 1" = 20'V

#	REVISIONS	DATE

PLAN & PROFILE FOR ROUTE 120 IN LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:
DESIGNED: DAN
DRAWN: IVW, KH
CHECKED: DAN
DATE: 3/12/13

ROUTE 120

PLAN & PROFILE

R-3

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ADVANCED GEOMATICS & DESIGN
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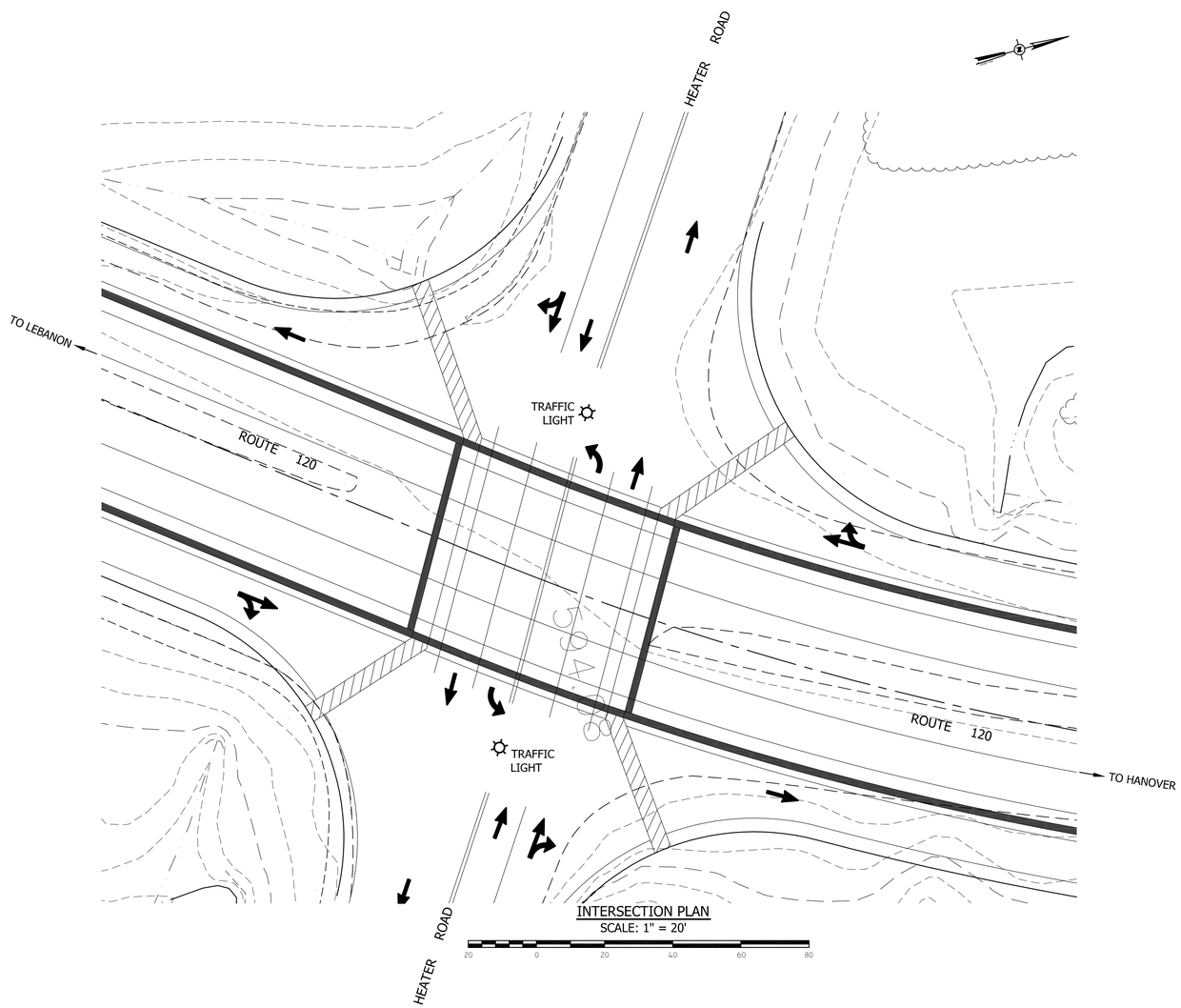
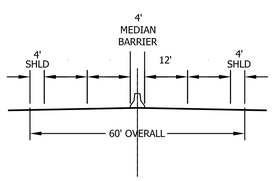
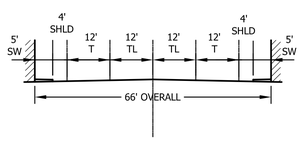


INTERSECTION PLAN
SCALE: 1" = 20'



THRUWAY TYPICAL SECTION
SCALE: 1" = 20'



TYPICAL SECTION - HEATER ROAD @ BRIDGE
SCALE: 1" = 20'

#	REVISIONS	DATE

INTERSECTION AT HEATER ROAD
FOR
ROUTE 120
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:	
DESIGNED:	DAN
DRAWN:	IVW, KH
CHECKED:	DAN
DATE:	3/12/13

ROUTE 120

INT. AT HEATER ROAD

R-4

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ADVANCED GEOMATICS & DESIGN

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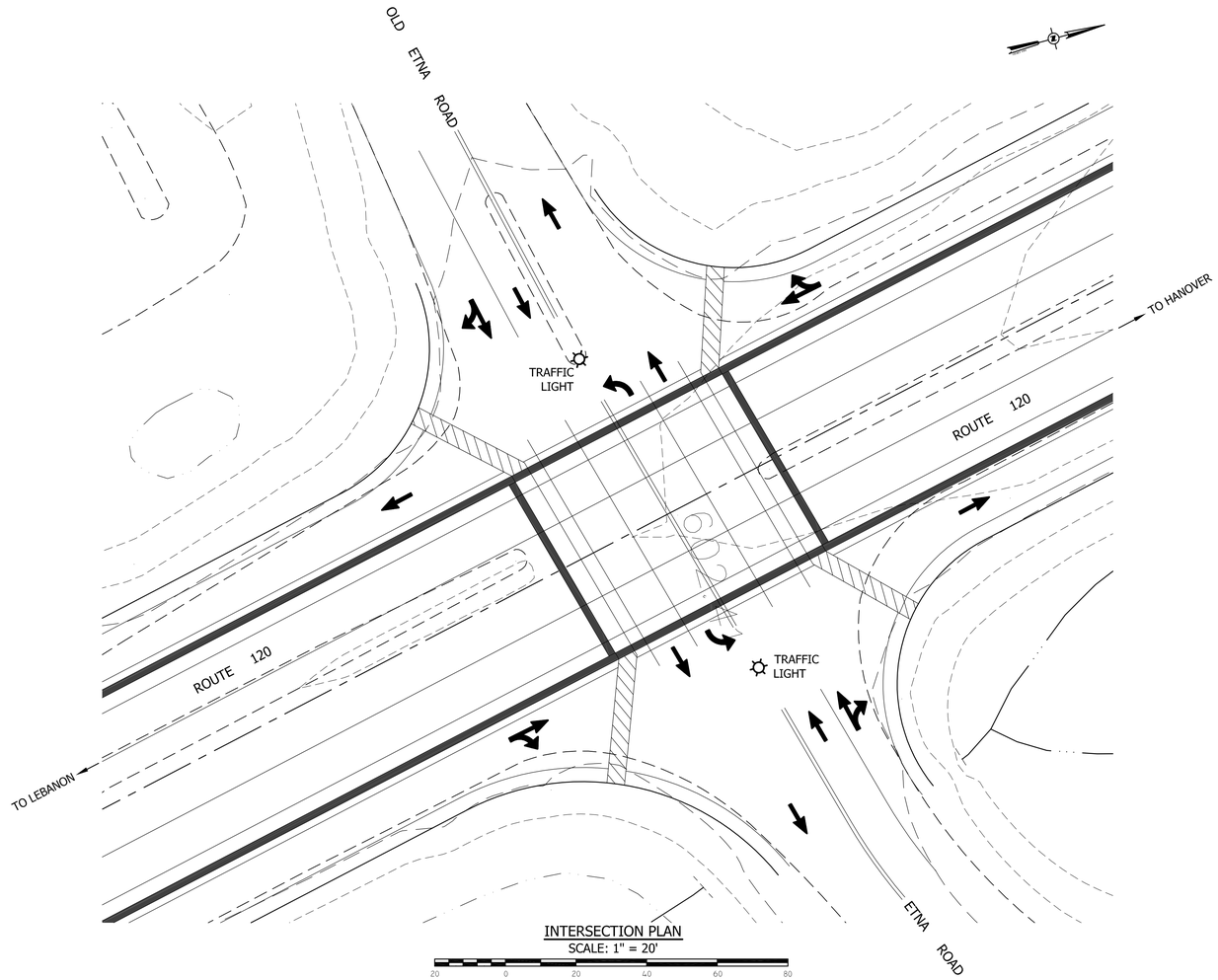
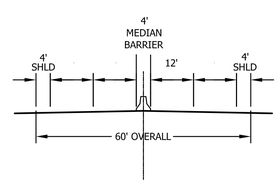
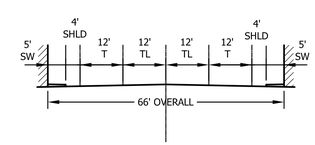


INTERSECTION PLAN
SCALE: 1" = 20'



THRUWAY TYPICAL SECTION
SCALE: 1" = 20'



TYPICAL SECTION - ETNA ROAD @ BRIDGE
SCALE: 1" = 20'

#	REVISIONS	DATE

INTERSECTION AT ETNA ROAD
FOR
ROUTE 120
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295 FAX: (603) 448 0531
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:	
DESIGNED:	DAN
DRAWN:	IVW, KH
CHECKED:	DAN
DATE:	3/12/13

ROUTE 120

INT. AT
ETNA ROAD

R-5

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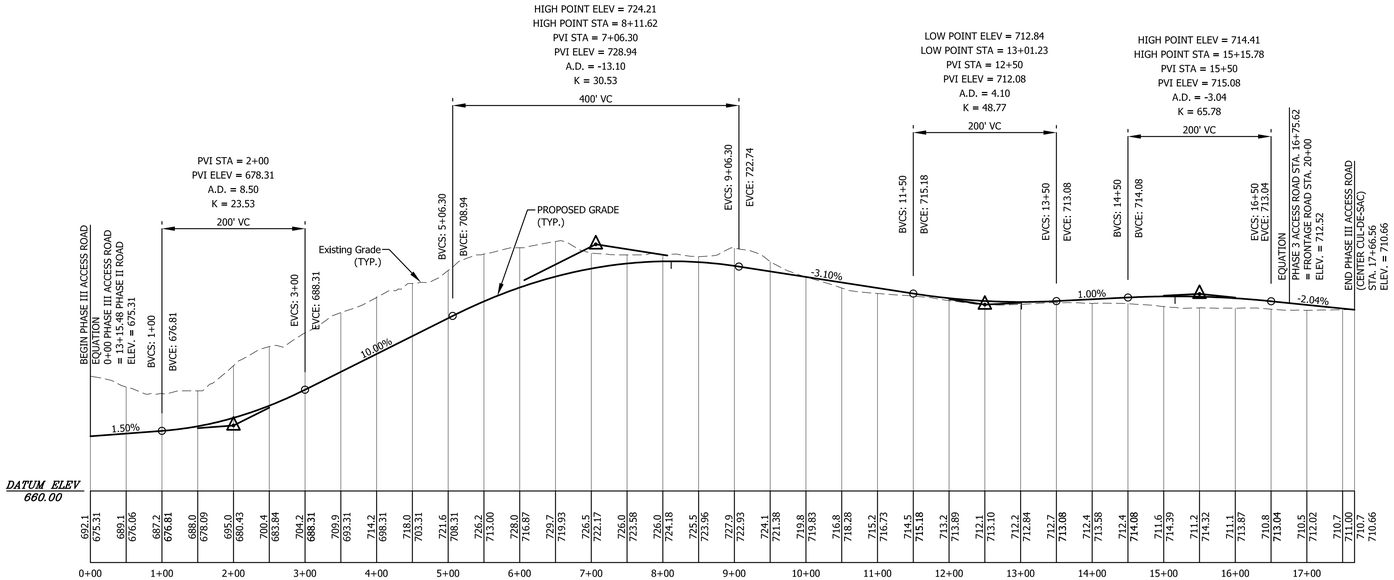
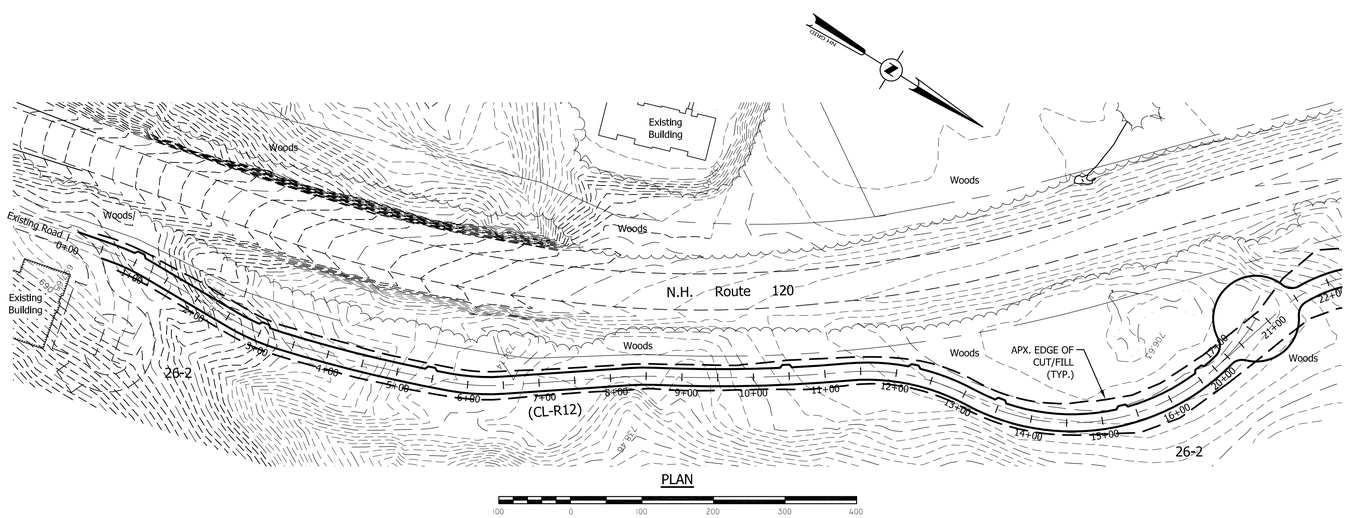


ICV PHASE III ACCESS ROAD PROFILE (CL-R12)

SCALE: HORZ. 1" = 100'
VERT. 1" = 20'



PLAN

#	REVISIONS	DATE

ROAD PLAN/PROFILE
FOR
FRONTAGE ROAD
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
105 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:	GIS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	1/15/20

FRONTAGE ROAD

ROAD PLAN/PROFILE

R-12

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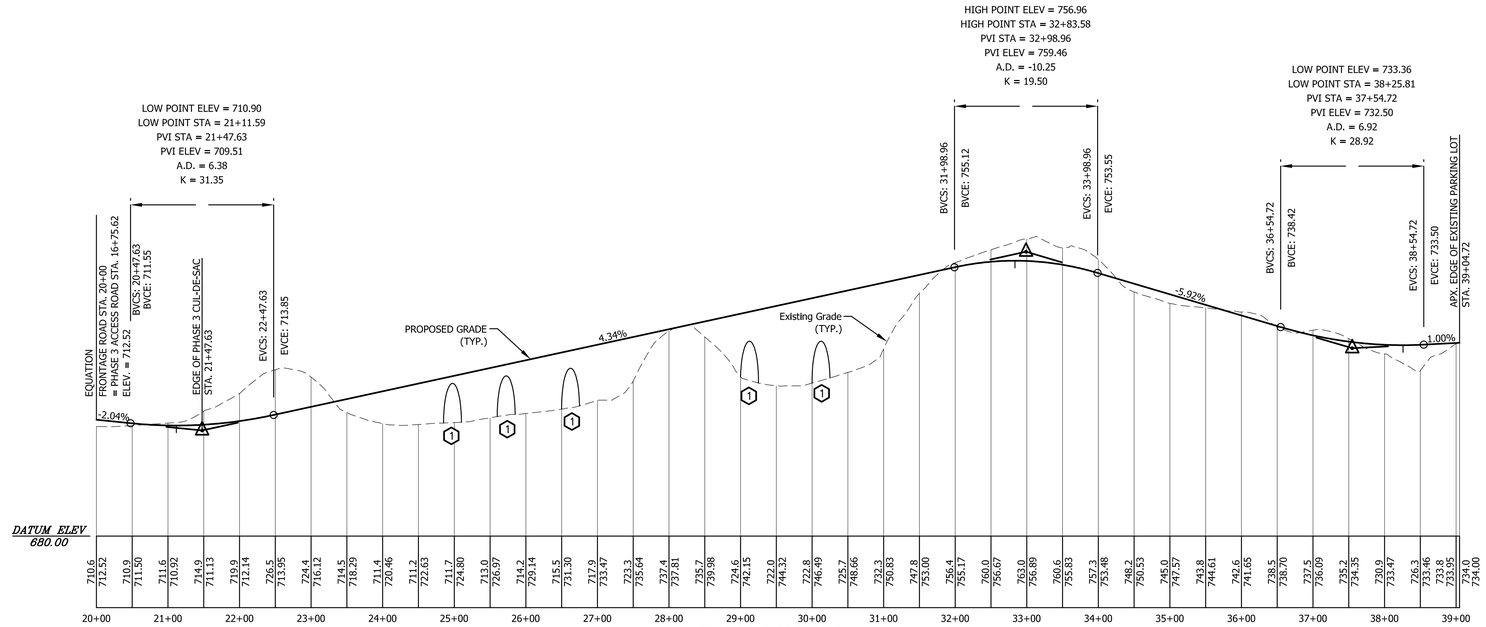
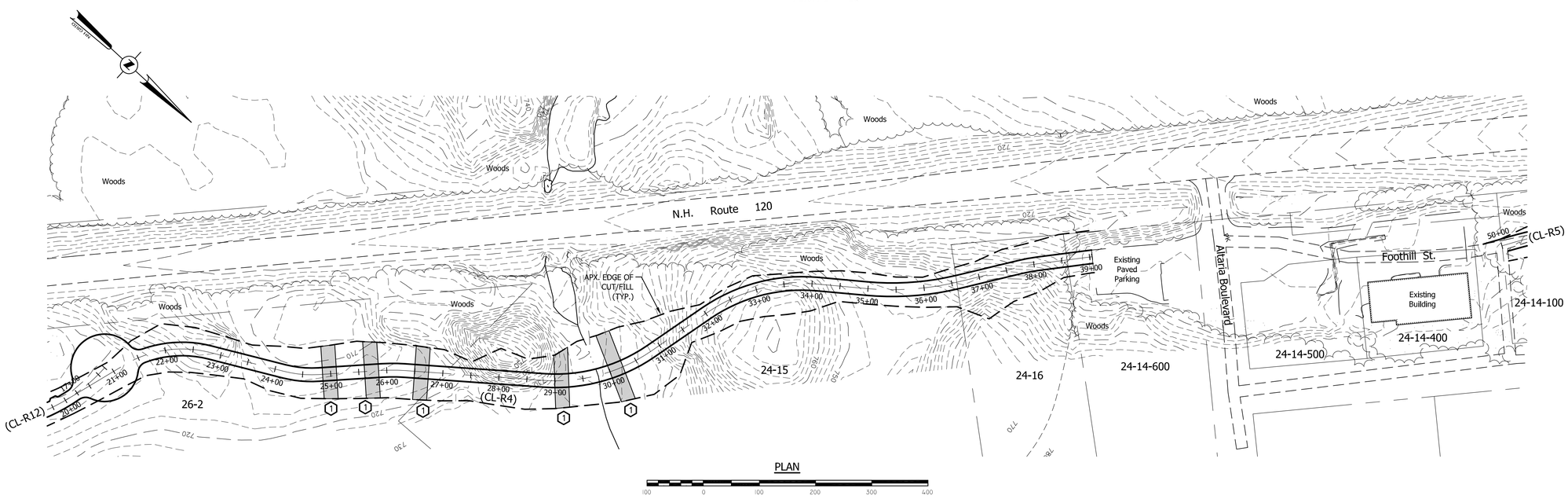


FRONTAGE ROAD PROFILE (CL-R4)
SCALE: HORZ. 1" = 100'
VERT. 1" = 20'



PLAN

NOTE:

1. 25' SPAN BY 11' RISE STRUCTURAL PLATE ARCH FOR ANIMAL PASSAGE.

#	REVISIONS	DATE

ROAD PLAN/PROFILE
FOR
FRONTAGE ROAD
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
105 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:	GIS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	1/15/20

FRONTAGE ROAD

ROAD PLAN/PROFILE

R-13

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ADVANCED GEOMATICS & DESIGN

DWG: 08025-pl.DWG

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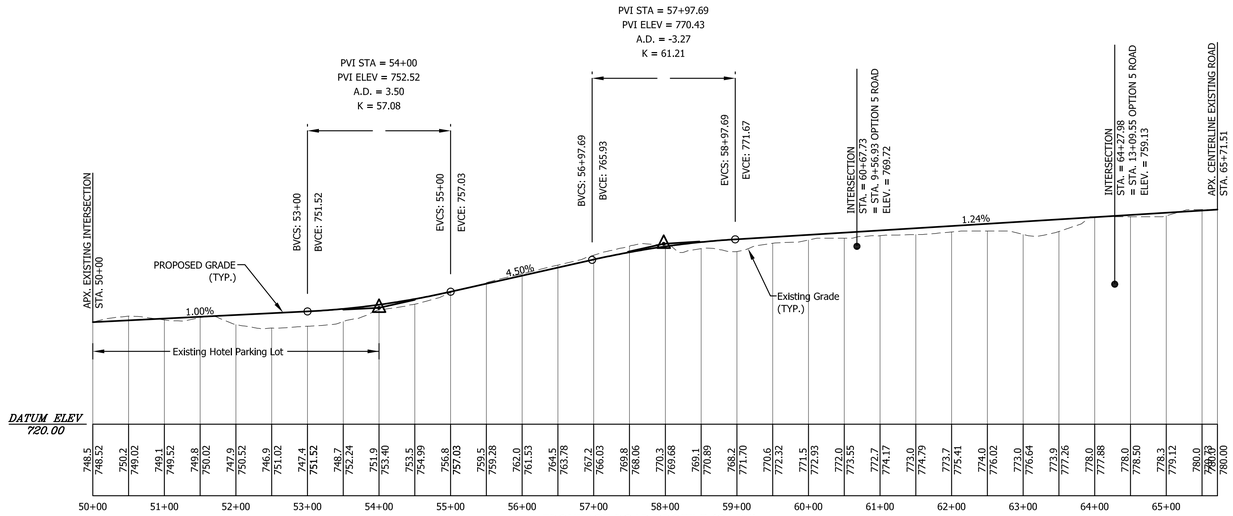
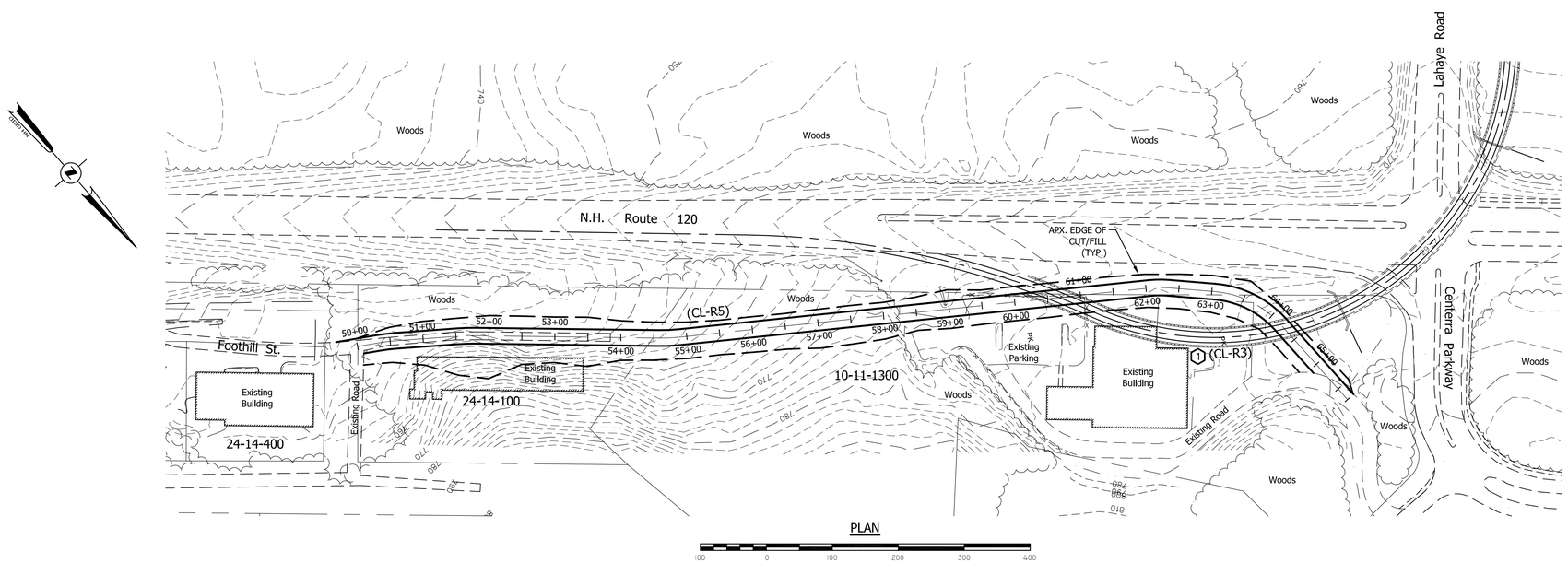


FRONTAGE ROAD PROFILE (CL-R5)

SCALE: HORZ. 1" = 100'
VERT. 1" = 20'



PLAN

NOTE:

1 CL-R3 TUNNEL.

#	REVISIONS	DATE

ROAD PLAN/PROFILE
FOR
FRONTAGE ROAD
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN
105 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295
E-MAIL: advancedgeomatics@comcast.net

SURVEYED:	GIS
DESIGNED:	DAN
DRAWN:	KH
CHECKED:	DAN
DATE:	1/15/20

FRONTAGE ROAD

ROAD PLAN/PROFILE

R-14

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DWG: 08025-pl.DWG

M:\2008_PROJECTS\08-025\08025-pl.dwg, R-14, 1/15/2020 12:48:49 PM

Date: November 2, 2023

Addressed to: William E. Watson, Jr.

Submitted by: Pathways for Keene, Inc.

E-Mail: William.e.watsonjr@dot.nh.gov

Subject: REQUEST TO INTERGRATE the KEENE 41590; Route 101 Improvement Project, Keene, with The Keene Transportation Heritage Trail as shown the city's Capital Improvement Program.

Dear Honorable New Hampshire Officials,

This letter is intended to be added to the GACIT Public Hearings Comment Period. Kindly forward this document for written review by those involved in setting the 10 Year Plan.

It is my understating that letters have already been sent to you expressing support for the proposed Keene Project # 41590. Accordingly, I will not reiterate those facts and comments for that project to you.

Rather, it is my intention to bring before you a concept to integrate the above noted project with another project proposed in the City of Keene's Capital Improvement Program, The Transportation Heritage Trail.

This segment of rail trail on the Cheshire Trail intersects near, if not on, the middle of the proposed Route 101 project referenced above. The T.H.T will be the next phase in the ongoing development of our existing Cheshire Rail Trail System.

The central feature of this project will be the adoptive reuse of three historic bridges. In fact, the trail will reuse the Robert J. Prowse Memorial Bridge to cross Route 101. In the center, the trail will feature the existing Stone Arch Bridge (approx.1885, which will be rehabilitated with historically appropriate safety rails. The City anticipates reusing our own Island Street Bridge (a Baily Truss bridge) to carry the trail over Swanzey Factory Road.

As our organization see's it, the "One and Done" seems to be the most feasible from an economical, and efficient approach. It may also prove to minimize the construction difficulties to the travelling public on Route 101 during construction.

Thank you for this opportunity of public input.

Sincerely---Pathways for Keene

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in. Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Stefanie Piroso
Concord, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

A ten year plan is a reasonable starting point for creating a budget. However, a ten year plan that refuses to allow updates for new information and citizen input can only be considered a failure of bureaucratic thinking. Up here, we have seen the results of this failure with an expensive bridge between East Thetford, VT and Lyme, NH that does NOT serve the communities, who rallied together to provide much feedback, and were completely ignored. This reinforces the perception that our state government does not work for us.

Likewise, the latest 10 year plan provides no funding for public transportation serving low population areas. Lyme gets a small bridge under a dirt side road. What the Upper Valley needs is subsidized bus service, and connections to a regional rail system. We need infrastructure to support the next generation of electric vehicles.

This plan is a failure of old school thinking that will not help NH move ahead to face the dire threats and changes that will come as a result of climate change. Do better.

Hebe Quinton
NH

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

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To the Commissioner of NHDOT and the Executive Councilors,

The ten-year plan for transportation in NH is a positive step in the right direction for transportation in New Hampshire, but it lacks a lot of important items of consideration going forward: primarily renewable energy resources and public transportation. New Hampshire has lacked and continues to lack public transportation infrastructure in the vast majority of the state, putting strain on people with unreliable personal transportation and putting an increased burden on our roads and environment due to the high number of cars using our struggling infrastructure every day. The ten-year plan should create provisions to take into account sustainable public transportation either through car share programs, electric buses, or another form suitable for our communities.

While I personally believe that the people of New Hampshire themselves should be a promising argument for why we need public transportation, it would also drive revenue from out of staters who come often for tourism. Right now, they are often forced to either rent a car or forfeit their ability to go to many popular attractions within our state. When I have visited other states, their public transport is often the largest impact they have on me either good or bad: we should leave amazing impacts on everyone who comes to our state or lives within it.

With how much we have been put back with the weather this summer ruining our roads, now is an amazing time to not just rebuild what we had, but rebuild it better, stronger, and more renewably. We should go from having a nearly failing transportation infrastructure to being one of the best in the country! I am confident we can do that, especially if it gets included in this plan.

Thank you for your consideration.
James Rand, Newbury, NH

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Leo Sandy
Chesterfield, NH

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Monadnock Alliance for
Sustainable Transportation (MAST)
37 Ashuelot Street, Keene, NH 03431
www.MASTNH.org

November 3, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Re: Merging of Keene 41590 Keene with The Keene Transportation Heritage Trail Project

Dear Governor Sununu & Governor's Advisory Commission on Intermodal Transportation:

I am writing today on behalf of the Monadnock Alliance for Sustainable Transportation (MAST). MAST promotes all modes of transportation that enhance the environmental, economic, and physical health and well-being of the Monadnock Region. We believe that sustainable transportation options can lead to improved air quality, healthier communities, and long-term savings by reducing the number of vehicles on the roadways by increasing travel choices available to residents, employees and visitors.

Accordingly, we believe our request to merge the two projects (NH Route 101 Improvements and the Prowse Bridge Pedestrian Overpass Project) during the design, programming and construction phases noted above are within our mission to promote all modes of transportation in a way that both increases efficiencies in project tasks and promotes a more connected, integrated and contiguous multi-modal transportation system in Keene and other communities in the Monadnock Region. In recognition of the work done to date on project 41590, we would also advocate that the current project schedule be preserved.

We appreciate your work on behalf of our transportation system and wish you all the best as you conclude the Public Hearing Phase of this lengthy, but critical work for the State of New Hampshire.

Sincerely,

Will F. Schoefmann,
Chair, MAST Steering Committee

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Dear NHDOT and Executive Councilors:

Regarding the 10 year transportation plan, I urge you to include provisions for the mitigation of climate disruption we have bequeathed to our children. The only way to mitigate this is to plan for a fossil fuel free future which is within our reach at this moment in time if we act NOW. The NH transportation plan does not include provisions for renewable energy infrastructure, public transportation or any creative solutions.

There are many choices we can make today to dig us out of this hole. Short sightedness and status quo thinking got us here. It is imperative we move beyond this kind of planning and begin the climb upwards towards a better future. I hope that you consult your hearts and do not continue this vision for our kids and New Hampshire.

Hope Stragnell
Canaan, NH

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Dear Advisory Commission,

Thank you for your important work. Please design the new Ten Year Plan to improve electrification of our transportation system by supporting charging networks and more electrified public transportation. Climate Change is upon us and the cost to society is enormous the longer we wait. You can lead in helping us cool the planet, starting with this plan! Thank you.

Sarah Thorne
Holderness NH

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH lacks the imagination and forward look that is required to address the challenges of efficiently moving people and goods in New Hampshire in the coming decade. While it focuses on improving our roads and bridges, the plan lacks investments in electric vehicle charging infrastructure and public transportation. We need our transportation plan to carry New Hampshire into a future where vehicles will be electrified and fast trains will carry people and goods around the state and connect with economic centers, especially to the south of us. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Now is the time to make it happen.

Every car manufacturer has recognized that electric transportation will replace gasoline vehicles over the next twenty years with benefits in lower emissions and reduced operating costs for state residents. In order to make that happen, it is the responsibility of public officials to establish policy and economic support to make more fast chargers available in the state through a public-private partnership with the electric industry. The State can lead the way by transitioning governmental vehicle fleets to significantly increase electric vehicle use.

Our transportation system is at a crossroads. I encourage you to look forward, not backwards and provide funding for public transportation and electrification infrastructure so that New Hampshire can continue to be the great place we all love even as the world spins unpredictably around us.

Thank you for your consideration.
James Torpey, New Hampshire resident

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WatsonJr, Bill

From: Jake Twarog <jake.p.twarog.24@dartmouth.edu>
Sent: Thursday, September 28, 2023 9:27 PM
To: WatsonJr, Bill
Subject: New Hampshire Transportation Investment

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear William Watson Jr.,

Hope you are doing well! My name is Jake Twarog, and I am emailing about the NHDOT Ten Year Plan and the proposed share of total program dollars by program. Currently, I believe that the funding allocations are completely misaligned with the forward-thinking priorities New Hampshire should be adopting over the next ten years to improve safety, walkability, and enhance mobility all throughout the state.

Allocating 57% of the entire budget toward FHWA, with an additional 18% toward I-93 debt/turnpike-related projects, is an incredibly shortsighted move that completely misses the mark on modal shift and safety. Spending three-quarters of the budget on car infrastructure when the state already contains so many overbuilt and dangerous roads will do nothing to address the dozens and dozens of people who are killed on New Hampshire roads every year. It will be ineffective against drunk driving, unhelpful at reducing runoff and other environmental externalities, and New Hampshire citizens will continue to have to spend large amounts of their income on car ownership and maintenance, as this sends the signal that cars are the primary way to move around the state.

In addition to this, although an 8% transit share is an improvement over historical levels, public transit seems as though it will continue to be neglected in New Hampshire. Furthermore, the most glaring issue is the lack of rail funding. Allocating less than 1% of all funds toward rail-based transportation will mean New Hampshire will keep falling further behind its New England peers in terms of rail connectivity. Concord and Manchester should have gotten commuter rail or Amtrak stations long ago, and it seems doubtful that with this plan that will happen anytime soon either.

As evidenced by the higher housing prices that walkable communities command, people increasingly want to live in these areas. New Hampshire should not lose out on the opportunity to improve its towns and cities and make the state a better place to live, work, and play safely. I urge you to consider the state's most vulnerable citizens and consider what a future where the state is less dependent on cars might look like.

Best,
Jake Twarog

UVLSRPC
Upper Valley Lake Sunapee
Regional Planning Commission

November 3, 2023

William E. Watson,
P.E. Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive P.O. Box 483
Concord, NH 03302-0483

Dear Mr. Watson:

The Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) in conjunction with the UVLSRPC Transportation Advisory Committee (TAC) would like to submit the following comments on the 2025-2034 NH Ten Year Transportation Improvement Plan.

- A concern among many residents in the region is the need for public transit in rural towns and connections between regions. Concerns about the impact on housing, the environment, and workforce were highlighted. Many comments mentioned how the Upper Valley hosts many employment opportunities, but very few housing opportunities, meaning that there is a large population of people who must commute to and from the area. This has a large impact on cost and pollution/energy consumption. Opportunities to expand and fund regional transit options like commuter rails in southern NH and shuttle services like the one provided by Southwestern Community Services in Claremont are crucial.
- One challenge outlines the struggle for local public transportation companies such as Advance Transit and Southwest Community Servies to come up with a match funding for local grants. One idea mentioned was that the state should explore using toll credits to be used as match funds. Many members of the public agreed with the sentiment that these public transportation options are essential to the community and should be treated as such.
- The recent flooding last summer was a big topic among residents, especially in Sullivan County. A range of topics about the flooding that NHDOT and the Ten Year Plan should consider are: a larger focus on resilience-focused planning that go beyond the 100-year floodplain; the lack of available emergency funding available to small towns like Acworth and Goshen are detrimental to these communities and it is suggested that the Ten Year Plan include an emergency fund to help support communities in these times of need.
- In Lebanon, many echoed that a large number of projects lack coordination despite taking place on important interregional corridors. Town projects such as Exit 18, the Dry Bridge, and the High/Mechanic/Mascoma Street project were mentioned. The proposed roundabout area was also mentioned with someone stating that it needs to be completed ASAP. This sentiment was also echoed for areas like Lyme in which one business owner said that a bridge closure stalled traffic in Lyme which hurt businesses. This led to a call for increased public input during the planning process to help mitigate this issue.
- Complete Streets and funding towards local greenways and multi-use trails should be considered in all projects. Multiple people mentioned how car-centric infrastructure is expensive,

dangerous, and bad for the environment. The need for more bike and pedestrian infrastructure around Lebanon and Hanover and mentioned how it's difficult to get from one city to another safely and in a timely manner without a car. It was also mentioned that not having a car drastically decreases a person's access to food and highlighted poor nutrition as a result.

- Funding. There is simply not enough money to maintain or improve infrastructure. The State itself is having its own struggle that trickles own to the regions. The rural regions (especially) UVLSRPC get hit the hardest. UVLSRPC receives the lowest amount of regional allocation dollars for the Ten-Year Plan based on the current formula. This formula does not consider the bi-state community that works, shops, and recreates within the region and using our roadways. This formula also does not account for the number of Connecticut River bridges (9) that are key to travel. The allocation that UVLSRPC receives in each Ten-Year Plan round does not even cover the cost of 1 priority project.

Thank you for allowing us to comment on this plan.

Sincerely,

Meghan Butts

Meghan Butts

Executive Director

VALLEY NEWS
(https://www.vnews.com)

DOT to hear comments on NH 10-year transportation plan in Claremont

By PATRICK O'GRADY (/byline?byline=By PATRICK O'GRADY)
Valley News Correspondent
Published: 9/29/2023 3:18:37 PM
Modified: 9/29/2023 3:17:51 PM

CLAREMONT — The New Hampshire Department of Transportation will hold a public hearing on a draft of its 10-year transportation plan at the Claremont Community Center on Monday beginning at 6:30 p.m.

The draft plan for 2025-2034 lists a number of projects for the area including 11 in Lebanon, three in Claremont, and two each in Newport and Enfield. It also includes three "red listed" bridges in Newport, Grantham and Charlestown.

Bill Watson, administrator of the Bureau of Planning and Community Assistance with the NHDOT, said the hearing begins with an explanation of the federal transportation funds the state receives and where they are being spent on roadways, bridges, transit or rail.

"We talk a little about transportation funding, what we are proposing and why we are proposing certain new projects to the 10-year plan," Watson said.

The Upper Valley Lake Sunapee Regional Planning Commission will be asked to discuss the new projects it recommended for the region and that will be followed by public comment.

The plan, available on the NHDOT website, divides the state up by its five Executive Council districts. The Upper Valley is in District 2, represented by Executive Councilor Cinde Warmington.

"The real goal of the meeting is for the department and for Councilor Warmington to hear what we are doing well, what we are not doing well and additional areas of need that might be out there that the public does not feel are being addressed," Watson said. "The end goal is for Councilor Warmington and the other four councilors, the deciding members of the (Governor's Advisory Commission on Intermodal Transportation) that has been set up, to direct us on what projects to add or modify in the draft 10-year plan."

According to the plan, the DOT has identified 222 “red listed” locally owned bridges in the state with 43 already scheduled for rehabilitation or replacement. There are another 65 bridges in the draft 10-year plan that are scheduled for construction between 2027 and 2032, using $90 million in federal money.

Red list means there is at least one part of the bridge, including the deck, superstructure, substructure or culvert, that has been rated as poor.

For example, the Greenwood Road bridge in Newport is ranked 31st of the 65. The Olde Farms Road bridge in Grantham is 36 and the Bridge Street bridge over the railroad is 54.

Once the 10-year plan has been adopted, Watson said, the DOT cannot be certain of being able to complete every project because final costs are not known.

“Right now it is very difficult for us to bring projects in under budget,” Watson said. “We are seeing construction costs the last few years increase 25, 30, even 40% in many cases. That additional funding (need) delays another project.”

Watson said while final costs can affect how many projects are done, the 10-year plan is still a good working document for the state.

“It is a very good road map of what we are going to get done and in what order,” he said.

Among the projects on the plan for Lebanon (https://www.vnews.com/State-DOT-to-discuss-10-year-road-plan-in-Lebanon-52161054) are safety and capacity improvements on Route 120 from Exit 18 to Etna Road and reconstruction of the Mechanic Street/High Street/Mascoma Street intersection.

One project in Claremont is for 1,400 feet of sidewalk on Broad Street and a pedestrian path of 1,950 feet from Monadnock Park to the rail trail.

Patrick O’Grady can be reached at pogclmt@gmail.com.

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Robin Walkup
New London, New Hampshire

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commission,

We need charging stations and better pedestrian transportation....busses! Climate change is real and the population is getting older.

Nancy Wightman
Cornish, NH

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Executive Council District 3
Public Hearings

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Thursday, September 7, 2023

Salem High School
TV Studio Room
44 Geremonty Drive Salem, NH
7:00 PM

Meeting Notes

In attendance:

Executive Councilor- Janet Stevens, District 3

NHDOT Staff Attendees:

- David Rodrigue
- Bill Oldenburg
- Glenn Davison
- Lucy St. John
- Jodi Sottilaro
- C.R. Willeke

Other Attendees:

- Mark Vallone, State Rep. Epping
- Dave Topham, NH Rail Trails Coalition
- Tracey Whitehead, Manchester Transit - CART
- Dave Walker, Rockingham Regional Planning Commission, Asst. Director

Introductions- Brief introductions were made.

Councilor Stevens referred to several projects in her district: several projects in New Castle, a Road Safety Audit (RSA) in Brentwood, and three bridges that are currently delayed due to concerns by the US Coast Guard. She also noted that the engineering has been completed for the soundwalls in Portsmouth.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies

- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). , NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Rockingham Planning Commission (RPC)- Dave provided a brief PowerPoint presentation, referring to several handouts available this evening. He provided an overview of the process, existing projects, and two specific projects in the region- Portsmouth (44225) and Hampton (44226).

Councilor Stevens opened the public hearing. She noted those wanting to speak need to complete a blue card.

Dave Topham: Introduced himself as representing the NH Rails and Trails Coalition. He noted he has been active in bicycling for over 50 years, currently serves on five different pedestrian organizations, on three State Committees and is a Master cycling instructor for the League of Cyclists. He reflected on past rounds of the Transportation Alternatives Program (TAP), Transportation Enhancements (TE), and Congestion Mitigation Air Quality (CMAQ), and the opportunities and funding received from those programs. He inquired about the shortfall in funding, due to declining gas tax revenues, and improvements in vehicle technology such as electric vehicles and hybrids. He asked about the recent NH legislation regarding a surcharge, specifically what the plan is. **Bill Oldenburg** noted that starting Sept 1st a statewide surcharge will applied during the vehicle registration process, with EVs being assessed a $100 fee and hybrid vehicles assessed a $ 50 fee. Dave then discussed the pedestrian tunnel discussed as part of the I-93 exit 4A project development process. He recently learned that the tunnel was eliminated, as it was a $700,000 savings. He wanted to know what the public process was and if a public hearing was held or going to be held to discuss this change. **Bill Oldenburg** explained that the plan was a a design-build, and how the use of the Shield Brook bridge (in the right-of-way) serves the same purpose. Dave referred to the State Pedestrian and Bicycle Plan and Federal Highway Administration (FHWA) guidelines, and how this appears to be a violation of four (4) sections of those guidelines (somethings about the 5% slope, a push-button crosswalk and other safety aspects).

Councilor Stevens noted that she is hosting five (5) public hearings in her districts, and she suggested that everyone stay engaged.

Tracey Whitehead: Introduced herself as a representative of Manchester Transit-CART. She noted that the MTA is in support of the TYP. She provided a brief overview noting that transit ridership is coming back post-COVID. She shared details regarding the new Route 23- connecting Salem, Londonderry, and Manchester, and noted that there is currently in a public comment period for this plan.

Rep. Mark Vallone: Introduced himself as a NH State Representative for Epping. He explained that he is here this evening to advocate for improvements to NH 125 (from the Brickyard Plaza to NH 87). He opined that this is needed sooner & not later. He noted there is lots of traffic. **Bill Oldenburg** explained that the project is under design, and it is a traffic control project. Epping 29608 shown in the draft plan with construction starting in 2025. **Dave Walker** discussed some intersection improvements but there are no plans to widen the road, as it is not financially feasible. He briefly discussed signal coordination on NH 125, which will help with the bottlenecks near NH 127. **Councilor Stevens** noted that the Epping Police Department has stopped over 900 cars on NH 125. It is a treacherous road. **Rep. Vallone** commented about the number of police service calls along NH 125. **Councilor Stevens** discussed the saturation of service calls by the police department, the recent fatality, and added that NH 125 is being taken very seriously.

Meeting Adjourned: Approximately 7:54 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing
Salem High School
TV Studio Room
44 Geremonty Drive, Salem, NH
Thursday, September 7, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens ✓	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrique, NHDOT ✓	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT ✓	Lucy.St.John@dot.nh.gov	271-8732

Name/Organization	Email (optional)	Phone Number (optional)
C.R. Willeke NHDOT	Charles.r.willeke@dot.nh.gov	603 271 6472
Jodi Sottilaro	Jodi.sottilaro@dot.nh.gov	603 271 2108
1. Dave Walker	dwalker@therpc.org	603 778-0885
2. Rep. Mark Vallee, State Rep	mark4epping@gmail.com	603-770-4088
3 Tracey Whitehead CART/MTA	twhitehead@mtabos.org	
4. Dave Topham	DSTopham@CART.NET	603-898-9846

Salem GACIT - 9-7-23

GACIT
HEARING

Salem
9/7/23

I WISH TO SPEAK AT THIS HEARING:

Name: Rep. Mark

Organization: State Rep. Epping

Address:

Phone: 603-770-4088

E-Mail: mark4Eppi ng@gmail.com

- I understand my time for comments may be limited out of respect for all.

I WISH TO SPEAK AT THIS HEARING:

Name: Tracy Whitehead

Organization: Manchester Transit/CART

Address: 110 Elm ST. Manchester, NH 03101

Phone: 603.623.8801

E-Mail: twhitehead@mtabus.org

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

I WISH TO SPEAK AT THIS HEARING:

Name: Dave Topham

Organization: NH Rail Trails Coalition

Address: 7 Tousend Ave Salem NH

Phone: 603-898-9946

E-Mail: DSTopham@comcast.net

Pg 1 of 1

ROCKINGHAM PLANNING COMMISSION

theRPC.org

What is the RPC?

The Rockingham Planning Commission (RPC) is one of nine regional planning commissions in New Hampshire established by RSA 36:46. The Commission's region consists of 27 communities in southeastern New Hampshire. We are uniquely positioned as a regional resource to support cooperative planning efforts and offer strategies that benefit multiple communities. Commissioners are the volunteers representing the local and regional interests of member communities. Collectively, we serve in an advisory role as a resource, a forum and a voice.

A RESOURCE
A staff of professional planners to provide technical planning assistance to communities and facilitate regional coordination.

A FORUM
A place for community representatives to gather and address issues that transcend municipal boundaries.

A VOICE
We carry the message of our region's needs and priorities to the legislature, and state and federal agencies.

What are the RPC's primary services?

- **Community Master Plans**
- **Municipal Planner Consulting**
- **GIS and Mapping**
- **Hazard Mitigation Plan Updates**
- **Housing Needs Assessment**
- **Site Plan Reviews**
- **Land Use Studies, Plans and Inventories**
- **Capital Improvement Programs**
- **Water and Natural Resource Plans**
- **Zoning Ordinances and Regulation**
- **Energy Planning**
- **Climate Resilience Planning**

Learn more and contact us at
www.theRPC.org
603-778-0885
156 Water Street, Exeter NH

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METROPOLITAN PLANNING ORGANIZATION

theRPC.org

What is the MPO?

The Rockingham Metropolitan Planning Organization (MPO) is the federally-designated transportation planning agency for 27 communities in southeastern New Hampshire. The MPO ensures local and regional input on federal transportation funding priorities. We support communities in addressing issues such as road safety, traffic congestion, access for all residents, and transportation system interactions with land use, economic development, climate change, the environment and public health.

A RESOURCE
The MPO provides transportation planning services to meet local safety, mobility and accessibility needs.

A FORUM
The MPO facilitates collaboration of communities, transit providers, State and Federal agencies, and other interested parties to help allocate limited transportation funding resources.

A VOICE
The MPO provides a regional voice to communicate our local transportation priorities and needs at the state and national level.

What are the MPO's primary services?

- **Project Prioritization for Federal Funding**
- **Traffic Data Collection**
- **Intersection Analysis**
- **Bicycle/Pedestrian Planning**
- **Road Surface Management Systems**
- **Complete Streets Assessment**
- **Traffic Impact Studies**
- **Transit Studies**

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ROCKINGHAM PLANNING COMMISSION
theRPC.org

Transportation Planning and Project Selection Process

A blend of state and federal processes provide the transportation planning structure for New Hampshire. Metropolitan Planning Organizations (MPOs) must adopt project specific **Long Range Transportation Plans (LRTPs)** and short-range **Transportation Improvement Programs (TIPs)** as required by Federal regulations. The MPO also has a legislatively mandated role in establishing priority projects for the **State Ten Year Plan**, which weaves between the TIP and LRTP processes. These three documents provide the path for projects to move from idea (LRTP), through project development and planning (State Ten Year Plan), to implementation (TIP).

Long Range Transportation Plan (LRTP) [20+ year Horizon]

The Long Range Transportation Plan (LRTP) establishes goals, objectives and anticipated future conditions for surface transportation in the MPO region over twenty or more years. Transportation improvement needs are identified and prioritized for implementation. The highest priority projects are recommended to be included in the State Ten Year Plan (as per NH RSA 240:3). The LRTP is fully updated every four to five years and is available on the RPC website at therpc.org/LRTP.

State Ten Year Plan [10 Year Horizon]

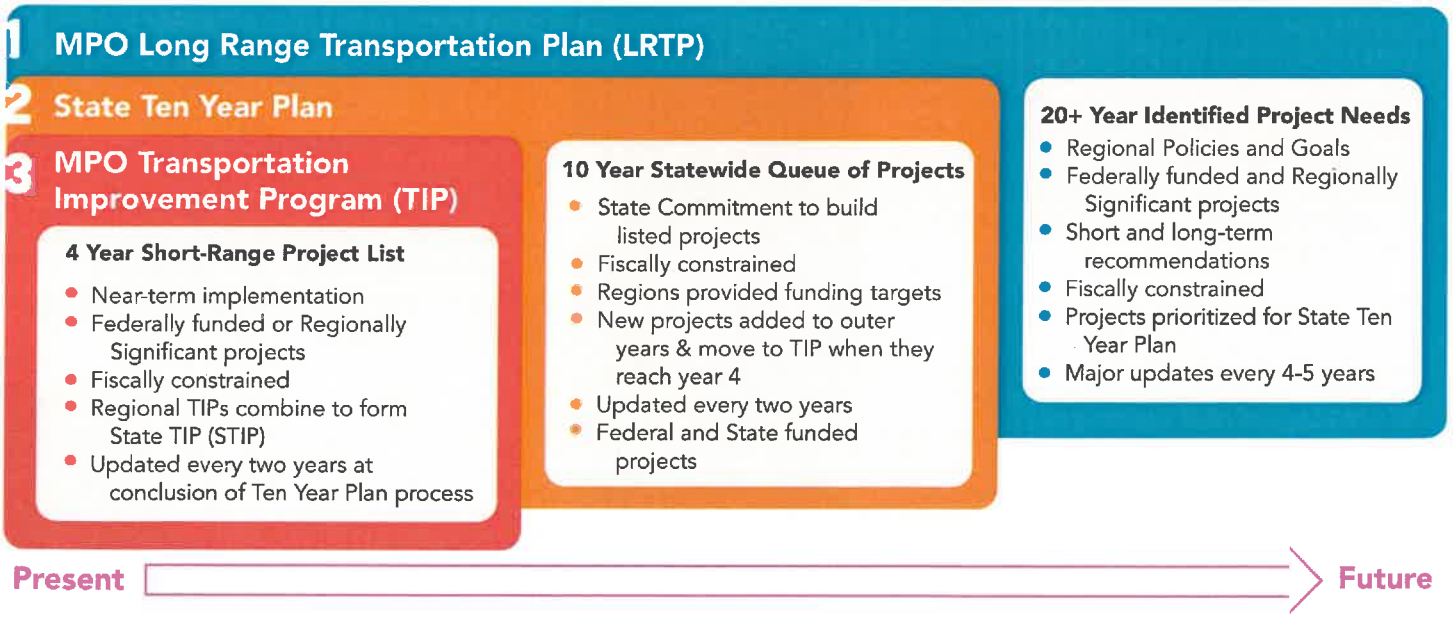
The State Ten Year Plan is the list of funded transportation projects developed by NHDOT and Regional Planning Commissions (RPCs) as recommended by the Governor's Advisory Council on Intermodal Transportation (GACIT). The 9 RPCs provide NHDOT with priorities projects from their LRTPs, and NHDOT supplies identified operational, maintenance, and improvement needs to form the program of projects. The Ten Year Plan is updated on a two-year cycle and must be approved by the Legislature and the Governor prior to being enacted into law. Projects listed in the first four years of the Ten Year Plan that utilize federal funding become the basis of the TIP and State TIP (STIP).

Transportation Improvement Program (TIP) [4 Year Horizon]

The Transportation Improvement Program (TIP) is a four-year, short-range program of regional transportation projects scheduled for implementation in the region using federal funds. It is prepared by the MPO in cooperation with local governments, regional transit agencies, and the New Hampshire Department of Transportation (NHDOT). The TIP is the enactment of the LRTP vision, goals, and objectives, and the implementation of projects contained in the first four years of the State Ten Year Plan. The MPO TIP is available on the RPC website at therpc.org/TIP.

RPC Project Selection Process

The project selection process to establish priorities for the State Ten Year Plan is guided by a set of statewide project selection criteria and guidance from NHDOT. Each Planning Commission customizes the process within that guidance to suit regional needs and priorities. The RPC process begins with a request for project proposals from communities and regional planning partners in the summer of even numbered years and concludes with submitting priority projects to NHDOT in the Spring of odd numbered years. The graphics on the reverse of this handout provide an overview of that process. Full details are available on the RPC website at therpc.org/LRTP.



RPC Project Solicitation and Selection Process

1 Project Solicitation

In the Summer of even numbered years the MPO solicits surface transportation projects from communities and agencies as possible additions to the Long Range Transportation Plan (LRTP). These new needs are combined with those already in the LRTP to form the project list that is the starting point for determining regional priorities for the State Ten Year Plan.

2 Project Evaluation

In the late Summer of even numbered years all projects are assessed for eligibility for federal funding, general feasibility and are classified into one of three categories based on the scale of benefits (**local, regional, inter-regional**). Projects that are eligible for federal funding, generally feasible, have a defined scope and cost estimate move to step 3 while those that do not meet those basic thresholds are set aside for future consideration.

Local	Safety, accessibility, and multi-modal connections within communities.
Regional	Multi-modal connections between communities & regional activity centers.
Inter-Regional	Mobility & intermodal improvements to ensure that the region is well connected to the rest of New Hampshire and the northeast.

3 Project Selection Criteria

The Statewide Project Evaluation Criteria are given weights and the RPC utilizes these weights in early Fall of even numbered years to score each remaining project against the criteria and establish relative priority. The current criteria assess project needs and impacts regarding:

- Economic Development & Goods Movement
- Equity, Accessibility, and Environmental Justice
- Mobility & Congestion
- Natural Hazards Resiliency
- Transportation Network Significance
- Safety for all users
- Infrastructure State of Repair
- Local and Regional Support

4 Project Short List

Based on the scoring assessed in Step 3, the five top projects from each of the three categories are compiled by staff into a "short-list" that is presented to the Transportation Advisory Committee (TAC) for review and consideration mid-Fall of even numbered years.

5 Ten Year Candidate Projects

Late Fall of even numbered years, the TAC recommends, and the RPC Commissioners select, a sub-set of the short-listed projects as the RPC Candidate Projects for the Ten Year Plan. This list is financially constrained to the regional budget target ($6.7 million) plus two additional projects, and information is assembled for each project to support the NHDOT review.

6 Scope and Cost Review

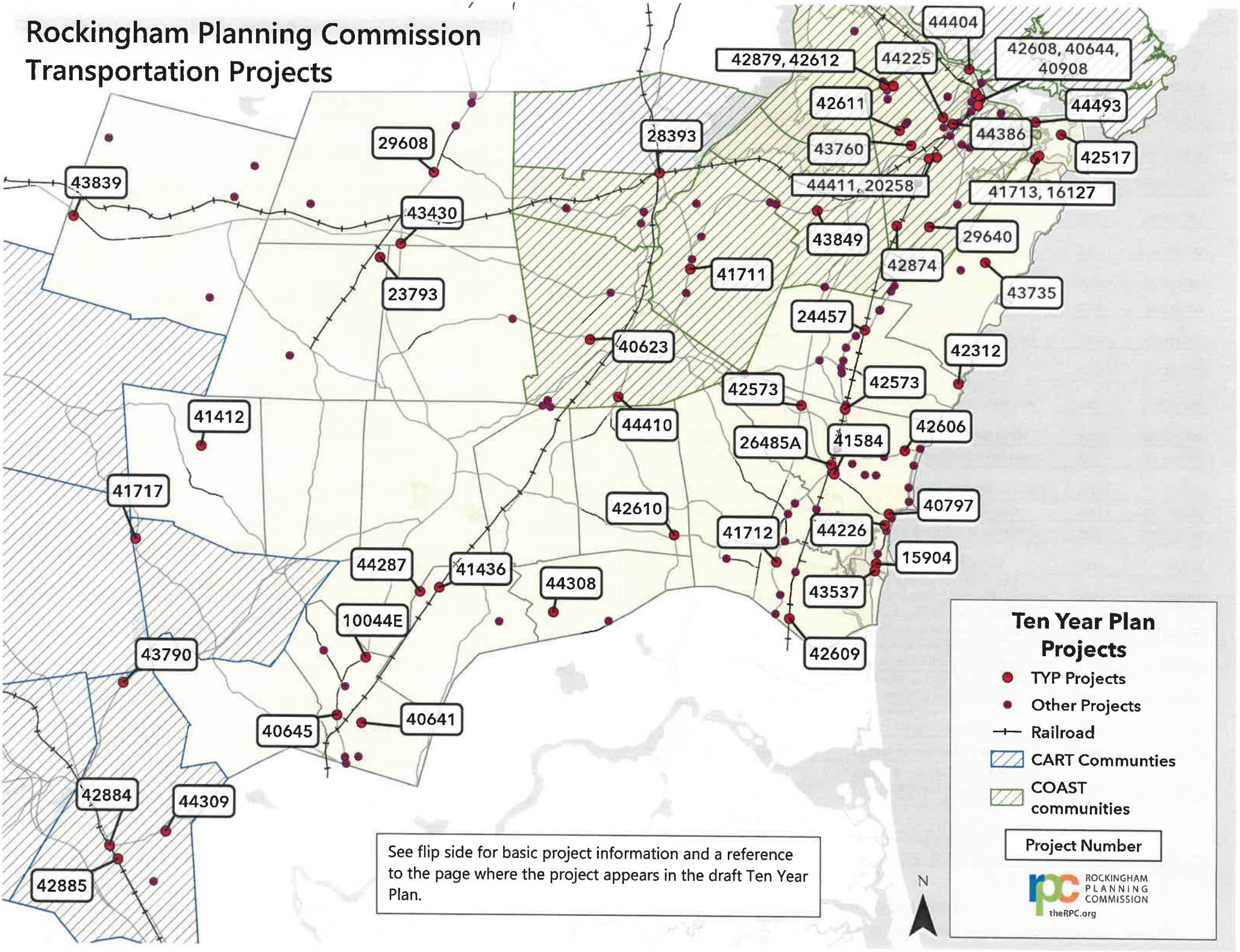
During the Winter of odd numbered years NHDOT reviews the RPC Candidate Projects and provides recommendations for revised cost estimates. The NHDOT review also addresses any design, scope, or other issues noted.

7 Ten Year Plan Priorities

In spring of odd numbered years, the RPC utilizes the feedback from NHDOT to constrain regional priorities to the budget target. NHDOT includes RPC final project recommendations in the draft Ten Year Plan to start the State approval process.

Go to therpc.org/transportation for more details.

Rockingham Planning Commission Transportation Projects



See flip side for basic project information and a reference to the page where the project appears in the draft Ten Year Plan.

RPC Region Projects listed in the Draft 2025-2034 Ten Year Plan – TYP Page = Page number in Draft Ten Year Plan. Scopes have been edited for brevity.

* = New to Ten Year Plan. See full Ten Year Plan for more detail on scope, cost, and schedule

TYP Page	Project#	Name	Scope	CON Begins	Total Programmed
30	43839*	Candia-Raymond	Rehabilitation/Reconstruction of a section of Route 101	2025	$23,232,000
59	44146	Eastern Tpk	Eastern Turnpike Resurfacing	2025	$1,943,131
62	29608	Epping	NH 125 capacity & traffic mgmt Brickyard Plaza to NH87	2025	$15,367,358
62	43430	Epping	Address Red-Listed bridge carrying NH 125 over Piscassic River	2031	$2,666,266
63	44410*	Exeter	Address condition of bridge carrying NH 108 over Exeter River	2031	$9,101,246
63	40623	Exeter	Bridge replacement carrying NH111A over Little River	2029	$3,695,802
67	23793	Fremont	Bridge replacement - Martin Rd over Piscassic River - Br.	2025	$1,371,121
76	41717	Hampstead	Improve the intersection of NH 121/Derry Rd/Depot Rd	2028	$2,649,291
76	40797	Hampton	Improvements to Ocean Blvd	2026	$10,646,939
77	41584	Hampton	NH 101/ US 1 Interchange Reconfiguration	2029	$8,114,732
77	42573	Hampton	Red-List bridge carrying US 1 over PAR (ABD) in the town of Hampton	2028	$7,150,899
78	42606	Hampton	Complete Street Improvements on Winnacunnet Rd	2029	$1,227,042
78	44226*	Hampton	Construct Bike/Ped improvements on Ashworth Ave	2034	$6,894,497
79	43537	Hampton-Hampton Falls	Construct Rail Trail on 2.3 miles of Hampton Branch Rail Corridor	2032	$5,796,900
93	42610	Kensington	Intersection re-alignment and upgrades (NH 107/NH 150)	2030	$2,581,280
143	16127	New Castle-Rye	Bridge Replacement NH 1B over Little Harbor (Red List)	2026	$13,751,285
143	42517	New Castle	Bicycle shoulders & sidewalk NH 1B from Beach Hill Rd. to Neals Pit Ln	2025	$477,675
144	44493*	New Castle 1B Causeway	Modifications to NH 1B Causeway btwn Goat & New Castle Islands	2033	$8,205,538
144	41713	New Castle-Rye	Bicycle and Pedestrian Safety accommodations on NH 1A and 1B	2028	$3,015,840
146	28393	Newfields-Newmarket	Bridge replacement for bridges carrying NH 108 over BMRR lines	2026	$7,023,688
146	42879	Newington	Right turn lane on the NB direction of New Hampshire Ave intersection	2025	$684,497
148	41436	Newton	Address the Red List bridge carrying Pond St over PAR in Newton	2028	$1,572,061
149	44287*	Newton	Replace Wilders Grove Rd bridge over Country Pond	2027	$741,468
149-151	42312 (A-D)*	North Hampton- Rye	Reconstruct NHDOT Stone Revetment Seawall/Berms	2025	$84,652,578
160	10044E	Plaistow-Kingston	NH 125 reconstruction from South of Town Line northerly approx 1.8 miles	2026	$26,837,312
160	40641	Plaistow	Main Street Traffic Calming and safety improvements	2025	$1,407,001
160	40645	Plaistow	Signal Coordination & control on NH 125 from Mass S/L to Old County Rd	2025	$1,242,514
162	20258	Portsmouth	Sidewalk, bicycle shoulders and drainage along Peverly Hill Road	2025	$2,459,138
163	29640	Portsmouth	US 1 from Constitution Ave to Wilson Rd & Ocean Rd to White Cedar Blvd	2026	$17,373,561
164	40644	Portsmouth	RR Crossing Upgrade on Market St	2026	$802,128
164	40908	Portsmouth	Reconstruct RR crossing on Maplewood Ave.	2025	$862,800
164	41752	Portsmouth	Multi-use path along Elwyn Rd extending from Rt1 to Harding Rd.	2025	$1,295,626
165	42608	Portsmouth	Intersection Improvements at Market St/Russel St intersection	2029	$1,449,837
165	42611	Portsmouth	Intersection Improvements Grafton Dr/ Ports. Transportation Center	2030	$675,623
166	42612	Portsmouth	Signalize intersection of International Dr /Manchester Sq/Corporate Dr	2030	$405,889
166	42874*	Portsmouth	Purchase & Install E-Charging Stations at Pease	2025	$52,972
166	43760	Portsmouth	Sound wall along I-95 in Portsmouth	2025	$10,253,176
167	44225*	Portsmouth	Engineering Study at Ports. Circle	2029	$1,100,000
167	44386*	Portsmouth	Replace Cate St Bridge over Hodgdon Brook	2028	$1,335,663
168	44411*	Portsmouth	Rehab NH 33 Bridge over Pan-Am RR	2031	$3,738,644
168	44404*	Portsmouth, NH-Kittery, ME	Underdeck Painting of I-95 Bridge over Piscataqua River	2026	$2,957,265
176	43735	Rye	Sidewalk, shoulder, bike lanes and crosswalks on Washington Rd	2027	$1,068,992
176	42884	Salem	Improve signal operation at 28 intersections	2028	$1,801,529
177	42885	Salem	Construct Rail Trail along NH 28 for approximately 1 mile.	2029	$1,267,302
177	43790*	Salem	NH 111/ Ermer Rd Intersection Safety	2025	$1,035,119
177	44309*	Salem	Replace Bridge St. Bridge over Spicket River	2028	$3,051,557
178	14800A	Salem to Manchester	Mainline, Exit 1 & NH38 (Salem), Bridges - DEBT SERV 13933D	2025	$49,770,743
180	41412	Sandown	Bridge replacement - Phillips Road over Exeter River	2027	$1,068,014
181	15904	Seabrook-Hampton	Reconstruction of NH 1A Bridge over Hampton River	2025	$99,782,305
181	41712	Seabrook	US 1 capacity improvements New Zealand Rd to Hampton Falls TL	2028	$4,317,124
182	42609	Seabrook	Multi-use path on Former B&M Railroad Tracks (ECG Phase II)	2030	$1,457,349
186	44308*	South Hampton	Replace Hilldale Ave Bridge over Powwow River	2028	$2,060,738
191	41711	Stratham	NH 108/Bunker Hill signalization, Turn lanes and realignment.	2027	$1,378,757

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Wednesday, September 13, 2023

Kingston Town Hall
163 Main Street
7:00 PM -Hybrid Meeting

Meeting Notes

In attendance:

Executive Councilor- Janet Stevens, District 3

NHDOT Staff Attendees:

- David Rodrigue
- Bill Oldenburg
- Bill Watson -Teams/Hybrid Moderator
- Glenn Davison
- Lucy St. John
- Jodi Sottilaro
- Tobey Reynolds

Other Attendees:

- Mike Edgar, NH State Rep. Hampton
- Peter Coffin, RPC TAC Kingston Rep.
- Chris Scott, US Senator Jeanne Shaheen's Office
- Paul Kleinman, Brentwood Selectboard
- Jeff Donald, Alliance for Community Transportation
- Scott Bahan, Kingston
- Marie Bahan, Kingston
- Tim Diaz, Rockingham Nutrition & Meals on Wheels
- Sarah Curry, Mitchell Animal Hospital
- Debbie Briscoe, NH Horse Council
- Pam Brown, Kingston
- Paul Urbanek
- Donna Urbanek
- Tricia Canty
- Taylor Smith, Brentwood
- Lynne Merill
- Ken Weyler
- Steve Morse
- Dave McGovern, New Castle (on-line attendee)
- Nancy Jackson, New Castle (on-line attendee)
- Jane Finn, New Castle (on-line attendee)
- Dave Walker, Rockingham Regional Planning Commission (RPC), Asst. Director
- Scott Bogle, RPC

Councilor Stevens – Opened the meeting with the Pledge of Allegiance and brief introductions were made. She noted there are 66 projects in her district and highlighted several including-Portsmouth soundwall, Brentwood Road Safety Audit (RSA), New Castle-Portsmouth bridge, New Castle-Rye bridge, and the seas wall revampment.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. All are welcome and encouraged to participate in the process.

Rockingham Planning Commission (RPC)- Dave Walker provided a brief PowerPoint presentation, referring to the three handouts available this evening. He provided an overview of the process, existing projects, and other projects for the future. Two key projects were briefly noted- Portsmouth (44225) and Hampton (44226), the Hampton projects will complement the work done on the Ocean Boulevard project.

Councilor Stevens opened the public hearing. She noted those wanting to speak need to complete the blue card. She asked that person wanting to speak limit their comments to 3-4 minutes. She encouraged people to get involved and stay involved, as this is a competitive process, and she wants here district to get as much of the funding as possible.

Scott Bahan: Introduced himself as a Kingston resident and firefighter. He thanked NHDOT for the many improvements that have been done along Route 125 over the years, including improvements to several intersections and how these improvements have reduced the number of potential accidents. He expressed that speed is an issue. He shared his concern for rear-ended crashes, as vehicles are stopping to make turns. He noted that there is a need for turning lanes or signalized intersections to reduce potential crashes. He shared that people have lost their lives, and something should be done sooner than later. Councilor Stevens noted that the local Police has stopped 900 vehicles in the last couple of months. There is a concerted efforts to address these issues, there are going to be some changes, and this is a top priority in her district.

Jeff Donald: Introduced himself as the regional mobility manager with the Alliance for Community Transportation. He read a prepared statement. He discussed how we need to expand transportation and overall awareness for those with transportation mobility issues. He shared that there has been an increase in the request for transportation services. In 2023 they received 22,000 calls and traveled 217,000 miles. He noted that they are supportive of the Age-Friendly initiatives of the RPCs. He opined that seniors need social interaction, not just trips to doctors' appointment and trip to the store. **Councilor Stevens** asked about FTA 5310 Enhanced Mobility for Seniors grant and commented that only two applications were received. She is troubled by this, and the concern about overall awareness of these potential funding opportunities. **Jeff commented** that the issue with some of these types of funding opportunities is they are for capital project, what is really needed is funding for operations.

Sarah Curry, Mitchell: Introduced herself as a mobile veterinarian for 13 years noting that the animal hospital is located at 312 South Road/NH 125. She noted her attendance at the Brentwood meeting. She observed that speed is a real issue on NH 125, and suggested the speed limited be reduced. She noted many driveway accesses, with many people traveling as if they are on NH 101. She has seen and heard crashes, and NH 125 isn't safe.

Paul Kleinman: Introduced himself as a member of Town of Brentwood Selectboard. He reiterated the previous comments made about NH 125. He observed speeds of more than 55 mph on NH 125 along with people passing illegally. He noted the lack of turning lanes and shared concerns about being rear-ended. He explained that these are real safety issues.

Pam Brown: Introduced herself as a Resident of Kingston. She commented on the CMAQ Electric Vehicle applications. She noted displeasure that these are being considered for funding. She shared that the Fire Department is concerned about responding to EV incidents, and how this is affecting local property taxes due to more funding needed for Fire Departments.

Taylor Smith: Introduced herself as a Brentwood Resident. She reflected on her personal experience of responding to a crash where there was a fatality on NH 125. She thanked NHDOT for the traffic signal and asked that priority to be given to projects that save lives.

Debbie Briscue: Introduced herself as a member of the NH Horse Council. She also noted that she is a member of the Trails Committee and is active in other outdoor recreation. She advocated for rail-trail projects to really be multi-use trails, meaning all parts of the trail shouldn't be paved. She shared that there is a need to leave room on trails for those riding horses, suggested at least five (5) feet be left unpaved. She offered that trails should be for everyone.

Tim Diaz: Introduced himself as Executive Director of Rockingham Nutrition and Meals on Wheels. He expressed that NH 125 has some real safety concerns. He noted that he has teenagers, and their rule is to only drive on NH 125 as a last resort. He discussed his role with the agency, the services they provide, the dizzying process to navigate the range of social services between the various providers/agencies. He

noted that NH is aging and there are many barriers that senior residents face. He added that providing the local match to access 5310 funds is a real issue for many communities. He thanked NHDOT for their support for public transit. He shared his support for Age-Friendly community initiatives. He added that we need to find a way for people to get a Commercial Driver's License (CDL). He offered that the transportation system (infrastructure) shouldn't just be for the abled body and the young.

Paul Urbanek: Introduced himself as a resident New Castle. He stressed that there are really only two access points, and this is very concerning with sea level rise, and proximity to Seabrook (nuclear power plant) He shared his appreciation the causeway restoration project.

Glenn Davison introduced Bill Watson, NHDOT Administrator Bureau of Planning and Community Assistance. Bill is coordinating and monitoring the Teams, on-line hybrid meeting element this evening. He noted that three (3) on-line participants that have asked to provide testimony this evening.

Dave McGovern (online): Introduced himself as a former Selectboard member in New Castle. He referred to a report that discusses the sea level rise by 2050. He noted that in December 2023 the causeway was closed due to flooding/storm. He reiterated that there only two ways to get in/out of New Castle. He is also concerned about the potential limited access for emergency responders should there be an incident at Seabrook and related nuclear drills. He is supportive of the need to widen and elevate the causeway.

Bill Oldenburg: provided some additional commentary, as some technical issues with the on-line participation was being resolved. He explained that NHDOT has heard and recognized the many issues brought forward in this TYP round and in past TYP discussion about NH 125. It is being taken seriously. He discussed some improvements have been made, and the Road Safety Audit (Highway Safety Improvement Funds). Recommendations may include some short-term fixes such as signage and cutting vegetation; mid-term fixes could include adding turn lanes; and long-term fixes could mean signalized intersections. He stressed that NHDOT doesn't and won't wait 10 years to reevaluate and address the issues, and the recommendations brought forward will be considered. Safety improvements require fast action.

Jane Finn (online): Introduced herself as a member of the New Castle Selectboard. She stated her support for the comments regarding the causeway. She shared that the causeway is too narrow for all the users (bikes, walkers, and vehicles) and it needs to be widened. She noted that the water is rising, and she has seen more closures in the last few years. The Wentworth bridge has some weight restrictions which raise access concerns about emergency vehicles using that bridge.

Nancy Jackson (online): Introduced herself as a resident of New Castle. Shared her support for comments previously stated about the causeway.

Councilor Stevens: Thanked everyone for coming and encourage people to stay engaged, all comments will be taken under advisement.

Meeting Adjourned: Approximately 8:21 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Kingston Town Hall
163 Main Street
Wednesday, September 13, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov ✓	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrique, NHDOT	David.M.Rodrigue@dot.nh.gov ✓	271-1484
Director of Project Development Bill Oldenburg, NHDOT	william.j.oldenburg@dot.nh.gov ✓	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT	✓ Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT	✓ Lucy.St.John@dot.nh.gov	271-8732
Jodi Sottilaro, NHDOT ✓	jodi.sottilaro@dot.nh.gov	271-2108

	Name/Organization	Email (optional)	Phone Number (optional)
1.	Peter Coffin RPCTAC	petercoffin@yahoo.com	
2.	Dave Walker /RPC		
3.	Tobey Reynolds	tobey.l.Reynolds@dot.nh.gov	
4.	Chris Scott	chris_Scott@shaheen.senate.gov	
5.	Steve Morse	smorse@hampsteadnh.us	
6.	Marie Bahan	mbahan@timberland.com	
7.	Tim Diaz	tdiaz@inmon.org	
8.	Mike Edgar Hampton Rep.	amedgar@comcast.net	679-2201
9.	Jeff Donald /ACT	info@CommunityRides.org	
10.	Debbie Briscoe	~~[illegible]~~ dbriscoe57@aol.com	
11.	Pam Brown	pambrown@probamail.com	
12.	Tricia Canty	triciaparenteau@hotmail.com	603-512-4703
13.	Taylor Smith	taylor.smith0713@yahoo.com	
14.	Paul Urbanek	paul.urbanek@comcast.net	603 491.3853

14

Stats:

Total 21

9 Blue Cards

5 people on line - 3 wish to speak

on line

1st speaker -

(1) Dave - New Castle McGovern

(2) Nancy Jackson - cannot get in - New Castle

(3) Jane Finn - New Castle N. Causeway

9/13/23 Kingston GAC IT

	Name/Organization	Email (optional)	Phone Number (optional)
1.	Scott Bahan		603-370-0589
2.	Scott Bogle	sbogle@rhetpc.org	603-512-4456
3.	Lynne Merrill	lynne.merrill@mbgre.com	603-770-4012
4.	Ken Weyler	kweyler@aol.com	6037785225
5.	Paul Kleinman Town of Brentwood Select Board	PKleinman@BKULawyers.com	603 502 6325
6.	Sarah Cury	sarahtucry@gmail.com	6036428357
7.	Donna Urbanek	donna.urbanek@comcast.net	603.496.3173

7

9/13/23 Kingston GMCIT

Kingston
GACIT
9/13/23

pg 1 of 3

I WISH TO SPEAK AT THIS HEARING:

Name: Paul Kleinman

Organization: Town of Brentwood Select Board

Address: 12 Diane McCain Dr. Brentwood, NH

Phone: 603-502-6325

E-Mail: PKleinman@BKWlawyers.com

I WISH TO SPEAK AT THIS HEARING:

Name: Pam Brown

Organization: Resident

Address: 23 Sunshine Dr, Kingston

Phone: 818-700 1853

E-Mail: PamBrownPhd@ProtonMail.com

• Not sure if they want to talk. ?

I WISH TO SPEAK AT THIS HEARING:

Name: Taylor Smith

Organization: Brentwood Resident

Address: 2107 South Rd. Brentwood, NH 03833

Phone: 617-281-2159

E-Mail: taylor.smith0713@yahoo.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Kingston
GACIT
9/13/23

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I WISH TO SPEAK AT THIS HEARING:

Name: Scott & Marie Bahan

Organization: Kingston Residents / Brentwood Intersection advocates

Address: 20 Colby Rd, Kingston, NH

Phone: 603-303-0900

E-Mail: mbahan@timberland.com

I WISH TO SPEAK AT THIS HEARING:

Name: Debbie Bruscoe

Organization: NH Horse Council

Address: 232 Middle Rd

Phone: 603 479 9850

E-Mail: NHHCTrails@aol.com

I WISH TO SPEAK AT THIS HEARING:

Name: Sarah Cuny

Organization: Mitchell Animal Hospital

Address: 312 S. Rd Brentwood / Little Rd Kingston

Phone: 603 642 8387

E-Mail: Sarahtcuny@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Kingston
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9/13/23
pg 3 of 3

I WISH TO SPEAK AT THIS HEARING:

Name: Jeff Donald

Organization: Alliance For Community Transportation

Address: 83 Middle Rd, Brentwood

Phone: 603-516-0796

E-Mail: Info@CommunityRides.org

I WISH TO SPEAK AT THIS HEARING:

Name: Paul Urbanek

Organization: Self

Address: 49 Laurel Lane New Castle

Phone: 603.491.3853

E-Mail: paul.urbanek@comcast.net

I WISH TO SPEAK AT THIS HEARING:

Name: Tim DIAZ

Organization: Rockingham Nutrition + Meals on Wheels

Address: 106 North Road Brentwood

Phone: 603.679.8201

E-Mail: tdiaz@rnmow.org

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Kingston GACIT 9/13/23 Handouts

ROCKINGHAM PLANNING COMMISSION

theRPC.org

What is the RPC?

The Rockingham Planning Commission (RPC) is one of nine regional planning commissions in New Hampshire established by RSA 36:46. The Commission's region consists of 27 communities in southeastern New Hampshire. We are uniquely positioned as a regional resource to support cooperative planning efforts and offer strategies that benefit multiple communities. Commissioners are the volunteers representing the local and regional interests of member communities. Collectively, we serve in an advisory role as a resource, a forum and a voice.

A RESOURCE
A staff of professional planners to provide technical planning assistance to communities and facilitate regional coordination.

A FORUM
A place for community representatives to gather and address issues that transcend municipal boundaries.

A VOICE
We carry the message of our region's needs and priorities to the legislature, and state and federal agencies.

What are the RPC's primary services?

- **Community Master Plans**
- **Municipal Planner Consulting**
- **GIS and Mapping**
- **Hazard Mitigation Plan Updates**
- **Housing Needs Assessment**
- **Site Plan Reviews**
- **Land Use Studies, Plans and Inventories**
- **Capital Improvement Programs**
- **Water and Natural Resource Plans**
- **Zoning Ordinances and Regulation**
- **Energy Planning**
- **Climate Resilience Planning**

Learn more and contact us at
www.theRPC.org
603-778-0885
156 Water Street, Exeter NH

@RockinghamPlanning

@RPC_NH

Serving: Atkinson • Brentwood • Danville • East Kingston • Epping • Exeter • Fremont • Greenland • Hampstead • Hampton • Hampton Falls • Kensington • Kingston • New Castle • Newfields • Newington • Newton • North Hampton • Plaistow • Portsmouth • Raymond • Rye • Salem • Sandown • Seabrook • South Hampton • Stratham

METROPOLITAN PLANNING ORGANIZATION

theRPC.org

What is the MPO?

The Rockingham Metropolitan Planning Organization (MPO) is the federally-designated transportation planning agency for 27 communities in southeastern New Hampshire. The MPO ensures local and regional input on federal transportation funding priorities. We support communities in addressing issues such as road safety, traffic congestion, access for all residents, and transportation system interactions with land use, economic development, climate change, the environment and public health.

A RESOURCE
The MPO provides transportation planning services to meet local safety, mobility and accessibility needs.

A FORUM
The MPO facilitates collaboration of communities, transit providers, State and Federal agencies, and other interested parties to help allocate limited transportation funding resources.

A VOICE
The MPO provides a regional voice to communicate our local transportation priorities and needs at the state and national level.

What are the MPO's primary services?

- **Project Prioritization for Federal Funding**
- **Traffic Data Collection**
- **Intersection Analysis**
- **Bicycle/Pedestrian Planning**
- **Road Surface Management Systems**
- **Complete Streets Assessment**
- **Traffic Impact Studies**
- **Transit Studies**

Learn more and contact us at
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RPC Project Solicitation and Selection Process

1 Project Solicitation

In the Summer of even numbered years the MPO solicits surface transportation projects from communities and agencies as possible additions to the Long Range Transportation Plan (LRTP). These new needs are combined with those already in the LRTP to form the project list that is the starting point for determining regional priorities for the State Ten Year Plan.

2 Project Evaluation

In the late Summer of even numbered years all projects are assessed for eligibility for federal funding, general feasibility and are classified into one of three categories based on the scale of benefits (**local, regional, inter-regional**). Projects that are eligible for federal funding, generally feasible, have a defined scope and cost estimate move to step 3 while those that do not meet those basic thresholds are set aside for future consideration.

Local	Safety, accessibility, and multi-modal connections within communities.
Regional	Multi-modal connections between communities & regional activity centers.
Inter-Regional	Mobility & intermodal improvements to ensure that the region is well connected to the rest of New Hampshire and the northeast.

3 Project Selection Criteria

The Statewide Project Evaluation Criteria are given weights and the RPC utilizes these weights in early Fall of even numbered years to score each remaining project against the criteria and establish relative priority. The current criteria assess project needs and impacts regarding:

- Economic Development & Goods Movement
- Equity, Accessibility, and Environmental Justice
- Mobility & Congestion
- Natural Hazards Resiliency
- Transportation Network Significance
- Safety for all users
- Infrastructure State of Repair
- Local and Regional Support

4 Project Short List

Based on the scoring assessed in Step 3, the five top projects from each of the three categories are compiled by staff into a "short-list" that is presented to the Transportation Advisory Committee (TAC) for review and consideration mid-Fall of even numbered years.

5 Ten Year Candidate Projects

Late Fall of even numbered years, the TAC recommends, and the RPC Commissioners select, a sub-set of the short-listed projects as the RPC Candidate Projects for the Ten Year Plan. This list is financially constrained to the regional budget target ($6.7 million) plus two additional projects, and information is assembled for each project to support the NHDOT review.

6 Scope and Cost Review

During the Winter of odd numbered years NHDOT reviews the RPC Candidate Projects and provides recommendations for revised cost estimates. The NHDOT review also addresses any design, scope, or other issues noted.

7 Ten Year Plan Priorities

In spring of odd numbered years, the RPC utilizes the feedback from NHDOT to constrain regional priorities to the budget target. NHDOT includes RPC final project recommendations in the draft Ten Year Plan to start the State approval process.

Go to therpc.org/transportation for more details.

ROCKINGHAM PLANNING COMMISSION
theRPC.org

Transportation Planning and Project Selection Process

A blend of state and federal processes provide the transportation planning structure for New Hampshire. Metropolitan Planning Organizations (MPOs) must adopt project specific **Long Range Transportation Plans (LRTPs)** and short-range **Transportation Improvement Programs (TIPs)** as required by Federal regulations. The MPO also has a legislatively mandated role in establishing priority projects for the **State Ten Year Plan**, which weaves between the TIP and LRTP processes. These three documents provide the path for projects to move from idea (LRTP), through project development and planning (State Ten Year Plan), to implementation (TIP).

Long Range Transportation Plan (LRTP) [20+ year Horizon]

The Long Range Transportation Plan (LRTP) establishes goals, objectives and anticipated future conditions for surface transportation in the MPO region over twenty or more years. Transportation improvement needs are identified and prioritized for implementation. The highest priority projects are recommended to be included in the State Ten Year Plan (as per NH RSA 240:3). The LRTP is fully updated every four to five years and is available on the RPC website at therpc.org/LRTP.

State Ten Year Plan [10 Year Horizon]

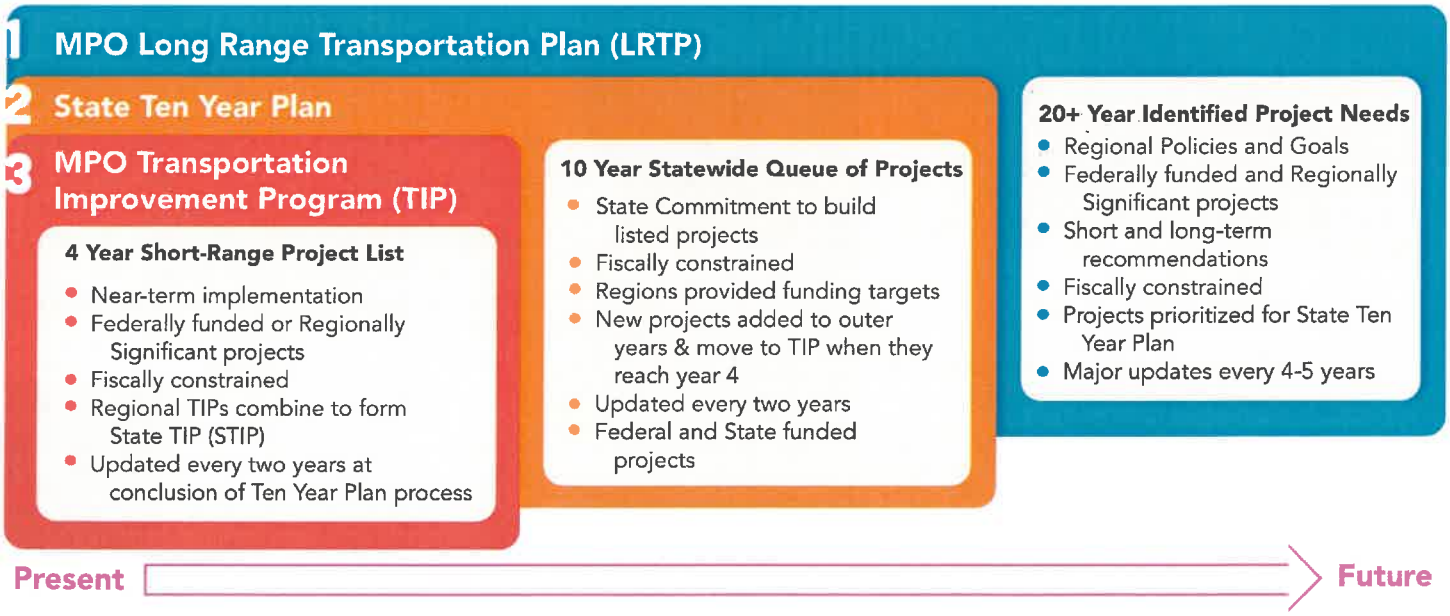
The State Ten Year Plan is the list of funded transportation projects developed by NHDOT and Regional Planning Commissions (RPCs) as recommended by the Governor's Advisory Council on Intermodal Transportation (GACIT). The 9 RPCs provide NHDOT with priorities projects from their LRTPs, and NHDOT supplies identified operational, maintenance, and improvement needs to form the program of projects. The Ten Year Plan is updated on a two-year cycle and must be approved by the Legislature and the Governor prior to being enacted into law. Projects listed in the first four years of the Ten Year Plan that utilize federal funding become the basis of the TIP and State TIP (STIP).

Transportation Improvement Program (TIP) [4 Year Horizon]

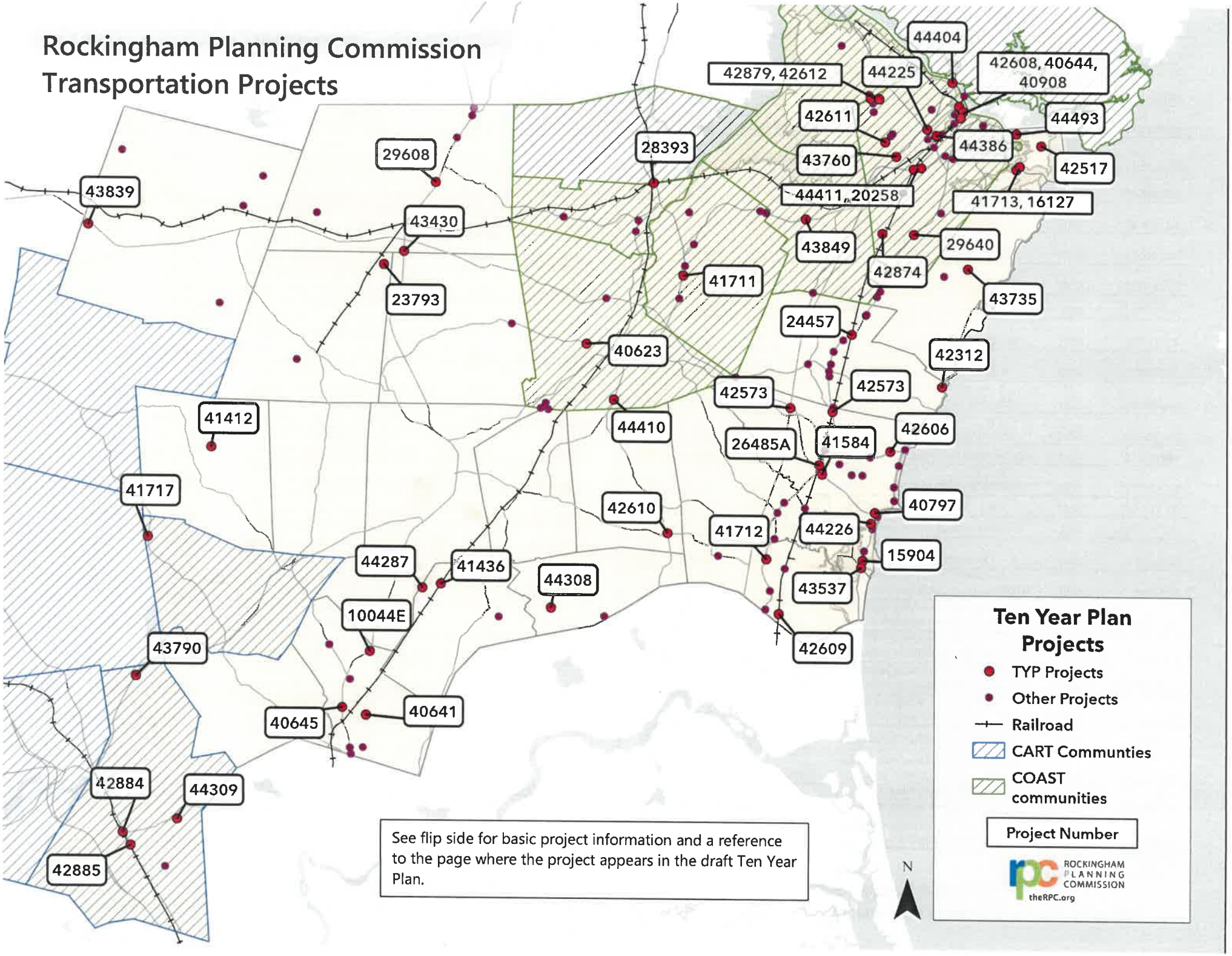
The Transportation Improvement Program (TIP) is a four-year, short-range program of regional transportation projects scheduled for implementation in the region using federal funds. It is prepared by the MPO in cooperation with local governments, regional transit agencies, and the New Hampshire Department of Transportation (NHDOT). The TIP is the enactment of the LRTP vision, goals, and objectives, and the implementation of projects contained in the first four years of the State Ten Year Plan. The MPO TIP is available on the RPC website at therpc.org/TIP.

RPC Project Selection Process

The project selection process to establish priorities for the State Ten Year Plan is guided by a set of statewide project selection criteria and guidance from NHDOT. Each Planning Commission customizes the process within that guidance to suit regional needs and priorities. The RPC process begins with a request for project proposals from communities and regional planning partners in the summer of even numbered years and concludes with submitting priority projects to NHDOT in the Spring of odd numbered years. The graphics on the reverse of this handout provide an overview of that process. Full details are available on the RPC website at therpc.org/LRTP.



Rockingham Planning Commission Transportation Projects



See flip side for basic project information and a reference to the page where the project appears in the draft Ten Year Plan.

RPC Region Projects listed in the Draft 2025-2034 Ten Year Plan – TYP Page = Page number in Draft Ten Year Plan. Scopes have been edited for brevity.

* = New to Ten Year Plan. See full Ten Year Plan for more detail on scope, cost, and schedule

TYP Page	Project#	Name	Scope	CON Begins	Total Programmed
30	43839*	Candia-Raymond	Rehabilitation/Reconstruction of a section of Route 101	2025	$23,232,000
59	44146	Eastern Tpk	Eastern Turnpike Resurfacing	2025	$1,943,131
62	29608	Epping	NH 125 capacity & traffic mgmt Brickyard Plaza to NH87	2025	$15,367,358
62	43430	Epping	Address Red-Listed bridge carrying NH 125 over Piscassic River	2031	$2,666,266
63	44410*	Exeter	Address condition of bridge carrying NH 108 over Exeter River	2031	$9,101,246
63	40623	Exeter	Bridge replacement carrying NH111A over Little River	2029	$3,695,802
67	23793	Fremont	Bridge replacement - Martin Rd over Piscassic River - Br.	2025	$1,371,121
76	41717	Hampstead	Improve the intersection of NH 121/Derry Rd/Depot Rd	2028	$2,649,291
76	40797	Hampton	Improvements to Ocean Blvd	2026	$10,646,939
77	41584	Hampton	NH 101/ US 1 Interchange Reconfiguration	2029	$8,114,732
77	42573	Hampton	Red-List bridge carrying US 1 over PAR (ABD) in the town of Hampton	2028	$7,150,899
78	42606	Hampton	Complete Street Improvements on Winnacunnet Rd	2029	$1,227,042
78	44226*	Hampton	Construct Bike/Ped improvements on Ashworth Ave	2034	$6,894,497
79	43537	Hampton-Hampton Falls	Construct Rail Trail on 2.3 miles of Hampton Branch Rail Corridor	2032	$5,796,900
93	42610	Kensington	Intersection re-alignment and upgrades (NH 107/NH 150)	2030	$2,581,280
143	16127	New Castle-Rye	Bridge Replacement NH 1B over Little Harbor (Red List)	2026	$13,751,285
143	42517	New Castle	Bicycle shoulders & sidewalk NH 1B from Beach Hill Rd. to Neals Pit Ln	2025	$477,675
144	44493*	New Castle 1B Causeway	Modifications to NH 1B Causeway btwn Goat & New Castle Islands	2033	$8,205,538
144	41713	New Castle-Rye	Bicycle and Pedestrian Safety accommodations on NH 1A and 1B	2028	$3,015,840
146	28393	Newfields-Newmarket	Bridge replacement for bridges carrying NH 108 over BMRR lines	2026	$7,023,688
146	42879	Newington	Right turn lane on the NB direction of New Hampshire Ave intersection	2025	$684,497
148	41436	Newton	Address the Red List bridge carrying Pond St over PAR in Newton	2028	$1,572,061
149	44287*	Newton	Replace Wilders Grove Rd bridge over Country Pond	2027	$741,468
149-151	42312 (A-D)*	North Hampton- Rye	Reconstruct NHDOT Stone Revetment Seawall/Berms	2025	$84,652,578
160	10044E	Plaistow-Kingston	NH 125 reconstruction from South of Town Line northerly approx 1.8 miles	2026	$26,837,312
160	40641	Plaistow	Main Street Traffic Calming and safety improvements	2025	$1,407,001
160	40645	Plaistow	Signal Coordination & control on NH 125 from Mass S/L to Old County Rd	2025	$1,242,514
162	20258	Portsmouth	Sidewalk, bicycle shoulders and drainage along Peverly Hill Road	2025	$2,459,138
163	29640	Portsmouth	US 1 from Constitution Ave to Wilson Rd & Ocean Rd to White Cedar Blvd	2026	$17,373,561
164	40644	Portsmouth	RR Crossing Upgrade on Market St	2026	$802,128
164	40908	Portsmouth	Reconstruct RR crossing on Maplewood Ave.	2025	$862,800
164	41752	Portsmouth	Multi-use path along Elwyn Rd extending from Rt1 to Harding Rd.	2025	$1,295,626
165	42608	Portsmouth	Intersection Improvements at Market St/Russel St intersection	2029	$1,449,837
165	42611	Portsmouth	Intersection Improvements Grafton Dr/ Ports. Transportation Center	2030	$675,623
166	42612	Portsmouth	Signalize intersection of International Dr /Manchester Sq/Corporate Dr	2030	$405,889
166	42874*	Portsmouth	Purchase & Install E-Charging Stations at Pease	2025	$52,972
166	43760	Portsmouth	Sound wall along I-95 in Portsmouth	2025	$10,253,176
167	44225*	Portsmouth	Engineering Study at Ports. Circle	2029	$1,100,000
167	44386*	Portsmouth	Replace Cate St Bridge over Hodgdon Brook	2028	$1,335,663
168	44411*	Portsmouth	Rehab NH 33 Bridge over Pan-Am RR	2031	$3,738,644
168	44404*	Portsmouth, NH-Kittery, ME	Underdeck Painting of I-95 Bridge over Piscataqua River	2026	$2,957,265
176	43735	Rye	Sidewalk, shoulder, bike lanes and crosswalks on Washington Rd	2027	$1,068,992
176	42884	Salem	Improve signal operation at 28 intersections	2028	$1,801,529
177	42885	Salem	Construct Rail Trail along NH 28 for approximately 1 mile.	2029	$1,267,302
177	43790*	Salem	NH 111/ Ermer Rd Intersection Safety	2025	$1,035,119
177	44309*	Salem	Replace Bridge St. Bridge over Spicket River	2028	$3,051,557
178	14800A	Salem to Manchester	Mainline, Exit 1 & NH38 (Salem), Bridges - DEBT SERV 13933D	2025	$49,770,743
180	41412	Sandown	Bridge replacement - Phillips Road over Exeter River	2027	$1,068,014
181	15904	Seabrook-Hampton	Reconstruction of NH 1A Bridge over Hampton River	2025	$99,782,305
181	41712	Seabrook	US 1 capacity improvements New Zealand Rd to Hampton Falls TL	2028	$4,317,124
182	42609	Seabrook	Multi-use path on Former B&M Railroad Tracks (ECG Phase II)	2030	$1,457,349
186	44308*	South Hampton	Replace Hilldale Ave Bridge over Powwow River	2028	$2,060,738
191	41711	Stratham	NH 108/Bunker Hill signalization, Turn lanes and realignment.	2027	$1,378,757

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Thursday, October 19, 2023
7:00 PM -Hybrid Meeting

Greenland Central School
70 Post Road, Greenland

Meeting Notes

In attendance:

Executive Councilor- Janet Stevens, District 3

NHDOT Staff Attendees:

1. David Rodrigue
2. Bill Oldenburg
3. Bill Watson -Teams/Hybrid Moderator
4. Glenn Davison
5. Lucy St. John
6. Jodi Sottilaro

Other Attendees:

1. Nancy Stiles, former State Senator, and Hampton Beach Area Commission Chair
2. Chris Muns, NH State Rep. Hampton
3. Jaci Grote, NH State Rep. Rye
4. Mike Edgar, NH Rep
5. Bill Stewart, New Castle Chair Selectboard
6. Pam Cullen, New Castle Selectboard
7. Jane, New Castle Selectboard
8. Bob McGrath, Rye Select Board
9. Eric Eby, City of Portsmouth
10. Stefani Kizza, Brentwood Planning Board
11. Chuck Rage, Hampton Beach Village District
12. Kyle Hollasch, Stratham
13. Thomas Mahler, Newcastle Town Moderator
14. Tom Smith, New Castle, Treasurer and Chair Budget Committee
15. W. Donald Gough, New Castle Little Harbor Homeowners Association
16. Barbara Sweet (Bobby), New Castle submitted letter at the hearing.
17. Matt Taylor, New Castle resident
18. Marilyn Walker, New Castle
19. Stephen Byrne, New Castle resident
20. Randy Bryan, New Castle Energy Committee
21. Terri Golter, New Castle resident
22. Brian Terkelsen, New Castle resident
23. Darcy Horgan, New Castle Planning Board chair
24. Sarah Fodero, New Castle resident
25. Damon H. Frampton, New Castle former Select Board 2017-2020
26. Dave McGuckin, New Castle, former Selectboard member

27. Normand Houle, New Castle
28. Curt Springer, New Castle
29. Bill Kingston, New Castle
30. Nancy Jackson, New Castle
31. Paul Sanderson, Town Administrator Greenland
32. Bob Dion, Greenland Planning Board Chair
33. Stephen Gerrato, Greenland ZBA
34. David Moore, Greenland Planning Board
35. Steven Smith, Greenland Chair Selectboard
36. Stephan Toth, Greenland Planning Board
37. Eric Klein, New Castle
38. Sally Baybrutt, NHSGA
39. Sally Fodeno
40. Rad Nichols, COAST
41. Nancy Vailas
42. Pat Bushway
43. Laurie Clark
44. Patience Chamberlin
45. Lisa Letendre
46. Carol Mally
47. Nancie Belkett
48. Nancy Borden
49. David Myers
50. Gregg Lanouette
51. Scott Gerrto
52. Dough Finon
53. Dennis Malloy
54. Angie House, Newcastle
55. Clarissa Christensen
56. Donna Kealrus
57. Cathern Easmes
58. Tama Andrews
59. Joey Wolfkill
60. Margot Doering
61. Siane Coniglio
62. Anthony Conigilo
63. Laura Malloy
64. Don Hayes
65. Eilen
66. John McDevitt
67. Peggy Balboni
68. Susan Parker
69. Donna Urbanek
70. Paul Ubanek
71. Rick Smith
72. Kris Hanna
73. Stewart Hanna
74. Dave Walker, Rockingham Regional Planning Commission (RPC), Asst. Director
75. Scott Bogle, RPC

Councilor Stevens – opened the meeting with the Pledge of Allegiance and brief introductions were made. She provided an overview of the GACIT process and provided an update on several projects, noting fast tracking some projects. She received a round of applause. She recognized several people in attendance including Dave Gerkin, former Selectboard. She explained waiting for a Coast Guard navigation study. There have been conversations with the Governor's office and others. The New Castle causeway project in conjunction with the red list bridge status of the Wentworth bridge, has prompted additional discussion. She noted her 10-page email to New Castle residents, including the contact for the U.S. Coast Guard.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects

- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. All are welcome and encouraged to participate in the process.

Rockingham Planning Commission (RPC)- Dave Walker provided a brief PowerPoint presentation, referring to several handouts available this evening. He provided an overview of the process, existing projects, and two specific projects in the region- Portsmouth (44225) and Hampton (44226).

Councilor Stevens opened the public hearing. She noted those wanting to speak need to complete the blue card. She asked that person wanting to speak limit their comments to 2 minutes. She encouraged people to get involved and stay involved, as this is a competitive process, and she wants here district to get as much of the funding as possible.

Nancy Stiles: Introduced herself as a former State Senator and current Chair of the Hampton Beach Area Commission. She suggested the NH Legislature extend Senate Bill (SB) 367. She noted there are multiple projects identified in the TYP and we need them all. She identified the US 1A reconstruction as important. She shared that she was on the NHDOT website today reviewing scenic drives in NH. She noted that the Coastal Byway was listed as # 3, behind the Kancamagus. She requested that there be no parking at the seawall (from the lady to Boars Head) emphasizing the importance of the coastal byway for tourism. She reached the time limit and noted she would provide her comments in writing.

Rep. Chris Muns: Introduced himself as a state rep from Hampton. He noted two projects get the most attention: Hampton to the Hampton Bridge and US 1A Reconstruction. He mentioned other projects and areas of concern including Winnacunnet Rd. (potholes and frost heaves); Ocean Boulevard north of 18th St. (speeding and car clubs gathering, and the need for some creative design work to slow the speeding); electric vehicle (EV) infrastructure and alternative energy are important to the regional economy; and the need for expansion of public transit in the area.

Bob McGrath: Introduced himself as a member of the Rye Select Board. He shared his support for the TYP. He was happy to note that the bridge to Little Harbor (1B) has been pushed up. He shared that he has lived in the seacoast for 20-years. He noted his concern about Route 1A in the summer when visitors park on the road and conflicts with pedestrians and cyclists. He supports 41713 and expressed a need more room for pedestrians and cyclists. He shared that he used to work for the Rye Police Department, and how you take your life in your own hand along the route. Noted project 42312, the

reconstruction of the seawall (N. Hampton-Rye) and this is needed to improve coastal resiliency. He reflected on the December 23, 2022, storm and how storms are getting worse.

Chuck Rage: Introduced himself as the Hampton Beach Village District Chairman. He thanked NHDOT and the Regional Planning Commission. He noted he is confused about the Route 1A Hampton Harbor Bridge projects, how it was shown in 2024 and is now shown 2026. We need to push the engineering and he wants to see it before he dies. **Councilor Stevens** noted the wetlands permit was approved.

Stephen Gerrato: introduced himself as a member of the Greenland ZBA. He noted his comments are redundant. He was interested in the update on the Winnicut Bridge and how they have been fighting for this for years. **Councilor Stevens** mentioned $ 125,000 which has been approved for the engineering study to address resiliency this project will be fast tracked. She noted the important of community meetings.

Steven Smith: introduced himself as the Chair of the Greenland Selectboard. He thanked everyone for coming. He commented this is your meeting (referring to the attendees) and how it is important for people to participate and to tell them what you need. Hopefully the Winnicut Bridge will be done before he dies.

Paul Sanderson: Introduced himself as the Greenland Town Administrator. He thanked NHDOT and others, and noted how important it has been to reengage with neighboring communities. He noted that they had productive meetings with the RPC, Portsmouth, Stratham, and others. He wanted to know more about the corridor planning efforts and what can they do to collect information and participate. He discussed corridor planning efforts relative to regional economic development and the need to address the needs of the corridor.

David Moore: introduced himself as a member of the Greenland Planning Board. He asked about the Winnicut Road bridge and corridor study, noting the heavy traffic. He shared that everyone wants economic development and noted the traffic impacts associated with development. **Councilor Stevens** noted the Level of Service has been identified as E & F, and how the corridor has recently been ranked # 28, and need to move this forward on the corridor study list.

Rad Nichols: introduced himself as Executive Director of COAST. He also noted his affiliations with several organizations. He thanked NHDOT and others for advocating for State operating funds in the last budget round and how this funding has really helped. He noted public transit organizations are facing a fiscal cliff and more funding is needed when the current federal dollars expire. He shared his plans to ask for additional state dollars in the next State budget. He also asked that the State and the NHDOT flex funds for public transit, noting significant unmet needs.

Eric Klein: Introduced himself as a resident of New Castle. He expressed thanks to the Councilor for the great new update on the bridge project, and the status of the engineering study. He asked if there is something the Town needs to do to mobilize. **Councilor Stevens** noted the permitting, and advised the Town to share any studies or reports with NHDOT. He asked how we can get this project to construction. **Bill Oldenburg** noted NHDOT is moving engineering up and vetting potential design and permitting issues. He noted the construction is still in 2033, and there may be an opportunity to advance the construction. Eric noted that New Castle residents want the project and asked what they can do to advance the project. **Councilor Stevens** noted the project requires lots of permits, and that just being here tonight is important.

Nancy Jackson: Introduced herself as a resident of New Castle. She thanked people for attending and for all the discussion thus far. She noted that people are feeling frighten, desperate and trapped. She posited that much of the population of New Castle is older, explaining that the median age is 57 years, and there are about 50 people from New Castle at the hearing tonight (about 5% of the town population). She noted that lots of people are concerned. **Councilor Stevens** noted some of the permitting requirement such as Army Corp of Engineers, water quality certification, DES- dredge and fill application, coastal zoning, Natural Heritage, and the relevant Underwood Engineering Study.

Marilyn Walker: Introduced herself as a resident of New Castle. She reiterated her support for the New Castle 1B project She noted that people don't want to get stuck on the island when both the bridge and causeway go out.

Bill Kingston: Introduced himself as a resident of New Castle. He thanked NHDOT for moving the New Castle bridge project up.

Curt Springer: Introduced himself as a resident of New Castle. He expressed his thanks for moving the causeway project up. The causeway needs to be widened. We need to recognize sea level rise and safety is an issue. He walks 2x a day and he would be happy to participate in a survey.

Thomas Mahler: Introduced himself as the Newcastle Town Moderator. He thanked NHDOT, Councilor Stevens and Rockingham Planning Commission, noting Scott Bogel. He asked for clarification on the Coast Guard involvement in the project. **Councilor Stevens** noted the requirement for an updated navigational study and discussions with the Governor. He asked for the contact information for the point of contact at the Coast Guard. **Assistant Commissioner Rodrigue** noted that NHDOT is recommending a fixed bridge, but NHDOT needs the concurrence of the Coast Guard before other design elements are explored to be sure it is permittable. Mr. Mahler asked if the causeway project is now in the draft TYP. **Councilor Stevens** noted that it one of seven projects which have been added, and noted this is why communities need to speak up.

Normand Houle: Introduced himself as a resident of New Castle. He noted he was on the Water and Sewer Commission for 18- years, was chair for five years but no longer on that Commission. He noted two critical utilities under the causeway: water, and sewer. He noted that the sewer line hasn't been updated since 1975. Need to think about what is under the causeway. He thanked all for being here.

Dave McGuckin: Introduced himself as a resident of New Castle. He shared that he is a former Select Board member as well. He also shared that there are three (3) current Select Board members in attendance this evening, and about 5% of the Town population is here. He thanked Councilor Stevens, particularly her involvement in the last 11 months, and NHDOT for recognizing the importance of this project.

Damon H. Frampton: Introduced himself as a resident of New Castle and former Select Board 2017-2020. He noted he has lived in New Castle his entire life. He explained that the bridge is questionable and the area near the golf course often gets flooded.

Pam Cullen: Introduced herself as a member of the New Castle Selectboard. She noted how the recent storm was frightening, and asked how the causeway project can be advanced. **Councilor Stevens** noted that permitting is the big issue. **Bill Oldenburg** noted if it is damage in the storm that is a different realm.

Eric Eby: Introduced himself as a resident of Portsmouth. He thanked NHDOT and noted the soundwall project is greatly appreciated. He mentioned that there are lots of delays in the Portsmouth traffic circle and how this can impact traffic flows in the neighborhoods as an example of how projects are all tied together. He expressed his support for including the CMAQ projects, particularly those in the Portsmouth area.

Sarah Fodero: Introduced herself as a New Castle resident. She thanked the Governor and Councilor for their support of the New Castle projects.

Darcy Horgan: Introduced herself as the New Castle Planning Board chair. She asked those from New Castle to raise their hands. She noted the Planning Board is redoing the Master Plan and a survey. She expected that the Master Plan will certainly support the New Castle bridge project. **Councilor Stevens** noted that Donna.A.Fisher@USCG.mil as the contact.

Bill Stewart: Introduced himself as the New Castle Selectboard Chair. He expressed thanks to Greenland and NHDOT. He noted the public safety issues with access to New Castle, and the importance to the hotel, marina, and Coast Guard. He commented about a water line study completed in 2014. **Councilor Stevens** noted she is waiting on word about congressional designated funding for the causeway project. She explained that an application was submitted this summer to U.S. Senator Jeanne Shaheen's office for additional funding. She expressed thanks to Bill Watson and Commissioner Cass for their role in the submission of the application. The Town would like to continue to partner with NHDOT and get this project fast tracked.

Tom Smith: Introduced himself as the New Castle Treasurer and Budget Committee Chair. He shared that he has been a resident for 40 years. He noted that in December the causeway was closed, there was about 2-feet of water near Wentworth-by-the-sea. He expressed that both causeway and bridge are important, anything to help them is appreciated.

Brian Terkelsen: Introduced himself as a New Castle resident. He expressed his support for the bridge and causeway projects, and we need to have access to emergency services.

Terri Golter: Noted that he was born and raised in New Castle and has been on the Fire Department for 38 years. He highlighted the 15-ton weight limit on the bridge and explained how a fire tanker truck weights about 60,000 pounds. He explained that that several emergency vehicles can't be on the bridge at the same time. He expressed his concerned about weight and noted that the Town doesn't want to be landlocked from emergency services.

Randy Bryan: Introduced himself as a member of the New Castle Energy Committee. He shared his support for all the comments for New Castle. He noted that New Hampshire is viewed in New England as the donut, and a risk for electric vehicles (EV). He opined that the state needs more EV opportunities. He noted that this is important for tourism, and that many new cars are EV. He expressed that New Hampshire need to be more supportive of expanding the EV network.

W. Donald Gough: Introduced himself as a member of the New Castle Little Harbor Homeowners Association. He noted he is a 25+ year resident of NH, and former Boy Scout. He shared that the Boy Scout motto is to be prepared and safety is the # 1 priority. He commented that the bridge is unsafe, particularly to bikes and runners. He noted that he is a runner. He opined that a permanent bridge is a better option considering the water, sewer, and electric line issues. He also noted that we need a path so walkers can pass through New Castle safely along Route 1A.

Stephen Byrne: Introduced himself as a New Castle resident. He expressed his support for all the New Castle comments.

Bob Dion: Introduced himself as the Greenland Planning Board Chair and RPC representative. He thanked everyone and welcomed everyone to Greenland. He thanked NHDOT for the restriping efforts completed on Route 33 this summer. **Councilor Stevens** noted that NHDOT is adding engineering to the Greenland bridge project, in the amount of $125,000. He noted there is a huge traffic problem on NH 33, people get tired of waiting and pull-out. He highlighted an area of concern from the bridge to the donut shop, and to Stratham Hill Park. He shared that the intersection near the bridge is a failure as the roads are off-set, and there needs to be 3 or 4 travel lanes. He noted that they need a corridor study, noted as # 28 on the list. He shared that the traffic has increased, in part due to the redevelopment efforts at Pease. He explained that the vitality of the area and region depend on NH 33, it is a safety issue.

Stephan Toth: Introduced himself as a member of the Greenland Planning Board. He noted that the Winnicut Road bridge in Greenland does not have any shoulders. He explained that kids, bicyclists, and

other pedestrians walk across the bridge along with traffic. He is worried deeply and believes this is a real safety issue – an accident waiting to happen. He thanked everyone for the work done in town.

Stefani Kizza: Introduced herself as a member of the Brentwood Planning Board and RPC member. She expressed her thanks to NHDOT for South Road/NH 125 improvements. She noted the need to improve safety on NH 125, and that NH 125 needs to be prioritized. **Councilor Stevens** noted the recent Road Safety Audit, and that on Monday she would be sitting down with the Police for further discussion.

Rep. Jaci Grote: Introduced herself as a state representative for Rye. She thanked residents of New Castle for participating as this is a demonstration of what democracy is about. She noted several State representatives in attendance. She thanked NHDOT for their efforts. She would like the seawall in North Hampton and Rye to be prioritized. She noted she doesn't think people in some other towns appreciate it, but this is not a quick fix effort. She noted this is beneficial for NHDOT, and it is important that other people understand the importance of this project.

Glenn Davison introduced Bill Watson, NHDOT Administrator Bureau of Planning and Community Assistance. Bill is coordinating and monitoring the Teams, on-line hybrid meeting element this evening.

Jim Burns (online): Introduced himself as a resident of New Castle. He supported the comments made by other New Castle speakers. He emphasized the importance of the project so people can get to medical facilities. He expressed that the causeway is a real priority.

Mr. & Mrs. Weston (online): Noted that they Live 75 yards from the causeway. Thank you for NHDOT. Opined that the causeway needs to be raised, he walks it every day, not 3 feet from the guardrail. They have seen mirrors hit and lots of tourists, including many road and bike races in the area. They shared that all the projects are worthy. They also added that the area is in need a sidewalk. They have witnessed lots of near-misses and are concerned that someone is going to get killed.

Christine Marks (online): She expressed support for improving the causeway and bridge. Matter of life and death.

Jane Finn (online): Introduced herself as a resident of New Castle. She shared that yesterday was a Seabrook emergency drill and highlighted that the causeway is the evacuation route. She shared that she has witnessed lots of instances of people almost being hit on the causeway.

Councilor Stevens: Thanked everyone for coming and encourage people to stay engaged, all comments will be taken under advisement.

Meeting Adjourned: Approximately 8:53 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Greenland Central School
70 Post Road, Greenland
Thursday, October 19, 2023
7:00 PM

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District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens ✓	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Assistant Commissioner David Rodrigue, NHDOT ✓	David.M.Rodrigue@dot.nh.gov	271-1484
Deputy Commissioner Andre Briere	Andre.J.Briere@dot.nh.gov	271-1484
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	Right	Left
	40	35
39		
35		
75		

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Name: Nancy Stiles

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I WISH TO SPEAK AT THIS HEARING:

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I WISH TO SPEAK AT THIS HEARING:

Name: Jack Grote

Organization: Rye State Rep

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Phone:

E-Mail:

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

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Name: Bob McGrath

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I WISH TO SPEAK AT THIS HEARING:

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Name: Stefanie Kizza

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I WISH TO SPEAK AT THIS HEARING:

Name: Chuck RAGE

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I WISH TO SPEAK AT THIS HEARING:

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Organization: —

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I WISH TO SPEAK AT THIS HEARING:

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I WISH TO SPEAK AT THIS HEARING:

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I WISH TO SPEAK AT THIS HEARING:

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I WISH TO SPEAK AT THIS HEARING:

Name: Bobby Sweet

Organization:

Address: New Castle

Phone: Submitted letter at the meeting.

E-Mail:

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I WISH TO SPEAK AT THIS HEARING:

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I WISH TO SPEAK AT THIS HEARING:

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Organization: MYSELF

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I WISH TO SPEAK AT THIS HEARING:

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I WISH TO SPEAK AT THIS HEARING:

Name: Nancy Jackson

Organization:

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Address: 5 Doe Hill Ln Greenland NH

Phone: 603 498 3074

E-Mail: dave.wpi@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

GACIT Greenland Oct 19, 2023

Page 12 of 13

I WISH TO SPEAK AT THIS HEARING:

Name: Steven Smith

Organization: Town of Greenland

Address: 11 Town Sqr. Greenland NH

Phone: 603-817-9752

E-Mail: SSMITH_NH@COMCAST.NET

I WISH TO SPEAK AT THIS HEARING:

Name: PAUL SANDERSON

Organization: Town of Greenland

Address: 11 Town Sq. Greenland

Phone: 603-431-7111

E-Mail: psanderson@greenland-nh.com

I WISH TO SPEAK AT THIS HEARING:

Name: Stephan Toth

Organization:

Address: 9 Palm Drive, Greenland NH

Phone: ~~603-[illegible]~~

E-Mail: stephantoth1001@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

GACIT Greenland Oct 19, 2023

I WISH TO SPEAK AT THIS HEARING:

Name: ERIC KLEIN.

Organization:

Address: 13 Laurel Lane

Phone: 212 537 6078

E-Mail: esklein@outlook.com

I WISH TO SPEAK AT THIS HEARING:

Name: Sally Baybutt

Organization: NHSOA

Address: 10 Berry Brook Lane

Phone: 617 549 3011

E-Mail: 3Baybutt@aol.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

GACIT Greenland
Oct 19, 2023

Hampton Beach Area Commission

100 WINNACUNNET ROAD, HAMPTON, NH 03842 beachareacom.com

I am Nancy Stiles of Hampton and currently Chair of HBAC.

First let me say thank you for the multiple projects in our town, also to the Rte.1A engineers for trying to find ways to accommodate the requests that are so important to the residents that they have been requesting over and over again.

One thing I think that is necessary and still to be resolved on the bridge is the lighting – could this be accomplished using solar – perhaps similar to the way you provide for the information boards along highways.

As for Rte1A you have proposed options for several areas. And as you have heard several times, that I feel compelled to repeat because it is SO important to the community.

1. No parking at the seawall from the Lady to Boars Head –that is reflected in the Master Plan AND this section IS Hampton Beach. NH's Coastal Byway is recognized on NHDOT website as #3 of the 7 Scenic Drives in NH. (right after the Kancamagus #2). NH's Rte. 1A is also designated The American Independence Highway, a Scenic and Cultural Byway (meaning providing views of beautiful natural scenery) by Scenic America. This no parking at the seawall in that area is VERY important to the community.

2. Two lanes for traffic south from Boars Head to allow the multiple driveways for Condos that creates increased traffic as well as the need for a loading area for businesses and room for emergency vehicles.

3. One lane each way north of Boars Head – providing opportunity for green space that would increase values for both town and state. It also as traffic calming

My questions for you this evening are:

A. Can you elaborate on the delayed construction start times for both projects?
B. When will the engineering for Rte. 1A be complete so we can take advantage of the multiple federal dollars available through grants? We need engineering and dollars for the complete roadway – to include proper drainage and disposal. HBAC is committed to working with the state, community, and the federal delegation to seek additional dollars through grant opportunities, but we can't until the project is classified as shovel ready.
C. Can you clarify how much construction could be accomplished within the $10m proposed? Or is it assumed that that construction would provide for the roadway from the bridge to connect to both Ashworth Ave. and Ocean Blvd.?

Thank you for listening and hearing this evening.

Greenland GACI
Thursday Oct 19, 2023

Alliance for Community Transportation

SFY23 Annual Impact Statement

Serving Our Community and Our Partners in SFY23

7 Services offered to our clients

781 People who received rides

37,140 Trips provided by our partners

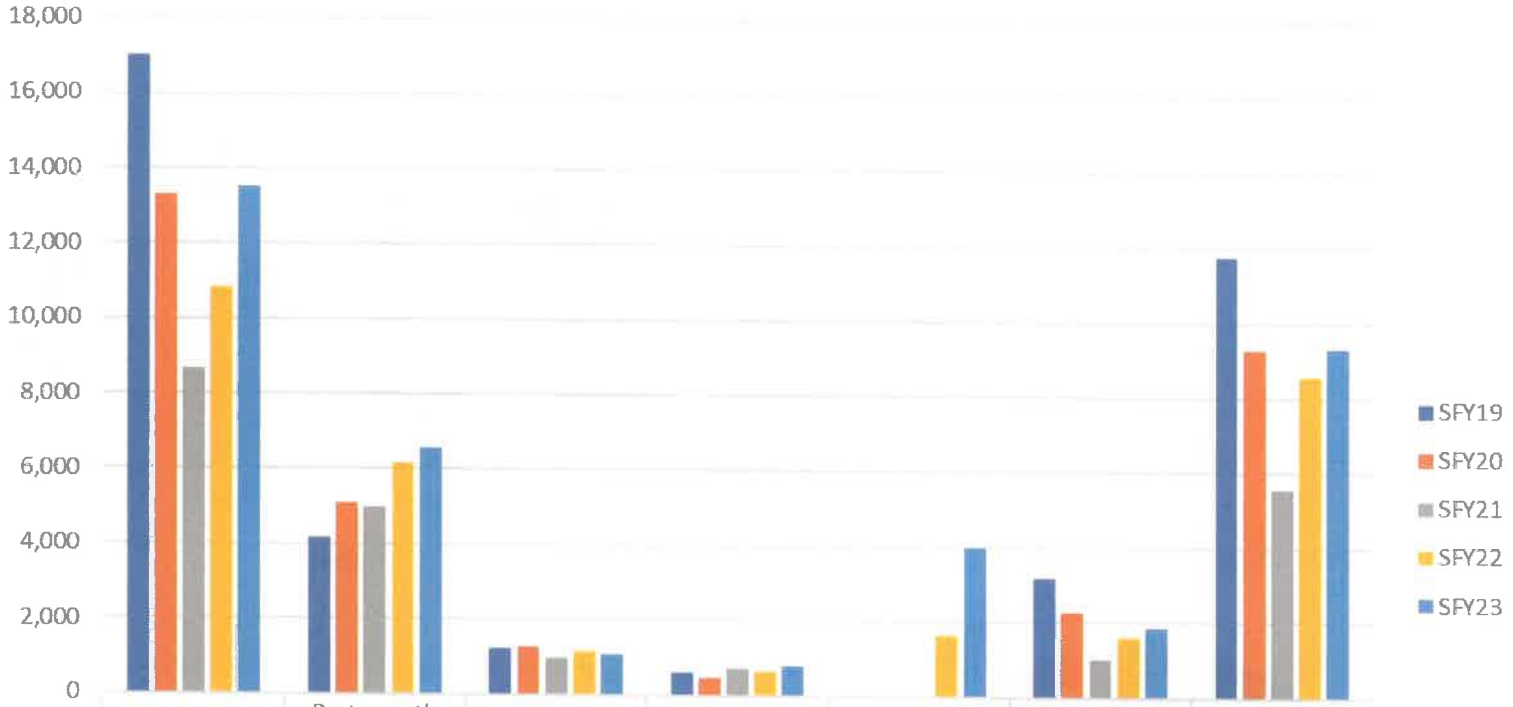
527 People who signed up for a new service

217,528 Miles traveled

22,053 Calls answered by TripLink

ACT

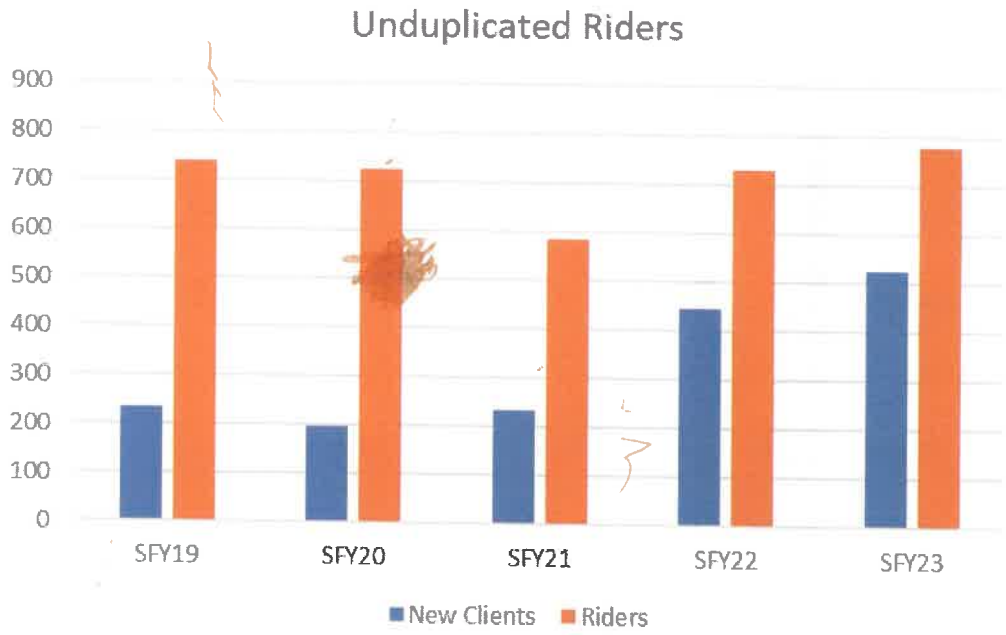
Ridership Statistics

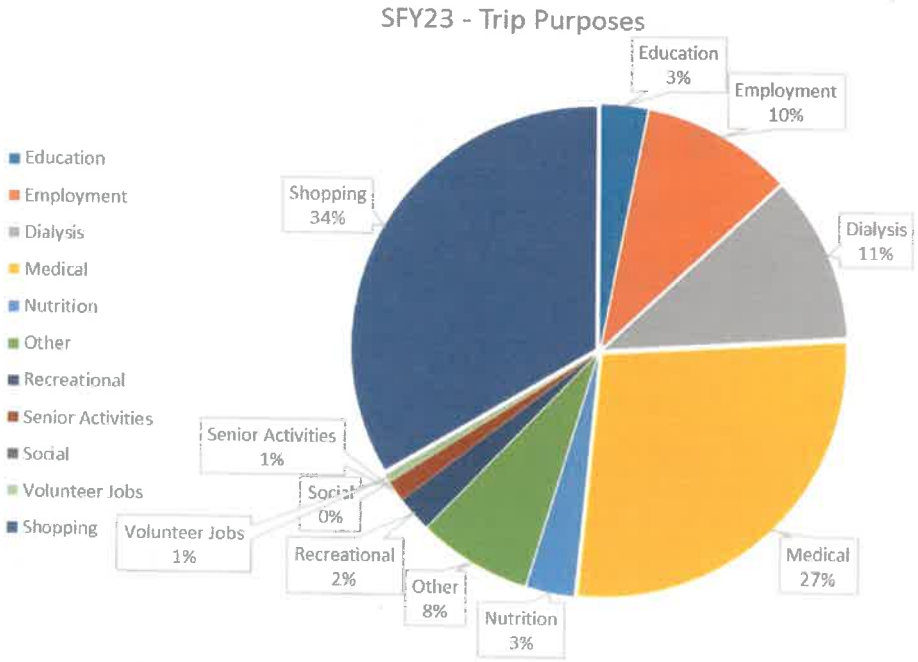


	COAST ADA	Portsmouth Senior Transportation	COAST Route 7	Community Rides	CAP of Strafford County	Ready Rides	Rockingham Nutrition & MoW
SFY19	17,000	4,184	1,250	593		3,178	11,770
SFY20	13,308	5,083	1,273	466		2,282	9,300
SFY21	8,676	5,001	969	718		1,014	5,573
SFY22	10,830	6,155	1,169	639	1,630	1,611	8,605
SFY23	13,534	6,560	1,081	797	3,999	1,846	9,323

ACT

RIDERSHIP STATISTICS





ACT

UPDATES ON ACT

As ACT completes its 20th year as the region's Regional Coordination Council , it is exciting to see that we continue to add new members, build partnerships, improve how we communicate , expand our services, and streamline how we operate. In SFY23 we welcomed the NH Disability and Health Program and Indonesian Community Connect as our newest members. We look forward to benefitting from their insights and expertise.

During the past year we met with people in Fremont and in the Exeter/Hampton to discuss how services could be improved for the region's older adults and people with disabilities. We also met with representatives from the Dover Housing Authority, the Town of Lee, Exeter Hospital, and the Greater Portsmouth Recovery Coalition to discuss the needs of their communities. The Regional Mobility Manager attended the Endowment for Health's Leadership Learning Exchange for Equity and a training on demographic data collection and reporting to improve how TripLink collects data relative to ACT's Community Development Block Grants and to ensure that historically underserved communities aren't being excluded from accessing our services.

ACT has also worked on providing more robust reporting on the TripLink call center and the Common Application. We have added semi-annual reporting on trip frequencies, trip purposes, ridership by age, and whether riders use more than one service. We are also able to provide comprehensive monthly tracking on the Common Application including services applied for and residency. Our goal is to provide meaningful data to partner agencies and members to improve our understanding of the region's needs and I believe that we are making improvements every year.

We are thankful for our members, partners, funders, and TripLink staff that have contributed their time, talents, and resources to our continued work to improve southeastern New Hampshire's transportation network. Our riders and in fact our whole community are better off for your efforts.

In Unity,
Rad Nichols, Chair
Jeff Donald, Regional Mobility Manager

ACT

FINANCIALS

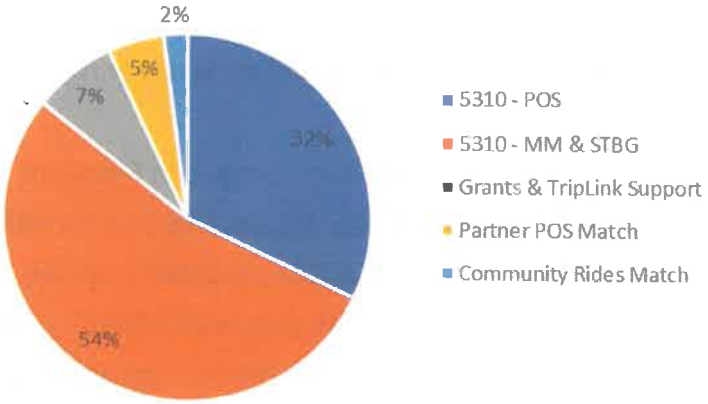
Revenues

5310 - POS	$	173,440
5310 - MM & STBG	$	290,162
Grants & TripLink Support	$	39,867
Partner POS Match	$	26,724
Community Rides Match	$	11,408
NonCash	$	47,250
Total	$	588,851

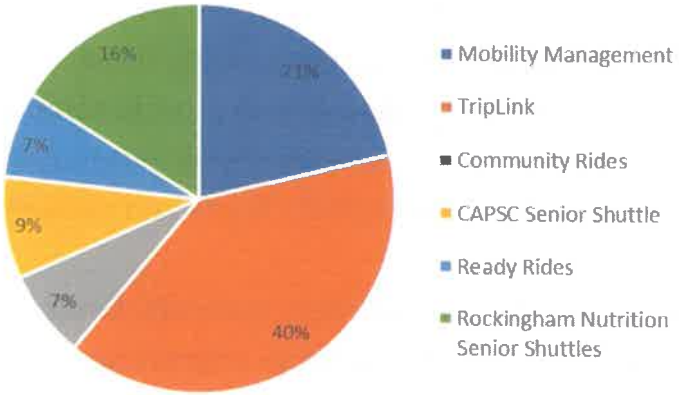
Expenses

Mobility Management	$	115,023
TripLink	$	215,005
Transportation Services	$	211,574
NonCash	$	47,250
Total	$	588,851

SFY23 Cash Revenues



SFY23 Expenses



ACT is the **Regional Coordination Council for Community Transportation** for Strafford County, eastern Rockingham County, Wakefield, and Brookfield. Our mission is to facilitate coordinated transportation services and to encourage the development of improved and expanded services throughout the region. We distribute FTA funds to projects serving older adults and people with disabilities in our region.

ACT

BARBARA K. SWEET
50 WALBACH STREET
NEW CASTLE, NEW HAMPSHIRE 03854-0161
603 431-6127
beyrusiii@aol.com

Subject: 1B Causeway

I have seen the 1B Causeway affected by spring tides & strong winds at high tide ~~during~~ throughout the year. When the causeway is closed other low spots - especially the marsh on Westmoreland Road are also flooded cutting of access to the island.

At it's present width foot, bicycle & automobile traffic are all dangerously close to each other.

I do not know whether it would stop the back channel silting in if another culvert were installed.

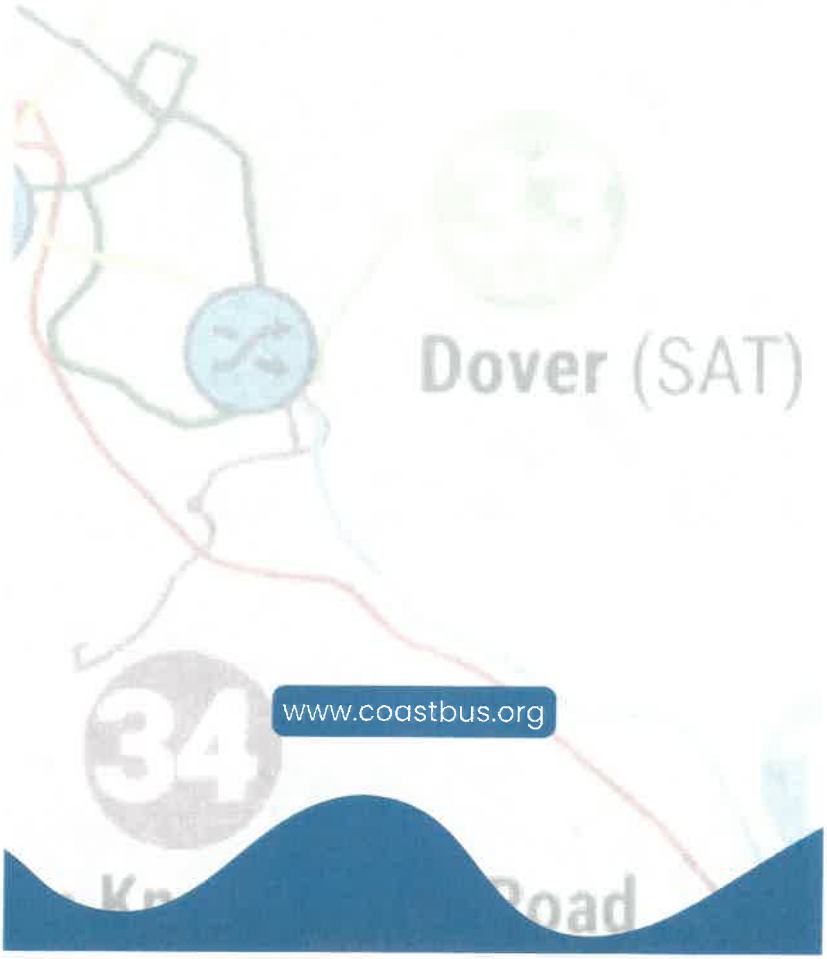
Thank you for your consideration,

Barbara Sweet

Greeland
BACIT
Oct 19, 2023

2023 Passenger Survey Results

Dover • Somerswort

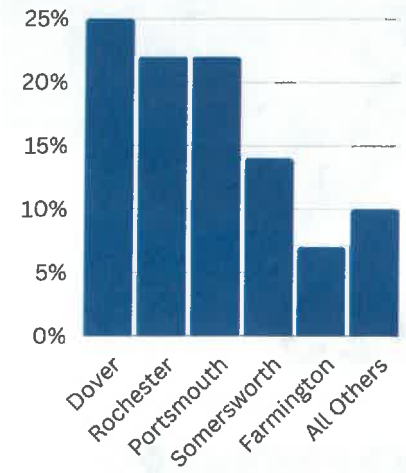


www.coastbus.org

COAST

WHO'S RIDING THE BUS?

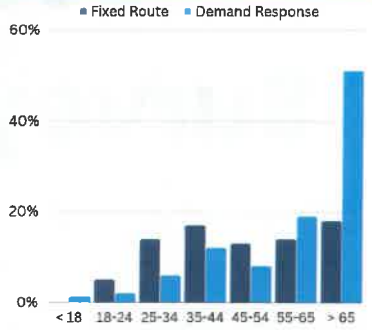
COAST PASSENGER DATA FROM OUR 2023 CUSTOMER SURVEY

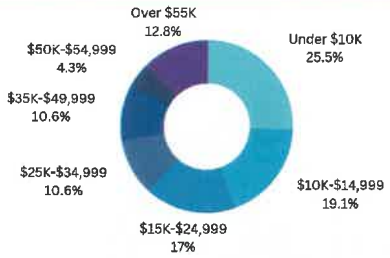


The top 5 communities our passengers live in are Dover, Rochester, Portsmouth, Somersworth, and Farmington.

Passenger Ages

The 2023 data shows a higher percentage of older adults than previous surveys have.*



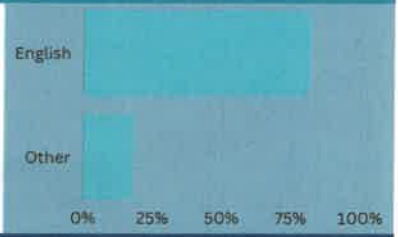


Household Income

Annual household incomes were lower than in past surveys.*

73% of riders identify as White, 4% Black or African American, 4% two or more races, 3% Asian, 2% Hispanic or Latino, 1% American Indian or Alaskan Native, & 12% declined to answer

82% of riders only speak English at home. Of the 18% that said they speak another language at home, 90% speak English "well" or "very well."



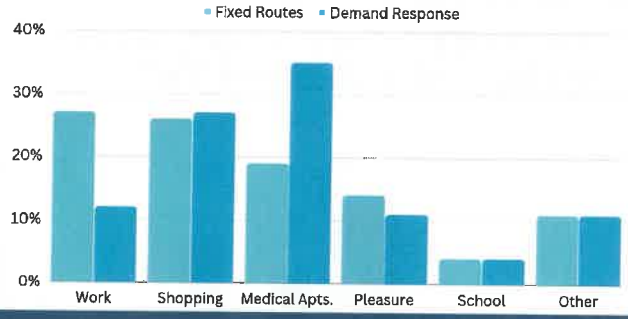
COASTBUS.ORG

*For the first time, COAST combined the passenger survey results of Fixed Route passengers and Demand Response clients, which definitely had an impact on overall results. In general, COAST Demand Response Clients tend to be older adults on fixed incomes.

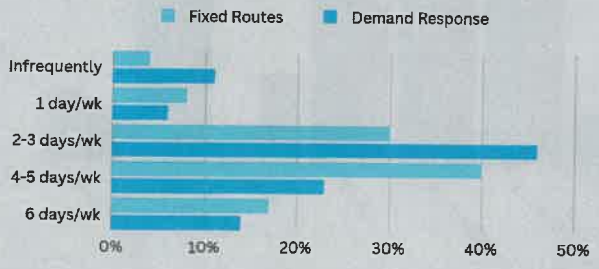
WHY & HOW RIDERS USE THE BUS

COAST PASSENGER DATA FROM OUR 2023 CUSTOMER SURVEY

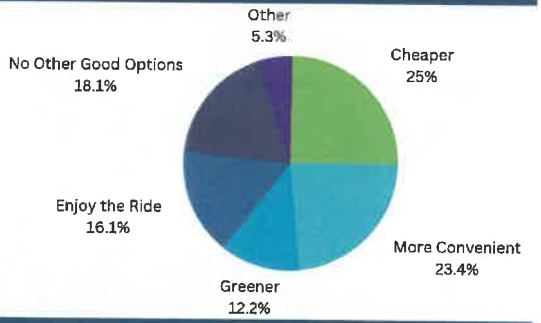
WHERE DO RIDERS GO?



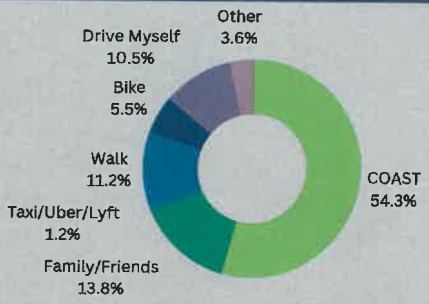
HOW OFTEN DO THEY RIDE?



WHY DO RIDERS CHOOSE COAST?



HOW DO RIDERS PREFER TO TRAVEL?



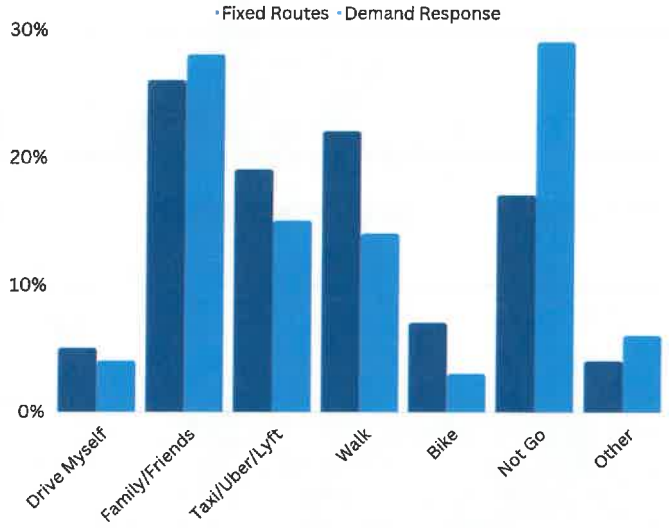
9 OUT OF 10 RIDERS WOULD RECOMMEND COAST TO THEIR FRIENDS, FAMILY, AND CO-WORKERS

coastbus.org

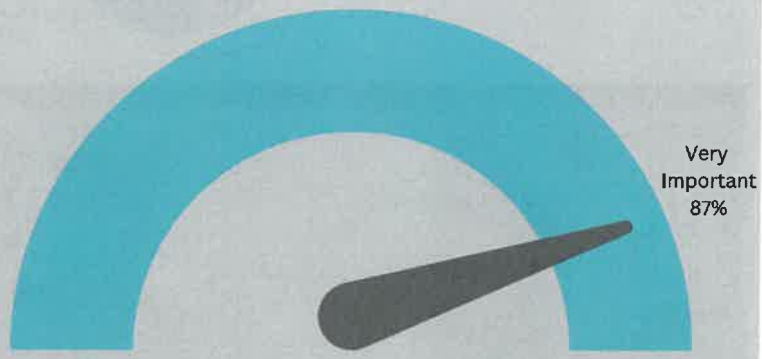
COAST

WHAT WOULD RIDERS DO WITHOUT COAST?

IF COAST DIDN'T EXIST, HOW WOULD RIDERS MAKE THEIR TRIP?



HOW IMPORTANT IS COAST FOR MEETING RIDERS' TRANSPORTATION NEEDS?



9 OUT OF 10 RIDERS AGREE THAT COAST PROVIDES A HIGH-QUALITY SERVICE FOR RESIDENTS OF THE SEACOAST REGION.

COAST
coastbus.org

OUR RIDERS RATED US

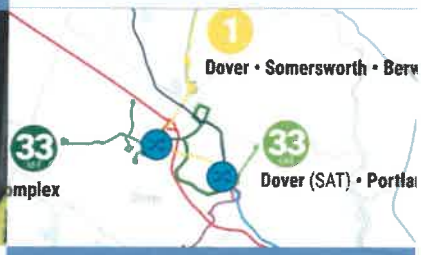
COAST

FRIENDLY STAFF

89% AGREE

77% AGREE

OUR SCHEDULES ARE EASY TO UNDERSTAND



FARES ARE FAIR

88% AGREE

VEHICLES ARE CLEAN

87% AGREE

BUSES RUN ON TIME

83% AGREE

OPERATE A HIGH QUALITY SERVICE

88% AGREE

89% of riders would recommend COAST to their friends, family, and co-workers.

Greenland School District

Greenland Central School

Facility Use Permit

Group(s)/Individual Name: NHDOT/GACIT public hearing	Area(s) to be Used: Room/Facility - ADA
Activity: Date(s) and Time(s) to be Used: Thursday, Oct 19, 2023 7:00pm Need 6:00pm to 9:30pm.	
Adult(s) in Charge:	Equipment Needs/Set up Requirements: 4 Tables/chairs upfront, podium, WiFi chairs for public, refer to questions provided.
Insurance Certificate attached, naming Greenland Central School as "also insured": ☐Yes ☐No If "No", please explain: Can be provided.	

INDEMNIFICATION, WAIVER, AND RELEASE:
In consideration for allowing the use of school facility and/or grounds and in full recognition of the School Board's fiduciary responsibility to protect school property and assets, the User hereby covenants and agrees at all times to indemnify and hold harmless the Greenland School District, its School Board, officers and employees **(hereinafter "The District")**, to the fullest extent permitted by law from any and all claims, damages, losses and expenses, including, but not limited to, attorney's fees and legal costs, arising out of the use of these premises and all school facilities, by the **User**, its officers, employees, agents, representatives, contractors, customers, guests and invitees.

User further releases The District from any and all claims, including but not limited to claims of negligence, which the User may otherwise have against The District, arising out of the Users use of the school facility. **All non school organizations must possess and provide evidence of insurance that names Greenland Central School as the "also insured" during the period of use requested.**

Printed Name: William Watson, P.E.	Signature: 8/15/2023
Title: NHDOT, Administrator Bureau of Planning & Community Assistance	Individual or Organization Physical Address: 7 Hazen Drive Concord, NH 03301
Telephone #: (603) 271-3344 (Bureau) (603) 271-3346 (Watson) (603) 271-7145 (Glenn) 603(271-8732 (Lucy)	Email Address:

For Office Use Only:

Approved: ☐Approved with Stipulations: ☐Disapproved: ☐Date: / /

Signature of School Board Chairperson or Principal

GREENLAND SCHOOL DISTRICT
USE OF SCHOOL FACILITIES
RULES AND REGULATIONS

1. Application for use of the public school facilities shall be made by a Greenland resident or an individual representing the agency, group or organization on the prescribed form and shall be submitted prior to the intended date of use, to the Building Principal or the Greenland School.

2. The signing of this application shall constitute an acknowledgment by the resident and individual, as the duly authorized supervisor of the group or organization, or acceptance of the responsibility for any damage to the building or equipment resulting from such use and for the enforcement of all rules for the use of school facilities.

3. When an application is received, the Building Principal, acting on behalf of the School Board and in accordance with the statement of policy, shall approve or disapprove the application. If approval is granted, a ***Facility Use Permit*** will be issued to the resident or the group. **No resident or group shall be entitled to the use of the school facilities unless a permit for such use has been issued and signed by the principal.**

4. Permit Holders must comply with all applicable state and federal laws, town ordinances, school district policies and by-laws, and permit conditions. All measures necessary to ensure the safe, healthy, and lawful conduct of permit activities will be taken.

5. *Facility Use Permits* are limited to the specified area(s) or room(s), during the hours and days specified. **The Permit Holder shall ensure that the remainder of the building is not entered.**

6. Facilities will be opened at the time scheduled for the activity to begin and closed at the time scheduled for its conclusion. The scheduled times must be adhered to strictly. Buildings must be vacated by 10:00 p.m., or when the building custodian's shift ends, whichever is earlier. No building shall be utilized for any activity unless a building custodian is on duty, or otherwise authorized by the building principal.

7. *Facility Use Permits* include use of normal furniture and large equipment which is usually assigned to that particular area of the building. The Permit Holder will be expected to furnish his/her own expendable supplies (e.g. basketballs, baseballs, etc.).

8. The use of tobacco, possession or use of intoxicating liquor or illegal drugs are prohibited. Betting or other forms of illegal gambling will not be allowed on the school district premises. Fighting is also prohibited.

9. Any damage to the building or equipment will be charged to the Permit Holder. Permit Holder agrees to pay all charges incurred for replacement of damaged property within ten (10) days of notification from the school district. Checks are to be made payable to: Greenland School District Treasurer.

10. The primary and priority use of school facilities shall be for the school district's programs, including (but not limited to) programs sponsored by the school. **A *Facility Use Permit* may be canceled if the facility is required for school use.** A permit may also be canceled due to fires, floods, earthquakes, labor disputes, epidemics, abnormal weather conditions or acts of God.

10 A. **Gymnasium, Multi-Purpose Room and Athletic Field Use**
In determining user privileges for these facilities for non Greenland school groups the following applies:

1. Greenland Recreation Department programs will be afforded priority scheduling. 2. All other gymnasium, multi-purpose room or athletic field requests will be honored on the basis of those serving the largest number of Greenland residents being approved first. 3. All applicants will be approved only if:

a. A completed application is provided (including proof of insurance)
b. The activity is deemed appropriate.
c. Fees (if applicable) are agreed upon.
d. Space is available outside of cleaning and maintenance schedules.

Note: All requests for gym, multi-purpose room and athletic fields for the period of February 1- through April 15 of any given year must be received by the facilities coordinator on or **before February 1** of that year. Gym, Multi-purpose room, and field schedules will be developed for those requests in hand on February 1.

Applications for facility use will be accepted at anytime, and they will be approved on the basis of space availability and the criteria noted above.

Indoor facilities will only be scheduled during the school year.

10 B. The kitchen will not be used unless a member of the Greenland Food Service staff is present to supervise and assist with the operation, or if authorization is otherwise granted by the building principal. The Greenland Food Services employee will have direct and complete control over the use of the facilities. Under no conditions, will any of the food owned by the Greenland School District be borrowed, bought, or utilized by the Permit Holder.

11. Facilities utilized by the Permit Holder will be thoroughly cleaned and returned to their original condition. Failure on the part of the Permit Holder to restore the area utilized to its original condition will result in the Permit Holder being invoiced for the clean-up according to the attached Fee Schedule. The second offense will result in the Permit Holder's permit being rescinded.

12. The custodian is a legally designated representative of the Greenland School Board and will have the complete authority and responsibility for the safe operation of the building. The Permit Holder will be expected to immediately respond to all requests by the custodian at all times.

13. Any and all permits may be rescinded at any time for any reason by the Greenland School Board and/or the Building Principal.

14. **INDEMNIFICATION, WAIVER, AND RELEASE:**
In consideration for allowing the use of school facility and/or grounds and in full recognition of the School Board's fiduciary responsibility to protect school property and assets, the User hereby covenants and agrees at all times to indemnify and hold harmless the Greenland School District, it's School Board, officers and employees **(hereinafter "The District")**, to the fullest extent permitted by law from any and all claims, damages, losses and expenses, including, but not limited to, attorney's fees and legal costs, arising out of the use of these premises and all school facilities, by the User, its officers, employees, agents, representatives, contractors, customers, guests and invitees. User further releases The District from any and all claims, including but not limited to claims of negligence, which the User may otherwise have against The District, arising out of the Users use of the school facility. All non school organizations must possess and provide evidence of insurance that names Greenland Central School as the "also insured" during the period of use requested.
15. Fees will be assessed as follows:

A. No Charge:

1. Greenland residents or non-profit Greenland groups, only during the custodian's regular duty, or otherwise authorized by the building principal.

B. One and one-half (1 ½) times the custodian's hourly rate rounded up to the next dollar: 1. Greenland residents, non-profit Greenland groups, not during the custodian's regular duty.

2. Non-profit non-Greenland groups, during the custodian's regular duty.

C. Two (2) times the custodian's hourly rate rounded up to the next dollar:

1. For all profit groups.

2. Non-profit non-Greenland groups, not during the custodian's regular duty. D. The phrase

"Food Service Worker" may be substituted for "custodian" when applicable.

E. Payment for facility use must be made by check within one (1) week following use of the building and receipt of invoice, or in accordance with other stated arrangements. Failure to make appropriate and timely payment will jeopardize future use.

F. Payment is by check only and made payable to: **Greenland School District Treasurer.**
AS APPLICANT AND POTENTIAL PERMIT HOLDER, and legally designated representative of the group or organization, I have thoroughly read and understand the Greenland School District Policy and Rules and Regulations for the use of school facilities. I hereby do agree to conform to all stipulated rules and regulations.

_____ Witness
Signature or Individual User or Organization Representative

Administrator - NHDOT
Title of Organization Representative

_____
Building Principal

_____
Date

Greenland GACIT 10-19-23

BARBARA K. SWEET
50 WALBACH STREET
NEW CASTLE, NEW HAMPSHIRE 03854-0161
603 431-6127
beyrusiii@aol.com

Subject: 1B Causeway

I have seen the 1B Causeway affected by spring tides & strong winds at high tide ~~during~~ throughout the year. When the Causeway is closed other low spots - especially the marsh on Westmouth Road are also flooded cutting of access to the island.

At it's present width foot, bicycle & automobile traffic are all dangerously close to each other.

I do not know whether it would stop the back channel silting in if another culvert were installed.

Thank you for your consideration,

Barbara Sweet

Greeland GACIT 10-19-23

METROPOLITAN PLANNING ORGANIZATION

theRPC.org

What is the MPO?

The Rockingham Metropolitan Planning Organization (MPO) is the federally-designated transportation planning agency for 27 communities in southeastern New Hampshire. The MPO ensures local and regional input on federal transportation funding priorities. We support communities in addressing issues such as road safety, traffic congestion, access for all residents, and transportation system interactions with land use, economic development, climate change, the environment and public health.

A RESOURCE
The MPO provides transportation planning services to meet local safety, mobility and accessibility needs.

A FORUM
The MPO facilitates collaboration of communities, transit providers, State and Federal agencies, and other interested parties to help allocate limited transportation funding resources.

A VOICE
The MPO provides a regional voice to communicate our local transportation priorities and needs at the state and national level.

What are the MPO's primary services?

- **Project Prioritization for Federal Funding**
- **Traffic Data Collection**
- **Intersection Analysis**
- **Bicycle/Pedestrian Planning**
- **Road Surface Management Systems**
- **Complete Streets Assessment**
- **Traffic Impact Studies**
- **Transit Studies**

Learn more and contact us at
www.theRPC.org
603-778-0885
156 Water Street, Exeter NH

@RockinghamPlanning

@RPC_NH

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ROCKINGHAM PLANNING COMMISSION

theRPC.org

What is the RPC?

The Rockingham Planning Commission (RPC) is one of nine regional planning commissions in New Hampshire established by RSA 36:46. The Commission's region consists of 27 communities in southeastern New Hampshire. We are uniquely positioned as a regional resource to support cooperative planning efforts and offer strategies that benefit multiple communities. Commissioners are the volunteers representing the local and regional interests of member communities. Collectively, we serve in an advisory role as a resource, a forum and a voice.

A RESOURCE
A staff of professional planners to provide technical planning assistance to communities and facilitate regional coordination.

A FORUM
A place for community representatives to gather and address issues that transcend municipal boundaries.

A VOICE
We carry the message of our region's needs and priorities to the legislature, and state and federal agencies.

What are the RPC's primary services?

- **Community Master Plans**
- **Municipal Planner Consulting**
- **GIS and Mapping**
- **Hazard Mitigation Plan Updates**
- **Housing Needs Assessment**
- **Site Plan Reviews**
- **Land Use Studies, Plans and Inventories**
- **Capital Improvement Programs**
- **Water and Natural Resource Plans**
- **Zoning Ordinances and Regulation**
- **Energy Planning**
- **Climate Resilience Planning**

Learn more and contact us at
www.theRPC.org
603-778-0885
156 Water Street, Exeter NH

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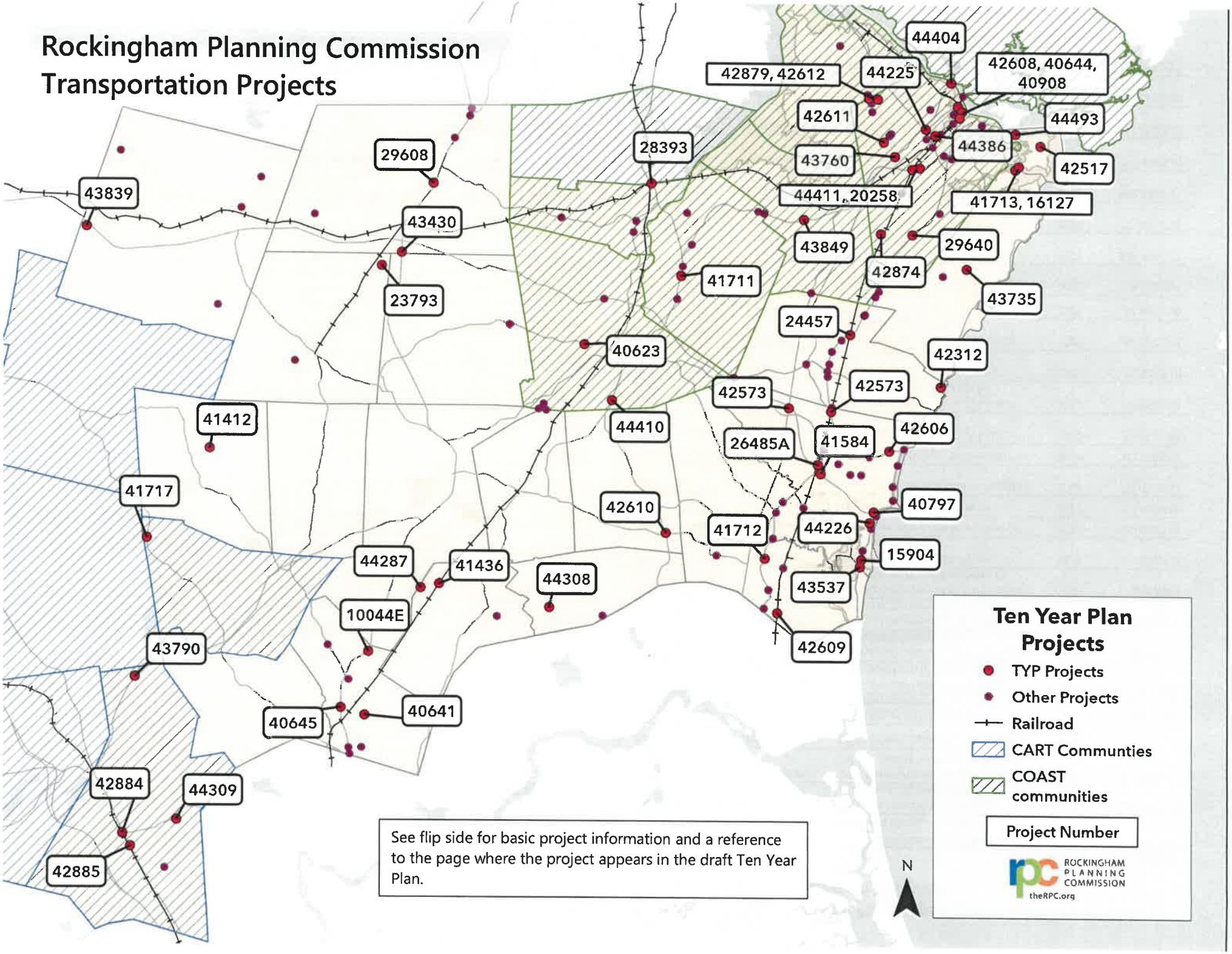
Greenland GACT Oct 17, 2023

RPC Region Projects listed in the Draft 2025-2034 Ten Year Plan – TYP Page = Page number in Draft Ten Year Plan. Scopes have been edited for brevity.

* = New to Ten Year Plan. See full Ten Year Plan for more detail on scope, cost, and schedule

TYP Page	Project#	Name	Scope	CON Begins	Total Programmed
30	43839*	Candia-Raymond	Rehabilitation/Reconstruction of a section of Route 101	2025	$23,232,000
59	44146	Eastern Tpk	Eastern Turnpike Resurfacing	2025	$1,943,131
62	29608	Epping	NH 125 capacity & traffic mgmt Brickyard Plaza to NH87	2025	$15,367,358
62	43430	Epping	Address Red-Listed bridge carrying NH 125 over Piscassic River	2031	$2,666,266
63	44410*	Exeter	Address condition of bridge carrying NH 108 over Exeter River	2031	$9,101,246
63	40623	Exeter	Bridge replacement carrying NH111A over Little River	2029	$3,695,802
67	23793	Fremont	Bridge replacement - Martin Rd over Piscassic River - Br.	2025	$1,371,121
76	41717	Hampstead	Improve the intersection of NH 121/Derry Rd/Depot Rd	2028	$2,649,291
76	40797	Hampton	Improvements to Ocean Blvd	2026	$10,646,939
77	41584	Hampton	NH 101/ US 1 Interchange Reconfiguration	2029	$8,114,732
77	42573	Hampton	Red-List bridge carrying US 1 over PAR (ABD) in the town of Hampton	2028	$7,150,899
78	42606	Hampton	Complete Street Improvements on Winnacunnet Rd	2029	$1,227,042
78	44226*	Hampton	Construct Bike/Ped improvements on Ashworth Ave	2034	$6,894,497
79	43537	Hampton-Hampton Falls	Construct Rail Trail on 2.3 miles of Hampton Branch Rail Corridor	2032	$5,796,900
93	42610	Kensington	Intersection re-alignment and upgrades (NH 107/NH 150)	2030	$2,581,280
143	16127	New Castle-Rye	Bridge Replacement NH 1B over Little Harbor (Red List)	2026	$13,751,285
143	42517	New Castle	Bicycle shoulders & sidewalk NH 1B from Beach Hill Rd. to Neals Pit Ln	2025	$477,675
144	44493*	New Castle 1B Causeway	Modifications to NH 1B Causeway btwn Goat & New Castle Islands	2033	$8,205,538
144	41713	New Castle-Rye	Bicycle and Pedestrian Safety accommodations on NH 1A and 1B	2028	$3,015,840
146	28393	Newfields-Newmarket	Bridge replacement for bridges carrying NH 108 over BMRR lines	2026	$7,023,688
146	42879	Newington	Right turn lane on the NB direction of New Hampshire Ave intersection	2025	$684,497
148	41436	Newton	Address the Red List bridge carrying Pond St over PAR in Newton	2028	$1,572,061
149	44287*	Newton	Replace Wilders Grove Rd bridge over Country Pond	2027	$741,468
149-151	42312 (A-D)*	North Hampton- Rye	Reconstruct NHDOT Stone Revetment Seawall/Berms	2025	$84,652,578
160	10044E	Plaistow-Kingston	NH 125 reconstruction from South of Town Line northerly approx 1.8 miles	2026	$26,837,312
160	40641	Plaistow	Main Street Traffic Calming and safety improvements	2025	$1,407,001
160	40645	Plaistow	Signal Coordination & control on NH 125 from Mass S/L to Old County Rd	2025	$1,242,514
162	20258	Portsmouth	Sidewalk, bicycle shoulders and drainage along Peverly Hill Road	2025	$2,459,138
163	29640	Portsmouth	US 1 from Constitution Ave to Wilson Rd & Ocean Rd to White Cedar Blvd	2026	$17,373,561
164	40644	Portsmouth	RR Crossing Upgrade on Market St	2026	$802,128
164	40908	Portsmouth	Reconstruct RR crossing on Maplewood Ave.	2025	$862,800
164	41752	Portsmouth	Multi-use path along Elwyn Rd extending from Rt1 to Harding Rd.	2025	$1,295,626
165	42608	Portsmouth	Intersection Improvements at Market St/Russel St intersection	2029	$1,449,837
165	42611	Portsmouth	Intersection Improvements Grafton Dr/ Ports. Transportation Center	2030	$675,623
166	42612	Portsmouth	Signalize intersection of International Dr /Manchester Sq/Corporate Dr	2030	$405,889
166	42874*	Portsmouth	Purchase & Install E-Charging Stations at Pease	2025	$52,972
166	43760	Portsmouth	Sound wall along I-95 in Portsmouth	2025	$10,253,176
167	44225*	Portsmouth	Engineering Study at Ports. Circle	2029	$1,100,000
167	44386*	Portsmouth	Replace Cate St Bridge over Hodgdon Brook	2028	$1,335,663
168	44411*	Portsmouth	Rehab NH 33 Bridge over Pan-Am RR	2031	$3,738,644
168	44404*	Portsmouth, NH-Kittery, ME	Underdeck Painting of I-95 Bridge over Piscataqua River	2026	$2,957,265
176	43735	Rye	Sidewalk, shoulder, bike lanes and crosswalks on Washington Rd	2027	$1,068,992
176	42884	Salem	Improve signal operation at 28 intersections	2028	$1,801,529
177	42885	Salem	Construct Rail Trail along NH 28 for approximately 1 mile.	2029	$1,267,302
177	43790*	Salem	NH 111/ Ermer Rd Intersection Safety	2025	$1,035,119
177	44309*	Salem	Replace Bridge St. Bridge over Spicket River	2028	$3,051,557
178	14800A	Salem to Manchester	Mainline, Exit 1 & NH38 (Salem), Bridges - DEBT SERV 13933D	2025	$49,770,743
180	41412	Sandown	Bridge replacement - Phillips Road over Exeter River	2027	$1,068,014
181	15904	Seabrook-Hampton	Reconstruction of NH 1A Bridge over Hampton River	2025	$99,782,305
181	41712	Seabrook	US 1 capacity improvements New Zealand Rd to Hampton Falls TL	2028	$4,317,124
182	42609	Seabrook	Multi-use path on Former B&M Railroad Tracks (ECG Phase II)	2030	$1,457,349
186	44308*	South Hampton	Replace Hilldale Ave Bridge over Powwow River	2028	$2,060,738
191	41711	Stratham	NH 108/Bunker Hill signalization, Turn lanes and realignment.	2027	$1,378,757

Rockingham Planning Commission Transportation Projects



See flip side for basic project information and a reference to the page where the project appears in the draft Ten Year Plan.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Hampstead Town Office Meeting Room
Tuesday, October 24, 2023
7:00 PM

Meeting Notes

In attendance:

Executive Councilor- Janet Stevens, District 3

NHDOT Staff Attendees:

- Andre Briere, Deputy Commissioner
- Bill Oldenburg, Director of Project Development
- Glenn Davison
- William Rose

Other Attendees:

- Jim Lavacchia
- Rep. Joseph Gauthier
- Bob Kelley
- Sen. Regina Birdsell
- David Walker (RPC)
- Ben Hebert (SNHPC)
- Rep. Charles Melvin Sr.
- Jennifer Dube
- Sheryl Ray
- Will Warnock
- Laurie Warnock
- Rep. Lilli Walsh
- Steven Smith
- Rep. Jason Janvrin (online)
- James Roddy (online)

Councilor Stevens welcomed everyone and began the meeting with the pledge of allegiance. Councilor Stevens gave a brief overview of the GACIT process and purpose of this meeting. She then introduced Bill Oldenburg to begin the presentation.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg. Provided an overview of the process diagram and identified where we are in the process. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book

- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%)., NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Rockingham Planning Commission (RPC) - Dave Walker provided a brief presentation, discussing the regional allocation, process, and priority projects for the RPC region.

Bill Oldenburg continued the NHDOT presentation and highlighted several regional projects of interest.

Councilor Stevens stressed the importance of public comments during this process particularly those submitted in writing. She then opened the public hearing @ 7:33 pm. She noted those wanting to speak need to please complete a blue card.

Rep. Joe Guthrie: thanked everyone, particularly Councilor Stevens, for the support of local projects. He asked when the Hampstead 41717 project would be starting. Bill Oldenburg responded that preliminary engineering would be starting in Federal Fiscal Year 2024, but that there were plans to commence work in Calendar Year 2023 (December). Rep. Guthrie also noted that he is a trustee for Ordway Park which is located at one of the corners to that intersection. He explained that the trustees are waiting to see what happens with the 41717 projects before moving forward with investing in improvements at the park. Rep. Guthrie asked that RPC staff please keep an eye on the progress of this project. He ended by noting that the project is important to the community and has been on the drawing board for a long time.

Daniel Roy: Introduced himself as a resident of Raymond who works with Raymond Community Power. He explained that his comments were going to be more critical than Rep. Guthrie's. He noted that he would be giving the small community perspective of what's not going right and not working for small towns. He stated that he doesn't believe that the plan that was presented does good work to mitigate and manage risk. He explained that he didn't see any discussion of control of cost as part of the plan. He noted that at the small-town level, he's developed 5 grant proposals for the NERL and has run into issues with E40 justice initiative which dictates where these funds can be spent. He explained that the communities of Manchester, Berlin, and other communities are identified as disadvantaged communities vs. Raymond where 30% of the population lives in mobile home parks. He assessed that NH needs a park and ride lot at every exit on the interstate. He opined that that every gas-powered vehicle sold today won't be serviceable in 2035 as there will be no service centers in operation to work on these cars and no manufacturers will be providing parts for these vehicles. He stated an expectation that all vehicles on the roads at that point will be electric. He also offered that route 101 in Bedford

should be an interstate, as opposed to the commercial corridor that has been developed. He cited this example as one reason why NH needs better zoning and land use planning at the state level. He also discussed some recent challenges faced by his organization last year as his group attempted to purchase a 14-passenger electric van to serve the mobility challenged population in Town. He explained that some of the barriers encountered include limitations on municipalities being unable to receive grants if they lack a line item for those sources in the adopted municipal budget. He shared that because of this his group is working to form a 501c3 to accept grant funds. He asked that there be consideration of how those barriers can be surmounted going forward.

Ben Herbert: Introduced himself as the Region 8 Mobility Manager. He explained that Region 8 covers towns in this area as well as in the Southern NH Planning Commission area. He offered a brief explanation of what Mobility Managers do. He thanked NH for the support and benefits accrued to the public and social service agencies via the additional general fund money allocated to funding regional mobility managers. He also shared a specific example of a recent case where they connected local cancer patients to available transportation providers to get to their cancer treatments in Boston by a method other than family members driving them as an example of the work that mobility managers perform. He also highlighted that despite these types of success stories, there are still unmet needs – such as lack of rides for general medical appointments and for grocery shopping.

Councilor Stevens emphasized how quickly the state's population is agency and applauded these efforts as one approach to supporting the age-in-place approach to our elderly population.

Jim Lavacchia: Introduced himself noting that he was the Director of the Department of Public Works in Hampstead. He added his comments re: the Hampstead 41717 project has impacts to the Ordway Park improvement efforts, specifying that the Park project is an MS4 project that needs bioretention facility. He explained that understanding what is planned for the intersection improvements would be helpful to addressing MS4 permit requirements, particularly related to the drainage plans for the intersection. He also asked whether the anticipated reductions in Block Grant Aid to towns. Bill Oldenburg offered a brief explanation regarding what is happening with SB367 will impact funds being paid out to Towns (sunset of the SB 367 exaction once the I-93 debt is paid off).

Robert Kelly: Introduced himself as the Deputy Chief of the Hampstead Police Department. He noted that he has been a law enforcement officer for last 23 years as well as a local resident for many years. He shared that he wanted to speak this evening to the importance of the Hampstead 41717 project, specifically to the safety concerns with that intersection. He explained that given the proximity of Raymond, Manchester, etc. and traffic using this intersection as a local cut through. He further explained that that East Hampstead residents use that route to reach Pinkerton High School and that as a result the intersection becomes very busy and problematic. He shared that frequency is not as much of an issue as severity in re: accidents. He noted that many drivers are not familiar with the area which contributes to accident potential. He explained that the intersection is confusing, and that this confusion contributes to crashes. Councilor Stevens asked David Walker whether there had been a

Safety Audit at this location. David Walker noted that he was not aware of any given the lack of fatal crashes at that location. Mr. Kelly noted that there have been several serious crashes there during his tenure.

Jennifer Dube: Introduced herself as a member of the Raymond Community Power Committee. She explained that most of her concerns regarding the draft Ten Year Plan have already been addressed by others. She shared that Raymond is lacking a lot of infrastructure that is needed. She called for increased public transportation accessible to all that provides greater access within and outside of the region. She also noted that enhanced access to public transportation would improve safety and would also reduce congestion as well as pollution and emissions.

Steven Smith: Introduced himself as the Chairman of Greenland Select Board. He shared that while he attended the GACIT hearing in Greenland the previous week, he didn't speak at to allow local residents to speak. He explained that he was here this evening to request advancement of the Route 33 corridor study from Portsmouth to Stratham. He provided a copy of an email he had sent to Councilor Stevens last year noting that nothing has been done to respond to those comments as yet. He also pointed out that the proposed corridor study would address issues beyond the borders of Greenland. Councilor Stevens explained that several of the initiatives identified in the email had in fact been investigated/advanced.

Rep. Jason Janvrin (online): Introduced himself as representing the Town of Hampton and Seabrook and as the chair of the Seabrook planning board. He shared that he wanted to speak to the 3 projects in the TYP in the Town of Seabrook. He explained that he understands that there have been delays to the project because of the US Coast Guard permitting process and due to the Town not wanting to maintain the sidewalks and state policy of not maintaining the sidewalks. He explained that he expects that the project will still move on schedule. He then discussed the second local project as the rail trail project – noting that it is the last segment of the East Coast Greenway. He shared that people can walk on a paved path just over the border in Salisbury, while Seabrook has nothing. He then discussed the Zealand Rd./US 1 intersection project as the third project. He noted that Market Basket's holding company is currently working with NHDOT D6 on an access permit that will require expansion of US 1 in that area. He explained Town has an exaction contribution to give to that project but the project timeline in the TYP needs to move up to allow for this project to move forward productively. He also mentioned that the Hampton projects are for pedestrian safety and are needed. He shared that he would like to see that the program is followed and brings these projects online. He stated that the Seabrook Planning Board would like to meet with Councilor Stevens to discuss these projects further. There was then some discussion regarding the status of the Underwood bridge project progress. Bill Oldenburg noted that the project has been put out to bid. He clarified that the project currently includes a sidewalk component, and that this requires an executed Municipal Agreement to be in place for the sidewalk to be constructed. He clarified that the sidewalk component is currently included in the bid package for the project, but sidewalk won't be built without that agreement. He further explained that sidewalk is not delaying the construction schedule for the bridge.

Cheryl Roy: Introduced herself as a Raymond resident. She was a bit unclear as to the purpose of this evening's hearing. She shared that she is a driving instructor driving around all these areas with young drivers and looking at the future where there are more electric vehicles on the road. She noted that NHDOT doesn't appear to be considering these new electric vehicles and the fact that they drive differently. She explained that teaching new drivers to drive regular cards vs. Teslas is different - describing teaching students that they have to put their foot on the brake to stop in a gas-powered vehicle. She also raised the construction of a new truck stop along NH 101 in Raymond that will include electrical supply units. She claimed that NH 101 will see an increase in tractor trailer traffic because of the new facility. She shared that the meeting's focus on tough intersections makes sense but noted that the rate of accidents on NH highways has been increasing. She posited that the discussion was missing other larger picture issues like senior mobility. She shared that the goal of reduced idling at the new truck stop sounds like a good idea, unless you live a mile or so away from these facilities.

James Roddy (online): Introduced himself as a Derry resident. He opened with a brief mention of a recent tragic crash on True Rd. to highlight additional regional intersections of concern. He mentioned that he sits on a roundtable focused on speed reduction in NH. He questioned whether there will be separated bike lanes and sidewalks included as part of the Depot Rd. project. He advocated for their inclusion to ensure that future bike/ped facilities won't hit an obstacle at that location. He shared some thoughts regarding other locations in NH where lack of foresight in accommodating appropriate bicycle and pedestrian components into the design of infrastructure has been an issue. He voiced support for the truck stop electrification effort in Raymond. He shared that he would like to see more bike commuter facilities developed vs. those types of facilities more focused on recreational bike facilities. He also promoted construction that provides for physical separation of bicycle traffic from motor vehicle traffic.

Sen. Regina Birdsell: Inquired about the recently passed an increase to electric vehicle registrations and how will that impact the SB367 debt service issue. Andrew Briere responded that the electric vehicle registration surcharge does not impact the SB 367 issue. The surcharge is intended to recover lost gas tax revenues from the hybrid and electric vehicles. Additional discussion regarding the nationwide reduction in gasoline tax revenue due to increased fleet fuel efficiency as a national issue also figured into the discussion.

Rep. Charles Melvin Sr.: Questioned how NH Can capture the fees from out-of-state electric vehicles. Andrew Briere explained that the current gas tax is an equal opportunity revenue capture vehicle. He explained that NHDOT and the legislature are investigating opportunities to address that gap between revenue lost from the gas pumps and unrecoverable through out-of-state-registered vehicles. He added that currently most charging is done at home, so its difficult to capture these revenues at charging locations. He explained that electric utilities are also investigating this issue. It was further discussed that electric vehicles are heavier than internal combustion powered vehicles and come with an increase in wear and tear on roads and parking garage weight limits. Rep. Melvin noted that the legislative committee working to develop the new legislative parking garage in Concord are considering these

issues. There was more discussion generally regarding other electric vehicle lifecycle related issues including battery recycling and reclamation.

Rep. Lilli Walsh: Asked about the intersection of Pinkerton and Tsienneto Roads that are local roads that serve as a local cut-through access to I-93 for the local population and what opportunities there were to address this intersection in the Ten-Year Plan. Bill Oldenburg noted that this intersection will be addressed as part of the Exit 4A work currently underway.

Executive Councilor Stevens thanked everyone for attending and noted written comments can be submitted by Nov 3rd @ 4pm.

Meeting Adjourned: Approximately 8:27 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Town of Hampstead - Meeting Room
11 Main Street
Tuesday, October 24, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Assistant Commissioner David Rodrigue, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Deputy Commissioner Andre Briere	Andre.J.Briere@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT	Lucy.St.John@dot.nh.gov	271-8732

Name/Organization	Email (optional)	Phone Number (optional)
Jim Lavacchia - Hampstead DPW	JLavacchia@hampsteadNH.us	603-329-5110
Joseph Guthrie	[illegible]@gmail.com	603-989-1228
Bob Kelley - Hampstead PD	rkelley@hampsteadpolice.com	
Regina Birdsell	regina.birdsell@leg.state.nh.gov	603-548-7118
David Walker	dwalker@thecpc.org	603 778-0665
Ben Herbert	bherbert@snhpc.org	603 669 9664
Charles Melvin Sr	Charles Melvin Sr gmail	6038196280
Jennifer Dube	jlynnsan@gmail.com	603-361-4785
Sheryl Ray	TManor Pie@Raymond	603-661-2977
Will Warnock Hampstead Fire	hfdfpb@comcast.net	603-396-3787
Laurie Warnock	LWarnock@HampsteadNH.US	6037707954
Lilli Walsh	Lilliwalsh@gmail.com	603-305-5817
Steven Smith Greenland	SSMITH@greenland-NH.com	6036817-9752

Hampstead GACIT 10-24-23

Hampstead GACIT Oct 24, 2023
page 1 of 4

I WISH TO SPEAK AT THIS HEARING:

Name: Robert Kelley

Organization: Hampstead Police Dept.

Address: 30 Veterans WAY Hampstead, NH

Phone: 603-329-5700

E-Mail: rkelley@hampsteadpolice.com

I WISH TO SPEAK AT THIS HEARING:

Name: Sel/Rep Joe Gulla

Organization: Town Hampstead

Address: 15 Madison DR

Phone: 603-489-1228

E-Mail: lo.joe.gut@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Jim Lavacchia

Organization: Town of Hampstead

Address: 11 Main ST, Hampstead NH

Phone: 603-329-5110

E-Mail: JLavacchia@HampsteadNH.US

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves [illegible]

Hampstead GACIT Oct 24, 2023
page 2 of 4

I WISH TO SPEAK AT THIS HEARING:

Name: Daniel Roy

Organization: Raymond Community Power

Address: 1 Manor View Drive Raymond

Phone: 603-793-8022

E-Mail: droy8661@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Jennifer Duke

Organization: 350 NH

Address: 4 Tamarack Lane, Raymond

Phone: 603-361-4785

E-Mail: jlynsan@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Sheryl Roy

Organization: Citizen

Address: Manor View Dr Raymond

Phone: 603-793-8022

E-Mail: Droy8661@gmail.com

- I understand my time for comments may be limited out of respect for all.

Hampstead GACIT Oct 24, 2023
page 3 of 4

I WISH TO SPEAK AT THIS HEARING:

Name: Ben Herbert

Organization: Region 8 Regional Coordinating Council

Address: 438 Dubuque St. Manchester, NH, 03102

Phone: 603 664 4664

E-Mail: bherbert@snhpc.org

I WISH TO SPEAK AT THIS HEARING:

Name: STEVEN SMITH

Organization: TOWN OF GREENLAND

Address: 11 TOWN SQ, GREENLAND,

Phone: 603-817 9752

E-Mail: SSMITH@GREENLAND-NH.COM

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Hampstead GACIT Oct 24, 2023
page 4 of 4

I WISH TO SPEAK AT THIS HEARING:

Name: Rep JASON JANVRIN ON-LINE

Organization: (ROCKINGHAM DIST 40)

Address: SEABROOK PLANNING BOARD.

Phone:

E-Mail:

I WISH TO SPEAK AT THIS HEARING:

Name: James Roddy ON-LINE

Organization:

Address: 89 DREW RD DERRY NH

Phone:

E-Mail: JRODDY20041@COMCAST.NET.

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Submitted by Hampstead PD chief @ 10/24/23 GACIT hearing

Hampstead Police Department
Accident Totals

Main Street at Depot Rd
Main Street at Derry Rd
or
In the area of 594 Main Street

2016 = 7
2017 = 11
2018 = 11
2019 = 9
2020 = 8
2021 = 10
2022 = 7
= 63

2023 = 4 (YTD / 10.24.2023)

2016 = (7)

DATE	TIME	LOCATION	VEHICLES	OBJECT HIT	ROAD SURFACE
2/8/2016	12:15	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-CAR	SNOW/SLUSH
4/7/2016	11:00	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-CAR	WET
5/18/2016	9:11	MAIN STREET (ROUTE 121) DDs ENTRANCE	2	CAR-CAR	DRY
6/11/2016	14:08	MAIN STREET (ROUTE 121) AT DEPOT ROAD	4	CAR-SUV-CAR-VAN	DRY
9/14/2016	22:00	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-SUV	DRY
10/27/2016	6:55	MAIN STREET (ROUTE 121) NEAR DEPOT CROS	2	CAR-CAR	DRY
11/1/2016	14:19	MAIN STREET (ROUTE 121) NEAR DEPOT RD	2	SUV-P-UP	DRY

2017 = (11)

DATE	TIME	LOCATION	VEHICLES	OBJECT HIT	ROAD SURFACE
1/6/2017	18:50	DEPOT ROAD	1	P-UP-DEER	DRY
4/16/2017	13:05	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-P-UP	DRY
6/25/2017	9:09	DERRY ROAD AT MAIN STREET (ROUTE 121)	2	CAR-CAR	DRY
6/29/2017	19:00	598 MAIN STREET (DEPOT CROSSING P-LOT)	1	CAR-GAS PUMP	DRY
7/19/2017	17:19	MAIN STREEET (ROUTE 121) AT DERRY ROAD	2	CAR-CAR	DRY
7/31/2017	11:50	DERRY ROAD AT MAIN STREET (ROUTE 121)	2	CAR-CAR	DRY
8/16/2017	16:25	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-CAR	DRY
9/16/2017	1:31	DERRY ROAD AT MAIN STREET (ROUTE 121)	1	P-UP-CAR	DRY
11/10/2017	15:05	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	VAN-CAR	DRY
12/7/2017	12:45	DERRY ROAD	2	CAR-CAR	DRY
12/30/2017	11:50	DERRY ROAD	2	CAR-CAR	WET

2018 = (11)

DATE	TIME	LOCATION	VEHICLES	OBJECT HIT	ROAD SUFRACE
1/23/2018	8:30	598 MAIN STREET (DEPOT CROSSING D' WAY)	2	CAR-CAR	ICE
3/9/2018	9:15	DEPOT ROAD	1	CAR-POLE	WET
4/2/2018	15:55	ROUTE 121 (MAIN STREET) AT HAMPSTEAD RD	2	CAR-CAR	DRY
4/4/2018	15:30	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-CAR	WET
4/15/2018	10:47	598 MAIN STREET (DEPOT CROSSING P-LOT)	2	CAR-CAR	WET
6/14/2018	16:48	DEPOT ROAD	2	CAR-CAR	DRY
8/4/2018	17:05	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-CAR	DRY
10/9/2018	14:00	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-CAR	DRY
11/29/2018	8:20	DERRY ROAD AT MAIN STREET (ROUTE 121)	2	CAR-CAR	DRY
12/11/2018	18:15	598 MAIN STREET (DEPOT CROSSING P-LOT)	2	CAR-CAR	DRY
12/28/2018	7:15	DEPOT ROAD	1	CAR OFF ROAD	SNOW/ICE

2019 = (9)

DATE	TIME	LOCATION	VEHICLES	OBJECT HIT
3/15/2019	19:00	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-CAR
4/11/2019	15:55	MAIN STREET (ROUTE 121) AT DEPOT CROSSING	2	CAR-CAR
6/5/2019	8:50	598 MAIN STREET (DEPOT CROSSING P-LOT)	2	P-UP-CAR
9/20/2019	15:58	DEPOT ROAD AT MAIN STREET (ROUTE 121)	2	CAR-UNKNOWN
10/5/2019	15:38	ROUTE 121 (MAIN STREET) AT DEPOT ROAD	2	CAR-MOTOR CYCLE
10/21/2019	6:42	ROUTE 121 (MAIN STREET) AT DEPOT ROAD	3	CAR-CAR-P-UP
11/22/2019	6:50	DERRY ROAD AT DEPOT CROSSING ENTRANCE	2	CAR-CAR
11/28/2019	13:30	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-CAR
12/19/2019	11:17	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-CAR

2020 = (8)

DATE	TIME	LOCATION	VEHICLES	OBJECT HIT
2/18/2020	17:59	MAIN STREET (ROUTE 121) AT DERRY ROAD	1	CAR-POLE
2/24/2020	12:43	MAIN STREET (ROUTE 121) AT DEPOT CROSS ENTRANCE	2	CAR-CAR
5/24/2020	14:58	DERRY ROAD AT MAIN STREET (ROUTE 121)	2	CAR-M.C.
6/27/2020	11:28	ROUTE 121 (MAIN STREET) AT DEPOT ROAD	2	CAR-CAR
7/10/2020	17:00	DERRY ROAD AT MAIN STREET (ROUTE 121)	2	CAR-SUV
7/18/2020	12:30	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-P-UP
10/6/2020	12:45	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-CAR
12/22/2020	6:10	DERRY ROAD AT DEPOT CROSSING EXIT	2	SUV-CAR

2021 = (10)

DATE	TIME	LOCATION	VEHICLES	OBJECT HIT
2/24/2021	19:12	DERRY ROAD AT MAIN STREET (ROUTE 121)	2	CAR-CAR
4/28/2021	19:25	598 MAIN STREET (DEPOT CROSSING P-LOT)	2	P-UP-CAR
5/11/2021	6:45	MAIN STREET (ROUTE 121) AT DEPOT CROSSING ENTRANCE	2	SUV-CAR
9/25/2021	22:58	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-CAR
10/1/2021	19:38	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-P-UP
10/14/2021	16:15	DERRY ROAD AT DEPOT CROSSING ENTRANCE	2	CAR-CAR
10/19/2021	6:50	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	P-UP-CAR
11/4/2021	8:45	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-CAR
11/9/2021	10:30	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	P-UP-CAR
11/10/2021	17:15	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-CAR

2022 = (7)

DATE	TIME	LOCATION	VEHICLES	OBJECT HIT
1/3/2022	18:46	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	CAR-CAR
1/13/2022	7:40	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-CAR
1/27/2022	6:34	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-SUV
5/9/2022	10:15	MAIN STREET (ROUTE 121) AT DERRY ROAD	2	COMML TRUCK-CAR
7/1/2022	17:40	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-CAR
9/26/2022	19:44	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	P-UP-SUV
12/16/2022	6:50	DERRY ROAD AT MAIN STREET (ROUTE 121)	2	SUV-CAR

2023 = (4)

DATE	TIME	LOCATION	VEHICLES	OBJECT HIT
5/21/2023	19:57	DEPOT ROAD	1	CAR-MAILBOX-TREE
7/9/2023	16:22	DERYY ROAD	2	CAR-CAR
9/23/2023	16:04	MAIN STREET (ROUTE 121) AT DEPOT ROAD	2	CAR-CAR
10/21/2023	17:10	MAIN STREET (ROUTE 121) AT DEPOT CROSSING	2	P-UP-CAR

WatsonJr, Bill

From: Allison Aboody <allisonaboody@gmail.com>
Sent: Friday, November 03, 2023 7:10 AM
To: WatsonJr, Bill
Subject: NORTH HAMPTON – RYE SEA WALL REVETMENT PROJECT (42312)

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear Mr. Watson:

My name is Allison Aboody. I'm writing this letter on behalf of myself and my husband, Roy Aboody. We are the owners and full time occupants of 18 Atlantic Avenue in North Hampton, NH. Please accept this letter as our full fledged support of the "NORTH HAMPTON – RYE SEA WALL REVETMENT PROJECT (42312)."

We fully support this project and urge you, Commissioner Cass, and the DOT to accelerate it. This project is critical to public safety and should be prioritized as such. The vulnerability of the revetments is increasingly concerning to our community of Little Boar's Head, as climate change, erosion, and rising water levels continue to have a detrimental impact on the area. Perhaps most worrisome is that any impact to Route 1A, as an emergency evacuation route for both coastal storms and Seabrook Nuclear Power Station, puts residents like ourselves in a state of heightened vulnerability.

We are hopeful that our feedback, coupled with the support of fellow North Hampton/ Rye residents and the advocacy of Ms. Janet Stevens will convince the DOT to prioritize the North Hampton-Rye Sea Wall Revetment Project, and accelerate its commencement and completion to every extent possible.

Thank you for your time and consideration.

Sincerely,
Allison Aboody

Allison Aboody
allisonaboody@gmail.com
603-234-6071

WatsonJr, Bill

From: Rebecca Audet <rtaudet@gmail.com>
Sent: Thursday, October 26, 2023 8:32 AM
To: Stevens, Janet; Cass, William; WatsonJr, Bill
Cc: Rej
Subject: Route 1B Causeway

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

To Whom It May Concern,
I sent this last week, but recently learned it wasn't delivered to the appropriate individuals:
I'm not able to attend tonight's meeting on this. But I live in New Castle and am extremely concerned about the impact of storms and sea level rise on the causeway. This past winter, the tide frequently flooded the road, making it impassable. As the environment becomes wetter and storms become more frequent, the condition of the road will further deteriorate and our passage will become increasingly difficult. So this isn't something we can forestall much longer. The New Castle causeway and plans to stabilize low-lying areas must remain on the governor's 10-year plan.
Thank you for your time and attention to this matter.
Best regards,
Rebecca & Rej Audet
31 Oliver St, New Castle, NH 03854

WatsonJr, Bill

From: bates@thomasbates.com
Sent: Wednesday, October 04, 2023 8:36 AM
To: WatsonJr, Bill
Cc: Cass, William; Stevens, Janet
Subject: Rt 1B Funding in 10 yr Plan

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear Mr. Watson.

I request that the New Castle Causeway and Low-Lying Area Stabilization project receive the necessary funding and remain on the NH-DOT's (Governor's) next ten-year plan.

Thank you for your consideration.

Best regards,

Thomas
Thomas Bates
36 Piscataqua St.
PO Box 243
New Castle, NH 03854

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use. I also believe that New Hampshire is a great state to expand busing routes in. I live on the seacoast and use the coast bus regularly; however, they need more funding and ability to expand how many drivers and routes they currently are able to provide.

Thank you for your consideration.
Elisabeth Bialosky
Portsmouth, NH

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NOV 3 - 2023
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WatsonJr, Bill

From: Randy Bryan <randy@plugoutpower.com>
Sent: Wednesday, October 18, 2023 11:56 AM
To: Stevens, Janet; Cass, William; WatsonJr, Bill
Cc: Ellen Bryan; Steamboat Lane
Subject: Protecting Route 1B access to New Castle
Attachments: Reply for Route 1B Causeway.docx

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

My wife and I live on New Castle Great Island, being among the many residents [and seniors] here.
There are two paths of transportation access to/from the Island, via the Rte 1B Causeway to Portsmouth and the Rte 1B bridge and roadway to Rye. We are greatly concerned about the effect of loosing transportation access to New Castle for hours at a time in view of rising sea level projections, storm intensity/surge increases and we urge NH DOT to prioritize renovating/raising Rte 1B low lying sections in the very next DOT 10 year Plan [2025-2035] with accommodation for renovating the Rye-link Bridge.

I attach a copy of my February 2023 letter to NH DOT on this issue, as again voicing our strong support of this urgent renovation into the next 10 year Plan.
Thank you for your time and consideration on this matter.

Sincerely,
Randy and Ellen Bryan
34 Wentworth Road, New Castle NH

To: Governor Chris Sununu
governorsununu@nh.gov

Janet Stevens Executive Council
Janet.L.Stevens@ nh.gov

William J. Cass NH DOT Commissioner
info@dot.nh.gov

Re: NH Route 1 B Causeway

February 21, 2023

I write to you all today in regard to the status of upgrading and repairing the damage to Route 1 B, specifically the causeway which connects Portsmouth, NH to New Castle, NH and roadway connecting to Rye, NH.

As a resident of New Castle, and multi-generational family with direct ties to New Castle, I am quite familiar with the Route 1 B causeway and how it has changed in use over the last 60+ years. The most recent flooding from the Dec 23, 2022, storm which caused damage/erosion and its closure is a direct remainder to all of us who live on the island of New Castle, how tenuous our transportation is and the undisputed need to have this causeway not only maintained but improved to support the MANY different groups of individuals who rely on its functioning presence.

As a scenic coastal road, the increase in numbers of individuals who ride, bike, Segway, walk/run, motorcycle, RV and drive their personal cars has grown dramatically. Route 1 B is the ONLY ACCESS this town has to Portsmouth and Rye. Rye access is served by an aging 2-way 'singing' bridge, which is due for repairs, and services the Wentworth Hotel and Spa. Having that work done in itself would impose transportation difficulties for not only residents but those who are using Route 1 B for their enjoyment. Realistically, the repairs to this bridge would take more than a year to do- imposing even more strain to the causeway traffic and reinforce the need for it to be fully serviceable AT ALL TIMES.

Further, the Rye section of 1B between 'singing bridge' and Route 1A is low and already prone to flooding during the highest tides and storms. The elevation of this section of 1B is not that much different from the Causeway. When the Causeway floods, so does this Rye section of 1B. Having both passages cut off, especially for hours at a time, poses a serious safety problem for aging New Castle residents.

As residents, we are acutely aware of the NH Department of Transportation report which indicates sea level rise projections by 2050 [2ft] will make the Route 1 B causeway unusable and impassable. The December 2022 storm's damage and flooding makes this all the more apparent. Even a 1ft rise in Sea Level may yield monthly Causeway flooding events, putting the integrity of the Causeway at risk. These flooding events will result in the Island being left by NHDOT with only ONE similarly VULNERABLE TRANSPORTATION option of egress and access by the Rye section of 1 B, a result which is not only unsafe, but unacceptable for those of us who are residents. To further this point, is the fact that NHDOT has NO SHEDULED state plans for any corrective action in the next 10 years. This is totally unacceptable.

From a safety point of view, the Town of New Castle needs to access the Portsmouth area for any/all medical and emergency purposes. Working residents and contractors need access off-island constantly. Furthermore, there is no infrastructure (Groceries, pharmacy, gasoline/fuel etc.) available in situ. Even school children beyond Grade 6 must leave the island to attend Junior/Senior High Schools. In addition, The Maude H. Trefethen School has some of its students enrolled from outside New Castle, who like their teachers, must commute on Route 1B daily to reach the school.

With Federal funding now available through the Infrastructure Bill, it surprises me that NHDOT has not sought to tap into this additional funding to stabilize and improve the Route 1B causeway to the level and need it is now being used in 2023.

I ask that you critically look at NH Route 1 B causeway and roadway, put in a coordinated repair plan (costs and timeline) with the 'singing bridge', apply for and access Infrastructure funding from the Federal Government to augment State funding, to include this in NHDOT's immediate **10 year implementation plan**, NOT 2040 or 2050, and to communicate this with the Select Board of the Town of New Castle and her residents.

Please use this as an opportunity to improve NH Route 1 B causeway and its resiliency going forward in the 21st century.

Respectively submitted,

Randolph Bryan
34 Wentworth Road
Box 82
New Castle, NH 03845

(603) 496-3501
randy@plugoutpower.com

WatsonJr, Bill

From: John Clarke <johnmclarkejr@gmail.com>
Sent: Tuesday, October 03, 2023 1:07 PM
To: Cass, William; Stevens, Janet; WatsonJr, Bill
Subject: Stabilization and New Castle Causeway

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

I am writing to you with the request that the New Castle Causeway and Low-Lying Area Stabilization project receive the necessary funding and remain on the NH-DOT's (Governor's) next ten-year plan.

The Route 1B Causeway is the most heavily trafficked scenic road in NH. The Causeway is narrow and lacks a sidewalk and bike paths, which poses a serious safety hazard to pedestrians, cyclists, baby strollers, joggers, and tourists.

The Route 1B Causeway provides critical ingress and egress for emergency vehicles (fire, police, medical) to NC residents and visitors. Access to NC does not exist if the Route 1B Causeway is flooded because emergency vehicles cannot traverse the Wentworth Bridge (near the Wentworth By the Sea Hotel) due to weight restrictions. This poses a real danger to our residents.

Rising Sea level effects are a clear and present danger to the lives and livelihoods of Route 1B users. 1B's proximity to the Atlantic Ocean makes this roadway vulnerable to extreme weather events, storm surges, king tides, and coastal erosion. Multiple times and most recently on December 23, 2022, the 1B Causeway and those areas on 1B were flooded by the Piscataqua River, rendering them impassable.

More than 10,000 Seacoast area residents rely on the portion of Route 1B that runs through New Castle as part of the evacuation route in the event of nuclear catastrophe at Seabrook. The lives and livelihoods of more than 1,000 NC residents rely on Route 1B Causeway as their primary and sole evacuation route.

The Route 1B Causeway is part of the Route 1 network of roads which plays a critical role in accelerating regional and Statewide GDP year-on-year growth. Access through the 1B Causeway will continue to fuel this growth.

Several crown jewels of the State of NH – it's top ranked elementary school, sole coast guard station, sole University of NH marine research facility and pier, largest seaside park (Great Island Common), a top-ranked resort (Wentworth Hotel and Marina) and golf course (Wentworth by the Sea) will be placed at risk without timely 1B Causeway Project completion.

More than 1,000 NC residents rely on 1B for critical connections to Portsmouth and beyond – local, nationally, and internationally.

Please provide funding for the aforementioned projects.

Respectfully Yours,
John Clarke
New Castle, NH

--
John M. Clarke Jr.
Mobile: 917-710-4319
Email | Twitter | Instagram | Website

WatsonJr, Bill

From: janicerelo@aol.com
Sent: Saturday, October 14, 2023 6:55 AM
To: Cass, William; WatsonJr, Bill; Stevens, Janet
Subject: Route 1B Causeway

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

I am requesting that the New Castle Causeway and Low-Lying Stabilization project receive the necessary funding and remain on the NH-DOT'S next ten year plan.
The 1B Causeway requires significant modifications that includes raising and widening to prevent impassable flooding for the safety of the residents and all that use the causeway.

Janice Snyder
106 Cranfield Street,
New Castle, NH

WatsonJr, Bill

From: Diane Coniglio <drsrabbit@gmail.com>
Sent: Thursday, October 12, 2023 1:09 PM
To: WatsonJr, Bill
Subject: New Castle Rt 1B Causeway Project

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

I'm writing to ask for your **support of the New Castle Route 1B Causeway and Low-lying Area Stabilization project that is part of the NH-Department of Transportation's upcoming 10-Year Plan (2025-2034).** This project includes significant and long-overdue modifications not only for pedestrian and automobile safety, but also to address climate-related flooding issues and emergency ingress and egress that affect many seacoast residents.

Reasons why this project is accepted as a priority to the NH-DOT's next 10-year plan with adequate funding for necessary remediations are below. Bluntly, not fixing the Causeway soon likely will have catastrophic outcomes.

The Route 1B Causeway:

- is the most heavily trafficked scenic road in NH. It is narrow, lacks a sidewalk and bike paths, and poses a serious safety hazard to walkers, cyclists, baby strollers, joggers, and tourists.
- provides critical ingress and egress for fire, police, and medical vehicles to town residents and visitors. Emergency access to New Castle does not exist if the road floods as these vehicles cannot traverse the Wentworth Bridge due to weight restrictions.
- is near the Atlantic Ocean, making it highly vulnerable to extreme weather events, storm surges, king tides, and coastal erosion. Multiple times and most recently on December 23, 2022, the 1B Causeway and other areas on Rt 1B were flooded by the Piscataqua River, rendering them impassable. This has happened several times in the 3 years that I've lived here.
- is relied on by >10,000 Seacoast area residents as part of the evacuation route in the event of a nuclear breach at Seabrook. More than 1,000 New Castle residents rely on this road as their primary and sole evacuation route and for critical connections to Portsmouth and beyond.
- provides access to many crown jewels in the State of NH. For example, New Castle has the top ranked elementary school (Maude H. Trefethen) in the state, the sole Coast Guard station, the only UNH marine research facility and pier, the largest seaside park (Great Island Common), a top-ranked resort (Wentworth Hotel and Marina), and a popular and scenic golf course (Wentworth by the Sea). These economically critical sites are at risk without timely 1B Causeway Project remediation.

Thank you for taking time to read my important request. I hope I can **count on your fervent support to make sure this project is added to the upcoming 10-year plan with sufficient funding.**

Sincerely,

Dr. Diane Coniglio
Resident and Deputy Public Health Officer
PO Box 868
New Castle, NH 03854-0868

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Margaret Connors
New Hampshire Resident

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commission,

We have to stop being so irresponsible to the next generation and get serious now about transitioning to more responsible energy practices. They will never forgive us for knowing and doing nothing.

Kristie Conrad
Hampton, NH

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DEPARTMENT OF
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OCT 30 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years and now is the time to do it.
Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use. As a new owner of an electric vehicle I've noticed the lack of infrastructure in regards to public charging stations while I've also noticed an increased number of electric vehicles on NH's roads and in public parking areas this past year. As a state we need to support this positive switch to electric vehicles by providing public access to more charging stations.

Thank you for your consideration.

Heather Crowley
East Kingston, NH

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WatsonJr, Bill

From: J Todd Derbin <jtd@derbinholdings.com>
Sent: Thursday, November 02, 2023 2:42 PM
To: WatsonJr, Bill
Subject: Ten Year Transportation Improvement Plan<>NORTH HAMPTON – RYE SEA WALL REVETMENT PROJECT (42312)

Importance: High

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear Mr. Watson,

Recently, my wife and I purchased property on Atlantic Avenue (No. 16) in The Village District of Little Boar's Head in the Town of North Hampton, New Hampshire. We have recently been made aware of several very serious and concerning matters which require immediate attention and which affects the safety, security and potentially catastrophic coastal storm vulnerability of our residents. It is painfully obvious that material revetments are mandatory due to the shore line being compromised by storms that cause high winds and waves, beach stone piles. North Hampton Beach and Bass Beach face directly into a nor'easter's path. Rye sewer line goes along the coast where serious erosion, climate change, rising water levels, compound the lack of evacuation routes that are protected from all of the aforementioned. *The Seabrook nuclear power plant evacuation calls for all roads to be clear and ours are severely compromised.*

Kindly respond with a proposed action plan. Thank you.

Sincerely,

J Todd and Hope Derbin
16 Atlantic Avenue
North Hampton, NH 03862

603-775-3133

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start, but the plan lacks the significant investments needed in renewable energy infrastructure and public transportation. Public transit and electrification are essential for reducing environmental impact, improving energy efficiency, enhancing urban planning, promoting equity, and addressing the climate crisis.

New Hampshire's transportation plan needs to include affordable, accessible public transportation. More public transportation options will reduce dependence on cars, alleviating traffic congestion and reducing pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Jennifer Dube
Raymond, NH

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U.S. Department of Transportation
Federal Highway Administration

New Hampshire Division

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

November 3, 2023

In Reply Refer To:
HDA-NH

Mr. William J. Cass, P.E.
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

Attn: Mr. William E. Watson, P.E.
Bureau of Planning and Community Assistance

Subject: New Hampshire's Draft 2025-2034 Ten Year Plan and anticipated 2025-2028 Statewide Transportation Improvement Program (STIP)

Dear Commissioner Cass,

Enclosed are the Federal Highway Administration's (FHWA) comments on New Hampshire's Draft 2025-2034 Ten Year Plan.

FHWA appreciates that this draft Ten Year Plan incorporates an ongoing emphasis on financial constraint and continues consideration and involvement of New Hampshire's statewide and metropolitan transportation planning processes and subrecipients (Metropolitan Planning Organizations (MPOs) and rural Regional Planning Commissions (RPCs) as development of the new Ten Year Plan continues.

This submission includes reminders of: Recommendations from our FHWA/FTA joint letter approving the current 2023-2026 STIP; Transportation Performance Management (TPM) performance-based planning requirements; financial constraint and other requirements for the statewide and metropolitan planning and programming processes and documents that are developed from the Ten Year Plan; and project full funding requirements, among other items.

Thank you, and if you have any questions, or for any assistance you may need, please contact Leigh Levine of my staff at Leigh.Levine@dot.gov or (603) 410-4844.

Sincerely,

PATRICK A BAUER
Digitally signed by PATRICK A BAUER
Date: 2023.11.03 08:33:32 -04'00'

Patrick A. Bauer, P.E.
Division Administrator

Enclosure(s):
FHWA Comments on New Hampshire's Draft 2025-2034 Ten Year Plan
FHWA/FTA April 12, 2023 FY 2023-2026 STIP Approval Letter

ecc:

Andre Briere, NHDOT
Dave Rodrigue, NHDOT
Bill Oldenburg, NHDOT
Bill Watson, NHDOT
Glenn Davison, NHDOT
New Hampshire's MPO and RPC Executive Directors
Becky Ohler, NHDES
Eric Rackauskas, EPA
Peter Butler, FTA
Eric Papetti, FTA
Ari Ofsevit, FTA

350.130 Subject File – STIP
FY24 Reading File

FHWA Comments on New Hampshire's Draft 2025-2034 Ten Year Plan

2023-2026 STIP FINDINGS AND PENDING 2025-2028 STIP

Although New Hampshire's Ten Year Plan does not require Federal approval, the common practice in New Hampshire is to adopt the first 4 years of the Ten Year Plan as New Hampshire's Statewide Transportation Improvement Program (STIP). FHWA reminds NHDOT of the Findings listed in our joint FHWA/FTA April 12, 2023 FY 2023-2026 STIP approval letter (enclosed). FHWA appreciates the updates on the Department's responses to these findings that are provided with subsequent STIP Amendments and Updates and looks forward to further progress.

TRANSPORTATON PERFORMANCE MANAGEMENT (TPM) REQUIREMENTS

FHWA appreciates work accomplished by NHDOT and New Hampshire's MPOs to address TPM rulemaking and the Statewide & Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rules related to performance-based planning requirements. New Hampshire's Partnering for Performance initiative continues to provide an excellent framework to support the development of a collaborative approach to TPM and performance-based planning compliance.

The IIJA/BIL continues requirements for MPOs and states to establish performance targets that address national performance measures based on national goals outlined in legislation. A performance-based, asset management approach to the Ten Year Plan process should continue to help NHDOT maximize transportation system performance, minimize life-cycle costs, and make more informed, cost-effective program decisions to better manage existing transportation assets. We appreciate efforts made by the Department and planning subrecipients to incorporate IIJA/BIL performance measures and targets into the criteria and ranking process for selecting Ten Year Plan projects for funding. The Department is encouraged to continue considering measures and targets that are now in place as the new Ten Year Plan continues toward its final approval and implementation.

FISCAL CONSTRAINT:

In addition to the STIP, New Hampshire's MPOs also rely on the Ten Year Plan to program projects in their updated TIPs and long-range transportation plans. Like the STIP, these documents that all flow from the Ten Year Plan must demonstrate compliance with Federal financial constraint requirements.

FHWA recognizes that this Draft Ten Year Plan considers financial constraint throughout the document. We find the Federal-aid assumptions considered in the development of the Draft to be reasonable and we appreciate the Department's review and modification of the year-of-expenditure (inflation) rate. For New Hampshire's subsequent 2025-2028 STIP Update or any amendments to the current 2023-2026 STIP, FHWA would remind the Department that should any revenue sources subsequently be removed or substantially reduced (i.e., by legislative or

administrative actions), FHWA (and FTA) will not act on an updated or amended STIP that does not reflect the changed revenue situation (23 CFR 450.218(p).
For the updated MPO TIPs, STIP, and MPO long-range transportation plans that will come from the 2025-2034 Ten Year Plan, FHWA considers fiscal constraint to be a demonstration that there will be sufficient funds to implement proposed improvements, and to operate and maintain existing transportation infrastructure.

To clarify our expectations, the following financial constraint-related items are among the most important that must be addressed before we can approve the upcoming FY 2025-2028 STIP that will come from the new 2025-2034 Ten Year Plan:

- Total project costs may not exceed reasonably available total revenues within the STIP by year.

- Identified federal revenues may not exceed established apportionment levels, or a reasonable extrapolation.

- State, local, and other public or private sector revenues identified in the STIP must be considered reasonably available.

- The financial plan documentation of the STIP must include accurate estimates of project costs, and revenue sources that are reasonably expected to be available to adequately operate and maintain existing Federal-aid highways and public transportation.

- State or local Federal-aid match, including toll-credits must be identified for each STIP project listing. Toll-credit match and indirect costs, if charged, must be considered.

- Each STIP project listing must include a total estimated cost for the project that accounts for costs preceding the current STIP, and costs beyond the STIP timeframe.

- Cost estimates in the STIP must use an inflation rate which reflects "Year-of-Expenditure" dollars, with these cost estimates reflected in the project listings and in the financial plan portion of the STIP.

- Project listings in the STIP must reflect the anticipated use and conversion of Advance Construction (AC) and GARVEE, TIFIA or other bonding finance tools.

- The project listings and financial plan of the STIP must be published as a single document and made wholly available to the public during comment periods.

- These same requirements apply to MPO TIPs and long-range transportation plans.

While we acknowledge Federal-aid eligibility, transfer flexibilities, and bottom line annual financial constraint by year in New Hampshire's STIP and TIPs, we also continue to encourage

the Department and MPO planning subrecipients to demonstrate yearly fiscal constraint in their financial plan documentation by specific funding category for all years of the STIP and TIPs. Any apparent over-programming by funding category complicates determinations of financial constraint for FHWA and FTA and may jeopardize future approval actions for STIP Updates and Amendments.

NHDOT's continuing reliance on toll credit for Federal-aid match that is assumed throughout the Draft Ten Year Plan is also noted. As a reminder, to be eligible to earn toll credits in a given year, New Hampshire must pass the maintenance of effort (MOE) test in a timely manner, for the year you are applying for credits. The MOE determination is used to demonstrate that a state is maintaining their non-Federal transportation capital expenditures at a sufficient level to be able to earn toll credits for a given year.

FHWA also reminds the Department that any revenue assumptions based on potential toll increases would have to be determined reasonable by FHWA to support programming in financially constrained documents including the STIP, metropolitan TIP and metropolitan long-range transportation plan. For toll increases, this can be demonstrated based on past experience and trends and should be documented with a plan that includes milestones for a path to successful and timely implementation.

PARTIALLY FUNDED PROJECTS

We appreciate the Department's continuing efforts to achieve full funding for all projects included in the Ten Year Plan and we remind NHDOT that we do not authorize Federal-aid funds for projects that are not fully-funded. This is supported by regulatory requirements for the STIP (23 CFR 450.218(o)) and metropolitan TIP (23 CFR 450.326(k)) that these documents shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. We also remind the Department that for projects authorized under one Federal-aid number, multiple phases of work will not be authorized with the same effective date unless the work is ready to proceed.

FHWA further highlights our guidance that the STIP/TIP include at least one subsequent phase (e.g., PE, final design, ROW, utility relocation, or construction) of the project before FHWA can sign the Record of Decision (ROD) or Finding of No Significant Impact (FONSI) or approve a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA). For example, the STIP/TIP might include final design, but not construction, if the construction phase is not planned within the horizon of the STIP/TIP. The timing of the subsequent phase or phases should be consistent with the MPO long-range transportation plan in MPO areas, and the project's environmental document. In those unusual instances where no subsequent (subsequent to NEPA approval) phases of the project fall within the timeframe of the STIP/TIP, then a description of the project should be included in the STIP/TIP for informational purposes and identified as being beyond the horizon of the STIP/TIP, and the additional project costs must be included in the total project cost listed in these documents.

STATEWIDE AND METROPOLITAN PLANNING PROCESSES:

We encourage the Department to incorporate the MPO and rural RPC project priorities for 2033 and 2034 into the Ten Year Plan as submitted, and we also thank the Department for continuing implementation of a project estimate review process for those projects, to help ensure accurate planning-level project costs are established early and carried forward into MPO long-range transportation plans, TIPs and the STIP.

We find your Ten Year Plan priorities broadly consistent with New Hampshire's current multimodal statewide long-range transportation plan (NH Long Range Transportation Plan 2010-2030), but continue to strongly encourage the Department to initiate an update of the Long Range Transportation Plan to address performance-based planning requirements and incorporate asset management approaches consistent with TPM requirements and rulemaking. Consideration of the statewide long-range transportation plan should be fully integrated with the development of New Hampshire's Ten Year Plan.

Regarding the metropolitan project selection process, a reminder that IIJA/BIL requires that MPOs serving a TMA select all federally funded projects from their approved TIP (except those on the National Highway System (NHS)) in consultation with the state and any affected public transportation operator(s). Projects on the NHS are selected from the approved TIP by the state in cooperation with the MPO(s) designated for the area (23 USC 134(k)(4)).

In non-TMA MPO planning areas, the state selects all Title 23 funded projects from the approved TIP in cooperation with the MPO, and the designated recipient of public transportation funding selects Title 49 Chapter 53 projects from the approved TIP in cooperation with the MPO [23 USC134(j)(5)].

OTHER

Mile Point Reference Exit Numbering Commitment

We continue to encourage New Hampshire to meet the mile point reference exit numbering requirement of the 2009 Manual on Uniform Traffic Control Devices (MUTCD). This project will have strong safety benefits to the traveling public (driver expectancy and exact locations on roadways), emergency responders (exact locations), highway patrol (exact locations), and freight carriers (exact locations and locations of highway facilities). We continue to be available to meet with you to discuss strategies to ensure this project is completed and identify ways to minimize the cost of the work and impacts to the traveling public.

Vehicle Weight Enforcement, WIM Stations and Classification Counts

We note and thank the Department for including the TRAFMON programmatic project to provide sustained funding support for New Hampshire's WIM and classification count stations. This should assist the Department with achieving the collection of continuous traffic volume, vehicle classification and vehicle weight data consistent with requirements listed under 23 CFR 500.204. We support the long-term viability of New Hampshire's Traffic Monitoring Program to

ensure the continuous collection of traffic data important to the State of New Hampshire, as well as the national traffic monitoring database.

Americans with Disabilities Act (ADA) Transition Plan Implementation

To ensure proper and timely implementation of the ADA Transition Plan as accepted by FHWA on October 15, 2019, we continue to recommend that the Department include sufficient resources in the Ten Year Plan to fulfill the ADA Transition Plan's commitment to the removal of barriers as projects are developed and constructed.

Environmental Commitments

FHWA would again encourage New Hampshire to review the status of commitments made under the NEPA, Section 106 and other environmental review processes to ensure that the 2023-2032 Ten Year Plan includes any projects related to such commitments as may be appropriate.

Climate Change – Sea Level Rise, Storm Surge and Risk of Flooding

FHWA continues to encourage transportation agencies to consider climate change impacts when planning new assets or rehabilitating existing assets, especially as part of strategic asset management efforts. Risk-based asset management serves as a climate adaptation strategy by providing a platform for inventorying assets, evaluating risks to those assets, and prioritizing capital improvements.

In addition, New Hampshire should be aware of requirements for NHS and non-NHS roads under 23 CFR 667.7, regarding periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events. NHDOT must prepare this evaluation for all NHS and non-NHS roads, highways and bridges prior to including any project relating to such facility in its STIP.

Equity

FHWA strongly encourages NHDOT to consider equity in the statewide and metropolitan planning processes that lead to development of the STIP, metropolitan TIP, and metropolitan long-range transportation plan. Equity in transportation seeks fairness in mobility and accessibility to meet the broad needs of community members. Equitable transportation planning considers the circumstances impacting a community's mobility and connectivity needs and this information is used to determine the measures needed to develop an equitable transportation network.

A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options. To do this successfully, the planning process must address the needs of all populations being served, particularly populations that are traditionally underserved, including individuals in the following categories: Low Income, Minority, Elderly, Children, Limited English Proficiency, or Persons with Disabilities.

Multi-state project planning, management and finance

As another reminder, FHWA also continues to encourage NHDOT to coordinate closely and be proactive in establishing clear roles, responsibilities and financial plans and agreements with cross-border states on all 2025-2034 Ten Year Plan projects involving multi-state project planning, finance, construction and management.

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April 12, 2023

Mr. William Cass
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

RE: New Hampshire FY 2023-2026 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Dear Commissioner Cass:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of New Hampshire's new FY 2023-2026 STIP and supporting documentation as transmitted to us in full on March 31, 2023.

As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard, and as of April 6, 2015, the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) was revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area. On November 29, 2018, the Environmental Protection Agency (EPA) issued "Transportation Conformity Guidance for the *South Coast II* Court Decision" (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for metropolitan transportation plans (MTPs) and transportation improvement programs (TIPs) include: latest planning assumptions (§ 93.110), latest emissions model (§ 93.111), consultation (§ 93.112), transportation control measures (§ 93.113(b) and (c)), and emissions budget and/or interim emissions (§ 93.118 and/or § 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court case upheld the revocation. As no regional emission analysis is required for conformity determinations in

the Boston-Manchester-Portsmouth (SE), NH area, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

On March 10, 2014, EPA approved carbon monoxide (CO) maintenance plans, known as "limited maintenance plans," for the City of Manchester and City of Nashua. These limited maintenance plans were established with a 2021 horizon year. The second ten-year CO maintenance period for these plans terminated on January 29, 2021.

On March 22, 2021, EPA provided a letter to NHDOT acknowledging the end of transportation conformity requirements for the CO National Ambient Air Quality Standards for the City of Manchester and City of Nashua maintenance areas. This letter states that "The 20-year maintenance period for the Nashua and Manchester CO maintenance areas expired on January 29, 2021. Therefore, these areas are no longer required to demonstrate transportation conformity for their respective CO maintenance areas. The rest of the maintenance plan requirements, however, continue to apply, in accordance with the New Hampshire State Implementation Plan (SIP)."

We have received a copy of a letter from the New Hampshire Department of Environmental Services (NHDES) to the New Hampshire Department of Transportation (NHDOT) dated February 15, 2023. This letter states that "NHDES is in concurrence with the determination that the NH STIP 2023-2026 Update conforms to the SIP as required by Title 40, Code of Federal Regulations, Part 93, and will not adversely affect continued attainment of the ozone standard in the State of New Hampshire nor will it adversely impact continued attainment of the carbon monoxide standard in the City of Manchester or the City of Nashua". On March 15, 2023, FHWA and FTA also received a message from the US Environmental Protection Agency (EPA). This message states that "EPA Region 1 has reviewed New Hampshire DOT's 2023-2026 STIP and associated MPO TIP air quality documents, and is in concurrence with NHDES in making a positive transportation conformity finding . . ."

FHWA and FTA note that the new FY 2023-2026 STIP is consistent with MPO MTPs and incorporates the TIPs without change. Attached are FHWA and FTA's findings on the metropolitan and statewide planning processes, including a corrective action addressing non-compliance and recommendations as appropriate. Furthermore, we are making the following determinations:

- Projects in the 2023-2026 STIP are based on a planning process that substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and Subparts A, B, and C of 23 CFR 450, and other applicable requirements.
- The metropolitan TIPs are based on a continuing, comprehensive transportation planning process carried on cooperatively by the State, MPOs, and transit operators in accordance with the provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305, and subparts A, B, and C of 23 CFR 450.
- As of the date of this letter, the NRPC, SNHPC, RPC and SRPC MPO TIPs are found to be in conformity with the goals of the State Implementation Plan (SIP) and are consistent with the Clean Air Act and the EPA conformity regulations in accordance

with 40 CFR Parts 51 and 93. The conformity determinations of the TIPs will remain in effect until a new determination is required by 40 CFR 93.104.

Subject to the Corrective Action included with this letter, FHWA and FTA have jointly determined that the 2023-2026 STIP substantially meets requirements and is hereby approved. This approval action for New Hampshire's STIP is not an eligibility determination for use of Congestion Mitigation and Air Quality Improvement (CMAQ) funds or other federal-aid funded projects that are included in the STIP.

A copy of this letter is being provided to the executive director of each MPO and rural regional planning commission in New Hampshire. If you have any questions, please contact Leigh Levine, FHWA at (603) 410-4844 or Leah Sirmin, FTA at (617) 494-2459.

Sincerely,

PETER SHANNON BUTLER Digitally signed by PETER SHANNON BUTLER Date: 2023.04.12 11:20:10 -04'00'

Peter Butler
Regional Administrator
Federal Transit Administration
Region I

PATRICK A BAUER Digitally signed by PATRICK A BAUER Date: 2023.04.14 07:27:57 -04'00'

Patrick A. Bauer
Division Administrator
Federal Highway Administration
New Hampshire Division

Attachment: Findings, Corrective Action, Recommendations

cc: MPO/RPC Directors
David Rodrigue, NHDOT
William Watson, NHDOT
Jessica Wilcox, NHDES
Eric Rackauskas, EPA

FINDINGS

Performance Based Planning and Programming

Under 23 CFR 450.218(q), the STIP is required to discuss the anticipated effect of the STIP toward achieving performance targets. Although the STIP includes a discussion of how the projects in the STIP address highway safety, pavement and bridge condition, congestion/air quality, and transit asset condition, it does not address transit safety performance.

Corrective Action:

The STIP must include a discussion of the anticipated effect of the STIP toward achieving relevant transit safety targets by September 30, 2023.

WIM and Classification Count Reporting

Under 23 CFR 500.204, every state is required to continuously collect traffic volumes, vehicle classification counts, and vehicle weights. FHWA's Traffic Monitoring Guide (TMG) further clarifies that each state should have 1 to 2 functioning WIM site(s) per each factor group, and at least 1 classification site for each significant roadway within their state. Working WIM and classification count stations allow for the development of annualized average number of vehicles in in each classification, which is foundational to accurate Highway Performance Monitoring System (HPMS) reporting and forecasted pavement and bridge conditions across the state.

FHWA has been assisting NHDOT achieve compliance with these requirements via development and implementation of a Plan of Corrective Action (PCA) to restore New Hampshire's WIM and classification count capacity, consistent with federal requirements, and FHWA's TMG. NHDOT continues to work through the PCA related to this finding, and FHWA appreciates ongoing efforts.

Recommendations:

FHWA recommends that coordination meetings with our Division Office continue as we support and monitor further progress via implementation of the PCA.

Statewide Public Involvement Process

Requirements included under 23 CFR 450.210 direct the State to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points, including development of the long-range statewide transportation plan and the STIP.

Minimum requirements for the State's documented public involvement process are further detailed under 23 CFR 450.210(a)(1) and include that this process seek out and consider the

needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 CFR 450.210(a)(1)(viii). Another requirement directs the State to provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process as appropriate (23 CFR 450.210(a)(1)(ix).

New Hampshire's current "PUBLIC INVOLVEMENT PROCEDURES FOR NEW HAMPSHIRE TRANSPORTATION IMPROVEMENT PROJECTS - *A guide to understanding the 21st Century Transportation Improvement Project Process in New Hampshire*" document was developed to meet these requirements, and dates to November 16, 2012. A review and revision of this document presents an opportunity to also incorporate Virtual Public Involvement (VPI) methodologies that the Department may have been using during the public health emergency triggered by the COVID-19 pandemic. We encourage NHDOT to also consider incorporating practices from U.S. DOT's October 2022 *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*.

The federal agencies are encouraged to hear that, consistent with federal requirements, the Department is finalizing a draft update to New Hampshire's existing procedures and anticipates that a 45-day public comment period will occur sometime during the spring or summer of 2023.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Public Involvement Procedures consistent with requirements listed under 23 CFR 450.210. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update.

As soon as practical, please provide the draft update to the federal agencies for our review and comment and provide us notification of the 45-day public comment period. Comments received during the public comment period, and how they were responded to, should be included with the final document.

Statewide Long Range Transportation Plan (LRTP)

New Hampshire's current LRTP (NH Long Range Transportation Plan 2010-2030) dates to July, 2010. It is a policy document outlining a broad strategic direction for New Hampshire and NHDOT over a 20-year time horizon. The Plan's recommendations are focused on achieving strategic outcomes that were derived from a Community Advisory Committee and public outreach process that took place even longer ago, in the Spring of 2006. Many developments have occurred since the current LRTP was published, including the introduction of federal Transportation Performance Management and Performance Based Planning and Programming requirements. Such requirements now call for including a system performance report that includes an evaluation of system performance with respect to the

State's performance targets. System performance reporting in the Statewide LRTP must also describe progress achieved by the MPOs in meeting their performance targets.

The federal agencies are encouraged that consistent with requirements under 23 CFR 450.216 (p), NHDOT is moving forward with the LRTP update in calendar year 2024 and 2025 and is seeking to better align the new Plan with the Department's Transportation Asset Management Plan (TAMP), New Hampshire's Ten-Year Plan, and current federal requirements.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Statewide LRTP consistent with requirements listed under 23 CFR 450.216. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update. As soon as practical, please provide the draft update to the federal agencies for our review and comment.

FHWA and FTA also encourage NHDOT (and New Hampshire's MPOs as appropriate) to coordinate with Federal Land Management Agencies (FLMAs) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands. We remind NHDOT and New Hampshire MPOs that each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)), and likewise, MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

STIP Financial Constraint

FHWA and FTA recognize and appreciate that NHDOT continues to improve documentation that supports the demonstration of STIP financial constraint in response to related federal findings and recommendations. The 2023-2026 STIP's Financial Plan section provides informative supporting documentation although the Financial Plan and Federal Resources section does not account for FTA funding that is programmed in the document. We note that the Department has highlighted that the 2023-2026 STIP demonstrates annual constraint by funding category in 2023, and on a bottom-line basis for the 2024-2026 STIP years. The federal agencies also acknowledge NHDOT's General Notes of explanation for the apparent overprogramming of National Highway Freight (2026 funding includes 2025 carryover) and STBG-State Flexible funding (to be addressed by de-obligations, year-end re-distributions and year-end transfers).

Recommendations:

The federal agencies continue to request that the Department and MPO planning partners demonstrate yearly fiscal constraint in their financial plan documentation by all specific funding categories throughout the STIP and TIP four-year timeframe. We appreciate the Department's commitment to further improve NHDOT's approach in this regard to the latter years of the STIP, and we look forward to further progress. Such improvements could help

the Department achieve higher percentages for the STIP Performance Measure discussed below.

Additionally, NHDOT should provide equivalent information for all sources of funding that are included in the STIP, including funds originating with FTA as well as FHWA.

STIP Performance Measure for FY 2022:

The current (May 15, 2015) Stewardship and Oversight Agreement (SOA) between the Department and FHWA includes various performance indicators with reporting frequencies and targets. One of the performance indicators is STIP Performance, documented as the percent of construction projects listed in the baseline STIP that advanced in the expected federal fiscal year. The STIP Performance Measure baseline includes projects that have first year of construction scheduled in the first approved STIP of the performance years. Projects in the approved STIP Amendment that advertised or moved forward with construction are considered advanced. The SOA set a target for the New Hampshire Department of Transportation (NHDOT) STIP Performance Measure at 80%.

NHDOT has reported that the overall percentage of all projects advanced for FY 2022 was 68% - a significant lowering from the 83% FY 2021 result. FY 2022 results calculated for NHDOT-managed projects were 75%, however the Local Public Agency (LPA)-managed percentage was only 38%. The Department reports that pandemic-related economic impacts including inflation. as well as workforce availability issues affected both NHDOT and LPA project delivery efforts in FY 2022, which in turn has impacted FY 2022 STIP Performance Measure outcomes.

STIP Project Listings

Per the requirements of 23 CFR 450.218 (i)(1) for the STIP, and 450.326 (g)(1) for the TIP, projects must document sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase. Such documentation provides robust transparency and can also be helpful to identify non-exempt/exempt project status for Clean Air Act (CAA) conformity requirements. FHWA provided a list of highway project scope documentation in the draft 2023-2026 STIP that could have provided more detail to demonstrate compliance with these requirements. For the final 2023-2026 STIP that was submitted for federal agency approval, NHDOT reviewed this list and revised project scope information to respond to FHWA concerns, also noting that the Department will continue efforts to improve the approach to developing scopes for new projects that are added to the STIP.

Recommendations:

NHDOT should ensure that project descriptions in the STIP consistently provide enough information for users to understand the type and extent of work for each project programmed. The Federal agencies remind NHDOT and its planning partners that 23 CFR Appendix A to Part 450-Linking Transportation Planning and NEPA Processes provides information and

guidance on developing project purpose and need and eliminating alternatives in the transportation planning process. This could be helpful in providing more detailed project scopes and descriptions in the TIP and STIP for projects that have not yet completed Preliminary Engineering phase activities. Additionally, NHDOT and the MPOs should ensure they are providing child project details for the transit programmatic projects in the STIP as outlined in the NH STIP Revision Procedures.

Other:

Finally, the federal agencies again remind NHDOT and New Hampshire's MPOs that consistent with 23 CFR 450.210 and 23 CFR 450.316, they must demonstrate explicit consideration and response to public input during the development of their various statewide and metropolitan planning products and seek out and consider the needs of the traditionally underserved, such as low-income and minority households.

FHWA and FTA continue to request that all New Hampshire's MPOs post their updated TIPs, MTPs and Public Participation Plans on their websites, and likewise request that the State of New Hampshire post the approved STIP, statewide long-range transportation plan, and their updated Public Involvement Procedures and documentation of their Non-Metropolitan Local Officials Consultation Procedures on the NHDOT website.

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Sean Fogarty
Exeter, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 1 - 2023
BUREAU OF
Planning and Community Assistance

WatsonJr, Bill

From: dickie@dbchomeinspections.com
Sent: Thursday, November 02, 2023 8:21 PM
To: WatsonJr, Bill
Subject: Sea Wall Revetment (42312)

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Mr. Watson,

I was very happy to hear that the State is finally preparing to look at rebuilding the seawall and revetment along our coast. I've been a resident of North Hampton for over 20 years and I recall having several meetings, as a Commissioner for Little Boars Head, with members from District 6. Doug DePorter was very helpful and explaining to us how long this process would take. Personally, I had given up hope, but hearing the news that money is soon to be allocated for this project brings me joy. The need to have the berm restructured at Bass Beach is of significant importance to District, the Town of North Hampton and The State. I hope that it remains a priority and that the project can be funded and executed in a timely manner.

Best,

Dickie Garnett

DBC Home Inspections of NEW HAMPSHIRE & MAINE

Dickie Garnett, *Home Inspector*
Office: 603.770.5324
Mobile: 603.498.5955
Email: dickie@dbchomeinspections.com
Website: www.DBChomeinspections.com

PLANNING BOARD

Town of Greenland · Greenland, NH 03840

11 Town Square · PO Box 100
Phone: 603.380.7372 · Fax: 603.430.3761
Website: greenland-nh.com

November 02, 2023

Mr. Bill Watson
NHDOT Bureau of Planning & Community Assistance
PO Box 483, 7 Hazen Drive
Concord, NH 03302.0483

Dear Mr. Watson,

This letter is written because of the growing traffic problems and safety concerns on NH Route 33 through Greenland. Route 33 connects Portsmouth to Stratham and then to NH Route 101. It is highly utilized by commuters travelling to their workplaces in the seacoast area as well as by travelers to and from Maine.

Route 33 experiences significant traffic restrictions and delays each day due to the volume of traffic and the lane restrictions through Greenland where it reduces from four lanes to two lanes at the intersection of Route 151 and before crossing the Winnicut River Bridge. Every weekday morning and evening, traffic becomes backed up for almost a mile to the Winnicut River Bridge. Each afternoon the westbound traffic becomes bumper to bumper from the lane drop at Route 151 (Post Road) until it passes the Winnicut River Bridge. In addition to a significant slowing of the traffic flow, the backups cause access restrictions from the side roads and businesses on Route 33; this is a significant impediment for emergency services. To safely access Route 33 can take three minutes or more to find a sufficient gap in the flow to enter safely. These access restrictions happen every day, and exasperated citizens regularly take safety risks by cutting closely in front of oncoming traffic. There will be accidents, injuries, and, hopefully, not loss of life.

The intersection of Route 33 and Winnicut Road is directly to the west end of the Winnicut River Bridge and is signalized. Bayside Road enters Route 33 across from Winnicut Road. This intersection was rated as a Level E during both the morning and afternoon peak hours in a 2018 study by Vanasse Hangen Brustlin (VHB). The failure is becoming worse as time passes. Route 33 gets busier each day with commercial growth in the seacoast area, Portsmouth, and particularly from the ever-growing Pease Tradeport.

We respectfully request that you implement the appropriate measures to put corrections in place for the ever-increasing traffic problem. Monies have been assigned for an engineering study of the Winnicut River Bridge in fiscal year 2024 (Project # 43849). A corridor study by NHDOT is urgently needed beyond the engineering study to ascertain the scope of the problem along the entire corridor and to use the results as the basis to begin generating potential solutions. Please assign an increased priority to the necessary actions to correct this problem. Your help is greatly appreciated.

Respectfully,

Bob Dion

Bob Dion, Chairman, on Behalf of the Planning Board
Dave Moore, Vice Chairman
Phil Dion, Member
Steve Gerrato, Member
John McDevitt, Member
Stephan Toth, Member
Steve Smith, Selectmen's Rep

Frank Catapano, Alternate
Stu Gerome, Alternate
Catie Medeiros, Alternate
Rich Winsor, Alternate

Hampton Beach Area Commission

100 WINNACUNNET ROAD, HAMPTON, NH 03842 beachareacom.com

Nov. 1, 2023

Dear Bill,

We would respectfully offer things to ponder in the two active projects at Hampton Beach:

1. Allow turn in to center parking from exit of Rte.101 after crossing Rte.1A S – as it currently stands. With the signal lighting at the entrance to Rte. 101 to also include coordinated signaling for those cars seeking open space in the center parking.
2. Allow through traffic in center parking until designated last exit for merging to traffic one lane north.
3. More citizen CLEARLY identified (traffic alerted) crosswalks in south perhaps in the middle of entrances and exits for parking traffic and accessible crossings coordinated with beach access in both south and north if possible.
4. Lighting on the Hampton River bridge – could be solar similar to the way the highway signs are lighted.
5. Wider sidewalks east and west sides from new bridge to Haverhill Street as this is the densest portion of the beach and it is the first welcoming thing people see as they approach Ocean Blvd.
6. Could a portion of the old bridge perhaps to the first pilar for the purpose of fishing. This possibly could save money from destruction and provide additional benefit to campers parked at the state park as well as our current bridge fishermen.
7. North of Winnacunnet Rd. in addition to the needed for bike path, wide sidewalks and adequate crossings a little green space would increase value as well as hopefully slowing of traffic. This area and any garden area north and south the bridge would allow for the necessary "art" required of all state projects.

A listing of the things we have heard loud and clear from our citizens that we DO NOT want changed:

A. NO parking at the seawall from the Lady to Boars Head and maintain center parking in that area.
B. Two lanes of traffic from Boars Head south to at least Rte.1A entrance to allow for increased condo traffic, emergency traffic and traffic seeking Rte. 101.

Respectfully submitted on behalf of the HBAC Commissioners and our citizens,

Nancy Stiles, Chair HBAC

Hampton Beach Area Commission

100 WINNACUNNET ROAD, HAMPTON, NH 03842 beachareacom.com

October 19,2023

I am Nancy Stiles of Hampton and currently Chair of HBAC.

First let me say thank you for the multiple projects in our town, also to the Rte.1A engineers for trying to find ways to accommodate the requests that are so important to the residents that they have been requesting over and over again.

One thing I think that is necessary and still to be resolved on the bridge is the lighting – could this be accomplished using solar – perhaps similar to the way you provide for the information boards along highways.

As for Rte1A you have proposed options for several areas. And as you have heard several times, that I feel compelled to repeat because it is SO important to the community.

1. No parking at the seawall from the Lady to Boars Head –that is reflected in the Master Plan AND this section **IS** Hampton Beach. NH's Coastal Byway is recognized on NHDOT website as #3 of the 7 Scenic Drives in NH. (right after the Kancamagus #2). NH's Rte. 1A is also designated The American Independence Highway, a Scenic and Cultural Byway (meaning providing views of beautiful natural scenery) by Scenic America. This no parking at the seawall in that area is VERY important to the community.

2. Two lanes for traffic south from Boars Head to allow the multiple driveways for Condos that creates increased traffic as well as the need for a loading area for businesses and room for emergency vehicles.

3. One lane each way north of Boars Head – providing opportunity for green space that would increase values for both town and state. It also as traffic calming

My questions for you this evening are:

A. Can you elaborate on the delayed construction start times for both projects?
B. When will the engineering for Rte. 1A be complete so we can take advantage of the multiple federal dollars available through grants? We need engineering and dollars for the complete roadway – to include proper drainage and disposal. HBAC is committed to working with the state, community, and the federal delegation to seek additional dollars through grant opportunities, but we can't until the project is classified as shovel ready.
C. Can you clarify how much construction could be accomplished within the $10m proposed? Or is it assumed that that construction would provide for the bridge to connect to both Ashworth Ave. and Ocean Blvd.?

Thank you for listening this evening.

Hampton Beach Area Commission

100 WINNACUNNET ROAD, HAMPTON, NH 03842 beachareacom.com

Nov. 1, 2023

Dear Bill,

First let me say thank you for the multiple projects proposed for our town. Also, to the Rte.1A engineers for trying to find ways to accommodate the requests that are important to the residents that they have been requesting over and over again at the public sessions.

1. Trying to prioritize sections of Rte. 1A while difficult, the proposed roundabout at Winnacunnet Rd. and Ocean Blvd would greatly improve that intersection.

2. The signal lights at the State Park entrance will also greatly improve some of the traffic issues inclusive of the third turn in lanes. If we could find a way for the hauling of boat traffic to have adequate space for line -up that would take care of the major issues for that area.

3. Single lane north traffic north of Church Street should have a positive effort to slow traffic as long as it provides area for emergency vehicles and merges after the closed entrance to the center parking.

4. The signal lighting at Highland Ave. can also be a great improvement

These are the items that we see as the greatest improvements to traffic safety included in the ten-year plan and we look forward to them being addressed soonest as money allows while seeking additional moneys for project completion.

Having said this, I am sending a second letter with some suggestions to ponder as well as those items that the community does not want changed.

Respectfully on behalf of HBAC and what we have heard from our citizens,

Nancy Stiles, Chair HBAC

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Good Evening,

After reviewing the recent 10 year transportation plans it is hard not to consider this a highway plan? While I'm not against good highways I just see something missing from this planning?

Passenger rail - while desired by most New Hampshire residents - has barely a mention in this plan. While states all around us are moving ahead and investing in passenger rail New Hampshire continues to lag behind. New Hampshire residents do ride rail daily but thanks to the foresighted efforts of the Maine and Vermont Legislatures placing passenger rail as part of their transportation system.

Exeter, 50 miles north of Boston has excellent train service to Boston, Portland and Brunswick Passenger Rail with 5 roundtrips daily. The 22 year old Downeaster Service has brought not only public transportation back to our town but also economic development to Exeter, the area and the Seacoast. Exeter alone saw one Million Passengers use the Downeaster Service in and out of Exeter Station in the first 20 years. Thanks to the State of Maine.

I'm a New Hampshire resident and I see how this works in New Hampshire. The cities of the Merrimack Valley desperately need something more than good highways in the 10 year Transportation Planning.

I urge the Executive Council to finally include real planning for passenger rail in New Hampshire. I believe the sooner the better.

Thank you for your consideration.
Robert Hall
Exeter, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 1 - 2023
BUREAU OF
Planning and Community Assistance

WatsonJr, Bill

From: Andrew Harmon <andrewjharmon@gmail.com>
Sent: Wednesday, October 04, 2023 10:33 AM
To: WatsonJr, Bill
Cc: Butler, Frederick; Jesse Lore; Kenney, Joseph
Subject: Public Remarks on Governor's Advisory Commission on Intermodal Transportation 10-year Plan

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive P.O. Box 483 Concord, NH 03302-0483

Wednesday, October 4, 2023

Dear Mr. Watson:
Thank you for taking the time to read this email in response to the Governor's Advisory Commission on Intermodal Transportation (GASIT) public hearings. Unfortunately, I was unable to attend the Plymouth meeting as I had not received the notice in time, but I wanted to send in my comments for consideration in the planning of the ten-year planning process for transportation in New Hampshire.

My name is Andrew Harmon, and I am a legally blind person who lives in New Hampton, New Hampshire. I have spent a great deal of my life in my current location, up until 2012, when I had the great fortune to live in Keene for ten years. I moved because unfortunately there has always been a great deficit in transportation resources in New Hampton, the total of which involved a flag stop for Concord Coach – now Concord Coachlines – and a couple of taxis in other towns that were willing to cover the area of New Hampton for a greatly increased price as one would have to pay for the time the taxi took to arrive before even taking the trip to a desired location. The flag stop closed due to road reconstruction in 2015, and was never returned.

Since the Coronavirus pandemic began easing in 2021, the remaining taxi services have begun closing down or charging increasingly massive prices in order to get transport from place to place. I have only been able to maintain employment as I work online as an independent contractor providing testing for accessibility to a series of clients through Fable Tech Labs in Toronto, Ontario in Canada. If I had to rely on physical transportation to maintain employment, I would and have had to turn down opportunities in the area because of how isolated New Hampton is, despite being a mere 12 miles from the nearest major population center in Plymouth, and a mere 6 miles from the nearest bus stop for Concord Coach in Meredith, New Hampshire. The only resources I have remaining that are accessible are either a retired relative who lives at my location, and the rides available through New Hampshire Healthy Families – who is currently managing my MedicAid.

There is a very strong need to increase access to transportation resources in this region, as the only resource that is available within a fixed budget in the area is the Uber services provided out of Plymouth, and even that is limited in both its reliability and its affordability; once one tries to travel more than a short distance, the rates become excessive as one is charged both by the mile and by the minute. Given the unique nature of roads within the Lakes Region in specific and New Hampshire in general, this can easily become untenable as a resource, especially if one needs rides more often than a handful of times within a calendar month.

In closing, I wish to thank you for taking the time to read these remarks, and I hope this finds you and the rest of the commission well. If you have further questions, please do not hesitate to reach out to me either by cell phone at 603-992-4053, or by email at andrewjharmon@gmail.com. I am happy to provide further details, and eagerly await any and all opportunities to work with you to expand access to affordable transportation within this great state.

Sincerely

Andrew J. Harmon, concerned citizen
P.O. Box 241
138 Main Street
New Hampton, NH 03256

WatsonJr, Bill

From: Oldenburg, William
Sent: Tuesday, October 03, 2023 12:32 PM
To: WatsonJr, Bill
Cc: Davison, Glenn; Rose, William; Doughty, Loretta
Subject: FW: Please Raise the Priority of the 1B Causeway Project in New Castle

Bill W. - While not directly addressed as a TYP GACIT comment can you add this to the written responses in support for the New-Castle causeway project. I'm sure Councilor Stevens would appreciate having this included. Bill O.

From: Doughty, Loretta <Loretta.G.Doughty@dot.nh.gov>
Sent: Tuesday, October 03, 2023 10:04 AM
To: Eric Klein <esklein@outlook.com>
Cc: patriciaspineda@gmail.com; Reynolds, Tobey <Tobey.L.Reynolds@dot.nh.gov>; David Walker <dwalker@therpc.org>; Oldenburg, William <william.j.oldenburg@dot.nh.gov>
Subject: RE: Please Raise the Priority of the 1B Causeway Project in New Castle

Hi Mr. Klein,
Thank you for your email. I do have an update for you, a New Castle Causeway Project has been included in the Department's DRAFT 2025 – 2034 Ten Year Plan, which is currently going through the Governor's Advisory Commission on Intermodal Transportation (GACIT) Fall 2023 Public Hearing Schedule.

For more information on the Ten Year Plan and the Public Hearing Schedule, you can visit our website at: Ten Year Plan | Department of Transportation (nh.gov)

Please let me know if you have any further questions.
Thanks so much,
Loretta

Loretta Girard Doughty, P.E.
Main: (603) 271-2171
Direct: (603) 271-2230 | Mobile: (617) 851-4869

From: Eric Klein <esklein@outlook.com>
Sent: Saturday, September 30, 2023 9:31 AM
To: Doughty, Loretta <Loretta.G.Doughty@dot.nh.gov>
Cc: patriciaspineda@gmail.com
Subject: Please Raise the Priority of the 1B Causeway Project in New Castle

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Loretta,

As a resident of New Castle, I would like to urge you to prioritize the 1B Causeway project. I appreciate that this might be a dormant project for you right now and my timing might not be perfect, but I hope you're hearing from enough residents to elevate the roadway project as a matter of safety for New Castle residents and recreation for thousands from nearby neighborhoods as well as tourists.

Since you know the project and its justification way better than me, let me simply state my observations as a homeowner in New Castle:

- My wife and I current keep a hammer in our vehicle's glove compartment (to facilitate egress from the car) in case water suddenly engulfs the causeway and we slide into the river. Safety is a nearly constant concern because road and weather conditions require a heightened sense of surroundings;
- Should the causeway fail, every family heading to Portsmouth would have to drive to Rye first, assuming that bridge hasn't failed or is under repair, in which case, we're all stranded;
- The disastrous collapse of the causeway would create a traffic nightmare on the remaining connector to the mainland. Any weather-related emergency would see a dangerously slow exit over the New Castle-Rye bridge;
- When the Bay Bridge connecting Oakland and the East Bay to San Francisco collapsed in the 1987 earthquake, ferries were deployed to carry commuters each way. Such a system (eve n on a much smaller scale) would be prohibitively expensive in New Castle
- Income for 1,000 people would be disrupted as nearly everyone has to leave the island daily for work elsewhere;
- We watch hundreds of locals running and biking the loop around the island, which is a great 10K route for runners. It isn't just New Castle residents who are at risk crossing the causeway;

The causeway project isn't a "Nice-to-Have" pretty-paved luxury project. It is a necessity for a neighborhood potentially without reliable access to our homes and properties.

Thanks for the opportunity to present our case. Good luck with your projects,

Eric Klein
Patricia Pineda
13 Laurel Lane
PO Box 372
New Castle, NH 03854
(212) 537-6078 Voice/Text

WatsonJr, Bill

From: Phil <phil.llewellyn@comcast.net>
Sent: Thursday, October 19, 2023 1:23 PM
To: Cass, William; Stevens, Janet; WatsonJr, Bill
Cc: Philip Llewellyn
Subject: New Castle Route 1B Causeway needs to be widen & raised

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

I write to point out an immediate every day risk the current New Castle Route 1B causeway possess to the many that use it daily.

The 1B route through New Castle is one used by joggers & cyclist every day and while Summer use is highest, many enjoy it year round. When joggers, cyclists and motor vehicles meet on the causeway there is little room for anyone to pass without significant risk. During the busiest times its not uncommon to have motor vehicles traveling in opposite directions pass each other while encountering a jogger on one side and a cyclist on the other, and in this scenario someone has to slow/stop because there just isn't enough room.

I offer this as a New Castle resident who is an avid cyclist and has witnessed many "close calls" first hand. While I agree there are many other good reasons to improve the causeway, flooding is a real concern as time goes by, I feel this is the most pressing. Therefore I fully support the inclusion of the project to raise & widen the causeway in the State of NH's 10-year plan.

Philip Llewellyn
12 Main St. PO Box 809
New Castle, NH 03854

Cell - 603.426.1512

WatsonJr, Bill

From: Cass, William
Sent: Friday, October 06, 2023 2:11 PM
To: WatsonJr, Bill
Subject: Fwd: Route 1b New Castle.

For Typ record.

William Cass
Commissioner
NHDOT

From: Greg Lynch <greglynch7@comcast.net>
Sent: Thursday, October 5, 2023 8:19 AM
To: Cass, William <William.J.Cass@dot.nh.gov>
Subject: Route 1b New Castle.

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.
_____

Mr. Cass, I am writing to urge you and members of the Governor's council and GACIT to support the improvement of the causeway in the 10 year plan.
As you know the causeway is used by pedestrians: walkers, runners and bikers and is becoming more dangerous with little room on causeway and as importantly the flooding that happens more frequently and becomes impassable.
Please support, in the 10 year plan, the widening and raising of the causeway in the Governor's 10 year plan for the safety of the public and viability of route 1b for the New Castle residents. Sincerely, Gregory Lynch
New Castle resident

Sent from my iPhone

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Andrew Manseau
Hopkinton, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 25 2023
BUREAU OF
Planning and Community Assistance

To WEW
10/23/23

SCANNED

12 Walbach Street
P.O. Box 902
New Castle
NH 03854-0902
U.S.A.

603-319-8111

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 23 2023
BUREAU OF
Planning and Community Assistance

18 October 2023

Mr. William Watson
NH DOT Bureau of Planning and Community Assistance
7 Hazen Drive
Concord, NH 03301

Dear Mr. Watson,

We were pleased to learn that the New Castle route 1B causeway project upgrade has recently been added to the state of New Hampshire ten-year plan. This upgrade is vital to our community as it will ensure that we will continue to be connected to the mainland as sea levels rise in the years ahead.

We encourage you to ensure that this project moves ahead with all possible speed as already the causeway is currently submerged when Nor'easters coincide with spring high tides. It is time to accelerate fulfillment of this long-needed upgrade to the state of New Hampshire's infrastructure.

Sincerely yours,

Andrew Moore

Barbara Moore

Barbara Moore

cc. Executive Councilor Janet Stevens

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The currently proposed 10 year plan for transportation in NH is a good start on fixing our roads and bridges throughout the state. It does, however, need to incorporate investments in renewable energy infrastructure and public transit.
Car transportation, while convenient and comfortable, is expensive and has a relatively large impact on our climate. Providing public transportation options results in fewer cars, less traffic, less pollution and healthier communities. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you,
Matthew Nolte
Portsmouth, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 1 - 2023
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commission,

NH needs EV infrastructure, namely charging stations, to enable continued tourism throughout the state. We will lose business if people cannot recharge far from home or the airport. Additionally, renters need the option to recharge locally with clean electricity. Don't let NH lose out of the inevitable green economy!!!

Elizabeth O'Malley
Portsmouth NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 2 - 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

As a EV owner I can arrest from first hand experience our EV charging infrastructure is woefully inadequate. North of Concord there is no DC fast charging availability at all. A quick trip up the Maine Turnpike will confirm that we have fallen behind as compared to our neighbors. Thousands of EV drivers will be shunning scenic NH for our neighboring states whose infrastructure far exceeds what the State of NH has available to to its residents and visitors. I too want to be able to enjoy all my state has to offer but at this time I plan my trips to VT and ME based on the number of DC fast chargers available to me. It's time for NH to put our money where our mouth is and support the green and clean economy that that will keep NH communities healthier, stronger, and more self sustaining by investing in EV technology that needs to be part of the long term solution.

Frank Orifici
Kensington, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 3 - 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

We need your urgent attention to this matter in response to our changing climate. Please take these factors into consideration to advocate for affordable and accessible public transportation in New Hampshire, to keep Granite States here for years to come. We need your help with this for a better future for us all.
Thank you for your consideration and time.

Jillian Perlberg
Derry, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 25 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commission,

Please consider climate change in your 10 year transportation plan especially in the area of renewable energy.

Ann Podlipny
98 Birch Rd
Chester, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 1 - 2023
Planning and Community Assistance

ROCKINGHAM PLANNING COMMISSION
theRPC.org

156 Water Street | Exeter, NH 03833
603-778-0885 | www.theRPC.org

November 3, 2023

William E. Watson, P.E.
Administrator
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

RE: Draft 2025-2034 Ten Year Plan Comments

Dear Mr. Watson,

This letter is submitted to formalize comments discussed by the RPC MPO TAC and Policy Committees. Overall, the Rockingham Planning Commission believes the state continues to show progress on individual projects as well as addressing system priorities with each iteration of the Ten Year Plan. The RPC member communities are generally pleased with the project prioritization process and the clear connection between identified MPO priorities and the inclusion of regional projects in the Ten Year Plan. For this current cycle, RPC proposed funding engineering to update the Portsmouth Circle Feasibility Study as well as Ashworth Avenue Bike and Pedestrian Improvements, and the commission is pleased to see that both are included in the draft as ***Portsmouth 44225*** and ***Hampton 44226***. The Portsmouth Circle continues to have operational and safety issues and is a top priority of District VI to be addressed. The Ashworth Avenue project in Hampton will complement the work proposed for Ocean Boulevard to improve bicycle and pedestrian facilities as well as address traffic flow and stormwater drainage issues.

Additionally, the RPC has the following comments relating to specific projects already in the Ten Year Plan, as well as general funding policies established in the draft Plan that we hope that you will consider as well.

- ***Advancing the Portsmouth Circle Engineering Study:*** The inclusion of the update to the circa 2000 ***Portsmouth Circle Feasibility Study (44225)*** is an important step to finding the appropriate solution that will address the operational and safety issues that exist at that location. Between 2017 and 2022 there were over 230 crashes including one fatality and more than 100 injuries at the Portsmouth Circle. Addressing this deficiency is a priority for the MPO region and the site is a consistent concern for NHDOT Maintenance District 6. It is crucial that this study begin as soon as is feasible so that a full project scope and costs can be understood and put forward for the Ten Year Plan during the next couple of cycles and the critical safety and operational issues can be addressed. Waiting until 2029 to conduct this analysis means that likely no change will occur at the site until 2040 or later.

- ***Corridor Planning:*** RPC is supportive of NHDOT's continued work towards implementing the ***Statewide Corridor Study Program (CORRST)*** in the Ten year Plan. These corridor studies are

important sources of projects that have been vetted with analysis to determine purpose, need, and cost. In the RPC region there are four corridors that are top priorities for analysis due to operational and safety concerns (ordered by route number):

- NH 33 in Portsmouth, Greenland, and Stratham
- NH 101 unsignalized Interchanges and the I-95/NH 101 Interchange
- NH 111 Between Kingston and Salem
- NH 125 in Kingston and Brentwood

- ***Overall Funding Levels:*** Maintenance and modernization of transportation infrastructure continue to be critically underfunded in our state. The RPC has been on record for many TYP cycles supporting development of additional State revenue for the transportation system - for roads and bridges, as well as for transit and for safer facilities for people walking or riding bicycles. The $0.042 cent gas tax increase in 2014 was a positive step, but as those revenues have now shifted to covering the principal of the I-93 GARVEE bonds, the drop in funding available for system maintenance is going to have a substantial impact on the state's ability keep our roads in good condition. This decline in condition will undo the progress NHDOT has made over the last several TYP cycles to expand the investment in maintenance and preservation of the system. Without adequate investment into current and future transportation improvement needs we are likely to find ourselves uncompetitive economically and unresponsive to both residents and businesses. New Hampshire motorists pay a gas tax that is, in real terms, less than half of what it was in 1991 to support our 2023 transportation system. New Hampshire's gas tax has increased by 32% since 1991, while highway construction cost have nearly tripled just since 2003 (FHWA NHCCI). This is not sustainable in the long term and more effort needs to be focused, in a coordinated way involving NHDOT, planning commissions, municipalities and other transportation stakeholders, on addressing State funding constraints.

- ***Regional Planning Commission Priority Funding:*** The increase to $30 million in funding (about 12% of annual federal funding) dedicated to addressing Regional Planning Commission and community transportation priorities in each of the last two years of the Ten Year Plan has been a welcome update to the process that has provided each RPC with a direct connection between their long range transportation planning work and projects being implemented in the Ten Year Plan. Much like the increase in Federal transportation funds for New Hampshire through the Bipartisan Infrastructure Law (BIL) however, inflationary factors have outpaced the increase in funding and continue to limit progress. Further updating the process to use a percent set-aside instead of a static dollar amount would allow for automatic adjustments as expected federal funding changes from cycle to cycle and would aid the RPCs in addressing inflationary pressures in the same way as NHDOT.

- ***Highway Noise:*** NHDOT completed a Statewide Type II Noise Barrier Screening Analysis in 2017 that identified 49 locations in 20 communities around the state that would qualify for highway noise mitigation that could be mitigated through the installation of barriers. Sixteen of these barriers are in six RPC communities along I-95 and NH 101, including 5 sites in Portsmouth, four each in Greenland and Raymond, and one each in Hampton Falls, Exeter, and Seabrook. RPC appreciates the inclusion of noise barriers along I-95 in ***Portsmouth (43760)*** however the other locations have been identified outside of a specific transportation improvement project location so there is no dedicated funding to addressing this need. The RPC supports NHDOT setting aside both Turnpike and Federal funding to begin systematically addressing these issues around the state.

- ***Population Demographics & Changing Transportation Needs:*** The transportation system needed to serve New Hampshire population in the next 20 years looks different than the system we have built and funded over the last 50 years. Rapid growth in New Hampshire's older adult population, together with the State's proposed strategy to encourage aging in place to manage public costs for long term care, will have profound implications in defining our future transportation system needs. The most recent population projections estimate that by 2040 over 30% of Rockingham County's population will be over 65, compared to 12.5% in 2010 - a 250% increase. Similar increases are anticipated statewide. AARP estimates that one fifth of Americans over 65 do not drive. Based on this we can expect an additional 12,000-15,000 non-driving seniors in the RPC region alone by 2040.

  In 2022-2023 RPC conducted Age Friendly Community Assessments in eight communities with funding from the Tufts Health Plan Foundation. By far the most common concern expressed by older residents about aging in in place in their communities, out of a survey sample of over 1900 responses, was "Getting where I need to go once I stop driving". Many of these residents will need options beyond 'friends and family transport' if they are to be able to age in place with dignity. A more robust system of community transportation – regular fixed route transit, senior shuttle services, volunteer driver programs, etc., will be needed to meet this demand.

- ***State Investment in Community Transportation:*** We thank the Department for requesting the $2.2M in additional state funding for public transit operating assistance that was added to the SFY2024-2025 budget. This was a historic increase in transit investment for New Hampshire. It's important to acknowledge that further significant investment is needed. The increase in the current budget brings New Hampshire to from 1/16 to about 1/4 of the national median state investment in public transit. Even at this new level, our neighboring small, rural peer states of Vermont and Maine invest 11x-12x what New Hampshire does to support seniors in aging in place and employers in accessing an adequate labor force. The right level of investment for New Hampshire may be different than for neighboring states. To determine actual funding needs, the MPO supports the call by the State Commission on Aging for a comprehensive statewide assessment of transportation needs for a growing older adult population.

- ***Vulnerable Road User Safety:*** The recently completed NH Pedestrian/Bicycle Transportation Plan and the 2022-2026 Strategic Highway Safety Plan both include very good action recommendations for improving safety of vulnerable road users. Key among these include: 1) improving data on ped/bike traffic volume and roadway elements that influence level of traffic stress (shoulder width, sidewalk and parking presence, prevailing speeds, AADT); institutionalizing a Complete Streets design approach for all projects on non-limited access highways; and applying HSIP funding in an additive way toward VRU safety improvements rather than simply substituting HSIP funds for STBG, TAP or other sources on already programmed projects. RPC and the other MPOs also strongly encourage use of a significant portion of Carbon Reduction Program funding for new VRU projects rather than flexing these to STBG or otherwise substituting them into existing projects.

- ***Supporting the Downeaster Train Service:*** The Downeaster train service from Portland, ME to Boston, MA has proven itself a valuable alternative for transportation to and through southeast New Hampshire. Downeaster ridership has fully rebounded post-COVID, setting ridership records in August and September 2023. About 40% of the total system ridership travels to and from New Hampshire. New Hampshire's investment and state support for the service has been minimal, consisting of the construction of the three stations in the state and a rail siding. While the benefits of the system are broad and regional, annual insurance and station maintenance costs are paid by the communities of Dover, Durham, and Exeter, and the service operating

subsidy is paid by the State of Maine through their CMAQ program. The MPO urges the state of New Hampshire to support the Downeaster service with FTA Boston Urbanized Area capital funding that will help offset service expenses. Infrastructure improvements that help the Downeaster can also support freight goals in the NH Rail Plan currently in development.

- ***Climate Change, Adaptation, and Resiliency:*** Coastal storms and flooding increasingly threaten the transportation infrastructure of New Hampshire's seacoast and risk grows as sea-levels rise resulting in frequent inundation of some assets and, eventually, daily disruptions to the transportation network and the communities with wide-ranging consequences. RPC has completed a vulnerability assessment identifying 24 locations in the Seacoast where the transportation network is likely to experience disruption and damage due to these changes. This includes most of the east-west roads used to access the coast as well as large swaths of NH1A and NH1B. The addition of the ***New Castle Causeway project (44493)*** and the coastal revetment projects in ***Rye and North Hampton (42312A-D)*** to the Ten Year Plan will help ensure continued access to both New Castle Island and the seacoast in Rye and North Hampton under higher sea-level conditions. This is an excellent first step in implementing resiliency improvements to the transportation network; however there are a number of other locations where other coastal communities will be experiencing similar impacts. While NHDOT has begun accounting for sea-level rise and other climate change impacts in the project development and design process, there is a need for additional resources to define and scope the improvements that will be necessary to maintain a safe and functioning transportation network. New state investment will be essential to maintain the integrity of the state's highway network in response to these changes.

In closing, we appreciate the opportunity to comment, and the tremendous work by Department staff that goes into developing the Ten Year Plan and keeping the transportation system that we have now functional. We look forward to working with the Department, the Legislature and the Executive Council to move from what we have now to what we will need in the future, to support the state's economy, and ensure safety for all users of our transportation system.

As always, please feel free to contact me to clarify any of these comments.

Sincerely,

Tim Roache
RPC Executive Director

cc: Janet Stevens, Executive Councilor, District 3
William Cass, Commissioner, NHDOT
William Oldenburg, Director of Project Development, NHDOT
RPC TAC and Policy Committees

WatsonJr, Bill

From: Joel Schwelling <joelschwelling@icloud.com>
Sent: Wednesday, October 04, 2023 10:05 AM
To: Cass, William; Stevens, Janet; WatsonJr, Bill
Subject: Route 1B Causeway Funding

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

I am a New Castle property owner and part-time resident.

I have observed increased flooding during storms and high tides and feel this is a safety hazard, especially since emergency vehicles cannot cross the bridge by the Wentworth due to weight restrictions.

I have also observed a number of near miss situations involving bikers, joggers and walkers along this route due to the lack of sidewalks and bike paths.

I'm requesting that the New Castle Causeway and Low-Lying Area Stabilization project receive the necessary funding and remain on the NH-DOT's (Governor's) next ten-year plan.

Sincerely,

Joel Schwelling
603-533-4014
joelschwelling@icloud.com
71 Mainmast Circle
Box 24
New Castle, NH 03854

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

I have been looking at the 10 year transportation plan, and am writing to express my concern over the lack of investment in renewable energy infrastructure and public transportation.

Events of this summer show that the need to overcome NH's resistance to public investment is really catching up with us. Floods and storms did major damage to roads; inflation hit people in all areas from housing to health.

We desperately need a transportation plan including affordable, accessible public transportation--this includes the extended commuter rail from Boston to extend to Nashua and Manchester that NH citizens have been asking for for years. We also need more EV chargers for public and (I hope) government and industry vehicles.

I appreciate all of your hard work and thank you for attending to these important sustainability issues.

Siobhan Senier
Epping, NH

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

I am writing to urge you to include investments into more accessible and expanded public transportation into the ten year plan for transportation in NH.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic, pollution, and accident rates. Expanding the commuter rail from Boston to Nashua and Manchester could ease the strain on current stops. Our transportation plan should also accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

In my travels to Europe and Asia, I've seen the way modernized and accessible public transportation improves lives, cities, and economies. Investment now, means better outcomes for the state in the future. Please consider adding these items to the ten year plan.

Thank you for your consideration.
Elizabeth Sevigny
Portsmouth, NH

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WatsonJr, Bill

From: janicerelo@aol.com
Sent: Saturday, October 14, 2023 6:55 AM
To: Cass, William; WatsonJr, Bill; Stevens, Janet
Subject: Route 1B Causeway

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

I am requesting that the New Castle Causeway and Low-Lying Stabilization project receive the necessary funding and remain on the NH-DOT'S next ten year plan.
The 1B Causeway requires significant modifications that includes raising and widening to prevent impassable flooding for the safety of the residents and all that use the causeway.

Janice Snyder
106 Cranfield Street,
New Castle, NH

WatsonJr, Bill

From: Robert A. Southworth, Jr. <robertasouthworthjr@gmail.com>
Sent: Friday, November 03, 2023 11:38 AM
To: WatsonJr, Bill; Melissa Winston St. Jean; Dickie Garnett; Michael Burnell; Katie Obrian; Jim St. Jean; Allison Aboody; Louis Minicucci; Hope Derbin; Eric Dorman; Roy Aboode; Robert A. Southworth, Jr.; Jim Weldon; Lisa Thomas; John Thomas; Cindy Burke; Todd Derbin; Mark Visnic; Margaret Schoenberger; Stevens, Janet
Subject: Little Boar's Head Supports NH Department of Transportation's plan to install revetments along NH Rt. 1A.

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Robert A. Southworth, Jr., Ed.D., Commissioner,
Little Boar's Head Village District
19 Atlantic Avenue
North Hampton, NH 03862
017-861-8492

November 3, 2023

Mr. William E. Watson, P.E. Administrator,
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
1 Hazen Drive PO Box 483
Concord, New Hampshire 03302-0483

Dear Mr. William Watson,

I am writing to express my strong support for the New Hampshire Department of Transportation's plan to install revetments along NH Rt. 1A. The urgency of this project for the state, but also for Little Boar's Head Village District and the town of North Hampton, cannot be overstated, given the significant challenges and risks the current conditions pose to both public safety and critical infrastructure.

The need for revetments is underscored by several compelling factors:

1. **Inadequate Stone Size:** The existing stone on the revetments falls short in terms of current water levels for the 50-and 100-year flood recurrence intervals. This shortfall poses a considerable risk to the safety of those who use NH Rt. 1A.
2. **Projected Sea Level Rise:** As the specter of sea level rise becomes more pronounced, it is evident that the current stone is also inadequate for addressing this looming challenge. With the 10-year to 100-year flood recurrence intervals, the revetments need to be fortified to withstand the projected sea level rise, which is essential for long-term planning.
3. **Unsafe Driving Conditions:** One of the most pressing issues is the perilous driving conditions along NH Rt. 1A. A shocking statistic reveals that over 50% of revetment sections designed for the 10-year flood recurrence interval are currently deemed unsafe. The situation worsens with higher flood recurrence

intervals, with all revetment sections being unsafe for the 100-year recurrence interval. Such conditions are unacceptable and jeopardize public safety.

4. **Flood Risk and Sea Level Rise:** I have reviewed the comprehensive report titled "Flood Risk and Sea Level Rise" (available at [URL]) provided by the NH Department of Transportation. The findings in the report substantiate the critical need for revetment installation to mitigate flood risks and address the sea level rise threat effectively.
5. **Natural Hazards:** Coastal flooding and storms are natural hazards that threaten NH Rt. 1A. Given the increasing frequency and severity of these events, it is imperative to fortify our infrastructure to protect both the public and our critical assets.
6. **Critical Evacuation Route:** NH Rt. 1A serves as a vital evacuation route during coastal storms, and it plays an essential role in ensuring the safety and well-being of the community. Failure to address the current vulnerabilities could have severe consequences in such situations.
7. **Traffic Data:** The significant volume of daily traffic on NH Rt. 1A, ranging from 2,000 to 9,000 vehicles per day on average, with seasonal increases of up to 10,000, highlights the critical importance of maintaining safe and efficient traffic flow. Unsafe road conditions put these drivers and passengers at risk.

Our Preference

The residents of Little Boar's Head are in agreement: our preference for funding via the PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) Discretionary Grant Program would help us address this series of coastal flooding dangers in a timely manner.

It is evident that the installation of revetments is not only a matter of safety but also one of responsible planning for the future. I urge the New Hampshire Department of Transportation to proceed with this essential project and allocate the necessary resources to ensure its successful completion as quickly as possible.

The safety and well-being of our community, the protection of critical infrastructure, and the resilience of our roadways depend on these measures. I stand with the NH Department of Transportation in advocating for the installation of revetments along NH Rt. 1A and will continue to support this crucial endeavor.

Thank you for your dedication to ensuring the safety and security of our community.

Sincerely,

Rob Southworth
917-861-8492

Robert A. Southworth, Jr., Ed.D.
President and Principal Investigator
The SchoolWorks Lab, Inc.
www.schoolworkslab.org
rasouth@schoolworkslab.org
917-861-8492

WatsonJr, Bill

From: Bruce Street <btstreet923@gmail.com>
Sent: Friday, October 06, 2023 9:40 AM
To: WatsonJr, Bill; Cass, William; Stevens, Janet
Subject: New Castle, NH Route 1B Causeway and Low-Lying Area Stabilization Project

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Everyone, as multi-year residents of New Castle, NH we would like to express our support for finding the necessary funding to keep the New Castle Route 1B Causeway and Low-Lying Area Stabilization Project on the NH-DOT's ten year (2025-2034) plan. It has come to our attention that there may be some wavering by NH-DOT on maintaining the project on the plan and the issues this might cause would be potentially devastating to both New Castle residents and the thousands of visitors who pass throughout New Castle each year.

There are a multitude of reasons why this project is critical but, by far, the most important is ***safety***. We have had many "close calls" with bikers, runners, and pedestrians on the causeway and would challenge the three of you (if you have not done so already) to drive through the causeway on a sunny summer weekend day and experience the close calls for yourself. We constantly compare notes with neighbors on these close calls and it is only a matter of time before someone gets seriously hurt!

From an economic standpoint, expanding the causeway also attracts more biking, walking and running tourists to visit the Seacoast and spend their dollars supporting our economy. Also, the causeway is a critical route for emergency vehicles who cannot travel over the Wentworth Bridge due to weight restrictions. Thirdly, rising sea levels and storm surges have caused flooding of the causeway (we both have driven through these surges prior to the police shutting the causeway down in recent years when this happens).

There are many other reasons to maintain this project but we do not want to make this e-mail too long. ***PLEASE***, please, keep the project on the 10 year plan.

Sincerely,

Lisa and Bruce Street - 67 Locke Road, New Castle, NH 03854

WatsonJr, Bill

From: VJ Strehl <vjstrehl1@gmail.com>
Sent: Tuesday, October 10, 2023 12:38 PM
To: WatsonJr, Bill
Subject: 1B Causeway Expansion and New Castle Causeway

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear Sir -

As a 13 year resident of New Castle, I write today to emphasize the importance of including New Castle in DOT's pending 10 Year Plan.

The causeway as currently designed is inadequate to address the safety of residents due to two primary reasons:

1. the narrowness of the lanes does not allow for bicycle or pedestrian traffic — especially in Summer months when tourism to the island is greatly increased — to share the road with a constant stream of vehicular traffic; and

2. surging tides make the road impassable. This has occurred twice during the term of my 13 year residency on New Castle, most recently in December of last year. While there is an alternative route for ingress/egress, emergency access too many island residents is diminished by having to divert traffic from the Portsmouth to Rye access routes.

I strongly urge you to include the expansion of the New castle 1B Causeway as part of your pending 10 year plan to improve the safety to residents and visitors to New Castle and its many tourist attractions.

Thank you for the work you do on behalf of all NYH residents and for your consideration of my opinions expressed in this letter.

VJ Strehl
62 Main Street
New Castle NH 03854
603-205-1104

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH lacks the imagination and forward look that is required to address the challenges of efficiently moving people and goods in New Hampshire in the coming decade. While it focuses on improving our roads and bridges, the plan lacks investments in electric vehicle charging infrastructure and public transportation. We need our transportation plan to carry New Hampshire into a future where vehicles will be electrified and fast trains will carry people and goods around the state and connect with economic centers, especially to the south of us. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Now is the time to make it happen.

Every car manufacturer has recognized that electric transportation will replace gasoline vehicles over the next twenty years with benefits in lower emissions and reduced operating costs for state residents. In order to make that happen, it is the responsibility of public officials to establish policy and economic support to make more fast chargers available in the state through a public-private partnership with the electric industry. The State can lead the way by transitioning governmental vehicle fleets to significantly increase electric vehicle use.

Our transportation system is at a crossroads. I encourage you to look forward, not backwards and provide funding for public transportation and electrification infrastructure so that New Hampshire can continue to be the great place we all love even as the world spins unpredictably around us.

Thank you for your consideration.
James Torpey, New Hampshire resident

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

WatsonJr, Bill

From: Jake Twarog <jake.p.twarog.24@dartmouth.edu>
Sent: Thursday, September 28, 2023 9:27 PM
To: WatsonJr, Bill
Subject: New Hampshire Transportation Investment

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear William Watson Jr.,

Hope you are doing well! My name is Jake Twarog, and I am emailing about the NHDOT Ten Year Plan and the proposed share of total program dollars by program. Currently, I believe that the funding allocations are completely misaligned with the forward-thinking priorities New Hampshire should be adopting over the next ten years to improve safety, walkability, and enhance mobility all throughout the state.

Allocating 57% of the entire budget toward FHWA, with an additional 18% toward I-93 debt/turnpike-related projects, is an incredibly shortsighted move that completely misses the mark on modal shift and safety. Spending three-quarters of the budget on car infrastructure when the state already contains so many overbuilt and dangerous roads will do nothing to address the dozens and dozens of people who are killed on New Hampshire roads every year. It will be ineffective against drunk driving, unhelpful at reducing runoff and other environmental externalities, and New Hampshire citizens will continue to have to spend large amounts of their income on car ownership and maintenance, as this sends the signal that cars are the primary way to move around the state.

In addition to this, although an 8% transit share is an improvement over historical levels, public transit seems as though it will continue to be neglected in New Hampshire. Furthermore, the most glaring issue is the lack of rail funding. Allocating less than 1% of all funds toward rail-based transportation will mean New Hampshire will keep falling further behind its New England peers in terms of rail connectivity. Concord and Manchester should have gotten commuter rail or Amtrak stations long ago, and it seems doubtful that with this plan that will happen anytime soon either.

As evidenced by the higher housing prices that walkable communities command, people increasingly want to live in these areas. New Hampshire should not lose out on the opportunity to improve its towns and cities and make the state a better place to live, work, and play safely. I urge you to consider the state's most vulnerable citizens and consider what a future where the state is less dependent on cars might look like.

Best,
Jake Twarog

WatsonJr, Bill

From: Cass, William
Sent: Friday, October 06, 2023 2:11 PM
To: Oldenburg, William; WatsonJr, Bill
Subject: Fwd: New Castle, NH Route 1B Causeway

For TYP record.

William Cass
Commissioner
NHDOT

From: NANCY VAILAS <anvailas@comcast.net>
Sent: Wednesday, October 4, 2023 1:55:16 PM
To: Cass, William <William.J.Cass@dot.nh.gov>
Subject: New Castle, NH Route 1B Causeway

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear Mr. Cass,

I am writing as a citizen of New Castle NH to ask for your help.

Our town is an island and is accessed by a bridge on the South side and a causeway to the North.

The Route 1B causeway is in desperate need of renovations and we are hoping that you will see how important it is to include it in the NH Department of Transportation's Ten-Year Plan.

New Castle is home to roughly 1,000 residents who rely on Route 1B for critical connections to Portsmouth, Rye, and beyond. IB's proximity to the Piscataqua River and Atlantic Ocean makes this roadway vulnerable to extreme weather events, storm surges, king tides, and coastal erosion. Multiple times in the 11 years that we have lived in New Castle, and most recently in late December 2022, the 1B Causeway was flooded by the Piscataqua River rendering it impassible.

On the other end of town, residents were able to utilize the bridge to Rye, however, the low-lying areas of 1B were flooded on that end and subsequently could not be traversed.

When folks think of New Castle, NH, they often conjure images of a sleepy coastal town with beautiful views of the river and ocean with a meandering road that takes them from Portsmouth to Rye or vice versa. While this is most certainly true, this lovely coastal road is also traversed by multiple vehicles everyday: school buses, delivery trucks, dump trucks, dump trucks towing excavators and bulldozers, plow trucks, Amazon, UPS, and FedEx trucks, garbage trucks, food and fuel delivery trucks, landscaping vehicles and equipment, and many more in addition to the passenger vehicles in which our citizens and those from surrounding towns drive to and from work, errands, and the like.

New Castle is also home to many of NH's treasures: its top ranked elementary school, sole coast guard station, UNH Marine facility and pier, Great Island Common, a top-ranked resort and golf course; all of which will be placed at risk without timely 1B Causeway renovation.

Many of us plan to attend the GACIT meeting in Greenland on October 19th to support this cause and we hope that you will consider the 1B Causeway project as a priority in the DOT Ten-Year Plan.

Thank you in advance for your consideration,

Nancy Vailas
212 Wentworth Road
New Castle, NH 03854

William E. Watson, P.E. Administrator
Bureau of Planning and Community Assistance
NH Department of Transportation
7 Hazen Drive; PO Box 483
Concord, NH 03302-0483

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 10 2023
BUREAU OF
Planning and Community Assistance

October 5, 2023

Dear Mr. Watson,

I am writing as a citizen of New Castle NH to ask for your help.
Our town is an island and is accessed by a bridge on the South side and a causeway to the North.

The Route 1B causeway is in desperate need of renovations and we are hoping that you will see how important it is to include it in the NH Department of Transportation's Ten-Year Plan.

New Castle is home to roughly 1,000 residents who rely on Route 1B for critical connections to Portsmouth, Rye, and beyond. IB's proximity to the Piscataqua River and Atlantic Ocean makes this roadway vulnerable to extreme weather events, storm surges, king tides, and coastal erosion. Multiple times in the 11 years that we have lived in New Castle, and most recently in late December 2022, the 1B Causeway was flooded by the Piscataqua River rendering it impassible.
On the other end of town, residents were able to utilize the bridge to Rye, however, the low-lying areas of 1B were flooded on that end and subsequently could not be traversed.

When folks think of New Castle, NH, they often conjure images of a sleepy coastal town with beautiful views of the river and ocean with a meandering road that takes them from Portsmouth to Rye or vice versa. While this is most certainly true, this lovely coastal road is also traversed by multiple vehicles everyday: school buses, delivery trucks, dump trucks, dump trucks towing excavators and bulldozers, plow trucks, Amazon, UPS, and FedEx trucks, garbage trucks, food and fuel delivery trucks, landscaping vehicles and equipment, and many more in addition to the passenger vehicles in which our citizens and those from surrounding towns drive to and from work, errands, and the like.

New Castle is also home to many of NH's treasures: its top ranked elementary school, sole coast guard station, UNH Marine facility and pier, Great Island Common, a top-ranked resort and golf course; all of which will be placed at risk without timely 1B Causeway renovation.

Many of us plan to attend the GACIT meeting in Greenland on October 19th to support this cause and we hope that you will consider the 1B Causeway project as a priority in the DOT Ten-Year Plan.

Thank you in advance for your consideration,

Nancy Vailas

Nancy Vailas
212 Wentworth Road
New Castle, NH 03854

SCANNED - to email 10/10/23

Alan and Sharon Weston
168 Portsmouth Ave
PO Box 853
New Castle, NH 03854

September 24, 2023

Mr. Bill Watson, PE
Bureau of Planning and Community Assistance
NH DOT
John O Morton Building, 7 Hazen Drive
PO Box 483
Concord, NH 03302-0483

RE: 1B Causeway Project for the 25-32 TYP
Wentworth (New Castle-Rye) Bridge Project

Dear Mr. Watson,

We are residents of New Castle, NH and are writing to express our deep concern about the delays that may occur with the **1B Causeway Project for 25-32 TYP.** We urge the NH DOT to please *make this project a priority*. As you are surely aware, the **1B Causeway Project** and the Wentworth (New Castle-Rye) Bridge are vital for the following reasons:

- They support the transportation and infrastructure of New Castle by providing evacuation routes that are essential for providing and supporting evacuations caused by emergency events.
- They provide residents of New Castle access points to get to the area hospitals, work, schools, and surrounding communities for supplies, events, support services, and community.

Our family home is quite close to the 1B Causeway, and we regularly watch as high tides come just inches from the road. In fact, *we have witnessed waves crashing over the 1B Causeway more recently* and are growing increasingly concerned that the New Castle 1B Causeway will collapse. Clearly, this critical roadway is in jeopardy and can wait no longer to be elevated, reinforced, and made safe.

Please advocate to keep 1B Causeway Project on schedule for repair in the 25-32TYP. *Please also advocate for sidewalks and bike paths to be placed along the Causeway*, which is currently very dangerous for pedestrians. It is traveled by walkers, joggers, scooters, cyclists, etc. throughout the day. It is only a matter of time before there is a catastrophic event along this well-traveled road.

Thank you for considering our request to push for the 1B Causeway Project 25-32TYP and the Wentworth Bridge Project.

Sincerely,

Alan and Sharon Weston

WatsonJr, Bill

From: Cass, William
Sent: Tuesday, October 03, 2023 2:40 PM
To: WatsonJr, Bill; Oldenburg, William
Subject: FW: Route 1B Causeway
Attachments: 321434949_830221431415688_3589811693158556094_n.jpg

FYI – I'd consider TYP testimony for record.

William Cass, P.E.
Commissioner
NHDOT

From: Chris Weston <chrisw@iworx.com>
Sent: Tuesday, October 03, 2023 1:17 PM
To: Cass, William <William.J.Cass@dot.nh.gov>
Subject: Route 1B Causeway

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Hello,

I was made aware by my community that the Route 1B causeway update is in danger of being pushed back to a 30 year plan. I am writing to make sure you are aware how important this project is to the town of New Castle. I have included a picture I took during the last storm, just down the street from where I live. I have many more if you would like to see others. Our town is beloved by so many walkers, bikers, drivers, locals and tourists alike. This is one of the most used roads in the state each summer. With the weather trends the way they have been the last few years it is clear these high tides/storms are happening more and more, and we can not afford to lose this entrance to New Castle.

Please make this a priority as we can not afford to wait until it is destroyed in the next storm.

Thanks,

Chrissey

--
Christine Weston
iWorx Representative
800-234-1757 ext. 20 (North America)
Cell 603-767-6610

If you don't wish to receive further email from us please reply back "Leave Out"

Executive Council District 4
Public Hearings

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing
In-person and TEAMS hybrid meeting

Londonderry Town Hall

Moose Hill – Council Chambers
Wednesday, September 27, 2023
7:00 PM

Meeting Notes

In attendance:

Executive Councilor- Theodore Gatsas, District 5

NHDOT Staff Attendees:

- Bill Cass, Commissioner
- Bill Oldenburg, Director Project Dev
- Bill Watson, TEAMS (hybrid) Moderator
- Glenn Davison
- Lucy St. John
- Tony Puntin
- Dzijeme Lazares
- Jodi Sottilaro
- Jason Ayotte, remote

Other Attendees:

- Kathy Staub, NH House Rep.
- John Trottier, Town of Londonderry
- Benjamin Bennett, Town of Londonderry
- Chris Scott, U. S. Senator Jeanne Shaheen's office
- Maggie McSherry, US Rep, Chris Pappas's office
- Deb Paul Londonderry Times
- Jane Hough, Manchester Housing Alliance
- Ben Herbert, Region 8 Regional Coordinating Council
- Ann Chiampa
- Brandon Lemay, Rights & Democracy
- Elizabeth Rapp
- James O'Connell
- Kate Marquis
- Kathryn Talbot
- Kevin Criscione
- Martin Phahler
- Ray Breslin
- Nate Miller, SNHPC
- Dave Tilton, SNHPC

Introductions- Brief introductions were made.

Councilor Gatsas welcomed everyone. He recognized several in attendance including the state representative and congressional liaison staff.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). , NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Southern New Hampshire Planning Commission, SNHPC- Nate Miller provided a brief presentation, discussing the regional allocation, process, and priority projects for the SNHPC region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Gatsas opened the public hearing. He noted those wanting to speak need to complete the blue card.

Elizabeth Rapp: Introduced herself as a resident of Manchester. She shared that she has an acupuncture business, and clients miss appointment due to traffic and lack of transportation. She opined that we need passenger rail in NH. She noted that she doesn't like all the traffic as it is decreasing the quality of life in NH, affects mental health and contributes to lost productivity.

Ray Breslin: He expressed that NHDOT is trying to do a good job with the funding we get. He shared that there is too much traffic, particularly truck traffic. He mentioned refuse hauling trucks and the amount of trash being brought into NH, and the impact that these and other trucks are having on the roads and bridges. He opined that we need to be doing more maintenance on the bridges, to keep them off the red list. He shared that he has worked all over New England and sees the conditions of the transportation network. He commented that everything costs so much more, we have limited resources, and we must do things smarter and better. He noted that NH is spending over $ 1 billion on rail. He noted he isn't trying to find fault and he knows NHDOT is trying to do good things. We must maintain what we have. He mentioned tearing down a bridge (Newington/Portsmouth) last year and asked is it worth it.

Ben Herbert: Introduced himself as the Region 8 Mobility Manager. He provided an overview of the RCC, communities and populations served. He thanked NH for the continued support and distributed some outreach materials. He noted there are many needs.

Jane Hough: Introduced herself as a member of the Manchester Housing Alliance. She noted all the congestion on the network going to Boston. She reflected on the relationship between transportation and housing and expressed the need for options including the need for rail from Nashua to Manchester and how everyone wants economic development. She advocated for a rail station in Manchester.

Rep. Kathy Staub: Introduced herself as the Ward 5 representative for Manchester. She noted that Manchester is the largest city in the State, and there is limited intercity transit options. She expressed that Manchester needs a real intermodal hub that is a safe, dry place to wait for transportation. She noted how Manchester transit riders must pay more and that there is only one bus that goes from Manchester to Boston. She expressed that this is an equity issue, there is inequity with regards to access to services. She also noted that there is a need east-west transportation.

Deb Paul: Introduced herself as the publisher of the Londonderry Times. She commented that the State does an amazing job on the roads compared to other New England states. She shared her concern about the volume of trucks on the roads, and how the weight of one truck can equal 84 cars. She agrees with the Rep. Staub's comments. She expressed that people come to NH for the quality of life, but this is deteriorating with wear and tear on the roads, air quality and light and noise pollution. She expressed a need for east to west transportation this would help with economic development. She shared that we don't have the population for rail or transit.

Kate Marquis: Introduced herself as a resident of Manchester. She echoed the comments made by Rep. Staub. She thanked NHDOT for the work you do. She opined that Manchester is the biggest city north of Boston and needs a Rail Study. She asked why a GACIT public hearing wasn't being held in Manchester, discussing the demographics, needs of the City of Manchester and how a lot of people in Manchester aren't able to participate in this process.

Kevin Criscione: Shared that he is a resident of Manchester's west side. He echoed the comments made by Rep. Staub. He shared his personal journey of commuting from Manchester to Boston without a car. He shared how there is a bus stop in Londonderry but noted that Londonderry is not the largest city in the state. He noted that there is only one bus from Boston to Manchester. He shared that he lived in Boston without a car and how it is frustrating using the transportation system here in comparison. He opined that Manchester should be the urban hub for transportation. He added that Manchester has enormous opportunities in the coming years, and how the transportation systems and options available will allow the entire urban area to function economically. He noted that there is lots of traffic congestion. He expressed a need for rail or bus rapid transit and noted that we are kneecapping ourselves economically. He fully supports the Capitol Corridor project. He asked for a status update on the project. **Commissioner Cass** noted that an environmental-financial and project development study was completed last January which identified a funding gap, and that is where it sits as of this moment.

James O'Connell : Introduced himself as a resident of Manchester. He noted disappointment that there isn't a GACIT meeting in Manchester. He expressed that there are lots of people that don't own a car, can't afford a car, and many young people choose not to have a car. He suggested that another GACIT meeting be added for Manchester. He reflected on attending a meeting 10 years ago, and the discussion on the toll revenues and cost, and still years later this is a topic. He asked why the tolls haven't been raised, it is easy money. He doesn't see the resistance to increasing the tolls, we wouldn't be looking at red-list bridges and other issues if we had the revenue. He noted we are in a period of economic growth and if we can't do it now, when can we. He commented that passenger rail service will attract young workers. He commented on how BAE wants to see rail. He noted that Exit 6 has been dangerous for years and now it is being delayed again. We explained that better east-west transportation is needed, you can't even take a bus from Keene to Portsmouth without going to Boston as part of the route and that this is a disgrace. He noted that the Bedford tolls projects is being delayed, this shouldn't be delayed, people are being killed.

Brandon Lemay: Introduced himself representing NH Rights & Democracy. He commented about the amount of traffic congestion. He expressed his interest in passenger rail service. He lamented that the Executive Council denied federal money to do a feasibility study for rail in NH. He urged the modernization of the transportation network identified rail transportation as important to these efforts.

Kathryn Talbot: Introduced herself as a resident of Nashua. She noted that she lived in Manchester for 30 years previously. She expressed that public transit in Manchester and Nashua is useless. She opined that owning a car is a huge expense, and cars are built to be obsolete. She reflected on how for a period she went without a car in Manchester and that it is impossible. She noted that cars create carbon exhaust, and they kill people. She offered that adding more highway lanes results in adding more cars. She expressed that we need to be looking to the future, we need a paradigm shift. She noted that we need better connection between cities. She expressed a need to get more toll revenue. She encouraged NH to provide opportunities for people to get to work not using non-road modes of travel such as rail-trails and other modes. She encouraged consideration of the environment and the population.

Ann Chiampa: Noted that there is a shortage of workers in NH. Asked why do we want rail, it is too costly. She expressed that we need jobs here and want to keep workers here.

Executive Councilor Gatsas thanked everyone for attending, noted written comment can be submitted by Nov 3rd. The public hearing was closed. The meeting adjourned at approximately 8:30pm.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Londonderry Town Hall
Moose Hill – Council Chambers
Wednesday, September 27, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrigue, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT	Lucy.St.John@dot.nh.gov	271-8732

Name/Organization	Email (optional)	Phone Number (optional)
Elizabeth Rapp	arunaveik@gmail.com	603-703-7871
TONY PUNTIN /NHDOT		
Ben Herbert / Region 8 RCC	bherbert@snhpc.org	717 814 3441
JOHN R. TROTTIER	JRTROTTIER@LONDONDERRYNH.ORG	603-432-1100
TOWN of LONDONDERRY		X-146
DAVID Tilton / SNHPC	dtilton@snhpc.org	603-969-4664
Chris Scott	Chris_Scott@shaheen.senate.gov	603 647-7520
BENJAMIN BENNETT / TOWN OF LONDONDERRY	BBENNETT@LONDONDERRYNH.ORG	603-432-1100 x123
Kevin Crisione	kevincrisione@gmail.com	617-559-0174
Martin Pfahler	mhpfahler@gmail.com	603-325-7050
KATE MARQUIS	KATEMARQ36@YAHOO.COM	603-682-4185
Jim O'Connell	JAMESOCONNELL80@GMAIL.COM	617 851 9428
Jodi Sottilaro	NHDOT	271-2108
Jason Ayotte	NHDOT, Project manager	TEAMS-Remote

9/27/23 GNCIT-Londonderry

Name/Organization	Email (optional)	Phone Number (optional)
Dzijeme Lazares	Dzijeme.n.Lazares@dot.nh.gov	N/A
Jane Haigh	jhaighak@gmail	
Kathryn Staub	Kschofield staube@gmail.com	
Nate Miller	NMILLER@SNHPC.ORG	
RAY BRESLIN	SHIRAY50@YAHOO.COM	603-546-5750
Massie Congressman Pappas	margaret.McSherry@mail.house.gov	603-453-0312
Londonderry Times	dpaul@nutpub.net	603-537-2760
Brandon Lemay	lemay@radmovement.org	603-391-1178
Ann Chiampa	a.chiampa@comcast.net	
KATHRYN TALBOT	ibuildfuru@yahoo.com	603-260-2960

9/27/23 GNCIT - Londonderry

Londonderry
GACIT
9/27/23

pg 1 of 5

I WISH TO SPEAK AT THIS HEARING:

Name: Rep Kathy Staub

Organization: NH House of Rep

Address: 374 Laurel St Manchester

Phone: 603 624-0249

E-Mail: RSchofield staub@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Deb Paul

Organization: Londonderry Times Paper

Address: 118 Hardy Rd

Phone: 603 537-2760

E-Mail: dpaul@net Pub.net

CHRIS SCOTT SEN TOP SHAHEEN

I WISH TO SPEAK AT THIS HEARING:

Name: Maggie McSherry

Organization: Congressman pappas

Address:

Phone: Not Speaking -

E-Mail: Just recognize if you wish.

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Londonderry
GACIT
9/27/23
pg. 2 of 5

I WISH TO SPEAK AT THIS HEARING:

Name: JIM O'CONNELL

Organization:

Address: 265 PROSPECT ST

Phone: 617 851 0428

E-Mail: JAMESOCONNELL80@GMAIL.COM

I WISH TO SPEAK AT THIS HEARING:

Name: RAY BRESLIN

Organization: SELF

Address: 3 GARY DR.

Phone: 603-548-5750

E-Mail: SHIRAY50@YAHOO.COM

I WISH TO SPEAK AT THIS HEARING:

Name: Ann Chiampa

Organization:

Address: 28 Wedgewood Dr
Londonderry

Phone:

E-Mail: a.chiampa@comcast.net

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Londonderry
GACIT
9/27/23
pg 3 of 5

I WISH TO SPEAK AT THIS HEARING:

Name: Ben Herbert

Organization: Region 8 RCC

Address: 438 Dubuque St. Manchester, NH, 03102

Phone: 603 669 4664

E-Mail: bherbert@snhpc.org

I WISH TO SPEAK AT THIS HEARING:

Name: Jane Haugh

Organization: Manchester Housing Alliance

Address: 1593 Union St Manch

Phone: 907 394 4475

E-Mail: jhaughnh@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Brandon Lemay

Organization: Rights + Democracy

Address: 36 lynx way Manchester

Phone: 603-391-1176

E-Mail: lemay@radmovement.org

- I understand my time for comments may be limited out of respect for all. ✓
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification. ✓

Londonderry
GACIT
9/27/23

pg 4 of 5

I WISH TO SPEAK AT THIS HEARING:

Name: Kevin Crisione

Organization:

Address: 326 Rimmon Street #3 03102

Phone: 617-954-0174

E-Mail: kevincrisione@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Elizabeth Ropp

Organization:

Address: 851 BEECH St. Manchester

Phone: 603-703-7871

E-Mail: annaveiki@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Londonderry
GACIT
9/27/23

pg 5 of 5

I WISH TO SPEAK AT THIS HEARING:

Name: KATHRYN JACBOT

Organization: SELF - CITIZEN

Address: 22 SUMMENS ST

Phone: 603-260-2960

E-Mail: ibuildfuture@yahoo.com

I WISH TO SPEAK AT THIS HEARING:

Name: KATE MARQUIS

Organization:

Address: 479 Caleb Rd. Manchester, NH

Phone: 603-682-1185

E-Mail: KATEMARQ36@YAHOO.COM

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Epsom Central School
Wednesday, October 18, 2023
7:00 PM

DRAFT Meeting Notes

In attendance:

Executive Councilor- Theodore Gatsas, District 4

NHDOT Staff Attendees:

- Bill Oldenburg
- Tobey Reynolds
- Glenn Davison
- William Rose
- Jodi Sottilaro
- Colby Powelson

Other Attendees:

- Keith Cota
- Craig Tufts (CNHRPC)
- Mike Tardiff (CNHRPC)
- Cheryl Gilpatrick
- Betsy Bosiak
- Chris Scott
- Stan Brehm
- Vincent Pagano (CNHRPC)

Councilor Gatsas opened the hearing at 7pm and welcomed everyone. The Councilor provided a brief introduction of the history of the Ten-Year Plan process and overview of the current process and how public comments in-person and in-writing will be considered as the draft Ten Year Plan is refined.

NHDOT PowerPoint presentation- Presentation by Glenn Davison. Provided an overview of the process diagram and identified where we are in the process. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book.
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%)., NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the

shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Central NH Regional Planning Commission (CNHRPC) - Presentation by Craig Tufts.

Craig provided a brief presentation, discussing the regional allocation, process, and priority projects for the CNHRPC region.

Councilor Gatsas opened the public hearing at 7:15. He asked that those wanting to speak please complete a blue card.

Cheryl Gilpatrick: Introduced herself as the Chairperson of the Epsom Select Board. She explained that she was here this evening as part of an ongoing campaign regarding lighting at the Epsom traffic circle. She noted that members of the selectboard and other representatives of the town had reached out to multiple state representatives regarding this safety issue. She explained that the lack of effective lighting is an important issue that needs to be addressed. She also highlighted the presence of a US Flag at the unlit intersection as well as the location of a memorial to fallen law enforcement officers. She concluded by noted that the Town is concerned that this lingering issue gets addressed.

Betsy Bosiak: Introduced herself as someone representing multiple entities. She explained she was a member of the Epsom Select Board, Chairperson of the CNHRPC TAC and a resident of Epsom. She highlighted the need for a corridor study of Route 4. She noted that traffic congestion along this roadway continues to be an issue. She also emphasized that the while the Route 28 intersection near Depot Rd. is not located in Epsom, that intersection provides important access for Epsom residents traveling regionally. She noted that Chichester has some other projects that are important to regional travelers like the King Rd. and Kelly Rd. intersection projects. Continuing to highlight important regional projects, she raised the import of the Route 9/127 project in Henniker/Hopkinton needs attention. She also noted that that Epsom has over 300 units of elderly housing, emphasizing the role that effective public transit services play in supporting elderly residents aging in place. She explained that to be more effective, regional public transit services need to be further developed. She added her agreement that the lighting at the Epsom traffic circle needs to be addressed.

Keith Cota: Thanked Executive Councilor Gatsas for coming to Epsom. He introduced himself as a resident of Epsom who has been retired from NHDOT for 3-4 years. He explained that prior to his retirement he had a 10 min commute to Concord, but that he now drives to Manchester. He emphasized the importance of improvements to the Hackett Hill Rd. intersection, noting that the current conveyance causes 10–15-minute delays during peak morning and afternoon travel times. As part of that, he offered that he did not believe that the current funding allocated to the project is adequate for the need.

Executive Councilor Gatsas thanked everyone for attending, noted written comments can be submitted by Nov 3rd @ 4pm.

Meeting Adjourned: Approximately 7:30 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Epsom Central School
282 Blackhall Road, Epsom
Wednesday, October 18, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas ✓	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Assistant Commissioner David Rodrigue, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Deputy Commissioner Andre Briere	Andre.J.Briere@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
~~Bill Watson, NHDOT~~ Tobey Reynolds ✓	~~WILLIAM.E.WATSONJR@dot.nh.gov~~	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT ✓	William.Rose@dot.nh.gov	271-6581
~~Lucy St. John, NHDOT~~ Jodi Sothiard	Lucy.St.John@dot.nh.gov	271-8732

	Name/Organization	Email (optional)	Phone Number (optional)
1.	Colby Powelson NHDOT		
2.	Kate Cole	kcole@conceit.net	
3.	Mike Tardiff	mtardiff@cnhrpc.org	
4	Craig Tufts	ctufts@cnhrpc.org	
5	Cheryl Gilpatrick	cgilpat567@gmail.com	603491-5955
6	Betty Bosiak	bbosiak948@gmail.com	496-3090
7	Chris Scott	Chris_Scott@Shaheen.senate.gov	603-647-7500
8	Stan Brehm		603-496-0804
9	Vincent Pagano	Vpagano@cnhrpc.org	603-988-0478
10			

EPSOM GACIT

8 attendees
+ DOT

3 blue cards

10/18/23

Epsom
GACIT

10/18/23

page 1 of 1

I WISH TO SPEAK AT THIS HEARING:

Name: Cheryl Gilpatrick

Organization: Epsom Board of Selectmen

Address: 330 Goboro Rd.

Phone: 603-491-5955

E-Mail: cgilpat567@gmail.com
cheryl.gilpatrick@epsomnh.org.

I WISH TO SPEAK AT THIS HEARING:

Name: Betsy Bosiak

Organization: CNHRPC

Address: 613 Mountain Rd Epsom

Phone: 603-496-3096

E-Mail: bbosiak948@
gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Keith Cota

Organization:

Address: 16 N. Pembroke Rd

Phone: 603-321-4317

E-Mail: Kotahnh@comcast.net

- I understand my time for comments may be limited out of respect for all.

EPSOM CENTRAL SCHOOL **Application #:**

APPLICATION
USE OF FACILITIES

Name of Organization: NHDOT - Department of Transportation
Address: 7 Hazen Drive Concord, NH 03302
Sponsor / Contact Name: Bill Watson / Lucy St. John **Tel. #:** 603-271-3344 / Bill - 3346 Lucy - 8732
Date(s) Requested: Wed Oct 18, 2023 **Hours:** 6:00pm - 9:30pm
Facility Requested: gym - for GACIT public hearing

☐ Classroom(s): ___	☐ Multipurpose Room	☐ Kitchen	☐ Library	☒ Gymnasium	☐ Athletic Field	☐ Other: ___

Description of Activity:

Admission Charge? ☐ Yes ☒ No **Disposition of Profits:** N/A

Number Expected to Participate: 5-50+/- **General Public Invited?** ☒ Yes ☐ No **If Not, Who?**

Requirements: ☒ Chairs: #: 50 ☐ Piano *(Piano only to be moved upon written permission)*

Decorations *(describe plan and materials)*:
Set-up Arrangements *(describe)*: 3 tables up front + chairs for public

Police and Fire Departments Notified? ☐ Yes ☒ No
(Users other than schools, users make own arrangements for police and fire coverage and ~~payment~~.)

I/we hereby agree to abide by all rules and regulations regarding use of facility, which I/we have read and understand, agree to pay the fees stipulated, and agree to reimburse the school for any damage done. I/we further understand that failure to do so may result in denial of future use by my organization.

Certificate of Insurance Enclosed: ☐ Yes ☒ No **Signed:** [signature] **Date:** 8/15/2023

Received: **Date:**
Principal, Epsom Central School

Note: A person must be designated to announce the emergency procedueres and locations of emergency exits along with the locations of AED's before each event.

The name of the designated person is Glenn Davison or William Rose (NHDOT)

Patrick Connors, Principal
Jonathan Herod, Assistant Principal
282 Black Hall Rd., Epsom, NH 03234
Tel. #: (603) 736-9331; Fax #: (603) 736-8703

EPSOM CENTRAL SCHOOL **Application #:**_____

APPLICATION
USE OF FACILITIES

HOLD HARMLESS AGREEMENT

It is agreed that in consideration for allowing the rental of school facilities and in full recognition of the school board's fiduciary responsibility to protect school property and assets, the Lessee hereby covenants and agrees at all times to indemnify and hold harmless the school district, its school board officers and employees, to the fullest extent permitted by law, from any and all claims, damages, losses and expenses, including, but not limited to, reasonable attorneys fees and legal costs, arising out of the use of these rental premises and all school facilities, by the Lessee, its officers, employees, agents, representatives, contractors, guests and invitees.

WJW

Signature of Official Representative

William (Bill) Watson

Name (printed or typed)

NHDOT - Administrator Bureau of Planning & Community Assistance

Organization

8/15/2023

Date

Patrick Connors, Principal
Jonathan Herod, Assistant Principal
282 Black Hall Rd., Epsom, NH 03234
Tel. #: (603) 736-9331; Fax #: (603) 736-8703

EPSOM CENTRAL SCHOOL **Application #:_____**

APPLICATION
USE OF FACILITIES

To All Groups Requesting Facility Use,

As the Administrators of the Epsom Central School we coordinate the facility use throughout the year. The entire staff at ECS supports all clubs and activities that use the building for their meetings. We hope our facility will continue to be a clean and safe building for those purposes.

Please remember that all requests be submitted in writing using the application form, the Hold Harmless Agreement, and a Certificate of Insurance naming the Epsom School Board as additionally insured. These should be submitted no later than four weeks in advance, whenever possible. As a reminder, as listed in the School Board Policy KFB (KFC), limits of liability must be specified in the amount of not less than $1,000,000. A certificate of insurance should be current for the school year.

Remember to carefully review the location options when choosing the areas of the building that may be needed for your activity. Remind your participants about the reserved locations and restrooms to help both multiple groups using the building and the custodians when cleaning takes place.

These steps will help ensure that all groups will be provided a facility that benefits their needs as well as keeps a safe and clean school for the Epsom students. If your group(s) will be meeting at the Epsom Central School on a regular basis, please call us at 736-9331to set up a meeting time to discuss your building request.

Sincerely,

Patrick Connors, Principal

Jonathan Herod, Assistant Principal

Patrick Connors, Principal
Jonathan Herod, Assistant Principal

282 Black Hall Rd., Epsom, NH 03234
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Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Goffstown Fire Station
Captain Steven W. Tower Meeting Room
Wednesday, October 25, 2023
7:00 PM

DRAFT Meeting Notes

In attendance:

Executive Councilor- Theodore Gatsas, District 4

NHDOT Staff Attendees:

- Bill Cass
- Dave Rodrigue
- Bill Oldenburg
- Glenn Davison
- William Rose
- Nicholas Sanders
- Kristopher Kozlowski

Other Attendees:

- Ben Hebert (SNHPC)
- Nate Miller (SNHPC)
- Rep. Bill Boyd
- Susan Neinaber (SNHPC)
- Jodie Naszaka
- Andrew Sylvia
- Erin George-Kelly
- Ross Ketschke
- Jen Arnda
- Sheila Pelletier
- Robin Sousa
- Caleb Dobbens
- Leigh Levine
- Chris Scott
- Elizabeth Repp
- Laura Mick
- Elyza Agosta
- Mark Suennen
- Gerard Bedard
- Cynthia Rolla
- Becky Hebert
- Brian Defosses
- Alex Owen
- Judi Lanza
- Shannan Macleod
- Brian Bicknell
- Siane Roy
- Paul Z.
- Richard Bruno
- Rep. Kathy Staub
- Mary Heslin
- Mike Whitten
- Tim Clougherty
- Rep. Shannon Chandley
- Ashley Marcoux
- Rep. Bill Boyd
- Derek Shooster (online)

Councilor Gatsas welcomed everyone and called the meeting to order at 7pm. He introduced the history of the TYP process and overview of the current process.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg. Provided an overview of the process diagram and identified where we are in the process. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%). , NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. Bill provided further clarification re: the status of funding for Exit 6 is still part of the project but showing as outside of the Ten-Year Plan and highlighted the additional ramp consolidation work on Eddy Rd. in Manchester. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Southern NH Planning Commission (SNHPC) - Presentation by Nate Miller.

Nate provided a brief presentation, discussing the regional allocation, process, and priority projects for the SNHPC region.

Bill Oldenburg then explained the TYP Book charts and a brief primer on how to read the draft Ten Year Plan.

Councilor Gatsas opened the public comment portion of the hearing at 7:36pm. He noted those wanting to speak need to complete the blue card.

Shannon McLoud introduced herself as attending this evening to speak on behalf of Mayor Craig who is not able to attend. She shared a prepared statement from Mayor Craig, which included a note of disappointment that there were no hearings scheduled in Manchester this GACIT cycle. She noted that this seemed to be indicative of a lack of investment in Manchester. She shared that the I-293 Exit 6 & 7 projects have been in the Ten-Year plan for the last 3 iterations of the plan, but now the projects are being delayed and reduced in funding by $146M. She opined that Manchester is the Economic engine for the state and that it is a fast-growing community in need of appropriate transportation infrastructure. She emphasized that Manchester was the only municipality to receive a RAISE grant focusing on transportation infrastructure at another area of the city dealing with development and traffic pressures (the Millyard). She noted that the 2021 Master Plan identifies a high-tech focused growth center on Hacket Hill comprising about 125 acres. She added that it will be impossible to develop this lot without the Exit 6&7 improvements due to underpass restrictions. She explained that the

current state of the Exit 6 &7 interchange is dangerous – it is both a source of significant congestion as well as a high incidence of crashes. She highlighted the planned and existing significant development with 1 mile of the project. She expressed a desire to see the project funding and schedule restored.

Erin George-Kelly: Introduced herself as an alderman in Manchester representing Ward 12 where exits 6 & 7 are located. She shared that she has heard many concerns via email, phone, and in-person regarding the proposed schedule for the Exit 6 & & projects. He emphasized the concerns expressed already re: congestion, safety and needed infrastructure improvements that will result from the construction of the improvements. She encouraged restoration of the schedule and funding for this important work.

Brian Bicknell: Introduced himself as the President of Manchester Community College. He stated that he was here this evening to speak on Exit 6 & 7. He shared that the entrance and egress from the MCC campus is influenced by the Exits 6 & 7 interchange. He noted that safety is a major factor related to this intersection. He also discussed the capital planning efforts underway for the MCC and explained that MCC was basing some of their own plans on the prior Exits 6 & 7 schedule and the changes will result in reconsideration of these plans, making their capital planning efforts more complex as a result.

Caleb Dobbins: Introduced himself as a representative of the Manchester DPW who was here this evening to discuss Exit 6 & 7. He provided a summary history of plans for this intersection beginning with the 2021-2030 TYP. He focused on reviewing the purpose and need statement for the original proposal which identified Millyard development activities as 'growing'. He added that the Millyard is not growing, its full. He explained that this growth is causing all kinds of operation issues with the traffic patterns that are exacerbated by the issues with Exits 6 & 7. He noted the presence of the signs northbound on 293 to alert drivers to vehicles being potentially stopped on the highway as well as the Emergency Access workarounds. He explained that he was unclear as to where the plans were headed. He added that the discussion of investment into the Eddy Rd. intersection improvements was a 2M project – but that it won't fix a $200M issue. He asked for consideration for using the available federal program funds for this turnpike system infrastructure. The speaking time limit was reached as he noted that Exit 6 & 7 have been taken hostage.

Rep. Kathy Staub: Introduced herself as the Ward 5 representative for Manchester. She shared that this was her fourth GACIT hearing this round. She expressed that she 100% agrees with comments on Exit 6 & 7. She noted that this intersection has been an issue for years and years. She expressed that the roles of state government and why we have a Ten-Year Plan is to look at long term view to improve lives of residents and spur economic growth. She noted the Manchester Millyard tech hub designation by the US Economic Development Administration. She highlighted the transit-oriented design effort in the area. She expressed her support for the Capital Corridor Project and benefits to attract new people and transportation hub opportunities. She explained that the limiting factor in the Millyard is parking. She noted the opportunities around growth to both housing and economy. She expressed that one of the reasons provided for why we can't do rail is cost – but explained that this perspective is missing out on

the opportunities presented by the Capital Corridor project. She shared that others have said that we can't do rail because those people will go to MA – but asked how that is different than the I-93 expansion efforts.

Laura Mick: Introduced herself as a non-driving resident of Manchester who supports commuter rail. She shared that she has family in the greater Boston area. She explained that she doesn't really have any way to get from Manchester to Boston on Saturdays – either bus or train would be good. She opined that effective public transportation would provide ample benefits to all. She explained the benefits of savings from not owning a car. She noted that there are lots of people she knows who don't own cars and have mobility related challenges that would be addressed by effective and extensive public transportation.

Kevin Criscione: Introduced himself as a resident of Manchester who wanted it noted that he rode here on his bike this evening. He expressed disappointment that there were no GACIT hearings scheduled in Manchester. He explained that he was a resident of Manchester's westside who regularly drives through the Exit 6 & 7 area. He expressed that he's a healthy 31-year-old who is challenged by the intersection – what about the elderly or other disabled populations trying to navigate those intersections. He shared that all investments seem to be focused on auto dominant infrastructure. He described his regular commutes from Boston to NH via Concord coach to the Exit 5 Park and Ride where he would have someone pick him up to take him on the last leg of his journey. He opined that there is a lack of commitment to non-auto transportation in NH. He expressed that he is a tech worker who felt deterred from moving here due to the lack of non-automotive options and that can't get anywhere from here using non-automotive transportation options.

Mike Whitten: Introduced himself as the Executive Director of the Manchester Transit Authority (MTA). He thanked NHDOT and others for the ongoing support to rebuild MTA. He shared that this was a project that started 15 years ago. He thanked NHDOT and the legislature for the 2.3M in additional funding. He shared that when the project started – MTA didn't go beyond Manchester's borders, and now there are services to most if not all regional communities. He explained that no state funds have been used for that – its funded using local matching funds. He noted that any additional state funds are used to connect the existing regional routes. He explained that service expansions focused on improving connections to other services and modes. He shared his perspective that it was important to appreciate how much NHDOT has already done and asked for that support to continue.

Derek Shooster (online): Introduced himself as a property owner in Manchester. He highlighted the bicycle and pedestrian infrastructure focus in the SNHPC area and noted that his analysis uncovered that NH allocated 0.45% of it available federal funds whereas MA allocates 7.6% of its funding. There were questions regarding the source data for that analysis. He encouraged re-evaluation of modal share of available funds with an eye toward increasing the proportion allocated to the non-automotive modes. He expressed that the public wants and needs options, lives depend on it.

Chris Scott: Introduced himself as a member of Sen. Shaheen's NH office staff. He shared his support for the improvements to Exit 6 & 7. He thanked the NHDOT staff for all the work that's been done by NHDOT to develop this plan and conduct these presentations around the state of NH.

Tim Clougherty: Introduced himself as the Manchester DPW Director and that he was here this evening to support the Exit 6 & 7 projects and request that the project be restored to the previous funding and schedule. He discussed the history of these projects. He noted that his mother always asks where the project stands, and he doesn't want to tell her the current proposed status. He shared that he also tells his daughter who works at CMC to avoid the Exit 6 & 7 area. He noted that the proposed project accommodates travel within and through Manchester safely. He shared that crash history and fatalities count as strong support for this project being completed. He explained that the project will support the economic vitality of the largest city in the state. He also noted that he was bewildered that none of the proposed CMAQ projects are included in the plan and advocates for the inclusion of those projects in the Ten-Year Plan. He closed his comment asking for reconsideration of this plan and to restore the 6 & 7 projects.

Jodie Nazacka: Introduced herself as the Economic Development Director for the City of Manchester who was here this evening to speak in support of the Exits 6 & 7 project. She noted that Manchester is 1 of 31 regions in nation to be designated as a tech hub. She shared that the city hasn't witnessed such a surge of economic growth and development since the restoration of the Millyard and construction of Fischer Cat stadium. She opined that the city needs to be positioned to take advantage of opportunities available - but that the lack of timely improvements to Exits 6 & 7 limits that. She explained that investment in Manchester is an investment in state.

Brian Defosses: Introduced himself as the Bedford Town Engineer – a recent development after a career with NHDOT and NHDES. He explained that he was here this evening to ask that a bridge project be added to the Ten-Year plan – Riddle Brook underneath Nashua Rd. due to damage from limited hydraulic capacity. He explained that NHDOT's Community Assistance section said that the proposed improvement is not a bridge because its less than 10' in length. He shared that it is not clear what program this project can fit within. He asked that a program be created in the Ten-Year Plan to help to address issues like this. He shared that recent rain events have caused roadway failures. He also shared a copy of a letter of support from Rick Sawyer, Bedford Town Manager.

Becky Hebert: Introduced herself as the Bedford Planning Director and explained that she was here to speak on behalf of TYP projects in Bedford. She expressed a desire to highlight 2 priorities – the Bedford 40664 (Hawthorne Rd. widening) first. She noted that Bedford has improved adjoining roads – and together these projects have helped to advance economic development opportunities. The second project she wanted to highlight NH 101 traffic and safety improvements projects and corridor study. She shared that the prior study is over 20 years old. She explained that there are major roadway and major safety concerns. She also supports the CMAQ projects inclusion in the TYP, particularly the projects in Bedford. She noted that all the projects are supported in recent master planning efforts.

Eliza Agosta: Introduced herself noting that she also biked to the meeting this meeting. She also shared that she did try to read ahead, but the Ten-Year Plan was a lot. She noted that she was here this evening representing the Queen City Bike Collective. She explained that the group supports people who primarily get around on bicycles. She noted the importance of an interconnected system of bike safe routes. She expressed that intersections should be inclusive of bicyclists. She highlighted some local segments that need attention with the Mammoth Rd. and Derry rail trail connection. She explained that she works in the Millyard – and that the number of cars trying to get into and out of the Millyard is insane. She noted that the new development envisioned for this area can't be accommodated if they come with all the additional cars. She highlighted benefits of effective bike/ped, and effective public transportation opportunities would benefit all.

Alex Owen: Introduced himself as a resident of Manchester. He thanks everyone at the front table for coming out this evening and taking all this flack. He shared that he supports viable public transportation but what drove him to come here this evening is to advocate for Exits 6 & 7. He explained that he's a regular commuter and that traffic from Manchester to Nashua is difficult and tolerable, but he is scared interacting with Exits 6 & 7. He shared his experience sitting in traffic on the side of I-293 waiting to get off the highway while vehicles passed him at high rates of speed. He asked for these projects to be prioritized.

Ben Herbert: Introduced himself as the Region 8 Mobility Manager. He explained that Region 8 covers towns in this area as well as in the Southern NH Planning Commission area. He offered a brief explanation of what Mobility Managers do. He thanked NH for the support and benefits accrued to the public and social service agencies via the additional general fund money allocated to funding regional mobility managers. He also shared a specific example of a recent case where they connected local cancer patients to available transportation providers to get to their cancer treatments in Boston by a method other than family members driving them as an example of the work that mobility managers perform. He also highlighted that despite these types of success stories, there are still unmet needs – such as lack of rides for general medical appointments and for grocery shopping.

Executive Councilor Gatsas thanked everyone for attending, noted written comments can be submitted by Nov 3rd @ 4pm.

Meeting Adjourned: Approximately 8:25 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Goffstown Fire Station # 18
18 Church Street – 2nd floor Meeting Room
Goffstown, NH
Wednesday, October 25, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT ✓	William.J.Cass@dot.nh.gov	271-1484
Assistant Commissioner David Rodrigue, NHDOT ✓	David.M.Rodrigue@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT ✓	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT ✓	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT	Lucy.St.John@dot.nh.gov	271-8732
Nick Sanders ✓	Nicholas.B.Sanders@dot.nh.gov	271-6454

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Name/Organization	Email (optional)	Phone Number (optional)
NICK SANDERS	Nicholas.B.Sanders@dot.nh.gov	
Kristopher A. Kozlowski	Kristopher.A.Kozlowski@dot.nh.gov	
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Erin George-Kelly	ekelly@manchesternh.gov	
Ross Ketschke	Ross.Ketschke@Hearst.com	
Joe Amdd		
Sheila Pelletier		
Robin Sousa	robin.sousa@comcast.net	
Ben Herbert / Region 8 RCC	bherbert@snhpc.org	
CALEB DOBBINS	CDOBBINS@MANCHESTERNH.GOV	857-9754
Leigh Levine	leigh.levine@dot.gov	
Chris Scott	Chris_Scott@Shaheen.Senate.gov	603-647-7520
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Gerard Bedard	jrdgrb@gmail.com	
Cynthia Rolla		
Becky Hebert	rhebert@bedfordnh.org	
Blair Desfosses	bdesfosses@Bedford NH.org	
Alex Owen	aaowenv@gmail.com	

Name/Organization	Email (optional)	Phone Number (optional)
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NATE MILLER	NMILLER@SNHPC.ORG	
Shannon Macleod		
Brian Bicknell MCC	bbicknell@ccsnh.edu	
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Paul B		603-315-6202
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R Kathy Stumb	kstumb@comcast.net	
Mary Heslin	mlheslin@yahoo.com	603 682 1933
JODIE NAZAKA	JNAZAKA@MANCHESTERNH.GOV	(603) 792-6660
Mike Whitten	mwhitten@mtabus.org	603-623-8801
Tim Clougherty	tclougherty@manchesternh.gov	
Shannon Chandley	shannon.chandley@leg.state.nh.us	
Ashley Marcoux	amarcoux@gmail.com	

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Name/Organization	Email (optional)	Phone Number (optional)
Vanessa Blais -NHCDD	Vanessa.A.Blais@ddc.nh.gov	
Suzanne Nienaber -SNHPC	snienaber@snhpc.org	
Robert St. Jean	rpstjean@gmail.com	
Marc Pion		

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Goffstown GACIT Oct 25, 2023
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I WISH TO SPEAK AT THIS HEARING:

Name: Caleb Dubbin

Organization: Manchester DPW

Address: Valley St Manchester

Phone: 624-6444

I WISH TO SPEAK AT THIS HEARING:

Name: Tim Clougherty

Organization: Manchester DPW

Address: Valley St

Phone: 624-6444

E-Mail:

I WISH TO SPEAK AT THIS HEARING:

Name: Jodie Nazaka

Organization: City of Manchester

Address:

Phone: (603) 792-6660

E-Mail: JNazaka@manchesternh.gov

- I understand my time for comments may be limited out of respect for all.

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I WISH TO SPEAK AT THIS HEARING:

Name: Shannon MacLeod

Organization: City of Manchester

Address: 1 City Hall Plaza
Manchester, NH

Phone: 603 624-6500

E-Mail: smacleod@manchesternh.gov

I WISH TO SPEAK AT THIS HEARING:

Name: Erin George-Kelly

Organization: City of Manchester

Address: 8 Country Club Dr. Apt 29
Manchester NH 03102

Phone: 603 851-1257

E-Mail: ekelly@manchesternh.gov

I WISH TO SPEAK AT THIS HEARING:

Name: Elyza Agosta

Organization: C2C Bike Collective

Address: 46 Bayberry Ln.

Phone: 978-201-2773

E-Mail: elyzaagosta@gmail.com

- I understand my time for comments may be limited out of respect for all.

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I WISH TO SPEAK AT THIS HEARING:

Name: Rep Kathy Staub

Organization: NH House

Address: 374 Laurel St Manch

Phone: 603 624-0249

E-Mail: kstaub@comcast.net

I WISH TO SPEAK AT THIS HEARING:

Name: CHRIS SCOTT

Organization: OFFICE of SENATOR SHAHEEN

Address: 2 WALL ST STE 220, MANCHESTER

Phone: 603-647-7500

E-Mail: Chris_Scott@shaheen.senate.gov

I WISH TO SPEAK AT THIS HEARING:

Name: Brian Bicknell

Organization: Manchester Community College

Address: 1066 Front Street, Manchester

Phone: 978-290-2333 (cell)

E-Mail: bbicknell@ccsnh.edu

- I understand my time for comments may be limited out of respect for all.

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I WISH TO SPEAK AT THIS HEARING:

Name: Laura Mick

Organization:

Address: Manchester NH

Phone: 603 492 9707

E-Mail: mick277@yahoo.com

I WISH TO SPEAK AT THIS HEARING:

Name: Kevin Criscione

Organization:

Address: 386 Pinnan Street #3 Manchester NH

Phone: 617 959 0174

E-Mail: kevincriscione@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Robert St. Jean

Organization:

Address: 33 Goblin Gate Drive Hooksett NH 03106

Phone: 603 682-2529

E-Mail: rpstjean@gmail.com

- I understand my time for comments may be limited out of respect for all.

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I WISH TO SPEAK AT THIS HEARING:

Name: Becky Hebert

Organization: Town of Bedford

Address: 24 N. Amherst Rd. Bedford NH.

Phone:

E-Mail: rhebert@bedford.nh.org

I WISH TO SPEAK AT THIS HEARING:

Name: Brian Desfosses

Organization: Bedford DPW

Address: 55 Constitution Dr

Phone: 603-792-1314

E-Mail: bdesfosses@bedfordnh.org

I WISH TO SPEAK AT THIS HEARING:

Name: Alex Owen

Organization: citizen

Address: 313 Walnut St. Manchester

Phone:

E-Mail: aaowenv@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

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I WISH TO SPEAK AT THIS HEARING:

Name: Mike Whitten

Organization: Manchester Transit

Address: 110 Elm St

Phone: 603-623-8801

E-Mail: mwhitten@mtabus.org

I WISH TO SPEAK AT THIS HEARING:

Name: Ben Herbert

Organization: Region 8 RCC

Address:

Phone: 603 669 4641

E-Mail: bherbert@snhpc.org

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

arise during, or be caused in any way by, such use or occupancy of town facilities. Also, in the event of property loss or damage resulting from such use or occupancy of town facilities, the amount of damage shall be decided by the Department Head and a bill for damages will be presented to the group using or occupying the facilities during the time the loss or damage was sustained, if the applicant is found to be the cause.

IX. WAIVER: The Board of Selectmen reserves the right to waive facility and grounds fees when they determine a hardship exists or in the best interests of the town.

X. FACILITY AND GROUNDS USE APPLICATION:

Application Date: 8/24/2023

Organization Name: NHDOT / GACIT Public Hearing

User Type (choose from Section III): ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ H

Contact Name: Lucy St. John OR Bill Watson, Bureau Administrator NHDOT Bureau of Planning & Community Assistance

Address: 7 Hazen Drive Concord, NH 03302-0483

Email: Lucy.A.St.John@dot.nh.gov William.E.Watson@dot.nh.gov

Phone (603) 271-8732 (Lucy) (603) 271-3346 (Bill)

Type of event/activity: NHDOT - Ten Year Plan Governor's Advisory Commission on Intermodal Transportation (GACIT). Meeting requested on behalf of NH Executive Councilor Ted Gatsas.

What type of equipment will you be using during your event/activity? tables, chairs, Wi Fi

Will fees be charged for the event? ☐ Yes ☒ No

Is this a fund-raising event? ☐ Yes ☒ No

Is this event open to the public? ☒ Yes ☐ No

Anticipated attendance? 5-50 Approximate.

~~Requested~~ Confirmed Date(s): Wednesday Oct 25, 2023 - Public hearing starts at 7pm

Start Time: 6:00 pm End Time: 9:30pm.

~~Requested~~ Confirmed Building: ~~Fire Station~~ Goffstown #18 at 18 Church Street Requested Room:

Applicant Signature for policy and application: [signature] 8/24/2023

If user anticipates posting signs outside the facility or grounds, then they need to apply for a temporary sign permit with the Planning Office. If user plans an outdoor event, then they will need to apply for an Event Permit with the Administration Office.

FOR INTERNAL USE ONLY

Approved by Department Head: _____ Date: _____

User Notification: _____ Date: _____

TOWN OF GOFFSTOWN
FACILITY and GROUNDS USE POLICY & APPLICATION

I. POLICY PURPOSE:

The purpose of this facility and ground use policy is to:

A. establish authorization for use;
B. prioritize the users of facilities;
C. identify town facilities and grounds available, establish capacity of each area, and establish fees for each;
D. establish regulations;
E. establish prohibitions;
F. establish scheduling procedures;
G. provide a hold harmless agreement;
H. provide a facility and grounds use application form.

II. AUTHORIZATION OF USE:

Town facilities and grounds are the property of the Town of Goffstown. When not in use for town purposes, town facilities as identified in this policy, may be used with the prior approval of the Town of Goffstown for purposes that promote the welfare of the Goffstown community. Ultimate authority for granting, extending, refusing and/or canceling any permitted use of town facilities is retained by the Goffstown Board of Selectmen who delegate the daily use and operations to the respective Department Heads. . No person, group, or organization has any vested right to use town property; and the right to use the property for any lawful purpose is subject to approval by the Department Head who oversees the facility or grounds. Authorization for use of town facilities and grounds by non-town sponsored/sanctioned organizations shall be considered neither as an endorsement nor approval of the activity, group, or organization or the purposes they may represent. Fees will be consistent with any expenses (i.e. wear and tear, electricity, heat, required staffing if needed) to be incurred by the Town of Goffstown and the benefits to be derived by the user. The intent of the fee schedule is to offset the staffing, facility and grounds costs incurred by the Town as a result of public use. The town will cooperate with recognized organizations and agencies, such as American Red Cross and Civil Defense, and will make suitable facilities available, without charge, during a community emergency or to prepare for civil defense.

III. PRIORITIZATION OF USERS:

The primary use of town facilities is for municipal government business. The following groups are listed with "A" being the highest priority and "I" being the lowest priority:

A. **Town Departments, Committees, Boards and Commissions:** These entities are part of town government, covered by the town's liability insurance and <u>not</u> subject to facility and grounds use fees. Department use is our first priority, and Committee, Boards and Commissions are secondary. Committees need not complete an application form but need to schedule with appropriate department head.
B. **Political Subdivisions**: These groups include the Goffstown School District, Goffstown Village Water District, Grasmere Water Precinct and Hillsborough

County. These groups will submit an application with a Certificate of Insurance and are not subject to a facility and grounds use fee.

C. **Town Sponsored Groups or Activities**: These groups or activities are funded or partially funded by the Town of Goffstown (i.e. Goffstown Main Street Program, CERT). These groups will submit an application with a Certificate of Insurance and are not subject to a facility and grounds use fee.

D. **Town Sanctioned Groups or Activities**: These groups or activities raise funds for town projects and activities (i.e. Friends of Parks and Recreation, Friends of the Library, Friends of Goffstown Rail Trail, etc.). These groups will submit an application with a Certificate of Insurance and are not subject to facility and grounds use fees.

E. **Elected State and Federal Officials:** Incumbents who wish to hold office hours to respond to individual constituent concerns or questions do not need to submit a Certificate of Insurance or pay a fee to use a town facility or grounds.

F. **Local Civic, Fraternal, Professional, Political and Sports Organizations**: These groups submit an application with a Certificate of Insurance and are subject to a facility and grounds use fee.

G. **Local Non-Profit Organizations:** These groups will submit an application with a Certificate of Insurance and are subject to a facility and grounds use fee.

H. **Local Residents:** Some facilities and grounds could be used by local residents for private functions. Resident would submit an application with a Certificate of Insurance, and are subject to a facility and grounds use fee.

I. **Out-of-Town Non-Profit Organizations:** These groups will submit an application with a Certificate of Insurance and are subject to a facility and grounds use fee.

IV. TOWN FACILITIES AND GROUNDS, CAPACITY & FEES:

Goffstown Town Hall

- ❑ Meeting Room 106 — $10.00 per hour — capacity 82
- ❑ Meeting Room 107 — $10.00 per hour — capacity 51

Grasmere Town Hall *(see attached policy and application for use of this facility)*

Fire Station #19, Pinardville

- ❑ Upstairs Meeting Room (not ADA accessible) — $15.00 per hour — capacity 49

* Goffstown Fire Station #18 at 18 Church Street

Police Station

- ❑ Conference Room, only available for user A & C. — capacity 30

Public Works

- ❑ Conference Room, only available for user A. — capacity 10

Parks and Recreation

Recreation Center (long term use for over three months negotiable) – Building capacity at one time is 49

- ❑ Gym — $15.00 per hour — capacity 49
- ❑ Commissioners Conference Room — $10.00 per hour — capacity 30
- ❑ Office — $10.00 per hour — capacity __

Fields:

- ❑ Sarette Youth Soccer Field — $1,000 per season/$50.00 per hour
- ❑ Sarette HS Soccer Field — $1,000 per season/$50.00 per hour
- ❑ Sarette Football Field — $1,000 per season/$50.00 per hour

❑ Louise Street Field	$1,000 per season/$50.00 per hour
❑ Roy Park Softball Field	$1,000 per season/$50.00 per hour
❑ Barnard Park Football Field	$1,000 per season/$50.00 per hour
❑ Instructor / Pro Tennis Court Rental	$15.00 per hour per court
❑ Parking Fees for High School Students	$50.00 for school year

V. REGULATIONS:

Users agree to:

A. meet the assembly requirements by not exceeding room capacity;
B. provide a Certificate of Insurance in the amount of $1,000,000 for property and liability naming the Town of Goffstown as the secondary insured at the time of application;
C. submit fees one week prior to the scheduled use;
D. checks are payable to the "Town of Goffstown" unless it is for the use of Grasmere Town Hall when checks are payable to "Grasmere Town Hall Restoration Fund";
E. Any damage to the facility and grounds or personal injuries occurring during normal office hours (M-F 8:00 am – 4:00 pm) notify Administration Office at Town Hall 497-8990 x100. If there is property damage or personal injuries after hours, notify the Goffstown Police Department at 497-4858.
F. Facility users must accompany the Building Supervisor or designee for a walk through inspection of the facility before and after each event; town departments and committees are exempt from a walk through;
G. Users agree to clean up the areas used. Users of Grasmere Town Hall agree to sweep floors and remove trash/recycling to appropriate bins outside. Failure to do so may result in additional custodial fees.
H. Users agree to adhere to the parking restrictions of the facility and grounds.
I. Storing materials requires the prior approval of the Department Head;
J. User provided equipment or materials requires prior approval of Department Head.

VI. PROHIBITIONS:

A. All users must comply with the town ordinance prohibiting the consumption of alcoholic beverages on town property;
B. The Town of Goffstown does not allow smoking in its facilities;
C. Sub-letting the town facility or grounds to any other person or group is prohibited;
D. Use of candles or other open flames is prohibited in town facilities.

VII. SCHEDULING PROCEDURES:

A. Prospective users must submit a Facility and Grounds Use form with a Certificate of Insurance thirty (30) days prior to the date being requested to the Administration Office at Town Hall, 16 Main St., Goffstown.
B. Department Head's authorization is required for the facilities they oversee.
C. If date is approved, then user must submit the fee within one week of approval.
D. The Department Head may waive the 30 day requirement with good cause and so long as others are not unduly disadvantaged by the waiver.

VIII. HOLD HARMLESS: All applicants for use of town facilities shall hold the Town of Goffstown free and without harm from any loss, damage, liability or expense that may

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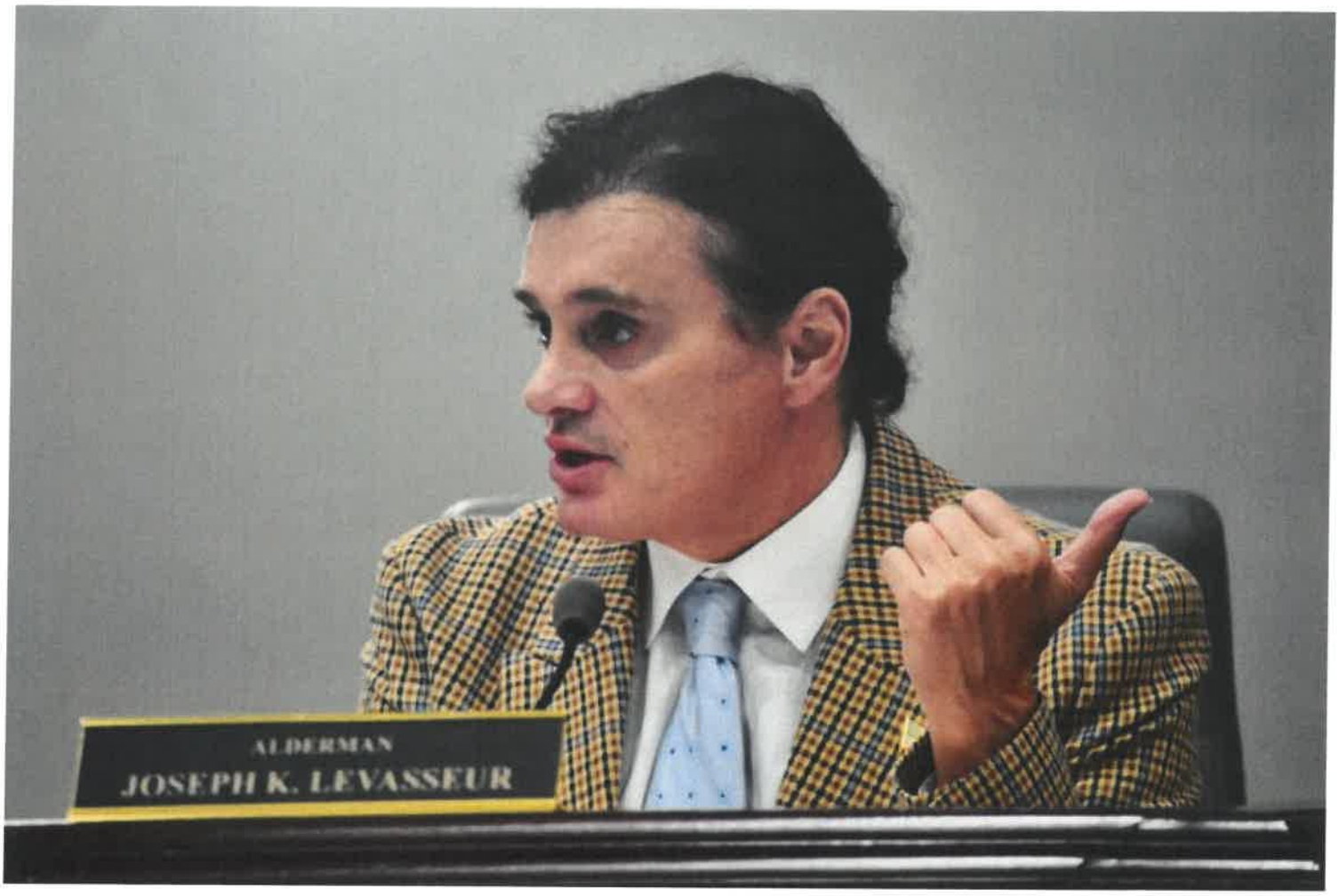
transportation plan changes



Joseph Kelly Levasseur on Oct. 18, 2023. Photo/Andrew Sylvia

MANCHESTER, NH – The Manchester Board of Mayor and Aldermen expressed frustration on Tuesday over changes to the New Hampshire Department of Transportation's (NHDOT) **draft ten-year transportation improvement plan**.

Discussion arose over a communication submitted by Manchester Department of Public Works Deputy Director Owen Friend-Gray regarding the 15 projects mentioned in the current draft of the ten-year transportation plan, including a request to express concern over eight of the projects, to the New Hampshire Executive Council.

One project, titled "Manchester 16099 A&B" was of major concern as it delayed improvements at Exit 6 (Amoskeag Bridge) and Exit 7 (Front Street) to the 2032-'34 range from the originally expected

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15837" (Elm Street Bridge near Gas Street), "Manchester 24206" (Amoskeag Bridge West Bound), "Manchester 24212" (Amoskeag Bridge East Bound), "Manchester 40428" (Rail Trail from South Beech Street to Elm Street), "Manchester 42886" (Roundabout near the Derryfield School), "Manchester 42509" (extending the South Manchester Rail Trail into Londonderry), and "Manchester 43730" (a multi-use path on Canal Street). According to Friend-Gray, timelines had changed

The other projects, including the RAISE Grant-related projects, were not listed as a concern by Friend-Gray.

Manchester Department of Public Works Director Tim Clougherty provided an overview of these projects of concern to the board on Tuesday, specifically calling the Manchester 16099 A/B changes "disappointing" given traffic congestion in the area.

Clougherty says that since the project was first part of the DOT ten-year-plan in 2013, other similar projects have been fully funded and $160 million was removed from Manchester 16099 A/B inexplicably.

Manchester Mayor Joyce Craig found it absurd that there are no Nashua or Manchester meetings of the Governor's Advisory Commission on Intermodal Transportation (GACIT), the commission that oversees the ten-year plan that is made up of the NH DOT Commissioners and New Hampshire Executive Councillors.

"I do think that it's crazy that there are no public comment meetings in the largest city in the state," said Craig.

Alderman At-Large Joseph Kelly Levasseur also expressed frustration with other nearby towns getting preference from the GACIT, citing delays on a proposed roundabout on Hackett Hill. He asked that Executive Councillor Ted Gatsas be brought before the board to explain.

The board approved Friend-Gray's letter of concern to be submitted to GACIT for their Oct. 25 meeting in Goffstown, also expressing concern over hold ups related to Congestion Mitigation and Air Quality (CMAQ) Program.

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Andrew Sylvia

Assistant Editor
Manchester Ink Link

Born and raised in the Granite State, Andrew Sylvia has written approximately 10,000 pieces over his career for outlets across Massachusetts, New Hampshire and Vermont. On top of that, he's a licensed notary and licensed to sell property, casualty and life insurance, he's been a USSF trained youth soccer and futsal referee for the past six years and he can name over 60 national flags in under 60 seconds according to that flag game app he has on his phone, which makes sense because he also has a bachelor's degree in geography (like Michael Jordan). He can also type over 100 words a minute on a good day.

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Manchester

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TOWN OF BEDFORD New Hampshire

October 25, 2023

To: Governor's Advisory Commission on Intermodal Transportation (GACIT)

Re: 2025-2034 Ten-Year plan request
Nashua Road Bridge over Riddle Brook
Bedford, NH

Dear Commissioners;

The Town of Bedford is hereby requesting the GACIT Commission include a bridge project into the proposed 10-year plan. The specific structure crosses Riddle Brook, and is an existing narrow granite block structure which supports Nashua Road.

As many of you may be aware, this is a primary road for the Town of Bedford, as it is the road on which both Bedford High School and Ross A. Lurgio Middle School are located. In the floods of 2008, the downstream left structure abutment failed and washed downstream with the northbound lane of a portion of Nashua Road. While the earthen embankment was repaired, the cause of the problem has still not been addressed.

While the existing structure is not currently a bridge, as it is only about 7 feet wide, the structures both upstream and downstream of it are both over 10 feet in width, and are both classified as bridges. The Nashua Road structure is an older structure, and is unable to adequately pass flood flows without causing a pond to form upstream due to its limited hydraulic capacity. In the case of the 2008 flooding, this ponded area on the upstream side of the crossing weakened the soil structure of Nashua Road to a point where it failed.

The Town of Bedford approached the Community Assistance section of the NH Department of Transportation (DOT). We were informed by DOT that they are only focusing on those bridges that are the worst in terms of condition rating (ie.. 2, 3, or 4) from the DOT Bridge Inspection Program, typically known as "red list" bridges. Additionally, due to the fact that this structure is currently not classified as a "bridge" (ie..wider than 10 feet), it cannot be listed in that database, and therefore is ineligible to be considered for the State Aid Bridge Program.

This leaves this Bedford structure ineligible for Community Assistance as it is neither currently considered a "bridge", nor is it currently inspected and rated as a "red list" structure by DOT. However, the structure is necessary to the Town of Bedford, and is prone to debris clogging (as it is narrow) and embankment failure due to its limited hydraulic capacity. DOT suggested that the GACIT Commission Ten-Year Plan would be a good place to include a project of this nature, which would eventually allow a flood and erosion-resistant structure to be built in place of an older, substandard structure. The proposed Riddle brook replacement crossing is similar in size

Department of Public Works ▪ 55 Constitution Drive, Bedford, NH 03110 ▪ 603-472-3070 ▪ www.bedfordnh.org

Received at Goffstown GACIT 10/25/23

and resultant abutter impacts to another bridge replacement project the NHDOT Community Assistance section and the Town is collaborating and advancing, the Beals Road over Baboosic River project. The estimate cost for that project is $1.4million. We estimate the request for Nashua Road over Riddle Brook bridge project cost are similar.

I have enclosed a few photos for your reference.

Respectfully submitted,

Richard Sawyer, CPM, AICP
Town Manager
603-792-1300 (Direct)

Nashua Road Bridge over Riddle Brook Photos

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Dena Bergeron
Manchester, NH

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DEPARTMENT OF
TRANSPORTATION
NOV 1 - 2023
BUREAU OF
Planning and Community Assistance

WatsonJr, Bill

From: A N Cannan <ancannan@gmail.com>
Sent: Tuesday, October 24, 2023 2:02 PM
To: WatsonJr, Bill; Gatsas, Theodore
Subject: Manchester Exit 6 and 7 improvements

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Hello NH DOT and Councilor Gatsas,

I'm very sorry to hear about the exit 6 and 7 improvement delay. Just today I had to travel this very dangerous merge and the car in front of me, scared of the oncoming traffic, stopped instead of speeding up to merge with the fast moving cars. This happens every time I try to use this area. Honestly, I avoid it because drivers are not skilled enough to navigate this short merge. One could argue that education would be the better intervention, but we know that isn't going to happen. (my favorite education on this matter is demonstrated in this video with Goofy as the star: https://www.youtube.com/watch?v=P_Ag0zaHdZQ)

There are several other challenges with this area, as I've learned as a Highway Commissioner. Other travelers, besides cars, need to use this connection between the West and East side. Unfortunately, the NH DOT redesign did not account for bicycles or pedestrians trying to get from one side of Manchester to the other. The sidewalks are not wide enough to be plowed but when it snows, there are always footprints in the snow because the next nearest pedestrian crossing is Bridge Street and that would add several *miles* to a pedestrian's journey.

This is also the case for bicycles, which should be accounted for in the design of this area, but are not.

I know it seems like the world all uses cars, and that is mostly how our city and infrastructure is designed. Cars are not within financial reach for many of us and are increasingly (similar to owning housing) out of reach for others. Some families, like mine, only have one, necessitating pedestrian and bicycle transportation. Not planning for pedestrian access and bicycle traffic places undue consequences on the people in our city of lower economic status.

Please reconsider the delay in this project and during your reevaluation, give pedestrians and bicycles consideration.

Thank you,

Amber Nicole Cannan (She/Her or They/Them)

Manchester City Highway Commissioner

Owner, www.BioSciCreative.com

Professional Muse, www.unchartered.org

(540) 724-6724

Timothy J. Clougherty
Public Works Director

Owen P. Friend-Gray, P.E.
Deputy Public Works Director

Commission
Kathleen Sullivan, Chair
Arthur Gatzoulis, Co-Chair
Mark MacKenzie
Amber Nicole Cannan
Andre Parent

CITY OF MANCHESTER

Department of Public Works

October 23, 2023

Mr. William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302

Subject: Comments on Draft 2025-2034 TYP from Manchester NH

Dear Mr. Watson:

I am writing to you on behalf of the City of Manchester Board of Mayor and Aldermen (BMA) who voted unanimously last week to express their extreme displeasure with the recent "Draft Ten Year Transportation Improvement Plan 2025-2034" published September 5th, 2023.

The board was greatly troubled to learn that several important projects in Manchester are being delayed, under-funded, or a combination of both. The most significant of these being Manchester 16099A and Manchester 16099B, also known as the Exit 6 and Exit 7 projects on the FE Everett Turnpike, which has continually been recognized as critical to providing sweeping safety and traffic mitigation improvements.

The parent Manchester 16099 project has been in the Ten Year Plan (TYP) since 2013 and for the previous three iterations of the plan has been fully funded. The BMA was frustrated to see that not only has this project been delayed several years to the very end of the plan, but also to see that less than 50% of the required funding has been identified in the current plan, an underfunding of approximately $146 million. All of this has occurred while projects such as Nashua-Bedford (which did not come into the plan until 2015) have continued along with no issues and received a funding increase of approximately $73 million in the current proposed plan. In addition, Bow-Concord (which also first entered into the plan in 2015) saw increased funding this cycle of $112 million.

The City is also concerned that the Congestion Mitigation and Air Quality (CMAQ) program funding was not shown in this latest iteration of the TYP. The City recently applied for $2.4 million in funding from this program for traffic flow improvements along a 1.7-mile segment of Mammoth Road between Bridge Street and Huse Road and this project was recommended for approval by the NHDOT. This project, as well as other past CMAQ projects requested by the City, is critical in reducing traffic congestion and improving the air quality for the residents in

475 Valley Street • Manchester, New Hampshire 03103 • (603) 624-6444 • FAX: (603) 624-6487
E-mail: **hiway@manchesternh.gov** • Website: www.manchesternh.gov

the largest city in the state. We implore you to include these funds and award them to Manchester as they address the serious needs we have as an urban community.

Manchester is New Hampshire's largest city. We are the economic engine of the State of New Hampshire, with 117,000 people living and working here every day. And we continue to grow, despite the State of New Hampshire's disinvestment in our community.

We were the only city in the country to win a Build Back Better Regional Challenge Award from the Economic Development Administration, bringing $44,000,000 and 7,000 new family-sustaining jobs to our Millyard. But this industry could expand far beyond just our Millyard, if we were able to access the land to do so. In our 2021 Master Plan, we identified Hackett Hill as an ideal location for an innovation village that could not only support our region's growing biotech industry, but could provide an ideal site for much needed housing developments. However, the development of this 460 acre parcel of land is impossible without a redesigned Exit 6-7.

To facilitate the growth of this region, enhancements will be necessary to improve access to the two-lane bridge beneath the F.E. Everett Turnpike. Ultimately, this will involve the construction of a new highway interchange to replace the current Exit 7 on the F.E. Everett Turnpike. Although the bridge culvert beneath the F.E. Everett Turnpike is currently in relatively good condition, it does have limitations in terms of width and clearance. According to the 2000 Hackett Hill Master Plan, the bridge culvert was deemed capable of supporting up to 500,000 square feet of site development before any improvements were required. However, this assessment was made before the development of Countryside Boulevard, which has seen the addition of more than 850 new residential units over the past 17 years. Given the substantial growth in this area since the completion of the Hackett Hill Master Plan, it is highly likely that the two-lane culvert has now surpassed its development capacity and will need upgrades to accommodate any future development.

This project will not only unlock the potential of one of the only undeveloped large parcels of land in the City, but it will make our community significantly safer. There are several safety and operational challenges of the existing configuration including substandard highway geometry, vehicles queueing onto the interstate, high speed weaving, short on-ramps with limited acceleration length, close interchange spacing, and confusing maneuvers, resulting in high frequency of vehicular crashes. A total of 246 crashes were identified during the three-year study period, including two fatalities. In addition to the safety concerns of the current design of Exit 6-7, the existing system cannot accommodate design year (2035) traffic volumes, and we are continuing to grow. We have over 2,000 units of housing in development, most of which will be within a mile of this exit.

The renovation of Exit 6-7 is critical to not only the success and growth of our City and region; it is needed to prevent loss of life of our residents and visitors. It is deeply disappointing that NHDOT has chosen to reallocate funding from existing, needed, safety based needed projects within the City of Manchester, instead choosing to move forward newer, flashier projects that fail to prioritize the needs of the state's largest city and economic engine.

Again, on behalf of the Manchester BMA, I entreat the NH DOT to reconsider the excessive and detrimental re-allocation of funding away from the Queen City and to continue forward fully funding the Exit 6/7 projects as part of the current plan, with construction commencing in the immediate future.

Very truly yours,

Timothy J. Clougherty

Timothy J. Clougherty
Public Works Director

cc/

Manchester Board of Mayor and Aldermen
Executive Councilor Theodore L. Gatsas
Owen Friend-Gray, Deputy Director, Manchester DPW
Jodie Nazaka, Director, Manchester Economic Development

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Margaret Connors
New Hampshire Resident

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Planning and Community Assistance

WatsonJr, Bill

From: Oldenburg, William
Sent: Thursday, November 02, 2023 8:11 AM
To: WatsonJr, Bill
Cc: Cass, William; Rodrigue, David
Subject: GACIT Public Comment

Hi Bill – Can you add into the public comment that I received a call from Senator D'Allesandro.

Sen D'Allesandro supported the Manchester Exit 6 & 7 projects and asked that, if we can, the projects be put back in the TYP as shown in the 2023-2032 TYP. He had received several calls from concerned citizens that the projects were being delayed based upon the news articles.
Thanks,
Bill

Bill Oldenburg
Director of Project Development
New Hampshire Department of Transportation
7 Hazen Drive
PO Box 483
Concord, NH 03301
(603) 271-1696

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commission,

NH needs passenger rail connecting us to Boston!

Eileen Ehlers
Hooksett, NH

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DEPARTMENT OF
TRANSPORTATION
NOV 1 - 2023
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Planning and Community Assistance

U.S. Department of Transportation
Federal Highway Administration

New Hampshire Division

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

November 3, 2023

In Reply Refer To:
HDA-NH

Mr. William J. Cass, P.E.
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

Attn: Mr. William E. Watson, P.E.
Bureau of Planning and Community Assistance

Subject: New Hampshire's Draft 2025-2034 Ten Year Plan and anticipated 2025-2028 Statewide Transportation Improvement Program (STIP)

Dear Commissioner Cass,

Enclosed are the Federal Highway Administration's (FHWA) comments on New Hampshire's Draft 2025-2034 Ten Year Plan.

FHWA appreciates that this draft Ten Year Plan incorporates an ongoing emphasis on financial constraint and continues consideration and involvement of New Hampshire's statewide and metropolitan transportation planning processes and subrecipients (Metropolitan Planning Organizations (MPOs) and rural Regional Planning Commissions (RPCs) as development of the new Ten Year Plan continues.

This submission includes reminders of: Recommendations from our FHWA/FTA joint letter approving the current 2023-2026 STIP; Transportation Performance Management (TPM) performance-based planning requirements; financial constraint and other requirements for the statewide and metropolitan planning and programming processes and documents that are developed from the Ten Year Plan; and project full funding requirements, among other items.

Thank you, and if you have any questions, or for any assistance you may need, please contact Leigh Levine of my staff at Leigh.Levine@dot.gov or (603) 410-4844.

Sincerely,

PATRICK A BAUER
Digitally signed by PATRICK A BAUER
Date: 2023.11.03 08:33:32 -04'00'

Patrick A. Bauer, P.E.
Division Administrator

Enclosure(s):
FHWA Comments on New Hampshire's Draft 2025-2034 Ten Year Plan
FHWA/FTA April 12, 2023 FY 2023-2026 STIP Approval Letter

ecc:

Andre Briere, NHDOT
Dave Rodrigue, NHDOT
Bill Oldenburg, NHDOT
Bill Watson, NHDOT
Glenn Davison, NHDOT
New Hampshire's MPO and RPC Executive Directors
Becky Ohler, NHDES
Eric Rackauskas, EPA
Peter Butler, FTA
Eric Papetti, FTA
Ari Ofsevit, FTA

350.130 Subject File – STIP
FY24 Reading File

FHWA Comments on New Hampshire's Draft 2025-2034 Ten Year Plan

2023-2026 STIP FINDINGS AND PENDING 2025-2028 STIP

Although New Hampshire's Ten Year Plan does not require Federal approval, the common practice in New Hampshire is to adopt the first 4 years of the Ten Year Plan as New Hampshire's Statewide Transportation Improvement Program (STIP). FHWA reminds NHDOT of the Findings listed in our joint FHWA/FTA April 12, 2023 FY 2023-2026 STIP approval letter (enclosed). FHWA appreciates the updates on the Department's responses to these findings that are provided with subsequent STIP Amendments and Updates and looks forward to further progress.

TRANSPORTATON PERFORMANCE MANAGEMENT (TPM) REQUIREMENTS

FHWA appreciates work accomplished by NHDOT and New Hampshire's MPOs to address TPM rulemaking and the Statewide & Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rules related to performance-based planning requirements. New Hampshire's Partnering for Performance initiative continues to provide an excellent framework to support the development of a collaborative approach to TPM and performance-based planning compliance.

The IIJA/BIL continues requirements for MPOs and states to establish performance targets that address national performance measures based on national goals outlined in legislation. A performance-based, asset management approach to the Ten Year Plan process should continue to help NHDOT maximize transportation system performance, minimize life-cycle costs, and make more informed, cost-effective program decisions to better manage existing transportation assets. We appreciate efforts made by the Department and planning subrecipients to incorporate IIJA/BIL performance measures and targets into the criteria and ranking process for selecting Ten Year Plan projects for funding. The Department is encouraged to continue considering measures and targets that are now in place as the new Ten Year Plan continues toward its final approval and implementation.

FISCAL CONSTRAINT:

In addition to the STIP, New Hampshire's MPOs also rely on the Ten Year Plan to program projects in their updated TIPs and long-range transportation plans. Like the STIP, these documents that all flow from the Ten Year Plan must demonstrate compliance with Federal financial constraint requirements.

FHWA recognizes that this Draft Ten Year Plan considers financial constraint throughout the document. We find the Federal-aid assumptions considered in the development of the Draft to be reasonable and we appreciate the Department's review and modification of the year-of-expenditure (inflation) rate. For New Hampshire's subsequent 2025-2028 STIP Update or any amendments to the current 2023-2026 STIP, FHWA would remind the Department that should any revenue sources subsequently be removed or substantially reduced (i.e., by legislative or

administrative actions), FHWA (and FTA) will not act on an updated or amended STIP that does not reflect the changed revenue situation (23 CFR 450.218(p).
For the updated MPO TIPs, STIP, and MPO long-range transportation plans that will come from the 2025-2034 Ten Year Plan, FHWA considers fiscal constraint to be a demonstration that there will be sufficient funds to implement proposed improvements, and to operate and maintain existing transportation infrastructure.

To clarify our expectations, the following financial constraint-related items are among the most important that must be addressed before we can approve the upcoming FY 2025-2028 STIP that will come from the new 2025-2034 Ten Year Plan:

- Total project costs may not exceed reasonably available total revenues within the STIP by year.

- Identified federal revenues may not exceed established apportionment levels, or a reasonable extrapolation.

- State, local, and other public or private sector revenues identified in the STIP must be considered reasonably available.

- The financial plan documentation of the STIP must include accurate estimates of project costs, and revenue sources that are reasonably expected to be available to adequately operate and maintain existing Federal-aid highways and public transportation.

- State or local Federal-aid match, including toll-credits must be identified for each STIP project listing. Toll-credit match and indirect costs, if charged, must be considered.

- Each STIP project listing must include a total estimated cost for the project that accounts for costs preceding the current STIP, and costs beyond the STIP timeframe.

- Cost estimates in the STIP must use an inflation rate which reflects "Year-of-Expenditure" dollars, with these cost estimates reflected in the project listings and in the financial plan portion of the STIP.

- Project listings in the STIP must reflect the anticipated use and conversion of Advance Construction (AC) and GARVEE, TIFIA or other bonding finance tools.

- The project listings and financial plan of the STIP must be published as a single document and made wholly available to the public during comment periods.

- These same requirements apply to MPO TIPs and long-range transportation plans.

While we acknowledge Federal-aid eligibility, transfer flexibilities, and bottom line annual financial constraint by year in New Hampshire's STIP and TIPs, we also continue to encourage

the Department and MPO planning subrecipients to demonstrate yearly fiscal constraint in their financial plan documentation by specific funding category for all years of the STIP and TIPs. Any apparent over-programming by funding category complicates determinations of financial constraint for FHWA and FTA and may jeopardize future approval actions for STIP Updates and Amendments.

NHDOT's continuing reliance on toll credit for Federal-aid match that is assumed throughout the Draft Ten Year Plan is also noted. As a reminder, to be eligible to earn toll credits in a given year, New Hampshire must pass the maintenance of effort (MOE) test in a timely manner, for the year you are applying for credits. The MOE determination is used to demonstrate that a state is maintaining their non-Federal transportation capital expenditures at a sufficient level to be able to earn toll credits for a given year.

FHWA also reminds the Department that any revenue assumptions based on potential toll increases would have to be determined reasonable by FHWA to support programming in financially constrained documents including the STIP, metropolitan TIP and metropolitan long-range transportation plan. For toll increases, this can be demonstrated based on past experience and trends and should be documented with a plan that includes milestones for a path to successful and timely implementation.

PARTIALLY FUNDED PROJECTS

We appreciate the Department's continuing efforts to achieve full funding for all projects included in the Ten Year Plan and we remind NHDOT that we do not authorize Federal-aid funds for projects that are not fully-funded. This is supported by regulatory requirements for the STIP (23 CFR 450.218(o)) and metropolitan TIP (23 CFR 450.326(k)) that these documents shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. We also remind the Department that for projects authorized under one Federal-aid number, multiple phases of work will not be authorized with the same effective date unless the work is ready to proceed.

FHWA further highlights our guidance that the STIP/TIP include at least one subsequent phase (e.g., PE, final design, ROW, utility relocation, or construction) of the project before FHWA can sign the Record of Decision (ROD) or Finding of No Significant Impact (FONSI) or approve a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA). For example, the STIP/TIP might include final design, but not construction, if the construction phase is not planned within the horizon of the STIP/TIP. The timing of the subsequent phase or phases should be consistent with the MPO long-range transportation plan in MPO areas, and the project's environmental document. In those unusual instances where no subsequent (subsequent to NEPA approval) phases of the project fall within the timeframe of the STIP/TIP, then a description of the project should be included in the STIP/TIP for informational purposes and identified as being beyond the horizon of the STIP/TIP, and the additional project costs must be included in the total project cost listed in these documents.

STATEWIDE AND METROPOLITAN PLANNING PROCESSES:

We encourage the Department to incorporate the MPO and rural RPC project priorities for 2033 and 2034 into the Ten Year Plan as submitted, and we also thank the Department for continuing implementation of a project estimate review process for those projects, to help ensure accurate planning-level project costs are established early and carried forward into MPO long-range transportation plans, TIPs and the STIP.

We find your Ten Year Plan priorities broadly consistent with New Hampshire's current multimodal statewide long-range transportation plan (NH Long Range Transportation Plan 2010-2030), but continue to strongly encourage the Department to initiate an update of the Long Range Transportation Plan to address performance-based planning requirements and incorporate asset management approaches consistent with TPM requirements and rulemaking. Consideration of the statewide long-range transportation plan should be fully integrated with the development of New Hampshire's Ten Year Plan.

Regarding the metropolitan project selection process, a reminder that IIJA/BIL requires that MPOs serving a TMA select all federally funded projects from their approved TIP (except those on the National Highway System (NHS)) in consultation with the state and any affected public transportation operator(s). Projects on the NHS are selected from the approved TIP by the state in cooperation with the MPO(s) designated for the area (23 USC 134(k)(4)).

In non-TMA MPO planning areas, the state selects all Title 23 funded projects from the approved TIP in cooperation with the MPO, and the designated recipient of public transportation funding selects Title 49 Chapter 53 projects from the approved TIP in cooperation with the MPO [23 USC134(j)(5)].

OTHER

Mile Point Reference Exit Numbering Commitment

We continue to encourage New Hampshire to meet the mile point reference exit numbering requirement of the 2009 Manual on Uniform Traffic Control Devices (MUTCD). This project will have strong safety benefits to the traveling public (driver expectancy and exact locations on roadways), emergency responders (exact locations), highway patrol (exact locations), and freight carriers (exact locations and locations of highway facilities). We continue to be available to meet with you to discuss strategies to ensure this project is completed and identify ways to minimize the cost of the work and impacts to the traveling public.

Vehicle Weight Enforcement, WIM Stations and Classification Counts

We note and thank the Department for including the TRAFMON programmatic project to provide sustained funding support for New Hampshire's WIM and classification count stations. This should assist the Department with achieving the collection of continuous traffic volume, vehicle classification and vehicle weight data consistent with requirements listed under 23 CFR 500.204. We support the long-term viability of New Hampshire's Traffic Monitoring Program to

ensure the continuous collection of traffic data important to the State of New Hampshire, as well as the national traffic monitoring database.

Americans with Disabilities Act (ADA) Transition Plan Implementation

To ensure proper and timely implementation of the ADA Transition Plan as accepted by FHWA on October 15, 2019, we continue to recommend that the Department include sufficient resources in the Ten Year Plan to fulfill the ADA Transition Plan's commitment to the removal of barriers as projects are developed and constructed.

Environmental Commitments

FHWA would again encourage New Hampshire to review the status of commitments made under the NEPA, Section 106 and other environmental review processes to ensure that the 2023-2032 Ten Year Plan includes any projects related to such commitments as may be appropriate.

Climate Change – Sea Level Rise, Storm Surge and Risk of Flooding

FHWA continues to encourage transportation agencies to consider climate change impacts when planning new assets or rehabilitating existing assets, especially as part of strategic asset management efforts. Risk-based asset management serves as a climate adaptation strategy by providing a platform for inventorying assets, evaluating risks to those assets, and prioritizing capital improvements.

In addition, New Hampshire should be aware of requirements for NHS and non-NHS roads under 23 CFR 667.7, regarding periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events. NHDOT must prepare this evaluation for all NHS and non-NHS roads, highways and bridges prior to including any project relating to such facility in its STIP.

Equity

FHWA strongly encourages NHDOT to consider equity in the statewide and metropolitan planning processes that lead to development of the STIP, metropolitan TIP, and metropolitan long-range transportation plan. Equity in transportation seeks fairness in mobility and accessibility to meet the broad needs of community members. Equitable transportation planning considers the circumstances impacting a community's mobility and connectivity needs and this information is used to determine the measures needed to develop an equitable transportation network.

A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options. To do this successfully, the planning process must address the needs of all populations being served, particularly populations that are traditionally underserved, including individuals in the following categories: Low Income, Minority, Elderly, Children, Limited English Proficiency, or Persons with Disabilities.

Multi-state project planning, management and finance

As another reminder, FHWA also continues to encourage NHDOT to coordinate closely and be proactive in establishing clear roles, responsibilities and financial plans and agreements with cross-border states on all 2025-2034 Ten Year Plan projects involving multi-state project planning, finance, construction and management.

U.S. Department
of Transportation

Federal Transit
Administration
Region I
55 Broadway Suite 920
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1093
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Federal Highway Administration
New Hampshire Division
53 Pleasant Street
Concord, NH 03301
603-228-0417
603-228-2829 (fax)

April 12, 2023

Mr. William Cass
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

RE: New Hampshire FY 2023-2026 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Dear Commissioner Cass:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of New Hampshire's new FY 2023-2026 STIP and supporting documentation as transmitted to us in full on March 31, 2023.

As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard, and as of April 6, 2015, the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) was revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area. On November 29, 2018, the Environmental Protection Agency (EPA) issued "Transportation Conformity Guidance for the *South Coast II* Court Decision" (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for metropolitan transportation plans (MTPs) and transportation improvement programs (TIPs) include: latest planning assumptions (§ 93.110), latest emissions model (§ 93.111), consultation (§ 93.112), transportation control measures (§ 93.113(b) and (c)), and emissions budget and/or interim emissions (§ 93.118 and/or § 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court case upheld the revocation. As no regional emission analysis is required for conformity determinations in

the Boston-Manchester-Portsmouth (SE), NH area, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

On March 10, 2014, EPA approved carbon monoxide (CO) maintenance plans, known as "limited maintenance plans," for the City of Manchester and City of Nashua. These limited maintenance plans were established with a 2021 horizon year. The second ten-year CO maintenance period for these plans terminated on January 29, 2021.

On March 22, 2021, EPA provided a letter to NHDOT acknowledging the end of transportation conformity requirements for the CO National Ambient Air Quality Standards for the City of Manchester and City of Nashua maintenance areas. This letter states that "The 20-year maintenance period for the Nashua and Manchester CO maintenance areas expired on January 29, 2021. Therefore, these areas are no longer required to demonstrate transportation conformity for their respective CO maintenance areas. The rest of the maintenance plan requirements, however, continue to apply, in accordance with the New Hampshire State Implementation Plan (SIP)."

We have received a copy of a letter from the New Hampshire Department of Environmental Services (NHDES) to the New Hampshire Department of Transportation (NHDOT) dated February 15, 2023. This letter states that "NHDES is in concurrence with the determination that the NH STIP 2023-2026 Update conforms to the SIP as required by Title 40, Code of Federal Regulations, Part 93, and will not adversely affect continued attainment of the ozone standard in the State of New Hampshire nor will it adversely impact continued attainment of the carbon monoxide standard in the City of Manchester or the City of Nashua". On March 15, 2023, FHWA and FTA also received a message from the US Environmental Protection Agency (EPA). This message states that "EPA Region 1 has reviewed New Hampshire DOT's 2023-2026 STIP and associated MPO TIP air quality documents, and is in concurrence with NHDES in making a positive transportation conformity finding . . ."

FHWA and FTA note that the new FY 2023-2026 STIP is consistent with MPO MTPs and incorporates the TIPs without change. Attached are FHWA and FTA's findings on the metropolitan and statewide planning processes, including a corrective action addressing non-compliance and recommendations as appropriate. Furthermore, we are making the following determinations:

- Projects in the 2023-2026 STIP are based on a planning process that substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and Subparts A, B, and C of 23 CFR 450, and other applicable requirements.
- The metropolitan TIPs are based on a continuing, comprehensive transportation planning process carried on cooperatively by the State, MPOs, and transit operators in accordance with the provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305, and subparts A, B, and C of 23 CFR 450.
- As of the date of this letter, the NRPC, SNHPC, RPC and SRPC MPO TIPs are found to be in conformity with the goals of the State Implementation Plan (SIP) and are consistent with the Clean Air Act and the EPA conformity regulations in accordance

with 40 CFR Parts 51 and 93. The conformity determinations of the TIPs will remain in effect until a new determination is required by 40 CFR 93.104.

Subject to the Corrective Action included with this letter, FHWA and FTA have jointly determined that the 2023-2026 STIP substantially meets requirements and is hereby approved. This approval action for New Hampshire's STIP is not an eligibility determination for use of Congestion Mitigation and Air Quality Improvement (CMAQ) funds or other federal-aid funded projects that are included in the STIP.

A copy of this letter is being provided to the executive director of each MPO and rural regional planning commission in New Hampshire. If you have any questions, please contact Leigh Levine, FHWA at (603) 410-4844 or Leah Sirmin, FTA at (617) 494-2459.

Sincerely,

PETER SHANNON BUTLER Digitally signed by PETER SHANNON BUTLER Date: 2023.04.12 11:20:10 -04'00'

Peter Butler
Regional Administrator
Federal Transit Administration
Region I

PATRICK A BAUER Digitally signed by PATRICK A BAUER Date: 2023.04.14 07:27:57 -04'00'

Patrick A. Bauer
Division Administrator
Federal Highway Administration
New Hampshire Division

Attachment: Findings, Corrective Action, Recommendations

cc: MPO/RPC Directors
David Rodrigue, NHDOT
William Watson, NHDOT
Jessica Wilcox, NHDES
Eric Rackauskas, EPA

FINDINGS

Performance Based Planning and Programming

Under 23 CFR 450.218(q), the STIP is required to discuss the anticipated effect of the STIP toward achieving performance targets. Although the STIP includes a discussion of how the projects in the STIP address highway safety, pavement and bridge condition, congestion/air quality, and transit asset condition, it does not address transit safety performance.

Corrective Action:

The STIP must include a discussion of the anticipated effect of the STIP toward achieving relevant transit safety targets by September 30, 2023.

WIM and Classification Count Reporting

Under 23 CFR 500.204, every state is required to continuously collect traffic volumes, vehicle classification counts, and vehicle weights. FHWA's Traffic Monitoring Guide (TMG) further clarifies that each state should have 1 to 2 functioning WIM site(s) per each factor group, and at least 1 classification site for each significant roadway within their state. Working WIM and classification count stations allow for the development of annualized average number of vehicles in in each classification, which is foundational to accurate Highway Performance Monitoring System (HPMS) reporting and forecasted pavement and bridge conditions across the state.

FHWA has been assisting NHDOT achieve compliance with these requirements via development and implementation of a Plan of Corrective Action (PCA) to restore New Hampshire's WIM and classification count capacity, consistent with federal requirements, and FHWA's TMG. NHDOT continues to work through the PCA related to this finding, and FHWA appreciates ongoing efforts.

Recommendations:

FHWA recommends that coordination meetings with our Division Office continue as we support and monitor further progress via implementation of the PCA.

Statewide Public Involvement Process

Requirements included under 23 CFR 450.210 direct the State to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points, including development of the long-range statewide transportation plan and the STIP.

Minimum requirements for the State's documented public involvement process are further detailed under 23 CFR 450.210(a)(1) and include that this process seek out and consider the

needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 CFR 450.210(a)(1)(viii). Another requirement directs the State to provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process as appropriate (23 CFR 450.210(a)(1)(ix).

New Hampshire's current "PUBLIC INVOLVEMENT PROCEDURES FOR NEW HAMPSHIRE TRANSPORTATION IMPROVEMENT PROJECTS - *A guide to understanding the 21st Century Transportation Improvement Project Process in New Hampshire*" document was developed to meet these requirements, and dates to November 16, 2012. A review and revision of this document presents an opportunity to also incorporate Virtual Public Involvement (VPI) methodologies that the Department may have been using during the public health emergency triggered by the COVID-19 pandemic. We encourage NHDOT to also consider incorporating practices from U.S. DOT's October 2022 *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*.

The federal agencies are encouraged to hear that, consistent with federal requirements, the Department is finalizing a draft update to New Hampshire's existing procedures and anticipates that a 45-day public comment period will occur sometime during the spring or summer of 2023.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Public Involvement Procedures consistent with requirements listed under 23 CFR 450.210. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update.

As soon as practical, please provide the draft update to the federal agencies for our review and comment and provide us notification of the 45-day public comment period. Comments received during the public comment period, and how they were responded to, should be included with the final document.

Statewide Long Range Transportation Plan (LRTP)

New Hampshire's current LRTP (NH Long Range Transportation Plan 2010-2030) dates to July, 2010. It is a policy document outlining a broad strategic direction for New Hampshire and NHDOT over a 20-year time horizon. The Plan's recommendations are focused on achieving strategic outcomes that were derived from a Community Advisory Committee and public outreach process that took place even longer ago, in the Spring of 2006. Many developments have occurred since the current LRTP was published, including the introduction of federal Transportation Performance Management and Performance Based Planning and Programming requirements. Such requirements now call for including a system performance report that includes an evaluation of system performance with respect to the

State's performance targets. System performance reporting in the Statewide LRTP must also describe progress achieved by the MPOs in meeting their performance targets.

The federal agencies are encouraged that consistent with requirements under 23 CFR 450.216 (p), NHDOT is moving forward with the LRTP update in calendar year 2024 and 2025 and is seeking to better align the new Plan with the Department's Transportation Asset Management Plan (TAMP), New Hampshire's Ten-Year Plan, and current federal requirements.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Statewide LRTP consistent with requirements listed under 23 CFR 450.216. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update. As soon as practical, please provide the draft update to the federal agencies for our review and comment.

FHWA and FTA also encourage NHDOT (and New Hampshire's MPOs as appropriate) to coordinate with Federal Land Management Agencies (FLMAs) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands. We remind NHDOT and New Hampshire MPOs that each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)), and likewise, MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

STIP Financial Constraint

FHWA and FTA recognize and appreciate that NHDOT continues to improve documentation that supports the demonstration of STIP financial constraint in response to related federal findings and recommendations. The 2023-2026 STIP's Financial Plan section provides informative supporting documentation although the Financial Plan and Federal Resources section does not account for FTA funding that is programmed in the document. We note that the Department has highlighted that the 2023-2026 STIP demonstrates annual constraint by funding category in 2023, and on a bottom-line basis for the 2024-2026 STIP years. The federal agencies also acknowledge NHDOT's General Notes of explanation for the apparent overprogramming of National Highway Freight (2026 funding includes 2025 carryover) and STBG-State Flexible funding (to be addressed by de-obligations, year-end re-distributions and year-end transfers).

Recommendations:

The federal agencies continue to request that the Department and MPO planning partners demonstrate yearly fiscal constraint in their financial plan documentation by all specific funding categories throughout the STIP and TIP four-year timeframe. We appreciate the Department's commitment to further improve NHDOT's approach in this regard to the latter years of the STIP, and we look forward to further progress. Such improvements could help

the Department achieve higher percentages for the STIP Performance Measure discussed below.

Additionally, NHDOT should provide equivalent information for all sources of funding that are included in the STIP, including funds originating with FTA as well as FHWA.

STIP Performance Measure for FY 2022:

The current (May 15, 2015) Stewardship and Oversight Agreement (SOA) between the Department and FHWA includes various performance indicators with reporting frequencies and targets. One of the performance indicators is STIP Performance, documented as the percent of construction projects listed in the baseline STIP that advanced in the expected federal fiscal year. The STIP Performance Measure baseline includes projects that have first year of construction scheduled in the first approved STIP of the performance years. Projects in the approved STIP Amendment that advertised or moved forward with construction are considered advanced. The SOA set a target for the New Hampshire Department of Transportation (NHDOT) STIP Performance Measure at 80%.

NHDOT has reported that the overall percentage of all projects advanced for FY 2022 was 68% - a significant lowering from the 83% FY 2021 result. FY 2022 results calculated for NHDOT-managed projects were 75%, however the Local Public Agency (LPA)-managed percentage was only 38%. The Department reports that pandemic-related economic impacts including inflation. as well as workforce availability issues affected both NHDOT and LPA project delivery efforts in FY 2022, which in turn has impacted FY 2022 STIP Performance Measure outcomes.

STIP Project Listings

Per the requirements of 23 CFR 450.218 (i)(1) for the STIP, and 450.326 (g)(1) for the TIP, projects must document sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase. Such documentation provides robust transparency and can also be helpful to identify non-exempt/exempt project status for Clean Air Act (CAA) conformity requirements. FHWA provided a list of highway project scope documentation in the draft 2023-2026 STIP that could have provided more detail to demonstrate compliance with these requirements. For the final 2023-2026 STIP that was submitted for federal agency approval, NHDOT reviewed this list and revised project scope information to respond to FHWA concerns, also noting that the Department will continue efforts to improve the approach to developing scopes for new projects that are added to the STIP.

Recommendations:

NHDOT should ensure that project descriptions in the STIP consistently provide enough information for users to understand the type and extent of work for each project programmed. The Federal agencies remind NHDOT and its planning partners that 23 CFR Appendix A to Part 450-Linking Transportation Planning and NEPA Processes provides information and

guidance on developing project purpose and need and eliminating alternatives in the transportation planning process. This could be helpful in providing more detailed project scopes and descriptions in the TIP and STIP for projects that have not yet completed Preliminary Engineering phase activities. Additionally, NHDOT and the MPOs should ensure they are providing child project details for the transit programmatic projects in the STIP as outlined in the NH STIP Revision Procedures.

Other:

Finally, the federal agencies again remind NHDOT and New Hampshire's MPOs that consistent with 23 CFR 450.210 and 23 CFR 450.316, they must demonstrate explicit consideration and response to public input during the development of their various statewide and metropolitan planning products and seek out and consider the needs of the traditionally underserved, such as low-income and minority households.

FHWA and FTA continue to request that all New Hampshire's MPOs post their updated TIPs, MTPs and Public Participation Plans on their websites, and likewise request that the State of New Hampshire post the approved STIP, statewide long-range transportation plan, and their updated Public Involvement Procedures and documentation of their Non-Metropolitan Local Officials Consultation Procedures on the NHDOT website.

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years.

Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use. As an electric vehicle owner, the lack of charging stations in the northern part of the state limits emission free tourism, which we should be encouraging in that pristine part of our state.

Thank you for your consideration.
Sincerely,
Christine Fales
Goffstown, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

GREATER MANCHESTER CHAMBER

BOLDLY GOING

October 31, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302

Subject: Comments on Draft 2025-2034 TYP from the Greater Manchester Chamber of Commerce

Dear Mr. Watson:

As the business organization representing New Hampshire's largest city, the Greater Manchester Chamber (GMC) plays a unique role in driving progress in economic and workforce development within the greater Manchester region. It is indisputable that investment in Manchester creates a dynamic ripple effect that reverberates through our region and state. According to September 2023 data, the catchment area of the Greater Manchester Chamber, including businesses in Manchester and its surrounding towns of Auburn, Bedford, Candia, Derry, Goffstown, Hooksett, Litchfield, Londonderry and Merrimack, accounts for 22% of New Hampshire's total payroll employment. Through this lens, it is very disappointing to see the recent "Draft Ten Year Transportation Improvement Plan 2025-2034" published September 5th, 2023. On behalf of our community of member businesses, the Greater Manchester Chamber is writing to express disapproval of the drafted plan.

Specifically, our organization is concerned that several important projects in Manchester are being delayed, under-funded, or a combination of both. The most noteworthy of these being the Exit 6 and Exit 7 projects on I-293 (also known as the Everett Turnpike). This is a project that has been promised to the residents of Manchester and the users of this corridor for a decade and is urgently needed for extensive safety and traffic mitigation improvements.

54 Hanover Street
Manchester, NH 03101
p. (603) 792-4100
w. manchester-chamber.org

GREATER
MANCHESTER
CHAMBER

BOLDLY
GOING

In terms of economic development, it is not insignificant that this delay in funding also impacts Manchester Community College's redevelopment plans. Manchester Community College's long-term vision, as integrated with innovative use of the Hackett Hill area, is critical to support the growth of the city as part of Manchester's Master Plan.

On behalf of the Greater Manchester Chamber, I beg you to reconsider the excessive and detrimental re-allocation of funding away from the Queen City. I hope that you will reconsider the importance of investment in New Hampshire's largest city and continue forward with the plans and funding that Manchester was originally promised.

Sincerely,

Heather McGrail

Heather McGrail
President & CEO
Greater Manchester Chamber

54 Hanover Street
Manchester, NH 03101
p. (603) 792-4100
w. manchester-chamber.org

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

I am glad to know that NH has a ten year plan for transportation in NH. This plan will help improve our roads, bridges, and transportation throughout the state. However, I am concerned that the plan is lacking investments in renewable energy infrastructure and public transportation. There has been increased flooding and storms this summer that wiped out roads. There has been an increase in the costs of housing, food, and energy. NH needs a transportation plan to meet this moment that NH is in.

NH's transportation plan needs to include affordable, accessible public transportation to decrease the traffic on the highways and make traveling for people easier. More public transportation options will mean fewer cars on the road and reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. It is long past due for a transportation plan to accommodate people's needs.

Electric vehicles are increasing, yet NH does not have an adequate number of electric chargers. A transportation plan needs to include electric charging stations for the public. It is also time to transition government vehicles to electric vehicles.

I hope that the Commissioner and the Executive Councilors will take into consideration all the needs of the people of NH.

Thank you for your consideration.
Anne D. Grossi
Bedford, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

Testimony for GACIT 10 year Transportation Plan

Jane Haigh, Manchester

I am concerned that we need to make sure that the ten year transportation plan includes planning for rail to Nashua and Manchester. Why? We already experience traffic and congestion trying to get to Boston and back on I-93 and the Everett Turnpike. But as the US transitions away from cars-for-everything-everywhere we can't count on more money from Washington to expand our highways. We are not going to get more lanes. At the same time, nearly everyone wants economic development for New Hampshire.

Housing planners including the NH Housing Finance have said that we need as many as 20,000 new units of housing now. Where are we going to put 20,000 more units of housing in Manchester? If the housing is in the surrounding towns, then we have a traffic and congestion problem. Meanwhile, the new Bio-Fab industry in the Millyard has also indicated that they may need as many as 7,000 more workers. Where are they going to come from? Where will they live? How will they get here? I certainly don't want to see our city consumed by more giant parking lots and parking garages.

Thanks to grant funding , we already have a plan for where a station could go, and for a Transportation Oriented Development district surrounding it, south of the current downtown. A new railroad development could allow workers to come from Lowell and Boston without bringing more cars and provide additional benefits for New Hampshire residents who commute to Boston.

Thank you

Jane Haigh

1573 Union St. Manchester NH

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DEPARTMENT OF
TRANSPORTATION

NOV 1 - 2023

BUREAU OF
Planning and Community Assistance

11/2/2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302

Subject: Comments on 2025-2034 TYP from Harrington & Company

Dear Mr. Watson:

I am writing to you on behalf of Harrington & Company, a commercial real estate advisory and brokerage firm based in Manchester, to express my dismay with the recent "Draft Ten Year Transportation Improvement Plan 2025-2034" published September 5th, 2023.

I am troubled to learn that several important projects in Manchester are being delayed, under-funded, or a combination of both. The most noteworthy of these being the Exit 6 and Exit 7 projects on I-293 (also known as the Everett Turnpike). This is a project that has been promised to the residents of Manchester and the users of this corridor for a decade and is urgently needed for extensive safety and traffic mitigation improvements.

In addition to the safety of our citizens who commute to and from Manchester utilizing this failed exit, the future improvements to this exit are critical to the future growth of Downtown Manchester and will also unlock the economic potential of the undeveloped land at Hackett Hill.

On behalf of Harrington & Company, I ask you to reconsider the excessive and detrimental re-allocation of funding away from the Queen City and to continue forward with the plans and promises that you have already made to us and our taxpaying voters.

Sincerely,

Michael D. Harrington

Michael D. Harrington
Principal
Harrington & Company

cc/ Tim Clougherty
Owen Friend-Gray, P.E.
Manchester Board of Mayor and Alderman
Executive Councilor Theodore L. Gatsas

475 Valley Street • Manchester, New Hampshire 03103 • (603) 624-6444 • FAX: (603) 624-6487
E-mail: **hiway@manchesternh.gov** • Website: www.manchesternh.gov

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

I would also like to see an increase in funding for solar streetlights for highways as NH highways are so incredibly dark since NH cut back/turned off lighting on them.
Thank you for your consideration.

Max Kolesar
Manchester, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 25 2023
BUREAU OF
Planning and Community Assistance

GREATER MANCHESTER CHAMBER

BOLDLY GOING

October 31, 2023

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 2 - 2023
BUREAU OF
Planning and Community Assistance

William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302

Subject: Comments on Draft 2025-2034 TYP from the Greater Manchester Chamber of Commerce

Dear Mr. Watson:

As the business organization representing New Hampshire's largest city, the Greater Manchester Chamber (GMC) plays a unique role in driving progress in economic and workforce development within the greater Manchester region. It is indisputable that investment in Manchester creates a dynamic ripple effect that reverberates through our region and state. According to September 2023 data, the catchment area of the Greater Manchester Chamber, including businesses in Manchester and its surrounding towns of Auburn, Bedford, Candia, Derry, Goffstown, Hooksett, Litchfield, Londonderry and Merrimack, accounts for 22% of New Hampshire's total payroll employment. Through this lens, it is very disappointing to see the recent "Draft Ten Year Transportation Improvement Plan 2025-2034" published September 5th, 2023. On behalf of our community of member businesses, the Greater Manchester Chamber is writing to express disapproval of the drafted plan.

Specifically, our organization is concerned that several important projects in Manchester are being delayed, under-funded, or a combination of both. The most noteworthy of these being the Exit 6 and Exit 7 projects on I-293 (also known as the Everett Turnpike). This is a project that has been promised to the residents of Manchester and the users of this corridor for a decade and is urgently needed for extensive safety and traffic mitigation improvements.

54 Hanover Street
Manchester, NH 03101
p. (603) 792-4100
w. manchester-chamber.org

GREATER MANCHESTER CHAMBER

BOLDLY GOING

In terms of economic development, it is not insignificant that this delay in funding also impacts Manchester Community College's redevelopment plans. Manchester Community College's long-term vision, as integrated with innovative use of the Hackett Hill area, is critical to support the growth of the city as part of Manchester's Master Plan.

On behalf of the Greater Manchester Chamber, I beg you to reconsider the excessive and detrimental re-allocation of funding away from the Queen City. I hope that you will reconsider the importance of investment in New Hampshire's largest city and continue forward with the plans and funding that Manchester was originally promised.

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 2 - 2023
BUREAU OF
Planning and Community Assistance

Sincerely,

Heather McGrail

Heather McGrail
President & CEO
Greater Manchester Chamber

54 Hanover Street
Manchester, NH 03101
p. (603) 792-4100
w. manchester-chamber.org

WatsonJr, Bill

From: Cass, William
Sent: Wednesday, November 01, 2023 10:13 PM
To: Baronas, Lee; WatsonJr, Bill
Cc: Oldenburg, William; Lambert, William
Subject: FW: Department of Transportation's 10-year plan

Bill ,

For TYP record. Not really pertinent and I note Phil's new definition of GACIT.

Lee, Would you consider this as an official request from the Town to review speed limits? Or would you contact and ask for something directed to us, officially from Board of Selectmen?

Thanks

William Cass, P.E.
Commissioner
NHDOT

From: Philip Tatro <philip.tatro@leg.state.nh.us>
Sent: Tuesday, October 31, 2023 8:29 AM
To: Cass, William <William.Cass@dot.nh.gov>
Cc: Denise Ricciardi <denise.ricciardi@leg.state.nh.us>
Subject: FW: Department of Transportation's 10-year plan

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Hello Commissioner Cass,

Senator Ricciardi wanted me to inform you of Bill McFadden from New Boston's requests for the DOT's 10-Year Plan.

Let me know if you have any questions.

Best,
Phil Tatro

From: Bill McFadden <b.mcfadden@newbostonnh.gov>
Sent: Sunday, October 29, 2023 3:18 PM
To: Philip Tatro <philip.tatro@leg.state.nh.us>
Subject: RE: Department of Transportation's 10-year plan

Caution! This message was sent from outside your organization.

Good afternoon, Phil.

Maralyn forwarded you email to me for review as I am the Selectman ex-officio on the highway safety committee in New Boston.
Some of the concerns we have are as follows:

The speed limits in town on state-maintained roads need to be reviewed. We are having a speed issue, and it is becoming a safety concern. We would like to see these reviewed.

We are also looking at visual obscurements along the route 13 and route 77 corridors in town. Heavy brush trimming by state DOT would resolve this issue.

Please feel free to reach out to me at any time should you have any questions.
Also, please tell Denise I said hello!

Bill

Bill McFadden
Select Board Member
Town of New Boston
7 Meetinghouse Hill Road
PO Box 250
New Boston, NH 03070
Office: (603) 487-2500 ext 160
Cell: (603) 305-8654
Fax: (603) 487-2975
www.newbostonnh.gov

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Thank you.

From: Philip Tatro <philip.tatro@leg.state.nh.us>
Sent: Thursday, October 26, 2023 3:20 PM
To: Select Board Web Address <select@newbostonnh.gov>
Subject: Department of Transportation's 10-year plan

Hello,

My name is Phil Tatro and I am Senator Ricciardi's legislative aide. I wanted to reach out on behalf of Senator Ricciardi to provide you with an important update regarding the Greater Area Committee on Infrastructure and Transportation (GACIT) and their ongoing discussions concerning the Department of Transportation's 10-year plan.

Senator Ricciardi is committed to ensuring that our local communities have a voice in the development of this comprehensive plan. As we prepare for the next GACIT meeting, the Senator is interested in understanding if there are any town-specific concerns, needs, or requests related to transportation and infrastructure that should be brought to the table.

Your valuable insights will play a crucial role in shaping our transportation and infrastructure priorities, ensuring that they align with the unique needs of our community. Please take a moment to consider if there are any specific projects, improvements, or issues that you would like to highlight during the GACIT meeting. Your input will greatly assist Senator Ricciardi in advocating for your town's best interests.

We kindly request that you provide this information at your earliest convenience. You can reply directly to this email, and your input will be shared with Senator Ricciardi and the relevant stakeholders before the upcoming GACIT meeting.

We appreciate your dedication to our community and your commitment to working together to enhance our transportation and infrastructure systems. Your input is instrumental in shaping a brighter future for our town, and we look forward to hearing your valuable insights.

Thank you for your time, and if you have any questions or require further information, please do not hesitate to reach out.

Best,
Phil Tatro

Senate Legislative Aide
Senator Denise Ricciardi (District 9)
philip.tatro@leg.state.nh.us
603-271-1403

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Signed,
Kelsey McHugh
Manchester, NH

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NOV 1 - 2023
BUREAU OF
Planning and Community Assistance

William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

I have seen your draft of a Ten-Year Transportation Plan. While I have never written a letter like this, I consider it my civic duty to offer my input. I see a significant gap in that the plan doesn't include public transportation investment or electric vehicle infrastructure. Trends in EV purchases throughout New England and climate change indicate that these are timely considerations. I expect that federal funding and Volkswagen legal settlement monies offer opportunities to help make such investments happen.

Affordable accessible public transport would mean less cars on the road. Tourists visiting NH, as well as NH residents, are and will increasingly be purchasing EV's. We need to be prepared to serve the increasing demand.

Many thanks for your time and attention to my input.

Sincerely yours,

Susan B. Posluszny

Susan B. Posluszny
101 Dougherty Lane
New Boston, NH 03070-4105

RECEIVED
DEPARTMENT OF
TRANSPORTATION
SEP 13 2023
BUREAU OF
Planning and Community Assistance

WatsonJr, Bill

From: Denise Quattrochi <quattrochidenise@gmail.com>
Sent: Thursday, October 26, 2023 5:21 AM
To: WatsonJr, Bill
Subject: Exit 6 and Exit 7 off 293 in Manchester

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I believe that Exit 6 and 7 improvements should be added back to the State's 10 year transportation plan and be fully funded. I know that coming off exit 6 is hazardous and I try to avoid it if possible.

Sincerely,
Denise Quattrochi
301 Harrison St, Manchester, NH 03104
quattrochidenise@gmail.com

WatsonJr, Bill

From: Elizabeth Robidoux <erobidoux@hooksett.org>
Sent: Wednesday, October 04, 2023 6:02 PM
To: WatsonJr, Bill
Subject: CMAC projects for 10 Year Plan

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Good afternoon, William,

I am writing to support the inclusion of the completion of Phase 7 of the Londonderry Rail Trail in the 2025-2034 Ten Year Plan.
This phase will complete the last phase of the trail and provide a connection from Salem to Manchester. The completion of the trail will assist with economic development efforts in the towns as visitors and residents enjoying the recreational opportunities on the trail utilize nearby businesses. Use of the rail trail also supports and encourages visitors and residents in a healthy lifestyle. This is regional asset that should be completed.

Feel free to reach out with any questions.

Elizabeth Robidoux, AICP
Town Planner
Town of Hooksett
603-268-0279
Erobidoux@hooksett.org

WatsonJr, Bill

From: Diane Roy <dproy955@gmail.com>
Sent: Sunday, October 29, 2023 2:42 PM
To: WatsonJr, Bill
Subject: Interstate 293 exit 6 & 7

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear Mr. Watson,

I attended the meeting in Goffstown this past week.

The attendance was disappointing. I believe more people would have attended this meeting had it been in Manchester. I also attended the meetings in 2017 & 2019 at Northwest Elementary School where there were at least 100 people interested in the improvements to exit 6 and 7.

I urge you to reconsider delaying this project another 10 years.
The traffic will only increase causing higher risks to drivers. Has anyone reconsidered the traffic study done several years ago? If this study were performed today, I am certain there would be an increase in the traffic count. There is no commuter rail to or from Boston, nor is there one in the near future. With that said, we need improvements to interstate 293 to accommodate the increase in traffic through our state.

The state needs to be vigilant. This delay sends a message that the State of NH does not respect or care of the welfare of its citizens. Understanding this is a massive undertaking, but the state should not delay this highway improvement any longer.

Thank you for considering my request.

Diane Roy
955 Montgomery St
Manchester, NH03102

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years.

As a 24 year old working professional in the Hospitality industry, I often hear comments about the lack of public transportation in the state. Working at Fidelity Investments, visitors from other parts of New England/ the U.S. are in disbelief when I tell them the limited amount of transportation available near the Merrimack office. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Timothy Sullivan
Londonderry, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH lacks the imagination and forward look that is required to address the challenges of efficiently moving people and goods in New Hampshire in the coming decade. While it focuses on improving our roads and bridges, the plan lacks investments in electric vehicle charging infrastructure and public transportation. We need our transportation plan to carry New Hampshire into a future where vehicles will be electrified and fast trains will carry people and goods around the state and connect with economic centers, especially to the south of us. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Now is the time to make it happen.

Every car manufacturer has recognized that electric transportation will replace gasoline vehicles over the next twenty years with benefits in lower emissions and reduced operating costs for state residents. In order to make that happen, it is the responsibility of public officials to establish policy and economic support to make more fast chargers available in the state through a public-private partnership with the electric industry. The State can lead the way by transitioning governmental vehicle fleets to significantly increase electric vehicle use.

Our transportation system is at a crossroads. I encourage you to look forward, not backwards and provide funding for public transportation and electrification infrastructure so that New Hampshire can continue to be the great place we all love even as the world spins unpredictably around us.

Thank you for your consideration.
James Torpey, New Hampshire resident

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OCT 30 2023
BUREAU OF
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TOWN OF BEDFORD New Hampshire

October 25, 2023

To: Governor's Advisory Commission on Intermodal Transportation (GACIT)

Re: 2025-2034 Ten-Year plan request
Nashua Road Bridge over Riddle Brook
Bedford, NH

Dear Commissioners;

The Town of Bedford is hereby requesting the GACIT Commission include a bridge project into the proposed 10-year plan. The specific structure crosses Riddle Brook, and is an existing narrow granite block structure which supports Nashua Road.

As many of you may be aware, this is a primary road for the Town of Bedford, as it is the road on which both Bedford High School and Ross A. Lurgio Middle School are located. In the floods of 2008, the downstream left structure abutment failed and washed downstream with the northbound lane of a portion of Nashua Road. While the earthen embankment was repaired, the cause of the problem has still not been addressed.

While the existing structure is not currently a bridge, as it is only about 7 feet wide, the structures both upstream and downstream of it are both over 10 feet in width, and are both classified as bridges. The Nashua Road structure is an older structure, and is unable to adequately pass flood flows without causing a pond to form upstream due to its limited hydraulic capacity. In the case of the 2008 flooding, this ponded area on the upstream side of the crossing weakened the soil structure of Nashua Road to a point where it failed.

The Town of Bedford approached the Community Assistance section of the NH Department of Transportation (DOT). We were informed by DOT that they are only focusing on those bridges that are the worst in terms of condition rating (ie.. 2, 3, or 4) from the DOT Bridge Inspection Program, typically known as "red list" bridges. Additionally, due to the fact that this structure is currently not classified as a "bridge" (ie..wider than 10 feet), it cannot be listed in that database, and therefore is ineligible to be considered for the State Aid Bridge Program.

This leaves this Bedford structure ineligible for Community Assistance as it is neither currently considered a "bridge", nor is it currently inspected and rated as a "red list" structure by DOT. However, the structure is necessary to the Town of Bedford, and is prone to debris clogging (as it is narrow) and embankment failure due to its limited hydraulic capacity. DOT suggested that the GACIT Commission Ten-Year Plan would be a good place to include a project of this nature, which would eventually allow a flood and erosion-resistant structure to be built in place of an older, substandard structure. The proposed Riddle brook replacement crossing is similar in size

and resultant abutter impacts to another bridge replacement project the NHDOT Community Assistance section and the Town is collaborating and advancing, the Beals Road over Baboosic River project. The estimate cost for that project is $1.4million. We estimate the request for Nashua Road over Riddle Brook bridge project cost are similar.

I have enclosed a few photos for your reference.

Respectfully submitted,

Richard Sawyer, CPM, AICP
Town Manager
603-792-1300 (Direct)

Nashua Road Bridge over Riddle Brook Photos

TOWN OF BEDFORD New Hampshire

July 20, 2022

Nathan Miller, AICP
Southern NH Planning Commission
438 Dubuque Street
Manchester, NH 03102-3546

Re: NHDOT Ten-Year Transportation Improvement Plan, FY 2025-2034

Dear Nate,

In response to your request, the Bedford Town Council has reviewed the existing and potential projects within our community and adopted the rankings listed below. The Town is recommending that all Bedford projects currently in the 10-Year Plan remain with the construction schedule noted in the Plan.

The highest priority for the community continues to be the widening of South River Road from Hawthorne Drive to the Manchester Airport Access Road. This project will complete the final improvements to the South River Road corridor in Bedford. The roadway has not been improved beyond the limits of the urban compact and the southerly section of the road needs to be brought up to modern standards from a safety and transportation perspective. The improvements include signalization at Hawthorne Drive (south) & Autumn Lane as recommended in the Route 3 Corridor Access Management Plan, widening from one to two lanes, and the construction of sidewalks on one side of the street. The remainder of the South River Road corridor (north of Hawthorne Drive) has been already been improved by the Town Bedford and completing the corridor will bring much needed safety and pedestrian improvements.

Current projects in order of priority:

1) **40664 - US Route 3 widening from Hawthorne Drive (north) to Manchester Airport Access Road.** Includes signalization at Hawthorne Drive (south) & Autumn Lane as recommended in the Route 3 Corridor Access Management Plan and the SNHPC Pettengill Road / Airport Access Road Transportation Study (Approximately 1.6 miles of roadway). Project also includes construction of sidewalk on one side of South River Road. $25,251,537 with construction starting in 2026 - 2029.

2) **13692 D – Wilton to Bedford NH 101 Safety Improvements.** Implements traffic and safety improvements consistent with the recommendations of the 2002 Corridor Study. $16,997,000 with construction starting in 2023 - 2026.

3) **24217 – Beals Road Bridge replacement**. Replacement of bridge over Baboosic Brook. $1,119,458 with construction starting in 2023.

4) **21684 – Catesby Lane Bridge replacement**. Replacement of bridge over McQuade Brook. $1,068,679 with construction in 2023 -2025.

5) **16100 – F.E. Everett Turnpike open road tolling**. $13,455,021 with construction in 2023 - 2024.

6) **13761(A-D) – F.E. Everett Turnpike widening from 2 to 3 lanes from Exit 8 to the I-293 Interchange in Bedford**. $177,611,000 with construction in 2023 - 2028.

Recommended new and amended projects:

1) **Increase Funding for the Wilton to Bedford NH Route 101 Safety Improvements (Project 13692 D).** The Town would recommend that additional funds be provided in the 2025 – 2034 Ten Year Plan to fully fund the safety improvements along Route 101 from Wallace Road to Elk Drive, as identified in the VHB memorandum quantifying the safety performance along the corridor, dated May 12, 2022. The cost of these improvements is unknown because the design has not yet been developed. Staff would suggest adding $8,500,000, or an amount as recommended by SNHPC.

2) **NH Route 101 Multimodal Pathway westerly of Wallace Road.** The 2002 VHB Corridor Study included the recommendation of a multimodal pathway along Route 101. The recently completed roadway widening in Bedford incorporated sidewalks along Route 101 from the NH 114 intersection to Wallace Road. The Town would request that a new project for a multimodal pathway from Wallace Road to the town line (ideally continuing on to Wilton) be included in the 10 Year Plan. The multimodal pathway is supported by several planning documents including the 2002 NH Route 101 Corridor Study, Bedford Bicycle and Pedestrian Plan and the 2021 Master Plan. The length of the pathway in Bedford is approximately 3.5 miles and would roughly cost $2,450,000 using a conservative rate of $500,000 per mile.

I thank you for your continued support and for working with us to promote the importance of the local transportation improvement projects. Please do not hesitate to contact me if you have any questions or concerns with this matter.

Sincerely,

William Carter, Town Council Chairman

cc: Rick Sawyer, Town Manager
Becky Hebert, Planning Director

WatsonJr, Bill

From: Jake Twarog <jake.p.twarog.24@dartmouth.edu>
Sent: Thursday, September 28, 2023 9:27 PM
To: WatsonJr, Bill
Subject: New Hampshire Transportation Investment

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear William Watson Jr.,

Hope you are doing well! My name is Jake Twarog, and I am emailing about the NHDOT Ten Year Plan and the proposed share of total program dollars by program. Currently, I believe that the funding allocations are completely misaligned with the forward-thinking priorities New Hampshire should be adopting over the next ten years to improve safety, walkability, and enhance mobility all throughout the state.

Allocating 57% of the entire budget toward FHWA, with an additional 18% toward I-93 debt/turnpike-related projects, is an incredibly shortsighted move that completely misses the mark on modal shift and safety. Spending three-quarters of the budget on car infrastructure when the state already contains so many overbuilt and dangerous roads will do nothing to address the dozens and dozens of people who are killed on New Hampshire roads every year. It will be ineffective against drunk driving, unhelpful at reducing runoff and other environmental externalities, and New Hampshire citizens will continue to have to spend large amounts of their income on car ownership and maintenance, as this sends the signal that cars are the primary way to move around the state.

In addition to this, although an 8% transit share is an improvement over historical levels, public transit seems as though it will continue to be neglected in New Hampshire. Furthermore, the most glaring issue is the lack of rail funding. Allocating less than 1% of all funds toward rail-based transportation will mean New Hampshire will keep falling further behind its New England peers in terms of rail connectivity. Concord and Manchester should have gotten commuter rail or Amtrak stations long ago, and it seems doubtful that with this plan that will happen anytime soon either.

As evidenced by the higher housing prices that walkable communities command, people increasingly want to live in these areas. New Hampshire should not lose out on the opportunity to improve its towns and cities and make the state a better place to live, work, and play safely. I urge you to consider the state's most vulnerable citizens and consider what a future where the state is less dependent on cars might look like.

Best,
Jake Twarog

Executive Council District 5
Public Hearings

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan

Public Hearing

Hillsborough Police Department Training Room
22 Municipal Drive
Tuesday, October 10, 2023
7:00 PM &
Teams Hybrid Meeting

Meeting Notes

In attendance:

Executive Councilor- David K. Wheeler, District 5

NHDOT Staff Attendees:

- Bill Cass, Commissioner
- Bill Oldenburg, Director of Project Development
- Bill Watson
- Glenn Davison
- Lucy St. John
- Nathan Healey

Other Attendees:

- Laura Buono, Town Administrator Hillsborough
- Robyn Payson, Planning Director Hillsborough
- Jim Fedolfi, NH House Hillsborough District 30
- Riche Colcombe, NH House Hillsborough District 30
- Chris Scott, U. S. Senator Jeanne Shaheen's office
- Paul Susca, Bike Walk Alliance of NH & resident of Goffstown
- Marion Baker, Hillsborough resident
- Clare Fedolfi, Hillsborough resident
- Andrew Harmon (remote attendee)
- Richard Pelletier
- Cindy Yanski, Community Action Program Belknap-Merrimack
- Craig Tufts, CNHRPC

Introductions- Brief introductions were made.

Councilor Wheeler welcomed everyone and provided overview of GACIT and the public hearing process.

NHDOT PowerPoint presentation- Presentation by Bill Oldenburg, Director of Project Development. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%) , NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Central New Hampshire Regional Planning Commission, CNHRPC - Craig Tufts provided a brief presentation, discussing the regional allocation, process, and priority projects for the CNHRPC region.

Bill Oldenburg continued the NHDOT presentation.

Councilor Wheeler opened the public hearing. He noted those wanting to speak need to complete the blue card.

Paul Susca: Introduced himself as representing the Bike Walk Alliance of NH & resident of Goffstown. He thanked NHDOT for the recently completed NH Pedestrian and Bicycle Plan. He suggested that the draft TYP be revised to reflect the recommendations included in the plan, for example 800 miles of sidewalks,200 center line miles of bike lane and 146 unique spot improvements. He noted how many times the draft TYP referenced bike (24x) and pedestrians (36x). He talked about the goals and objectives of the Plan. He knows it won't happen overnight but more needs to be done including but not limited to driver education, enforcement, and other elements to keep it safe for all including vulnerable users. He noted the rail-trail in Goffstown, but the network needs to be improved so people can get to the trails safely.

Marian Baker: introduced herself as a resident of Goffstown. She noted there is a typo in the draft TYP, something about a sidewalk on NH 149, and there aren't sidewalks. She shared her recent experience of not having a car, difficulty getting a tow truck, and a lack of public transit in town. She expressed that you need a vehicle to survive if you live in the rural area. She supported transit expansion opportunities like smaller buses and better east-west connections. She discussed the recent flooding in town, how roads washed out causing a 20-mile detour. She highlighted how populations growth generally brings more vehicles. She encouraged electric vehicles for those that can afford it. She asked that NHDOT really look at climate issue, and public transport.

Rep. Riche Colcombe: Introduced himself as a representative for Hillsborough District 30. He discussed the condition of the sidewalks and rails failing on NH 149, south of the bridge, and noted that this is a safety issue. He asked about electric vehicle charging station corridors, and if any are proposed on the Route 9/202 corridor. He noted there is interest along NH 202 in Bennington.

Rep. Jim Fedolfi: Introduced himself as a representative for Hillsborough District 30. He inquired about several locations along NH 202, including the the proposed roundabout at the intersection of NH 202/9, as well as the downtown intersection in Hopkinton and Route 9 &31 and about a traffic report from a couple years ago. Commissioner Cass provided a brief update and noted he would investigate his request for the traffic report.

Andrew Harmon (online): He explained that he is legally blind and outlined his difficultly finding services to assist him – including participating in the online survey for the Ten Year Plan. Both NHDOT and Cindy Yanski, CAP offered to help and would follow-up outside of the meeting. He shared the lack of transit in the area he lives and the need for improved transit services around the state.

Cindy Yanski: Introduced herself as the Regional Mobility Manager for the Community Action Program of Belknap-Merrimack counties. She provided a brief explanation of the funding sources for public transportation, and when someone calls for assistance how they match the funding opportunities to the resources being requested. She shared an example regarding Medicaid where the program can help with some things, but not others. She noted that the CAP will help anyone, connecting people to transit and other social services organizations.

Executive Councilor Wheeler thanked everyone for attending, noted written comment can be submitted by Nov 3rd.

Meeting Adjourned: Approximately 7:58 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Hillsborough Police Department Training Room
22 Municipal Drive
Tuesday, October 10, 2023
7:00 p.m.
Teams Hybrid Meeting

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler ✓	David.K.Wheeler@nh.gov	271-3632
Commissioner Bill Cass, NHDOT ✓	William.J.Cass@dot.nh.gov	271-1484
Deputy Commissioner Andre Briere	Andre.J.Briere@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT ✓	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT ✓	Lucy.St.John@dot.nh.gov	271-8732

Name/Organization	Email (optional)	Phone Number (optional)
Robyn Payson/Hillsborough	robyn@hillsboroughnh.net	603-464-7971
Laura Buono / Town of Hillsborough	Laura@Hillsboroughnh.net	603-464-7970
Craig Tufts	Ctufts@cnhrpc.org	
Chris Scott	Chris_Scott@Shaheen-Scott.gov	603-647-7320
Clare Fedolfi (Fedolfi)	21 Bradford Cir. Hill	
James Fedolfi	" "	
Paul Susca BWANH		
Cindy Yanski		
Marion Baker	aquaterbonnet@gmail.com	603-478-5650
Riché Colcombe	Riché4nh@gmail.com	860-614-6208
Andrew Harmon	Remote attendee	603-992-4053

Hillsborough GACIT Oct 10, 2023

Name/Organization	Email (optional)	Phone Number (optional)
Richard Pelletier		
Nathan Healey	NHDOT	

Hillsborough GACIT Oct 10, 2023

Hillsboro

Hillsborough GACIT Oct 10, 2023

Pg 1 of 2

I WISH TO SPEAK AT THIS HEARING:

Name: Jim Fedolfi

Organization: NH House, Hillsborough

Address:

Phone:

E-Mail:

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Riché Colcombe

Organization: State Rep.

Address: 76 Jones Rd

Phone: 860-614-6208

E-Mail:

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Hillsborough GACIT Oct 10, 2023

pg 2 of 2

I WISH TO SPEAK AT THIS HEARING:

Name: Paul Susca

Organization: Bike-Walk Alliance of NH

Address: 6A Harry Brook Dr
Goffstown

Phone: 603-848-6096

E-Mail: suscapaul@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Marian Baker

Organization: self

Address: 10 Crosby Rd, Hillsboro

Phone: 603-478-5650

E-Mail: quakerbonnet@gmail.com

I WISH TO SPEAK AT THIS HEARING:

Name: Cindy Yanski

Organization: CAPBM

Address: 2 Industrial Park Dr.

Phone: 603-225-1989

E-Mail: cyanski@capbm.org

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Hudson Community Center
Monday, October 16, 2023
7:00 PM

Meeting Notes

In attendance:

Executive Councilor- _David Wheeler, District 5

NHDOT Staff Attendees:

- Dave Rodrigue, Assistant Commissioner
- Bill Oldenburg
- Glenn Davison
- William Rose
- Jodi Sottilaro
- Emma Bell

Other Attendees:

- Mayor Jim Donchesss (Nashua)
- Elvis Dhima
- Matt Waitkins (NRPC)
- Ralph Boehm (NRPC)
- Ned Connel (NRPC)
- Jason Abdulla
- Camille Correa
- Rep. Bill Boyd
- Wayne Husband
- Rep. Marc Plamondon
- Linda Zarzatian
- Victor Oates
- Ruth Sessions
- Victoria Donchess
- James Crowley
- Steve Raichert
- Holly Hoag
- Dillon Dumont
- Rep. Jordan Ulery
- Tom Christensen
- Dean Sakati
- Matt Sullivan
- Dan Weeks
- Nelson Disco
- Ray Newman
- Kimberly Queenen
- Kathleen Crowley
- Heidi Jakoby
- Jess Forrcuke
- Brian Growth
- Daniel Hudson
- Frank Koczalka
- John Dubu
- Ed Thompson
- Keyleigh Arnold
- Rep. Sue Newman
- Sherry Nutzy
- Louis Juris
- Rep. Kathy Staub
- Laura Mick

- Christopher Buchanan
- Rep. Wendy Thomas
- Peter Shaefer

Councilor Wheeler welcomed everyone and opened the meeting at 7pm. Councilor Wheeler gave a brief overview of the GACIT process and purpose of this meeting. Councilor Wheeler then introduced Bill Oldenburg to begin the presentation.

NHDOT PowerPoint presentation- Bill Oldenburg, NHDOT Director of Project Development provided an overview of the Ten-Year Plan process diagram and identified where we are in the process. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounding to the pre-pandemic numbers. Oldenburg also explained that the NH Turnpike system Toll revenues were down (4%). He noted that while NHDOT has received more federal funding in the Infrastructure Investment and Jobs Act (IIJA), inflation and project cost increases have essentially erased the impacts of this additional revenue. He noted that there are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encourage d to participate in the process.

Nashua Regional Planning Commission (NRPC) – Matt Waitkins provided a brief presentation, discussing the regional allocation, process, and priority projects for the NRPC region.

Bill Oldenburg continued the NHDOT presentation and highlighted several regional projects of interest.

Councilor Wheeler opened the public hearing @ 7:41pm. He noted those wanting to speak need to complete a blue card.

Mayor Jim Donchess, City of Nashua – thanked everyone for the work done over the years. He noted that the state's transportation system has helped to build a stronger and healthier economy – including several of the projects highlighted in the presentation. He also noted that the Nashua City Engineer and Nashua Transit System Administrator were both in the audience and that would be making additional remarks. He asked that the final federal funding for the Capital Corridor be restored to the plan. He noted that the project was 75-80% complete and that the city had been working well with NHDOT for a number of years on the planning effort. He highlighted the study results that identified strong economic development opportunities because of that investment. He opined that we need the service to attract younger workers to the area. He explained that the answer 'No' to whether there is available commuter

rail service is a negative when young workers ask. He noted that the questions re: feasibility of funding implementation can be answered if we complete the study and help to estimate the costs associated with implementation – without spending any general funds from NH. He concluded his remarks noting that NHDOT concluded that we might be able to operate the service on a better than break even basis based on anticipated ridership.

Rep. Wendy Thomas - 2 issues that come up in Merrimack: 1 being the recent meeting with the 8 reps from Merrimack re: high sodium content in the water along the _____ rd. Request that NHDOT only delivers the brine and not contractors. Recently had a meeting with NHDOT re: the expansion of 101 through Merrimack. Residents note concerns re: traffic re-routing onto DWH to avoid the construction. Asking for additional exit ramps in anticipation of this increased traffic on DWH. Also requesting a traffic study of DWH – specifically emergency services and school bus movements along that route. Asking for an emergency access points behind the Thirsty Moose – concerns about the emergency vehicle access to the large apartment complex behind that development.

Rep. Marc Plamondon – adding to the comments from Mayor Donchess. Also 6 term aldermen. Concern over the Main St. red listed bridge. He noted that the Main St. bridge, FEET and Broad Street Parkway are the only North-South routes in the city. He explained that shutting that bridge down will cause some significant concerns regarding the Main St. redevelopment efforts undertaken. He offered that the explosion in population and traffic in Southern NH is concerning. He noted that there is heavy congestion emphasized the need for another mode of transportation to relive the pressure from the increasing traffic. He offered that we need to think regionally and that increased frequency of passenger bus travel is a plus. He noted that we are part of the Boston region given that the feds look at us like that. He offered his hope that CSX is a more professional rail serviced than Pan Am was in helping to implement rail service.

Rep. Sue Newman – Expressed her thanks for having us here. She reiterated the comments offered by the Mayor and Rep. Plamondon's comments – and her hope that the rail study gets done. She opined that starting and then stopping the work effort is concerning. She requested that the study gets done so that decisions can be made at the legislative level. She expressed that rail isn't just a one-way street for people to go to MA, but a two-way street for NH to see sales and employees coming in from MA. She offered that she was a former realtor and had sold homes for young families due to their not wanting to spend so much time commuting. She explained that there were lots of comments about how expensive commuter rail is, but not a lot of consideration for the benefits.

Dan Weeks – introduced himself as a Nashua resident looking to speak to Commuter Rail and EVs. He wanted to echo comments praising NHDOT for all the work involved in managing a good transportation system. He offered that he works in the clean energy industry where they are seeing a lot of interest/demand to transition to Electric Vehicles with more than 40% of Americans looking for their next vehicle to be an EV. He expressed that there are lots of concerns on EV chargers and that NH is behind the curve in deploying this infrastructure and it's costing us tourist revenue from people not coming here but going elsewhere due to charging anxiety. He noted that the potential savings from driving EVs can equal thousands per year. He further highlighted the public health impacts from fine particulate matter from the exhaust from traditional autos. He offered that as a Nashua resident with 3

young kids and a company with 400 employees that is looking to recruit people from Boston, he would like to see NHDOT finish the Capital Corridor planning study so that option for future rail service is on the table. He explained that any federal investment would be supplemented by private investment. He expressed hope that we can find a way to unlock the significant amount of federal funds.

Camille Correa – Ms. Correa introduced herself as the transit administrator for Nashua Transit System and offered her thanks for the support for enhanced transit operation in the recently adopted budget. She explained what NTS is. She outlined some options for benefits from increased transit funding. She explained that increased funding will result in increased mobility options for mobility limited populations. She noted that the Nashua region is the only large, urbanized area in NH which has resulted in a reduction in available FTA funds. She explained that they need to provide a larger match now. She offered that the NHDOT provides half of the match. She further explained that transit services provide significant economic benefits.

Dan Hudson – Mr. Hudson introduced himself as the Nahua City Engineer and expressed his thanks to all for this meeting. He explained that his sole purpose in coming tonight is to ask for inclusion of the CMAQ projects in the Ten-Year Plan. He opined that all projects were worthy and should be funded. He offered his thanks to NHDOT for professional partnership, explaining that he felt there was a good working relationship and additional funds.

Rep. Balmer – Noted he was on Judd Greggs railway commission in the 1990s when the capital corridor was originally studied and found to be infeasible then, its more expensive now. How do we pay for it? MBTA is funded by a portion of MA sales tax – we don't have that. Been in NH for 47 years. Riders don't pay full freight of the train. How would we sustain a service – residents don't want their taxes going up to pay for something they don't use. Why are we advocating for charging facilities? Isn't that a private enterprise thing? Government didn't pay for gas stations – why should we pay for chargers.

Rep. Bill Boyd – echoed comments from Rep. Thomas from earlier in the meeting. He offered some additional comments regarding rail in Merrimack. He explained that in a 2019 report by the DPW, there is a sewer interceptor under the RR that is the responsibility of the Town of Merrimack. He noted that the 2019 study included a $60M estimated cost to relocate the sewer line. He questioned why Merrimack would pay this expense given that there is no station planned in Merrimack. He questioned whether it made sense for Merrimack residents to pay such a high expense for benefits accrued to Manchester and Nashua. He offered that he grew up outside of Boston, where there is extensive rail transit opportunities. He explained that the higher population density justifies expenses associated with light rail. He further offered that the population density in Nashua or Manchester are nowhere near those levels. He further offered that regarding Electric Vehicles NHDOT should look at piloting charging stations at the State Liquor store locations and high use rest areas around the state.

Councilor Wheeler recognized that Rep. Ulery is present in the audience.
Elvis Dhima – Introduced himself as the Town of Hudson DPW director. He offered his thanks to everyone for the work done and opportunity to participate in the meeting. He explained that the Town

had Recently received a 1-time payment for bridge work and offered that those funds were currently being used on several local bridges. He explained that he is hopeful that GACIT would consider bridge aid of some type for the Melendy Rd. bridge over First Brook in Hudson. He explained that the bridge meets federal requirements for the federal funding program and asked if Hudson could be considered for 80% federal funds? He explained that the Town has the local 20% match, and that the Town will be handling the ROW phase outside of the federal aid. Elvis also noted the positive progress on the the twin bridge project with the City of Nashua.

Brian Groth – Introduced himself as the Hudson Town Planner. He welcomed everyone to the Town of Hudson. He expressed his thanks for support for projects in the Town of Hudson and the region.

Kimberly Queenan - Introduced herself as a selectboard member from the Town of Litchfield and a commissioner to NRPC. Queenen spoke in support of the new Litchfield intersection project. She noted concerns re: the intersection's Level-of-Service. She explained that it currently takes about 2.5 minutes to make a left hand turn out of this intersection. She also raised safety concerns regarding the intersection and shared photos from a recent crash at this intersection with Councilor Wheeler and NHDOT representatives at the front table. She explained that the intersection includes a road that is a significant regional route (3A) and that the second road, Corning Road, is a major cut through. She also highlighted new development proposed for the area and stated that she anticipates more growth in the future. She expressed appreciation for consideration in the TYP, adding that the proposed project will really help the current situation.

Chris Buchanan – Introduced himself as a fire captain from Amherst. He expressed that he was a long-term resident of NH who will soon be moving from the state to a new career and cited the lack of passenger rail service as a prime contributor to his leaving and choosing a new career. He expressed that he was here this evening to support the Amherst 44351 CMAQ project. He expressed kudos to the NRPC staff and that he was pleased with the application process. He also shared his support for the rail trail constructed as part of the Amherst 44253 project that will connect to the 44351 projects. He also expressed his support for the potential SVRT rail with trail that would run from Hillsborough to Wilton and wanted to request support for asking CSX if we can have the rail with trail on their corridor. He then turned to discuss the Nashua 10136A & 10136B projects with his humble suggestion that the design of 101A be converted to a multiway commercial boulevard. He explained that he has been participating in these hearings for the last ten years. He noted that he joined the fire service and engaged his first accident response at 18 responding to a crash on 101. He detailed how the older EMS responders explained to him at the time that this is how 101 has always been/ will always be. He highlighted the higher fatality rate on this route compared to others and opined that we need to separate these travel lanes. He expressed support for the 13692E&F projects and added kudos to the Project Manager for those projects at NHDOT, Jason Ayotte. He expressed that the only thing that will reduce accident frequency and severity is a divided highway on 101. He ended his comments by sharing some tragic stories of horrific accidents that have happened on that roadway since his last TYP testimony.

James Crowley – Introduced himself as a resident of Hudson here this evening to speak on the Hudson Circumferential Highway project and its regional significance. He explained that the draft Ten Year Plan lists the project as funded via 80% federal funds and 20% of the funding provided by the Town of Hudson. He highlighted that the lack of any state funding in this funding mix should be seen as a red flag for Hudson voters. He also noted that the EPA has previously expressed its intent to veto the southern segment, and this should serve as another red flag. He expressed that if the project is a significant effort, the State of NH should pick up the cost 20% currently attributed to the Town of Hudson. He finished by cautioning Hudson voters about supporting this project.

Ruth Sessions – Introduced herself as a resident of Hudson and explained that she was here tonight to speak about the Circumferential Highway project. She read from a prepared statement noting that the project started in the 50's and explained that she thought the project was shut down in the 19990's by the EPA due to significant environmental concerns. She explained that the project proposed significant impacts to local wetlands, and she added that healthy wetlands are a necessary element of healthy ecosystems and help to mitigate climate change impacts. She detailed how the proposed project would also displace residents and businesses in addition to the ecological impacts. She shared that the anticipated reduction in traffic because of the new route would not come to pass, rather the Town would see an increase in outside traffic travelling through Hudson. She opined that the project would primarily benefit businesses as a shortcut between routes 101 and I-93. She expressed that the Circumferential Highway project needs to be stopped.

Executive Councilor Wheeler thanked everyone for attending and explained the GACIT process generally and how the comments received in-person and in-writing would be considered by GACIT as the draft plan is refined. He added that written comments can be submitted by Nov 3rd @ 4pm.

Meeting Adjourned at Approximately 8:35 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Hudson Community Center
12 Lions Avenue, Hudson
Monday, October 16, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler ✓	David.K.Wheeler@nh.gov	271-3632
Assistant Commissioner David Rodrigue, NHDOT ✓	David.M.Rodrigue@dot.nh.gov	271-1484
Deputy Commissioner Andre Briere	Andre.J.Briere@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT ✓	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT ✓	William.Rose@dot.nh.gov	271-6581
~~Lucy St. John, NHDOT~~ Jodi Sottilaro ✓	Lucy.St.John@dot.nh.gov	271-8732

Name/Organization	Email (optional)	Phone Number (optional)
Jim Donchess	donchess@nashuanh.gov	
Kimberly Queenan NRPC	kimqueenan@gmail.com	- Kqueenan@nashuanh.gov
Kathleen Crowley	crazykathy1@gmail.com	—
Heidi Jakoby	HJAKOBY@COMCAST.NET	603930-6855
Jess Forcade Town		6032354917
Brian Groth/Hudson	bgroth@hudsonnh.gov	886 6008
Daniel Hudson	hudsond@nashuanh.gov	603-589-3134
FRANK KOCZALKA	FKOCZALKA@comcast.NE	603-889-0525
John Dubuc		
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Kayleigh Arnold	sekayleigh13@yahoo.com	603-809-0048
Rep Sue Newman	nashua - Public Works Hwys	
Sherry Butler	Nashua	—
Jason Abdulla	NHDOT	
LOUIS TUPLS	NASHUA	
Kathy Stamb	Manchester	
Laura Mick	Manchester	
CHRISTOPHER BUCHANAN AMHERST FIRE	CBUCHANAN@AFR.AMHERSNH.GOV	603 249 6015
Rep. Wendy Thomas	wethomas@gmail.com	
PETER SCHMUTZER	HPS55@COMCAST.NET	
20		

HUDSON GRCIT

10/16/23

Name/Organization	Email (optional)	Phone Number (optional)
Matthew Wakkins/NRPC	MATTW@NASHUARPC.ORG	
RALPH BOEHM NRPC		
Jill Laffin	jlaffin@hudsonnh.gov	
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Emma Bell /NHDOT	Emma.T.Bell@dot.nh.gov	
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Ned Connell	NRPC	
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James Crowley	jkcrowley nh@comcast.net	603-886-3441
STEVE REICHERT/ Fuss & O'Neill	SREICHERT@FANDO.COM	603-703-2765
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	D620908 at Comcast.net	603-305-7887
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TOM CHRISTENSEN	TCHRISTENSONLTI@AOL.COM	603 391-4453
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Dan Weeks	danielmweeks@gmail.com	
NELSON DISCO	ndisco3@yahoo.com	(917)620-8288
RAY NEWMAN	RN2195@AOL.COM	603-880-8978
William Boyd	House Reps	603 660 6077
29		
	RPC - Matt 7:33 → 7:26 → 1½ MIN.	

Hudson GNCIT

10/16/23

Hudson
GACIT
10/16/23

Would like to speak first

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Wendy Thomas

Organization: Merrimack State Rep

Address: 10 Wildcat Falls, Merrimack

Phone: 603.494.3851

E-Mail: wethomas@gmail.com

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Marc Plamondon
NH State Rep District 3

Organization: Nashua - State Transportation Committee

Address: 78 Elm St Nashua NH 03060

Phone: (603) 889-7876

E-Mail: Mplamondon@comcast.net

✓

I WISH TO SPEAK AT THIS HEARING:

Name: RALPH BOEHM

Organization: LITCHFIELD STATE REP

Address: 6 GIBSON DR
LITCHFIELD

Phone: 603 860 6309

E-Mail: RGBOEHM@COMCAST.NET

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

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10/16/23

I WISH TO SPEAK AT THIS HEARING: 14

Name: William Boyd

Organization: House Rep

Address: 139 Joppa Road, Mnk

Phone: 603/660-6677

E-Mail: bill.boyd@leg.state.nh.us

✓

I WISH TO SPEAK AT THIS HEARING:

Name: ELVIS DHIMA

Organization: TOWN OF HUDSON

Address: 12 SCHOOL STREET

Phone: 603-318-8280

E-Mail: edhima@hudsonnh.gov

Dave Morin

I WISH TO SPEAK AT THIS HEARING:

Name: Dave Morin

Organization: Selectman

Address: 29 Library St

Phone: 603-305-9887

E-Mail: D620908 at Comcast.net

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

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10/16/23

I WISH TO SPEAK AT THIS HEARING:

Name: Jim Donchess, Mayor

Organization: City of Nashua

Address: 229 Main St Nashua

Phone: 603/589-6280

E-Mail: donchessj@nashua

I WISH TO SPEAK AT THIS HEARING:

Name: Sue Newman

Organization: Rep. Nashua - PW & Hwys

Address: 25 Charlotte Ave

Phone: 603-557-3846

E-Mail: SNEWMANNH@AOL.com

I WISH TO SPEAK AT THIS HEARING:

Name: Daniel Hudson

Organization: City of Nashua

Address: 818 W. Hollis St, Nashua, NH

Phone: 603-589-3134

E-Mail: hudsond@nashuanh.gov

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

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GACIT
10/16/23

NO speak

I WISH TO SPEAK AT THIS HEARING:

Name: Matt Sullivan

Organization: City of Nashua
Community Development Division

Address: 229 main St Nashua, NH

Phone: [redacted]

E-Mail: Sullivanm@nashuanh.gov

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Camille Correa

Organization: City of NASHUA
Nashua Transit System

Address:

Phone: 828-448-9921

E-Mail: Correac@nashuanh.gov

✓

I WISH TO SPEAK AT THIS HEARING:

Name: CHRIS BUCHANAN

Organization: AMHERST FIRE

Address: 24 MACK HILL RD, AMHERST

Phone: 603 249 6015

E-Mail: CBUCHANAN@AFR.AMHERSTNH.GOV

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

Hudson
GACIT

10/16/23

✓ No speak

I WISH TO SPEAK AT THIS HEARING:

Name: Dillon Dumont

Organization: Hudson selectman

Address: 195R central st Hudson NH

Phone: 603-231-7345

E-Mail: dillondumont@gmail.com

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Brian Groth

Organization: Town of Hudson / Town Planner

Address: 12 School St 03051

Phone: 1 603/886-6008

E-Mail: bgroth@hudsonnh.gov

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Kimberly Queenan

Organization: Town of Litchfield, + NRPC

Address: 2 Nesstead St. Litchfield, NH 03052

Phone: 508-667-6068

E-Mail: Kqueenan@litchfieldnh.gov
Kimqueenan@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

Hudson
GACIT
10/16/28

NO speak

I WISH TO SPEAK AT THIS HEARING:

Name: Heidi Jakoby

Organization:

Address: 94 GOWING RD
HUDSON NH 03051

Phone: ~~603 930 6855~~

E-Mail: HJAKOBY@COMCAST.NET

NO speak

I WISH TO SPEAK AT THIS HEARING:

Name: John Dubuc

Organization: Citizen

Address: 11 Eagle Dr Hudson NH

Phone:

E-Mail:

NO speak

I WISH TO SPEAK AT THIS HEARING:

Name: DEAN SAKATI

Organization: HUDSON RESIDENT

Address: 11 FAIRWAY DRIVE, HUDSON

Phone: 603.886.1676

E-Mail: DSAKATI@AOL.COM

- I understand my time for comments may be limited out of respect for all.
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Hudson
GACIT

10/16/23

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Dan Weeks

Organization:

Address: 7 Shattuck St. Nashua

Phone: 603-264-2877

E-Mail: danielmweeks@gmail.com

✓

I WISH TO SPEAK AT THIS HEARING:

Name: James Crowley

Organization:

Address: 4 Fairway Drive

Phone: 603-886-3441

E-Mail: jkcrowleynh@comcast.net

NO speak

I WISH TO SPEAK AT THIS HEARING:

Name: Jess Forrence

Organization:

Address: 96 Central St

Phone: 603 235 4917

E-Mail:

- I understand my time for comments may be limited out of respect for all!
- RSA 91-A requires speakers to identify themselves. Information is

Hudson
GACIT

10/16/23

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Ruth Sessions

Organization: Self

Address: 68 Schaefer Circle

Phone: 6038

E-Mail: ruthsessions03051@yahoo.com

NO speak

I WISH TO SPEAK AT THIS HEARING:

Name: Victor Ostes

Organization: ME

Address: 77 Sousa blvd

Phone:

E-Mail: vostesnh@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is requested for follow-up clarification.

Governor's Advisory Commission on Intermodal Transportation (GACIT)
DRAFT 2025-2034 Ten-Year Plan
Public Hearing
Jaffrey Fire Station Meeting Room
Tuesday, October 17, 2023
7:00 PM

Meeting Notes

In attendance:

Executive Councilor- David Wheeler, District 5

NHDOT Staff Attendees:

- Andre Briere, Deputy Commissioner
- Tobey Reynolds
- Glenn Davison
- William Rose
- Jodi Sottilaro
- Frank Linnenbringer

Other Attendees:

- J.B. Mack (SWRPC)
- Frank Sterling
- David Chamberlain
- Jennifer Beck
- Jon Frederick
- Terry Johnson (SWRPC)
- Mark Conroyer
- Pam Slack
- Michael Pedersen
- Nick Germain
- Mike Branley
- Ellen Avery
- Walter Deschenes

Councilor Wheeler welcomed everyone and opened the meeting at 7pm. Councilor Wheeler gave a brief overview of the GACIT process and purpose of this meeting. He then introduced Glenn Davison to begin the presentation.

NHDOT PowerPoint presentation- Presentation by Glenn Davison. Provided an overview of the process diagram and identified where we are in the process. He noted the presentation will include:

- ✓ High Level Funding Summary
- ✓ Review Strategies
- ✓ Review Funding Synopsis
- ✓ State of Infrastructure
- ✓ Regional Planning Commission (RPC) Priority Projects
- ✓ Review of how to read and understand the information in the Draft TYP book
- ✓ On-line Survey

He noted that traffic is just rebounded to the pre-pandemic numbers. Toll revenues were down (4%)., NHDOT has received more federal funding, but inflation and project cost (bidding) have essentially equalized the impacts of this revenue. There are many challenges, and we don't have a solution to the shortfall in paving funds. He explained the Draft Ten-Year Plan (TYP) book, presentation materials and other information is available on the NHDOT website. The agenda includes the QR code for easy access to the On-Line Survey and TYP website information. All are welcome and encouraged to participate in the process.

Southwest Regional Planning Commission (SWRPC) - J.B. Mack provided a brief presentation, discussing the regional allocation, process, and priority projects for the SWRPC region.

Glenn Davison continued the NHDOT presentation and highlighted several regional projects of interest.

Councilor Wheeler stressed the importance of public comments during this process particularly those submitted in writing. Emphasized remind opened the public hearing @ 7:35pm. He noted those wanting to speak need to complete the blue card.

Mike Branley: Discussed the Swanzey TYP project highlighting development pressures combined with roadway width and speeds. Working to make this area a place to go to and not just through. However, community efforts to improve access limited by widths and speeds. He appreciates the opportunity this funding will provide to improve access to this area.

Frank Sterling: Introduced himself as a Selectboard member in the Town of Jaffrey and as Vice Chair for the SWRPC Transportation Advisory Committee. He noted appreciation of J.B. Mack presentation. He explained that his main point to raise this evening is that SWRPC does not get enough money. He noted that the current allocation formula uses federal aid eligible roadway lane miles and population – which limits funding to the region. He noted that even this project exceeded the available allocation to the region. He shared the prior Ten-Year Plan project history, noting that it took more than 1 round of Ten Year Plan funding to address the NH 101/Swanzey Factory Rd. project needs. He explained that the SWRPC is constantly fighting to find projects to fund within the regional allocation. He highlighted strong support for the Swanzey project. He shared that he would like to see the governor or GACIT to rework the way that the funding allocation is determined. He shared that the region has much in the way of need but needs more money to fund these critical regional projects. Expressed the need to reallocate some of the funding away from the eastern side of NH to build on the economy of the southwestern portion of the state.

Terry Johnson: Introduced himself as a senior project manager and Regional Mobility Manager at SWRPC. He highlighted the benefits of the regional efforts around improved transit opportunities because of the regional mobility managers. He noted that while everyone was appreciative of the additional funding provided in the state budget for transit services, but that the funding was received was about half what was requested. He highlighted recent transit planning projects completed by SWRPC. He briefly discussed micro transit and potential opportunities to the region by expanding those opportunities. He noted that the current public transportation system in the region doesn't really allow for elective use of the system – that the focus is on transporting the elderly and disabled populations,

particularly once you get outside of the City of Keene. He explained the role of the regional mobility manager and funding situation. He expressed thanks for support for additional public transit support.

Jennifer Beck: She introduced herself as chair of the Wilton Economic Development committee. She explained that she was here this evening to advocate for funding for the Wilton CMAQ project. Provided details re: the planned pedestrian bridge project in the downtown area of Wilton. She explained that the bridge will provide a critical connection between other recent improvements to the downtown area where traffic served as a deterrent to pedestrian crossings.

Ellen Avery: She shared that October is 'NH Celebrates Community Transportation month'. She introduced herself as a representative of the CVTC. Gave a brief history of the development of regional public transportation services. She highlighted the strong working relationships of all the partners in the region. She explained the challenges of operating a rural transportation provider specifically the distances travelled and dispersed nature of the population. She he shared that 69% of the rides provided by CVTC are medical in nature. She noted that 27% of rides provided by CVTC are for grocery shopping. She highlighted the importance of these public transit opportunities to support aging in place for the elderly population of rural NH, and it helps reduce the mental health impacts of social isolation. She also focused on all of the services provided by a dedicated cadre of volunteer drivers – and asked for increased support for public transportation in NH.

Executive Councilor Wheeler thanked everyone for attending, explaining that comments received this evening would be taken into account as part of the ongoing GACIT efforts to develop a 2025-2034 Ten Year Plan. He added that written comments can be submitted by Nov 3rd @ 4pm.

Meeting Adjourned: At approximately 8:15 p.m.

Governor's Advisory Commission on
Intermodal Transportation (GACIT)
Draft 2025-2034 Ten-Year Plan
Public Hearing

Jaffrey Fire Department-Training meeting room
138 Turnpike Road, Jaffrey
Tuesday, October 17, 2023
7:00 PM

Name / Organization	Email	Phone Number
District 1- Councilor Joseph D. Kenney	Joseph.D.Kenney@nh.gov	271-3632
District 2- Councilor Cinde Warmington	Cinde.Warmington@nh.gov	271-3632
District 3- Councilor Janet Stevens	Janet.L.Stevens@nh.gov	271-3632
District 4- Councilor Theodore Gatsas	Ted.Gatsas@nh.gov	271-3632
District 5- Councilor David K. Wheeler ✓	David.K.Wheeler@nh.gov	271-3632
Assistant Commissioner David Rodrigue, NHDOT	David.M.Rodrigue@dot.nh.gov	271-1484
Deputy Commissioner Andre Briere ✓	Andre.J.Briere@dot.nh.gov	271-1484
Director of Project Development Bill Oldenburg, NHDOT	william.j.oldenburg@dot.nh.gov	271-1484
Bill Watson, NHDOT	WILLIAM.E.WATSONJR@dot.nh.gov	271-3346
Glenn Davison, NHDOT ✓	Glenn.Davison@dot.nh.gov	271-7145
William Rose, NHDOT ✓	William.Rose@dot.nh.gov	271-6581
Lucy St. John, NHDOT	Lucy.St.John@dot.nh.gov	271-8732

Jodi Sottilaro

	Name/Organization	Email (optional)	Phone Number (optional)
1.	J.B. Mack	jbmack@swrpc.org	603-357-0557
2	Franklin Sterling	fwsterlinc@comcast.net	603-831-8409
3	DAVID CHAMBERLAIN	firechiefatownofjaffrey.com	603 532 8377
4	Jennifer Beck	jennuferscottbeck@gmail.com	6034000159
5	JON FROODRICK - JAFFREY	JFROODRICK@TOWNOFJAFFREY.com	603-532-7880
6	Terry Johnson	tjohnson@swrpc.org	603-357-0557
7	Mark Cornwyer	mark@cornwyerfh.com	603-801-7922
8	Pam Slack	Pam_Slack@shaheen.senate.gov	603-358-6604
9	Michael Pedersen	Pedersen USA@aim.com	
10	FRANK LINNENBRINGER NHDOT D4		603-352-2332

Jaffrey GACIT

10-17-23

	Name/Organization	Email (optional)	Phone Number (optional)
11	Nick Germain, Town of Wilton	wiltonta@wiltonnh.gov	603-654-3294
12	Mike Bradley	mbradley@swanzeynh.gov	603-352-7411
13	ELLEN AVERY	ellen@cvtc-nh.org	603-821-4081
14	Walker Deschenes	WJD218@Gmail.Com	603-731-6172
	14		
	* Total		
	* 4-5 Cards		

Jeffrey GACIT

10-17-23

Jaffrey
GACIT

10-17-23

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Frank Sterling

Organization: TAC Vice Chair

Address:

Phone:

E-Mail:

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Mike Branley

Organization: Town Administrator

Address: 620 Old Homestead Hwy

Phone: 603-352-7411

E-Mail: mbranley@swanzeynh.gov

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Jennifer Beck

Organization: Chair, WILTON ECO-DEV

Address: 5 TIGHE FARM RD WILTON

Phone: 603 400 0159

E-Mail: jennferscottbeck@gmail.com

- I understand my time for comments may be limited out of respect for all.
- RSA 91-A requires speakers to identify themselves. Information is

pg 1 of 2

Jaffrey GACIT

10-17-23

✓

I WISH TO SPEAK AT THIS HEARING:

Name: ELLEN AVERY

Organization: Community Volunteer Transportation Company

Address: 375 Jaffrey Rd #3, Peterborough NH 03458

Phone: 603-821-4081

E-Mail: ellen@cvtc-nh.org

✓

I WISH TO SPEAK AT THIS HEARING:

Name: Terry Johnson

Organization: SWRPC

Address: 37 Ashuelot St., Keene, NH 03431

Phone: 603-357-0557

E-Mail: tjohnson@swrpc.org

no speak

DOES NOT

I WISH TO SPEAK AT THIS HEARING:

Name: Just FYI:

Organization: Pam Slack from Jean Shaheen's office

Address:

Phone:

E-Mail:

- I understand my time for comments may be limited out of respect for all.

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.

Marian Baker
Hillsborough, NH

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is lacking investments in public transportation and in renewable energy. I would try to come to one of the hearings in our new district, but none are being held in our district within one hour's driving distance.

Last week, my car's power steering suddenly stopped functioning and because it is all electronically run I was forced to take it to the dealer, as no local mechanic could deal with it. I realized there is NO public transport for those of us in rural areas, we are utterly dependent on our own vehicles. There are NO tow trucks available in my area (unless you have an accident and are taking it to a body shop) and even if you have insurance on your car, it does not reimburse for towing for a malfunction of a well maintained vehicle.

Most of us native New Hampshire people like living in our rural state. However with NO public transport (other than within the largest cities in the southern part of the state or the seacoast), we are very much hampered to be so dependent on each person having to own their own vehicle. This creates more air pollution and increase in changes to our climate.

Also, for those who can afford it, there needs to be more energy efficient and electric cars available in order to maintain our beautiful state.

As I saw increased flooding and storms this summer that wiped out roads (causing 20 mile detours to get to my home), I realized the plan does not seem to deal with how to meet the increasing climate change events. Our transportation plan for this state needs to include affordable, accessible public transportation.

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OCT 25 2023
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Thanks for your consideration.

Marian Baker
Hillsboro
District 5

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OCT 25 2023
BUREAU OF
Planning and Community Assistance

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Thanks for your consideration.

Marian Baker
Hillsboro
District 5
603-478-5650

Marian K. Baker
10 Crosby Rd # 2
Hillsborough, NH 03244-4111

MANCHESTER NH 030
12 SEP 2023 19 3 L

William Watson P.E.
Bureau of Planning + Community Assistance
NH Dept. of Transport
7 Hazen Drive
P.O. Box 483
Concord, NH. 03302 - 0483

03302-048383

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

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Thank you for your consideration.

Taylor Barry
Nashua, NH

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NOV 6 - 2023
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Planning and Community Assistance

WatsonJr, Bill

From: Jennifer Beck <jenniferscottbeck@gmail.com>
Sent: Thursday, October 19, 2023 1:12 PM
To: WatsonJr, Bill
Cc: Nick Germain
Subject: Presented Remarks @ Jaffrey NHDOT Public Hearing 10.17.2023
Attachments: Wilton Pedestrian Mill Bridge 10.17.2023.docx

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Mr. Watson,

Please find attached the notes from my remarks regarding Wilton's Pedestrian Bridge CMAQ grant.

Appreciate your consideration,
JB

Jennifer S. Beck
Chair, Wilton Economic Development Team
Commissioner, Wilton Conservation Commission
NHACC Board, Legislative Committee
Board Chair, Wilton Alliance
H. 603 654 5526
M. 603 400 0159

Pedestrian Mill Bridge Project is a handicap accessible 200 foot span across the Souhegan River at the eastern end of town. For a small rural town like Wilton – this isn't just a bridge – it's a game changer.

If you've ever been to Wilton – you know it's got one main street, a railroad, and two protected rivers that converge in its center. About a third of our residents live in a walkable distance to the downtown village. We've got very limited resources, we don't usually go for big federal grants. But we know how we want to build out the town. And we use a project evaluation tool that helps us understand various feasibility criteria and identify targeted funding opportunities that align with our priorities. This isn't a one-off project because some federal funding became available. We chased this on the advice of our regional planning commission that is well aware of our strategic plans.

This project will complete Phase III of our Riverwalk master plan to create a walkable downtown loop. Yes the CMAQ cost/benefit analysis proved positive for air quality and congestion mitigation, but this is also an economic driver for our downtown businesses – disadvantaged from a drive-through town. A pedestrian bridge creates -- foot traffic. As soon as someone gets in a car - they're going to drive to Milford or Peterborough. We need them parking at satellite lots and walking our downtown village. We're designing for people, not cars.

We want the residents and workers in those mill buildings walking to Main St for lunch, shopping and the theatre. Right now, it's not possible without crossing a railroad track, and maneuvering dangerous intersections. So people drive. This alternative pedestrian pathway also provides a safe route to schools for our high school, so kids can avoid the Rte 31 bridge that has one narrow sidewalk and heavy truck traffic and a blind corner.
Additional goals – **economic, citizen health and creating community assets**
This project will link the two historic mill properties slated for renovation on either side of the river: the former Label Art Mill is 93,000 sg feet on 14 acres in our front yard on State Hwy 101. The single most strategic property in town.

New owner plans commercial mixed use including workforce housing, retail, community spaces, and a restaurant as well as his digital printing business already operating and creating jobs.
The Riverview Mill on the opposite shore today houses our artist community and commercial businesses.
Planning Board is creating an overlay ordinance allowing housing in industrial zones without a variance to facilitate redevelopment of that real estate.

This bridge will activate the two largest satellite parking lots in downtown so we don't have to build more as we grow our business and residential housing community. And people will be encouraged to walk the short distance to the other side of town, rather than drive.

We're also shovel-ready – we expect to start with bids and then construction as soon as we get the green light. The 2025 timeframe coincides with the planned redevelopment.
We've secured easements – Mill Worx/Roedel Companies for the bridge landings
Already raised 100k of the required match in our Capital Infrastructure Reserve Fund
Have Select Board approved warrant language for the remainder of the match for Town Meeting 2024
We've accounted for inflation in our budget estimates if we can begin in 2025.
We know all about Wetland Permitting and MS4 EPA requirements since we live on two protected rivers.

Community Beneficiaries:

Seniors at Edgewater
Veteran's from Legion Post #10
Fishermen
Handicap residents

Children – safer route to school
Family recreation
Artists Community
Local Small Businesses – encourages shopping local
Tourists
Other NH towns

The good people of Wilton respectfully request your approval of this project.

Jennifer S. Beck
Chair, Wilton Economic Development

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

As an Amherst, New Hampshire citizen, voter, and mother, I urge you to add critical elements to the ten-year plan for transportation in NH. While the current plan addresses roads and bridges, it lacks investments in renewable energy infrastructure and public transportation that are absolutely required to meet this moment. Flooding and storms that wipe out roads, rising housing, food, and energy costs, and increased heat made worse by burning fossil fuels: These impacts are already here and they are projected to worsen without action. I am asking you to take that action.

Our NH economy relies on people's ability to get around, from commuters to tourists. These people - including me personally - are already and will increasingly be driving electric cars. Our transportation plan has to accommodate this trend. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use. This is the future: We need to keep up, not fall behind.

Our NH transportation plan also needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Let's get that done.

Please commit to a future-fit transportation plan for New Hampshire.

With urgency,
Sara Conklin
Amherst, NH

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DEPARTMENT OF
TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

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Thank you for your consideration.

Margaret Connors
New Hampshire Resident

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors:

The proposed 10-year plan for transportation in NH still lacks any attention to renewable energy infrastructure and public transportation. If we are to respond to the crisis of climate warming in time to prevent worse impacts than those already begun, NH (like the rest of the world) must move decisively and quickly to reduce carbon emissions. Conservation of energy use is one important contribution, and public transportation is a necessary ingredient. Non-emitting renewable energy sources represent another essential strategic investment. Please revise the NH transportation plan to take these two issues into your consideration. We cannot afford to wait another ten years.

Brian Drayton, Ph.D.
414 Pettingill Hill Rd
Lyndeborough NH 03082

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NOV 6 - 2023
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Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Advisory Commission,

I bought an EV in May and usually charge at home. When I take trips over 200 miles, I have several times found that the charging stations I was depending on are not up and running. I see it as a key part of your planning, to see to it that this infrastructure is well planned and available as more EVs are on the roads.

Also, doesn't it make sense to collect road use taxes equivalent to the gas tax, at the charging stations?

David Erikson
Weare, NH

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NOV 6 - 2023
BUREAU OF
Planning and Community Assistance

U.S. Department of Transportation
Federal Highway Administration

New Hampshire Division

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

November 3, 2023

In Reply Refer To:
HDA-NH

Mr. William J. Cass, P.E.
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

Attn: Mr. William E. Watson, P.E.
Bureau of Planning and Community Assistance

Subject: New Hampshire's Draft 2025-2034 Ten Year Plan and anticipated 2025-2028 Statewide Transportation Improvement Program (STIP)

Dear Commissioner Cass,

Enclosed are the Federal Highway Administration's (FHWA) comments on New Hampshire's Draft 2025-2034 Ten Year Plan.

FHWA appreciates that this draft Ten Year Plan incorporates an ongoing emphasis on financial constraint and continues consideration and involvement of New Hampshire's statewide and metropolitan transportation planning processes and subrecipients (Metropolitan Planning Organizations (MPOs) and rural Regional Planning Commissions (RPCs) as development of the new Ten Year Plan continues.

This submission includes reminders of: Recommendations from our FHWA/FTA joint letter approving the current 2023-2026 STIP; Transportation Performance Management (TPM) performance-based planning requirements; financial constraint and other requirements for the statewide and metropolitan planning and programming processes and documents that are developed from the Ten Year Plan; and project full funding requirements, among other items.

Thank you, and if you have any questions, or for any assistance you may need, please contact Leigh Levine of my staff at Leigh.Levine@dot.gov or (603) 410-4844.

Sincerely,

PATRICK A BAUER
Digitally signed by PATRICK A BAUER
Date: 2023.11.03 08:33:32 -04'00'

Patrick A. Bauer, P.E.
Division Administrator

Enclosure(s):
FHWA Comments on New Hampshire's Draft 2025-2034 Ten Year Plan
FHWA/FTA April 12, 2023 FY 2023-2026 STIP Approval Letter

ecc:

Andre Briere, NHDOT
Dave Rodrigue, NHDOT
Bill Oldenburg, NHDOT
Bill Watson, NHDOT
Glenn Davison, NHDOT
New Hampshire's MPO and RPC Executive Directors
Becky Ohler, NHDES
Eric Rackauskas, EPA
Peter Butler, FTA
Eric Papetti, FTA
Ari Ofsevit, FTA

350.130 Subject File – STIP
FY24 Reading File

FHWA Comments on New Hampshire's Draft 2025-2034 Ten Year Plan

2023-2026 STIP FINDINGS AND PENDING 2025-2028 STIP

Although New Hampshire's Ten Year Plan does not require Federal approval, the common practice in New Hampshire is to adopt the first 4 years of the Ten Year Plan as New Hampshire's Statewide Transportation Improvement Program (STIP). FHWA reminds NHDOT of the Findings listed in our joint FHWA/FTA April 12, 2023 FY 2023-2026 STIP approval letter (enclosed). FHWA appreciates the updates on the Department's responses to these findings that are provided with subsequent STIP Amendments and Updates and looks forward to further progress.

TRANSPORTATON PERFORMANCE MANAGEMENT (TPM) REQUIREMENTS

FHWA appreciates work accomplished by NHDOT and New Hampshire's MPOs to address TPM rulemaking and the Statewide & Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rules related to performance-based planning requirements. New Hampshire's Partnering for Performance initiative continues to provide an excellent framework to support the development of a collaborative approach to TPM and performance-based planning compliance.

The IIJA/BIL continues requirements for MPOs and states to establish performance targets that address national performance measures based on national goals outlined in legislation. A performance-based, asset management approach to the Ten Year Plan process should continue to help NHDOT maximize transportation system performance, minimize life-cycle costs, and make more informed, cost-effective program decisions to better manage existing transportation assets. We appreciate efforts made by the Department and planning subrecipients to incorporate IIJA/BIL performance measures and targets into the criteria and ranking process for selecting Ten Year Plan projects for funding. The Department is encouraged to continue considering measures and targets that are now in place as the new Ten Year Plan continues toward its final approval and implementation.

FISCAL CONSTRAINT:

In addition to the STIP, New Hampshire's MPOs also rely on the Ten Year Plan to program projects in their updated TIPs and long-range transportation plans. Like the STIP, these documents that all flow from the Ten Year Plan must demonstrate compliance with Federal financial constraint requirements.

FHWA recognizes that this Draft Ten Year Plan considers financial constraint throughout the document. We find the Federal-aid assumptions considered in the development of the Draft to be reasonable and we appreciate the Department's review and modification of the year-of-expenditure (inflation) rate. For New Hampshire's subsequent 2025-2028 STIP Update or any amendments to the current 2023-2026 STIP, FHWA would remind the Department that should any revenue sources subsequently be removed or substantially reduced (i.e., by legislative or

administrative actions), FHWA (and FTA) will not act on an updated or amended STIP that does not reflect the changed revenue situation (23 CFR 450.218(p).
For the updated MPO TIPs, STIP, and MPO long-range transportation plans that will come from the 2025-2034 Ten Year Plan, FHWA considers fiscal constraint to be a demonstration that there will be sufficient funds to implement proposed improvements, and to operate and maintain existing transportation infrastructure.

To clarify our expectations, the following financial constraint-related items are among the most important that must be addressed before we can approve the upcoming FY 2025-2028 STIP that will come from the new 2025-2034 Ten Year Plan:

- Total project costs may not exceed reasonably available total revenues within the STIP by year.

- Identified federal revenues may not exceed established apportionment levels, or a reasonable extrapolation.

- State, local, and other public or private sector revenues identified in the STIP must be considered reasonably available.

- The financial plan documentation of the STIP must include accurate estimates of project costs, and revenue sources that are reasonably expected to be available to adequately operate and maintain existing Federal-aid highways and public transportation.

- State or local Federal-aid match, including toll-credits must be identified for each STIP project listing. Toll-credit match and indirect costs, if charged, must be considered.

- Each STIP project listing must include a total estimated cost for the project that accounts for costs preceding the current STIP, and costs beyond the STIP timeframe.

- Cost estimates in the STIP must use an inflation rate which reflects "Year-of-Expenditure" dollars, with these cost estimates reflected in the project listings and in the financial plan portion of the STIP.

- Project listings in the STIP must reflect the anticipated use and conversion of Advance Construction (AC) and GARVEE, TIFIA or other bonding finance tools.

- The project listings and financial plan of the STIP must be published as a single document and made wholly available to the public during comment periods.

- These same requirements apply to MPO TIPs and long-range transportation plans.

While we acknowledge Federal-aid eligibility, transfer flexibilities, and bottom line annual financial constraint by year in New Hampshire's STIP and TIPs, we also continue to encourage

the Department and MPO planning subrecipients to demonstrate yearly fiscal constraint in their financial plan documentation by specific funding category for all years of the STIP and TIPs. Any apparent over-programming by funding category complicates determinations of financial constraint for FHWA and FTA and may jeopardize future approval actions for STIP Updates and Amendments.

NHDOT's continuing reliance on toll credit for Federal-aid match that is assumed throughout the Draft Ten Year Plan is also noted. As a reminder, to be eligible to earn toll credits in a given year, New Hampshire must pass the maintenance of effort (MOE) test in a timely manner, for the year you are applying for credits. The MOE determination is used to demonstrate that a state is maintaining their non-Federal transportation capital expenditures at a sufficient level to be able to earn toll credits for a given year.

FHWA also reminds the Department that any revenue assumptions based on potential toll increases would have to be determined reasonable by FHWA to support programming in financially constrained documents including the STIP, metropolitan TIP and metropolitan long-range transportation plan. For toll increases, this can be demonstrated based on past experience and trends and should be documented with a plan that includes milestones for a path to successful and timely implementation.

PARTIALLY FUNDED PROJECTS

We appreciate the Department's continuing efforts to achieve full funding for all projects included in the Ten Year Plan and we remind NHDOT that we do not authorize Federal-aid funds for projects that are not fully-funded. This is supported by regulatory requirements for the STIP (23 CFR 450.218(o)) and metropolitan TIP (23 CFR 450.326(k)) that these documents shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. We also remind the Department that for projects authorized under one Federal-aid number, multiple phases of work will not be authorized with the same effective date unless the work is ready to proceed.

FHWA further highlights our guidance that the STIP/TIP include at least one subsequent phase (e.g., PE, final design, ROW, utility relocation, or construction) of the project before FHWA can sign the Record of Decision (ROD) or Finding of No Significant Impact (FONSI) or approve a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA). For example, the STIP/TIP might include final design, but not construction, if the construction phase is not planned within the horizon of the STIP/TIP. The timing of the subsequent phase or phases should be consistent with the MPO long-range transportation plan in MPO areas, and the project's environmental document. In those unusual instances where no subsequent (subsequent to NEPA approval) phases of the project fall within the timeframe of the STIP/TIP, then a description of the project should be included in the STIP/TIP for informational purposes and identified as being beyond the horizon of the STIP/TIP, and the additional project costs must be included in the total project cost listed in these documents.

STATEWIDE AND METROPOLITAN PLANNING PROCESSES:

We encourage the Department to incorporate the MPO and rural RPC project priorities for 2033 and 2034 into the Ten Year Plan as submitted, and we also thank the Department for continuing implementation of a project estimate review process for those projects, to help ensure accurate planning-level project costs are established early and carried forward into MPO long-range transportation plans, TIPs and the STIP.

We find your Ten Year Plan priorities broadly consistent with New Hampshire's current multimodal statewide long-range transportation plan (NH Long Range Transportation Plan 2010-2030), but continue to strongly encourage the Department to initiate an update of the Long Range Transportation Plan to address performance-based planning requirements and incorporate asset management approaches consistent with TPM requirements and rulemaking. Consideration of the statewide long-range transportation plan should be fully integrated with the development of New Hampshire's Ten Year Plan.

Regarding the metropolitan project selection process, a reminder that IIJA/BIL requires that MPOs serving a TMA select all federally funded projects from their approved TIP (except those on the National Highway System (NHS)) in consultation with the state and any affected public transportation operator(s). Projects on the NHS are selected from the approved TIP by the state in cooperation with the MPO(s) designated for the area (23 USC 134(k)(4)).

In non-TMA MPO planning areas, the state selects all Title 23 funded projects from the approved TIP in cooperation with the MPO, and the designated recipient of public transportation funding selects Title 49 Chapter 53 projects from the approved TIP in cooperation with the MPO [23 USC134(j)(5)].

OTHER

Mile Point Reference Exit Numbering Commitment

We continue to encourage New Hampshire to meet the mile point reference exit numbering requirement of the 2009 Manual on Uniform Traffic Control Devices (MUTCD). This project will have strong safety benefits to the traveling public (driver expectancy and exact locations on roadways), emergency responders (exact locations), highway patrol (exact locations), and freight carriers (exact locations and locations of highway facilities). We continue to be available to meet with you to discuss strategies to ensure this project is completed and identify ways to minimize the cost of the work and impacts to the traveling public.

Vehicle Weight Enforcement, WIM Stations and Classification Counts

We note and thank the Department for including the TRAFMON programmatic project to provide sustained funding support for New Hampshire's WIM and classification count stations. This should assist the Department with achieving the collection of continuous traffic volume, vehicle classification and vehicle weight data consistent with requirements listed under 23 CFR 500.204. We support the long-term viability of New Hampshire's Traffic Monitoring Program to

ensure the continuous collection of traffic data important to the State of New Hampshire, as well as the national traffic monitoring database.

Americans with Disabilities Act (ADA) Transition Plan Implementation

To ensure proper and timely implementation of the ADA Transition Plan as accepted by FHWA on October 15, 2019, we continue to recommend that the Department include sufficient resources in the Ten Year Plan to fulfill the ADA Transition Plan's commitment to the removal of barriers as projects are developed and constructed.

Environmental Commitments

FHWA would again encourage New Hampshire to review the status of commitments made under the NEPA, Section 106 and other environmental review processes to ensure that the 2023-2032 Ten Year Plan includes any projects related to such commitments as may be appropriate.

Climate Change – Sea Level Rise, Storm Surge and Risk of Flooding

FHWA continues to encourage transportation agencies to consider climate change impacts when planning new assets or rehabilitating existing assets, especially as part of strategic asset management efforts. Risk-based asset management serves as a climate adaptation strategy by providing a platform for inventorying assets, evaluating risks to those assets, and prioritizing capital improvements.

In addition, New Hampshire should be aware of requirements for NHS and non-NHS roads under 23 CFR 667.7, regarding periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events. NHDOT must prepare this evaluation for all NHS and non-NHS roads, highways and bridges prior to including any project relating to such facility in its STIP.

Equity

FHWA strongly encourages NHDOT to consider equity in the statewide and metropolitan planning processes that lead to development of the STIP, metropolitan TIP, and metropolitan long-range transportation plan. Equity in transportation seeks fairness in mobility and accessibility to meet the broad needs of community members. Equitable transportation planning considers the circumstances impacting a community's mobility and connectivity needs and this information is used to determine the measures needed to develop an equitable transportation network.

A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options. To do this successfully, the planning process must address the needs of all populations being served, particularly populations that are traditionally underserved, including individuals in the following categories: Low Income, Minority, Elderly, Children, Limited English Proficiency, or Persons with Disabilities.

Multi-state project planning, management and finance

As another reminder, FHWA also continues to encourage NHDOT to coordinate closely and be proactive in establishing clear roles, responsibilities and financial plans and agreements with cross-border states on all 2025-2034 Ten Year Plan projects involving multi-state project planning, finance, construction and management.

U.S. Department
of Transportation

Federal Transit
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55 Broadway Suite 920
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617-494-2055
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Federal Highway Administration
New Hampshire Division
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Concord, NH 03301
603-228-0417
603-228-2829 (fax)

April 12, 2023

Mr. William Cass
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

RE: New Hampshire FY 2023-2026 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Dear Commissioner Cass:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of New Hampshire's new FY 2023-2026 STIP and supporting documentation as transmitted to us in full on March 31, 2023.

As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard, and as of April 6, 2015, the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) was revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area. On November 29, 2018, the Environmental Protection Agency (EPA) issued "Transportation Conformity Guidance for the *South Coast II* Court Decision" (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for metropolitan transportation plans (MTPs) and transportation improvement programs (TIPs) include: latest planning assumptions (§ 93.110), latest emissions model (§ 93.111), consultation (§ 93.112), transportation control measures (§ 93.113(b) and (c)), and emissions budget and/or interim emissions (§ 93.118 and/or § 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court case upheld the revocation. As no regional emission analysis is required for conformity determinations in

the Boston-Manchester-Portsmouth (SE), NH area, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

On March 10, 2014, EPA approved carbon monoxide (CO) maintenance plans, known as "limited maintenance plans," for the City of Manchester and City of Nashua. These limited maintenance plans were established with a 2021 horizon year. The second ten-year CO maintenance period for these plans terminated on January 29, 2021.

On March 22, 2021, EPA provided a letter to NHDOT acknowledging the end of transportation conformity requirements for the CO National Ambient Air Quality Standards for the City of Manchester and City of Nashua maintenance areas. This letter states that "The 20-year maintenance period for the Nashua and Manchester CO maintenance areas expired on January 29, 2021. Therefore, these areas are no longer required to demonstrate transportation conformity for their respective CO maintenance areas. The rest of the maintenance plan requirements, however, continue to apply, in accordance with the New Hampshire State Implementation Plan (SIP)."

We have received a copy of a letter from the New Hampshire Department of Environmental Services (NHDES) to the New Hampshire Department of Transportation (NHDOT) dated February 15, 2023. This letter states that "NHDES is in concurrence with the determination that the NH STIP 2023-2026 Update conforms to the SIP as required by Title 40, Code of Federal Regulations, Part 93, and will not adversely affect continued attainment of the ozone standard in the State of New Hampshire nor will it adversely impact continued attainment of the carbon monoxide standard in the City of Manchester or the City of Nashua". On March 15, 2023, FHWA and FTA also received a message from the US Environmental Protection Agency (EPA). This message states that "EPA Region 1 has reviewed New Hampshire DOT's 2023-2026 STIP and associated MPO TIP air quality documents, and is in concurrence with NHDES in making a positive transportation conformity finding . . ."

FHWA and FTA note that the new FY 2023-2026 STIP is consistent with MPO MTPs and incorporates the TIPs without change. Attached are FHWA and FTA's findings on the metropolitan and statewide planning processes, including a corrective action addressing non-compliance and recommendations as appropriate. Furthermore, we are making the following determinations:

- Projects in the 2023-2026 STIP are based on a planning process that substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and Subparts A, B, and C of 23 CFR 450, and other applicable requirements.
- The metropolitan TIPs are based on a continuing, comprehensive transportation planning process carried on cooperatively by the State, MPOs, and transit operators in accordance with the provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305, and subparts A, B, and C of 23 CFR 450.
- As of the date of this letter, the NRPC, SNHPC, RPC and SRPC MPO TIPs are found to be in conformity with the goals of the State Implementation Plan (SIP) and are consistent with the Clean Air Act and the EPA conformity regulations in accordance

with 40 CFR Parts 51 and 93. The conformity determinations of the TIPs will remain in effect until a new determination is required by 40 CFR 93.104.

Subject to the Corrective Action included with this letter, FHWA and FTA have jointly determined that the 2023-2026 STIP substantially meets requirements and is hereby approved. This approval action for New Hampshire's STIP is not an eligibility determination for use of Congestion Mitigation and Air Quality Improvement (CMAQ) funds or other federal-aid funded projects that are included in the STIP.

A copy of this letter is being provided to the executive director of each MPO and rural regional planning commission in New Hampshire. If you have any questions, please contact Leigh Levine, FHWA at (603) 410-4844 or Leah Sirmin, FTA at (617) 494-2459.

Sincerely,

PETER SHANNON BUTLER Digitally signed by PETER SHANNON BUTLER Date: 2023.04.12 11:20:10 -04'00'

Peter Butler
Regional Administrator
Federal Transit Administration
Region I

PATRICK A BAUER Digitally signed by PATRICK A BAUER Date: 2023.04.14 07:27:57 -04'00'

Patrick A. Bauer
Division Administrator
Federal Highway Administration
New Hampshire Division

Attachment: Findings, Corrective Action, Recommendations

cc: MPO/RPC Directors
David Rodrigue, NHDOT
William Watson, NHDOT
Jessica Wilcox, NHDES
Eric Rackauskas, EPA

FINDINGS

Performance Based Planning and Programming

Under 23 CFR 450.218(q), the STIP is required to discuss the anticipated effect of the STIP toward achieving performance targets. Although the STIP includes a discussion of how the projects in the STIP address highway safety, pavement and bridge condition, congestion/air quality, and transit asset condition, it does not address transit safety performance.

Corrective Action:

The STIP must include a discussion of the anticipated effect of the STIP toward achieving relevant transit safety targets by September 30, 2023.

WIM and Classification Count Reporting

Under 23 CFR 500.204, every state is required to continuously collect traffic volumes, vehicle classification counts, and vehicle weights. FHWA's Traffic Monitoring Guide (TMG) further clarifies that each state should have 1 to 2 functioning WIM site(s) per each factor group, and at least 1 classification site for each significant roadway within their state. Working WIM and classification count stations allow for the development of annualized average number of vehicles in in each classification, which is foundational to accurate Highway Performance Monitoring System (HPMS) reporting and forecasted pavement and bridge conditions across the state.

FHWA has been assisting NHDOT achieve compliance with these requirements via development and implementation of a Plan of Corrective Action (PCA) to restore New Hampshire's WIM and classification count capacity, consistent with federal requirements, and FHWA's TMG. NHDOT continues to work through the PCA related to this finding, and FHWA appreciates ongoing efforts.

Recommendations:

FHWA recommends that coordination meetings with our Division Office continue as we support and monitor further progress via implementation of the PCA.

Statewide Public Involvement Process

Requirements included under 23 CFR 450.210 direct the State to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points, including development of the long-range statewide transportation plan and the STIP.

Minimum requirements for the State's documented public involvement process are further detailed under 23 CFR 450.210(a)(1) and include that this process seek out and consider the

needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 CFR 450.210(a)(1)(viii). Another requirement directs the State to provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process as appropriate (23 CFR 450.210(a)(1)(ix).

New Hampshire's current "PUBLIC INVOLVEMENT PROCEDURES FOR NEW HAMPSHIRE TRANSPORTATION IMPROVEMENT PROJECTS - *A guide to understanding the 21st Century Transportation Improvement Project Process in New Hampshire*" document was developed to meet these requirements, and dates to November 16, 2012. A review and revision of this document presents an opportunity to also incorporate Virtual Public Involvement (VPI) methodologies that the Department may have been using during the public health emergency triggered by the COVID-19 pandemic. We encourage NHDOT to also consider incorporating practices from U.S. DOT's October 2022 *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*.

The federal agencies are encouraged to hear that, consistent with federal requirements, the Department is finalizing a draft update to New Hampshire's existing procedures and anticipates that a 45-day public comment period will occur sometime during the spring or summer of 2023.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Public Involvement Procedures consistent with requirements listed under 23 CFR 450.210. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update.

As soon as practical, please provide the draft update to the federal agencies for our review and comment and provide us notification of the 45-day public comment period. Comments received during the public comment period, and how they were responded to, should be included with the final document.

Statewide Long Range Transportation Plan (LRTP)

New Hampshire's current LRTP (NH Long Range Transportation Plan 2010-2030) dates to July, 2010. It is a policy document outlining a broad strategic direction for New Hampshire and NHDOT over a 20-year time horizon. The Plan's recommendations are focused on achieving strategic outcomes that were derived from a Community Advisory Committee and public outreach process that took place even longer ago, in the Spring of 2006. Many developments have occurred since the current LRTP was published, including the introduction of federal Transportation Performance Management and Performance Based Planning and Programming requirements. Such requirements now call for including a system performance report that includes an evaluation of system performance with respect to the

State's performance targets. System performance reporting in the Statewide LRTP must also describe progress achieved by the MPOs in meeting their performance targets.

The federal agencies are encouraged that consistent with requirements under 23 CFR 450.216 (p), NHDOT is moving forward with the LRTP update in calendar year 2024 and 2025 and is seeking to better align the new Plan with the Department's Transportation Asset Management Plan (TAMP), New Hampshire's Ten-Year Plan, and current federal requirements.

Recommendations:

FHWA and FTA remind NHDOT to review and update New Hampshire's current Statewide LRTP consistent with requirements listed under 23 CFR 450.216. Please keep the federal agencies informed of progress and let us know how we can assist the Department with the update. As soon as practical, please provide the draft update to the federal agencies for our review and comment.

FHWA and FTA also encourage NHDOT (and New Hampshire's MPOs as appropriate) to coordinate with Federal Land Management Agencies (FLMAs) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands. We remind NHDOT and New Hampshire MPOs that each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)), and likewise, MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

STIP Financial Constraint

FHWA and FTA recognize and appreciate that NHDOT continues to improve documentation that supports the demonstration of STIP financial constraint in response to related federal findings and recommendations. The 2023-2026 STIP's Financial Plan section provides informative supporting documentation although the Financial Plan and Federal Resources section does not account for FTA funding that is programmed in the document. We note that the Department has highlighted that the 2023-2026 STIP demonstrates annual constraint by funding category in 2023, and on a bottom-line basis for the 2024-2026 STIP years. The federal agencies also acknowledge NHDOT's General Notes of explanation for the apparent overprogramming of National Highway Freight (2026 funding includes 2025 carryover) and STBG-State Flexible funding (to be addressed by de-obligations, year-end re-distributions and year-end transfers).

Recommendations:

The federal agencies continue to request that the Department and MPO planning partners demonstrate yearly fiscal constraint in their financial plan documentation by all specific funding categories throughout the STIP and TIP four-year timeframe. We appreciate the Department's commitment to further improve NHDOT's approach in this regard to the latter years of the STIP, and we look forward to further progress. Such improvements could help

the Department achieve higher percentages for the STIP Performance Measure discussed below.

Additionally, NHDOT should provide equivalent information for all sources of funding that are included in the STIP, including funds originating with FTA as well as FHWA.

STIP Performance Measure for FY 2022:

The current (May 15, 2015) Stewardship and Oversight Agreement (SOA) between the Department and FHWA includes various performance indicators with reporting frequencies and targets. One of the performance indicators is STIP Performance, documented as the percent of construction projects listed in the baseline STIP that advanced in the expected federal fiscal year. The STIP Performance Measure baseline includes projects that have first year of construction scheduled in the first approved STIP of the performance years. Projects in the approved STIP Amendment that advertised or moved forward with construction are considered advanced. The SOA set a target for the New Hampshire Department of Transportation (NHDOT) STIP Performance Measure at 80%.

NHDOT has reported that the overall percentage of all projects advanced for FY 2022 was 68% - a significant lowering from the 83% FY 2021 result. FY 2022 results calculated for NHDOT-managed projects were 75%, however the Local Public Agency (LPA)-managed percentage was only 38%. The Department reports that pandemic-related economic impacts including inflation. as well as workforce availability issues affected both NHDOT and LPA project delivery efforts in FY 2022, which in turn has impacted FY 2022 STIP Performance Measure outcomes.

STIP Project Listings

Per the requirements of 23 CFR 450.218 (i)(1) for the STIP, and 450.326 (g)(1) for the TIP, projects must document sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase. Such documentation provides robust transparency and can also be helpful to identify non-exempt/exempt project status for Clean Air Act (CAA) conformity requirements. FHWA provided a list of highway project scope documentation in the draft 2023-2026 STIP that could have provided more detail to demonstrate compliance with these requirements. For the final 2023-2026 STIP that was submitted for federal agency approval, NHDOT reviewed this list and revised project scope information to respond to FHWA concerns, also noting that the Department will continue efforts to improve the approach to developing scopes for new projects that are added to the STIP.

Recommendations:

NHDOT should ensure that project descriptions in the STIP consistently provide enough information for users to understand the type and extent of work for each project programmed. The Federal agencies remind NHDOT and its planning partners that 23 CFR Appendix A to Part 450-Linking Transportation Planning and NEPA Processes provides information and

guidance on developing project purpose and need and eliminating alternatives in the transportation planning process. This could be helpful in providing more detailed project scopes and descriptions in the TIP and STIP for projects that have not yet completed Preliminary Engineering phase activities. Additionally, NHDOT and the MPOs should ensure they are providing child project details for the transit programmatic projects in the STIP as outlined in the NH STIP Revision Procedures.

Other:

Finally, the federal agencies again remind NHDOT and New Hampshire's MPOs that consistent with 23 CFR 450.210 and 23 CFR 450.316, they must demonstrate explicit consideration and response to public input during the development of their various statewide and metropolitan planning products and seek out and consider the needs of the traditionally underserved, such as low-income and minority households.

FHWA and FTA continue to request that all New Hampshire's MPOs post their updated TIPs, MTPs and Public Participation Plans on their websites, and likewise request that the State of New Hampshire post the approved STIP, statewide long-range transportation plan, and their updated Public Involvement Procedures and documentation of their Non-Metropolitan Local Officials Consultation Procedures on the NHDOT website.

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

I am writing to strongly encourage you to add investments in renewable energy infrastructure and public transportation to the NH 10 year transportation plan. Unfortunately, the 10 year plan, as it currently exists, is sorely lacking in both of these essential needs.

Our transportation plan for this state should include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also needs a strong commitment to electric vehicle use. We need more chargers available to the public and we need more government departments to transition to electric vehicles.

Thank you for your consideration.
Robert Feder
Hollis, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 25 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Advisory Commission,

Transportation is the number one energy use and contributor to global warming and greenhouse gasses. Every action must be taken to mitigate this problem. This is your opportunity to ensure that our transportation plan for the next decade includes affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. This will not only decrease single occupancy vehicle use, but it will also bring unprecedented economic development to Manchester, Nashua, and other southern NH towns. Our transportation plan must also accommodate the increase we are seeing in electric vehicle use. More charging facilities should be available to the public and we need more government vehicles to transition to electric vehicle use. The citizens of New Hampshire are counting on your advisory power to make sure we are planning for a cleaner, healthier, and more livable future.

Thank you
Karen Fitzgerald
Francestown, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
NOV 1 - 2023
BUREAU OF
Planning and Community Assistance

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To: The Advisory Commission,

We are in the midst of a climate crisis that demands immediate and radical change. As you develop your ten-year transportation plan, please consider this reality.

There are many ways in which the transportation plan can support energy sustainability. For example, the state needs increased access to affordable and green public transportation. In addition, including more public electric chargers in your plan will help facilitate and encourage electric vehicle use.

Every sector of our society should be preparing for our green energy future and the environment should be the organizing principle around which decisions are made. Please do not deprive our citizens the opportunity to thrive and prosper in this exciting new era of green innovation. "Business as usual" is no longer acceptable.
Thank you!

Caelin Graber
Greenville, NH

RECEIVED
DEPARTMENT OF
TRANSPORTATION
OCT 30 2023
BUREAU OF
Planning and Community Assistance

WatsonJr, Bill

From: Bart Hemmerich <bhemm51@gmail.com>
Sent: Tuesday, October 17, 2023 11:03 AM
To: WatsonJr, Bill
Subject: Transportation Plan Citizen Input

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

I would like to voice input for the DOT's current Transportation Input period. My husband and I both live a 5 Memory Lane, Milford, NH and would like to see wider shoulders on state roads for safe bicycling.
While many do have nice wide shoulders, a number don't. Roads like Rt
122 through Hollis have sections where there is at least 2' and other stretches with nothing beyond the white line. There is almost always room for just a bit more blacktop along the edges of roads. All I need is 18". I know NH has the 3 foot passing rule when cars pass cyclists but most go completely into the oncoming lane which endangers them and on coming traffic, and of course us. That does not occur at such a frequent rate when we're on the right side of the white line. I hope the cyclist community can count on to DOT to include cyclist safety when planning road improvements in the future. If NH could be established as a cycling haven, it would increase tourism and revenue which benefits everyone.

Thank you,

Nancy and Paul Hemmerich

THE CITY OF NASHUA

Division of Public Works
Engineering Department

"The Gate City"

November 3, 2023

Mr. William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483 Concord, NH 03302-0483

Re: 22-20CMAQ Addition to the 2025-2034 Ten Year Transportation Improvement Plan

Dear Mr. Watson:

This letter is being sent as written testimony in support of including CMAQ Application 22-20CMAQ from the City of Nashua the Ten-Year Transportation Improvement Plan. The application was submitted to NHDOT and presented to the Nashua Regional Planning Commission on February 8, 2023.

The City believes that the improvement to traffic flows throughout some of Nashua's most heavily traveled and congested roadways will not only be beneficial for the City of Nashua, but also for the surrounding communities.

The City looks forward to working with NHDOT as it moves forward to adopt an updated Ten Year Transportation Plan. Should you have any questions, please feel free to contact me at hudsond@nashuanh.gov.

Sincerely,

Daniel Hudson, P.E.
City Engineer

Cc: Lisa Fauteux, Director

848 West Hollis Street • Nashua, New Hampshire 03062 • Phone (603) 589-3120

WatsonJr, Bill

From: Donna Marceau <donnam@nashuarpc.org>
Sent: Thursday, November 02, 2023 1:21 PM
To: WatsonJr, Bill
Subject: RCC7 Mobility Manager Support for Community Transportation as a result of the GACIT Hearings

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William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Dear Mr. Watson:

The purpose of this email is to express support for additional funding for community and public transportation in the Regional Coordination Council 7 area that could be made available as a result of the GACIT hearings.

As the Mobility Manager for the Greater Nashua area, I frequently field calls and emails from NH citizens seeking community and/or public transportation for a variety of reasons including medical appointments, work, and food acquisition. In many instances, it is difficult to find transportation solutions to the requests.

Since the population is aging, and since many cannot afford the rising cost of private car transportation, it would enhance the quality of life for these individuals if they had more options available for transport. This additional support could take the form of direct assistance to municipalities that lack community transportation, support for an expansion of transportation services, or specific vouchers for transportation services.

Thank you so much for reading this plea, and hopefully, the GACIT hearings will result in more funding for community transportation.

Donna Marceau
Regional Mobility Manager
(603) 417-6570 x6571
donnam@nashuarpc.org

NRPC
Nashua Regional Planning Commission
Metropolitan Planning Organization
30 Temple Street, Suite 310, Nashua, NH 03060
nashuarpc.org

REGIONAL COORDINATION COUNCIL

For Community Transportation

Safe, accessible & affordable mobility for all

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

I am a 74 year old woman who recently purchased an all electric vehicle. Living close to the Mass border, I'm able to find charging stations (often for free!) relatively close to home. I recently took my Nissan Leaf on a 600 mile round trip to Dryden, NY. I was able to get there and back in a reasonable amount of time thanks to the fast charging infrastructure in VT and NY. I don't think I'd dare such a trip in NH. I can't believe there are just over 8000 eVs registered in NH. It is the future and NH is being left behind! I also want to point out that rail is an excellent alternative that I use frequently.

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

Thank you for your consideration.
Patricia A Martin
Rindge, NH

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Dear committee,

We are in a period of existential climate crisis. In your 10 year plan, please include a commitment to invest in electric vehicle infrastructure. We must do more to protect our planet and electric transit is a crucial part of that.

Thank you
Amy Matos
Nashua, NH

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City of Nashua

Community Development Division

City Hall, 229 Main Street, PO Box 2019
Nashua, New Hampshire 03061-2019
www.nashuanh.gov

Community Development	589-3095
Planning and Zoning	589-3090
Building Safety	589-3080
Code Enforcement	589-3100
Urban Programs	589-3085
Conservation Commission	589-3105
Transportation	880-0100
Sustainability	589-3092

November 2nd, 2023

William E. Watson, P.E. Administrator
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
7 Hazen Drive P.O. Box 483 Concord, NH 03302-0483
(Via E-Mail to William.E.WatsonJr@dot.nh.gov)

RE: 2025-2034 Governor's Advisory Commission on Intermodal Transportation – City of Nashua Transit System Written Comments

Dear Mr. Watson:

The following letter is submitted as written testimony in support of the Ten-Year Transportation Improvement Plan's inclusion of continued and enhanced funding to support the Nashua Transit System (NTS) and the inclusion of the CMAQ application for the Milford Commuter Route Extension submitted by Nashua Regional Planning Commission. The CMAQ application was submitted to NHDOT for consideration and then presented to the Nashua Regional Planning Commission on February 8, 2023.

NTS would like to thank all elected officials for their support of the additional $1.88M of public transit operating support included in the SFY24-25 budget. Public transit systems often serve as the backbone of local and regional community transportation networks. The Nashua Transit System provides public transportation service in Nashua and the Greater Nashua region and connects people with places while enhancing options for employment, housing, and access to critical services in and between communities. The following are critical considerations in that context:

- Community transportation ensures accessibility for users of all abilities to move about the community, to, and from the places that individuals need and want to be.
- 85% of the City of Nashua is within a ¾ mile walk to the fixed route service. Any potential service reductions will impact route frequency and mobility options in the City upon which people depend to go to work, critical services such as medical facilities, and shopping to remain independent in their homes.
- NTS demand response services are critical for persons who are unable to access the bus due to a physical or mental impairment.
- Members of the aging community, who face the potential of losing the ability to drive safely, or at all, will need access to housing, critical services, and employment in order to age in place.
- Public Transportation catalyzes economic development within the region. Economic development professionals can attest to the services that existing and relocating businesses are seeking for when making siting decisions. For many, public transportation is critical for their workforce attraction and retention.

Regional service offerings are critical to the NTS mission and vision, with a focus on Nashua residents, employees, and visitors. It is for this reason that the City requests support for the CMAQ-based project to expand service to business, employment opportunities, housing options utilizing the express route model between Nashua and Milford and Amherst as outlined by NRPC in their application.

Additional State investments in community transportation will likely be necessary to make these existing connections sustainable and meet future needs. In order to ensure the long-term viability of NTS service, it is imperative that the system secures additional operating funds from the State of NH to maintain a high level of service, vehicles, and facilities for our passengers.

Sincerely,

Matt Sullivan
Community Development Division Director, City of Nashua

cc:
Camille Correa, Nashua Transit Administrator

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commission,

We need to expand and include rail service. Every community that has access to rail service in Massachusetts has seen a boom in economic growth. We need to take rail lines that have been rail banked and reopen them for trains. We also need to push other renewable sources of fuel such as hydrogen. Electric vehicles are not the future and will cause more harm long term.

Chris Ouellette
Lyndeborough, NH

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To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

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To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a tepid and unimaginative start on improving transportation infrastructure throughout the state — but at least it's a start. That said, this plan ought to be considered DOA for lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy and even auto and home insurance. We need our transportation plan to meet this moment we are in.

Our transportation plan for this state needs to include affordable, accessible public transportation — and has for a very long time indeed.

More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been clamoring for the commuter rail from Boston to extend to Nashua and Manchester for decades only to be stymied by entrenched special interests that seek to maintain a long-outdated status quo.

Our transportation plan as currently drafted is astonishingly myopic; the writers have either missed or ignored a trend that was obvious enough to cause this Governor to sign an amended gas tax: the increase we are seeing in electric vehicle purchase and use. Any transportation plan moving forward must include provisions for expanding and improving our EV charging infrastructure.

Nothing less than our much-vaunted New Hampshire Advantage is at stake if we do not take a hard look at improving our infrastructure like it's 2055 and not 1955. The people of New Hampshire are counting on you to be brave in the face of grave uncertainty but also great opportunity.

Thank you for your time and your consideration.
Sincerely,
Robert L. Pinsonneault, PhD
Nashua, NH

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WatsonJr, Bill

From: wschwartz59@gmail.com
Sent: Wednesday, September 20, 2023 5:14 PM
To: WatsonJr, Bill
Cc: Bedard, Gerard
Subject: 10-year plan

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Greetings,

I just wrote to Gerry and sending a similar email to you.

I'm a Nashua resident, transportation consultant, and on the Nashua Complete Streets mailing list. I cannot attend the 10/16 hearing in Hudson.

I just completed the online survey and added several comments, including noting I'm a transportation consultant. You'll see I have opinions. I'd be happy to offer my input on several topics to NHDOT staff.

Feel free to reach out.
Bill

Bill Schwartz, AICP
26 W Adelaide Ave
Nashua, NH 00364
617-306-9466
LinkedIn

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH lacks the imagination and forward look that is required to address the challenges of efficiently moving people and goods in New Hampshire in the coming decade. While it focuses on improving our roads and bridges, the plan lacks investments in electric vehicle charging infrastructure and public transportation. We need our transportation plan to carry New Hampshire into a future where vehicles will be electrified and fast trains will carry people and goods around the state and connect with economic centers, especially to the south of us. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Now is the time to make it happen.

Every car manufacturer has recognized that electric transportation will replace gasoline vehicles over the next twenty years with benefits in lower emissions and reduced operating costs for state residents. In order to make that happen, it is the responsibility of public officials to establish policy and economic support to make more fast chargers available in the state through a public-private partnership with the electric industry. The State can lead the way by transitioning governmental vehicle fleets to significantly increase electric vehicle use.

Our transportation system is at a crossroads. I encourage you to look forward, not backwards and provide funding for public transportation and electrification infrastructure so that New Hampshire can continue to be the great place we all love even as the world spins unpredictably around us.

Thank you for your consideration.
James Torpey, New Hampshire resident

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WatsonJr, Bill

From: Jake Twarog <jake.p.twarog.24@dartmouth.edu>
Sent: Thursday, September 28, 2023 9:27 PM
To: WatsonJr, Bill
Subject: New Hampshire Transportation Investment

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Dear William Watson Jr.,

Hope you are doing well! My name is Jake Twarog, and I am emailing about the NHDOT Ten Year Plan and the proposed share of total program dollars by program. Currently, I believe that the funding allocations are completely misaligned with the forward-thinking priorities New Hampshire should be adopting over the next ten years to improve safety, walkability, and enhance mobility all throughout the state.

Allocating 57% of the entire budget toward FHWA, with an additional 18% toward I-93 debt/turnpike-related projects, is an incredibly shortsighted move that completely misses the mark on modal shift and safety. Spending three-quarters of the budget on car infrastructure when the state already contains so many overbuilt and dangerous roads will do nothing to address the dozens and dozens of people who are killed on New Hampshire roads every year. It will be ineffective against drunk driving, unhelpful at reducing runoff and other environmental externalities, and New Hampshire citizens will continue to have to spend large amounts of their income on car ownership and maintenance, as this sends the signal that cars are the primary way to move around the state.

In addition to this, although an 8% transit share is an improvement over historical levels, public transit seems as though it will continue to be neglected in New Hampshire. Furthermore, the most glaring issue is the lack of rail funding. Allocating less than 1% of all funds toward rail-based transportation will mean New Hampshire will keep falling further behind its New England peers in terms of rail connectivity. Concord and Manchester should have gotten commuter rail or Amtrak stations long ago, and it seems doubtful that with this plan that will happen anytime soon either.

As evidenced by the higher housing prices that walkable communities command, people increasingly want to live in these areas. New Hampshire should not lose out on the opportunity to improve its towns and cities and make the state a better place to live, work, and play safely. I urge you to consider the state's most vulnerable citizens and consider what a future where the state is less dependent on cars might look like.

Best,
Jake Twarog

To the Governor's Advisory Commission on Intermodal Transportation
Regarding the 10-Year Transportation Improvement Plan 2025-2034

October 15, 2023

William E. Watson, P.E.
Bureau of Planning and Community Assistance New Hampshire Department of Transportation John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

To the Commissioner of NHDOT and the Executive Councilors,

The ten year plan for transportation in NH is a start on improving our roads, bridges, and transportation throughout the state. However, the plan is lacking investments in renewable energy infrastructure and public transportation. We saw increased flooding and storms this summer that wiped out roads. We also saw costs rise - from housing to food to energy. We need our transportation plan to meet this moment we are in.
Our transportation plan for this state needs to include affordable, accessible public transportation. More public transportation options will mean fewer cars on the road, reducing traffic and pollution. People in NH have been asking for the commuter rail from Boston to extend to Nashua and Manchester for years. Our transportation plan also has to accommodate the increase we are seeing in electric vehicle use. We need more chargers available to the public and we need more government vehicles to transition to electric vehicle use.

It's time we, as NH residents, work to cut emissions and protect our climate. NH's beautiful landscapes and famous ski season are at risk, and pursuing renewable transportation options is one way to protect them.

Thank you for your consideration.

Sonya Witkoski, a NH High School Student
Nashua, NH

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