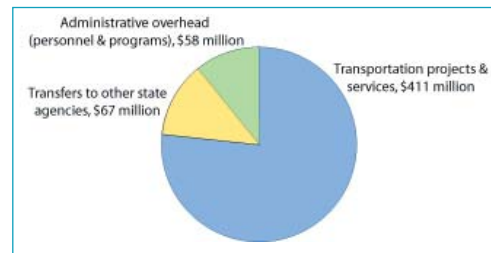


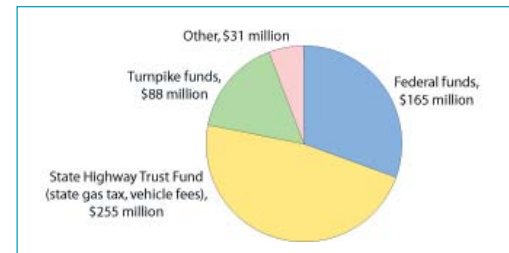
How Transportation is Funded in New Hampshire

NHDOT received about \$539 million in transportation funds in 2005. About \$255 million came from the state highway trust fund; \$68 million from Turnpike toll receipts; approximately \$20 million from Turnpike construction bonds; and \$165 million from the federal government. Another \$31 million came from other sources.

And how did the NHDOT spend the money? About \$40 million was provided to cities and towns to build and maintain local streets and bridges. Approximately \$366 million was spent to maintain, modernize, and expand the state highway system. In addition to funds received and expended by NHDOT, about \$9 million in federal transit funds are received and expended by Health and Human Services and municipalities, as well as transportation funds from public-private partnerships and local sources.



WHERE DO NHDOT FUNDS GO?



WHERE DO NHDOT FUNDS COME FROM?

Recommended Transportation Investment Strategies

If we are to meet the challenges outlined in this plan, new transportation financing strategies are needed, including diversifying funding sources and expanding transportation choices. In addition, if we are to keep pace with the growth in travel and congestion, and keep our roads and bridges in good condition, funding above current levels is required. Ultimately, as fuel economy increases and alternative fuels (such as ethanol, biofuels, natural gas) begin to replace petroleum-based fuels, the state gas tax will decline in importance as a source of transportation revenue. We need new, innovative sources of transportation funding to supplement the gas tax, and we need to act now to develop these financing strategies. Available options include:

1. Leverage public funds with private investments, such as cost-sharing of new road capacity projects with private developers seeking access to this new capacity;
2. Set up tax-increment financing (TIF) where new road or transit investments are bonded against incremental property tax revenues from land development benefited by such investments;
3. Pursue federal grants for transit, bicycle and pedestrian programs such as Safe Routes to School and special transit grants;
4. Combine transportation funding with other public funds such as Health and Human Services transportation funds, economic development transportation funds and the Land and Community Heritage Investment Program (LCHIP);
5. Adopt measures to assess impact fees for use in traffic relief;
6. Expand the voluntary \$5 motor vehicle registration fee for "transportation" purposes to improve transportation choices.
7. VMT-based charges, congestion pricing, and tolls.

Toward a comprehensive vision for growth, transportation and development

New Hampshire is a small, beautiful, but threatened state. We cherish our heritage as a collection of small communities that work together to manage the duties of public governance, and to get things done. However, the problems of growth and development are upon us. A strategic transportation plan only makes sense in the context of an overall vision for the state and its regions. We call on our state leaders to set that vision so we can further calibrate this plan in the context of broader societal goals. As stated at one of our public hearings on this plan "We are a small state, but that means we can do things bigger states can't do – we can learn to help each other." That is the spirit in which we submit this transportation plan to you, our fellow citizens of New Hampshire.

To read the full report and get more information, please visit www.nhtranplan.com.



New Hampshire Transportation Business Plan

The Report of the Community Advisory Committee to the NHDOT: Executive Summary

New Hampshire is undergoing rapid change. Our population is growing faster than our neighboring New England states, our economy is diversifying, and our sprawling land uses are straining our roads and pocketbooks. These changes affect the health and character of every community and region of the state. Over the next 25 years the pace of change will accelerate. Will we manage this change or will this change manage us? That is the challenge before us.

In 2004 the New Hampshire Charitable Foundation and the New Hampshire Department of Transportation (NHDOT) created the Community Advisory Committee (CAC) to help identify how these changes are impacting New Hampshire's transportation system and what we could do to meet these challenges. The report "A Transportation Plan for New Hampshire" is the product of this effort. Published and approved by the CAC, a panel of representatives from economic development, environmental, transportation and social welfare organizations, it is the first state long-range transportation plan developed by a citizen committee. It contains our vision for transportation in the year 2030, an evaluation of key transportation challenges facing our state, and recommendations for action. It also outlines five initial initiatives we recommend NHDOT undertake to demonstrate its commitment to the principles outlined in this plan.

"Transportation is the game board that everything else is played upon."

– NH DOT Commissioner Carol Murray

This plan benefited from public feedback received at nine public meetings held during March and April 2006 on our Interim Plan, which were attended by more than 400 citizens, as well as comments received by email and through our plan hotline. A copy of the meeting summaries, interim reports and the full final report can be found at www.nhtranplan.com.

This is an action plan. While it embraces a transportation vision for 2030 it is a call to action now in pursuit of this vision. It is also not solely directed to NHDOT. It is a call to action to all of us to take greater personal responsibility for our transportation choices, and for the future growth and development of our cities and towns. Finally, it is a call for leadership and for partnership. Transportation is not an end in itself; its purpose is to serve common community aspirations for a better quality of life. We must all be leaders in the pursuit of these community goals, and of community itself. That is why this report is addressed to NHDOT's core customer – the citizens of New Hampshire. Together, we can get the job done.

A Transportation Vision for 2030

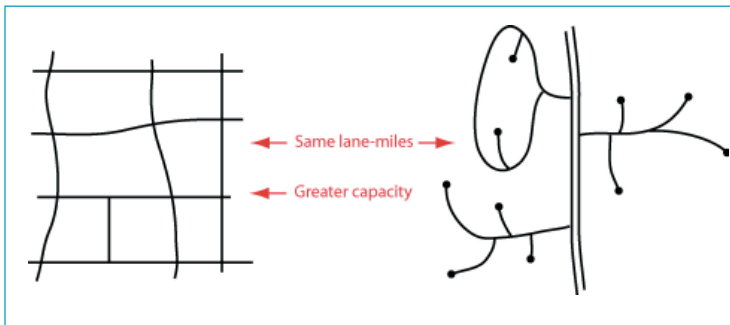
In the year 2030, transportation in New Hampshire plays a critical role in preserving the state's unique character and quality of life, enhancing environmental quality, and promoting sustainable economic development and land use.

Transportation in New Hampshire provides safe and secure mobility and travel options for all the state's residents, visitors and goods movement; is well maintained, efficient and reliable; and provides seamless interstate and intrastate connectivity.

Recommended Local Action Items

One of the most pressing needs is to better coordinate land use decisions with transportation decisions. The best forum to do this is within our cities and towns. To enhance transportation and our communities, a number of ideas are recommended, including:

1. Promote town centers;
2. Allow for flexibility and common sense solutions in our historic town centers;
3. At local option, consider reclassification of state highways that are main streets as Class V town roads where adequate regional access exists;
4. Promote pedestrian traffic – especially in downtown areas;
5. Require connections between roads to provide alternative local routes, and connectivity between neighborhoods;



MORE ROAD CONNECTIONS PROVIDE IMPROVED TRAVEL ROUTE OPTIONS FOR CARS, BIKES AND PEDESTRIANS.

6. Promote infill development, density and redevelopment in town centers;
7. Create incentives to coordinate land use and transportation at the local level.

Action Item: We recommend that NHDOT apply these recommendations to the design and redevelopment of Route 16 through the town of Conway to restore it as a traditional main street, while supporting a bypass that implements the town master plan goal of compact development.

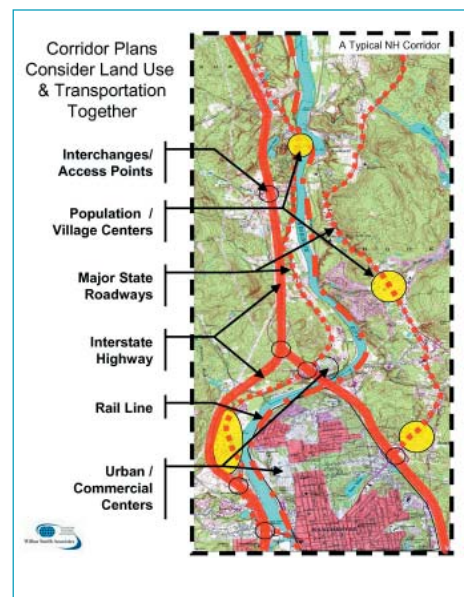
“Transportation is not an end in itself; its purpose is to serve common community aspirations for a better quality of life.”

Recommended Regional Action Items

Strong local-regional partnerships can foster support for both improved transportation capacity to assist local problem-solving and regional connectivity. The nine Regional Planning Commissions are the logical forum for such cross-jurisdictional collaborations. Recommendations for action to improve regional efforts include:

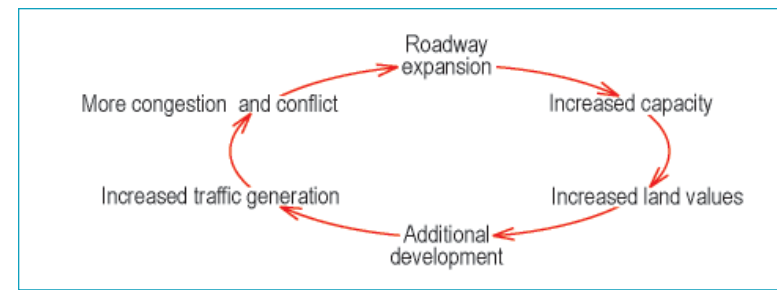
1. Create peer-to-peer exchanges to increase RPC capacity to serve local needs for technical assistance and education, especially in connecting transportation and land use in local master plans and projects, as well as across local jurisdictions;
2. Increase public involvement through public education campaigns and inclusion of citizens and non-governmental organizations representing broad societal goals on regional Transportation Advisory Committees (TACs);
3. Develop highway corridor plans to protect road investments and better coordinate transportation and land use;
4. Partner with state agencies and all nine RPCs to develop a Statewide Action Plan for ridesharing, transportation brokerage, and other forms of inter-regional public transportation.

Action Item: We recommend that NHDOT expand the Community Technical Assistance Program (CTAP), developed to help communities along the I-93 corridor deal with corridor-related growth and development issues, and to provide similar tools, techniques and programs to all communities in the state.



CORRIDOR STUDIES LOOK AT RELATIONSHIPS BETWEEN TRANSPORTATION AND LAND USE IN A HOLISTIC WAY.

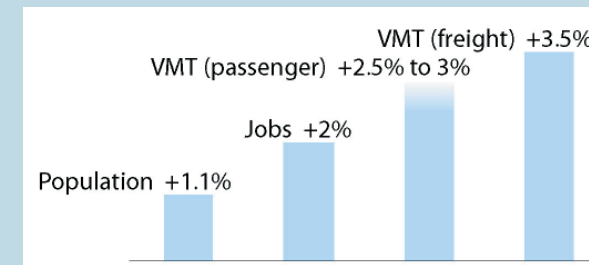
Action Item: We recommend that NHDOT work with the RPCs, sister state agencies, non-profit organizations and consultants to develop a Statewide Action Plan for ridesharing and other inter-regional public transportation services.



THE CYCLE OF SPRAWL (COURTESY OF FHWA)

FINDINGS

1. New Hampshire is growing at a faster rate than the other New England states.
2. Growth in travel by people and freight (measured in vehicle miles traveled, or VMT) is growing at a faster pace than the growth in jobs and population in New Hampshire.



GROWTH IN VEHICLE-MILES TRAVELED IS EXPECTED TO CONTINUE TO OUTPACE POPULATION GROWTH.

3. Open space land is being developed even more quickly than our population is growing. Much of this growth is taking place in spread-out suburban development, which incrementally places greater stress on the transportation system.
4. New Hampshire’s population is aging, which means an increasing number of our citizens – our seniors – will be unable to drive themselves to appointments, shopping and other places.
5. Fewer than 30 of New Hampshire’s 234 towns and cities have regularly scheduled bus service. Nationally, New Hampshire ranks 42nd in state funding to public transportation. Towns and cities have difficulty in raising the money required to match federal funds for bus and train service.
6. On average, households spend 20% of their budget on transportation, second only to housing. For lower income households, the percentage approaches 35%.
7. The state lacks adequate regional and inter-regional public transportation services to meet the needs of our economy. Citizens and visitors need transportation choices for access to all destinations in our state for tourism, recreation, business and personal travel.

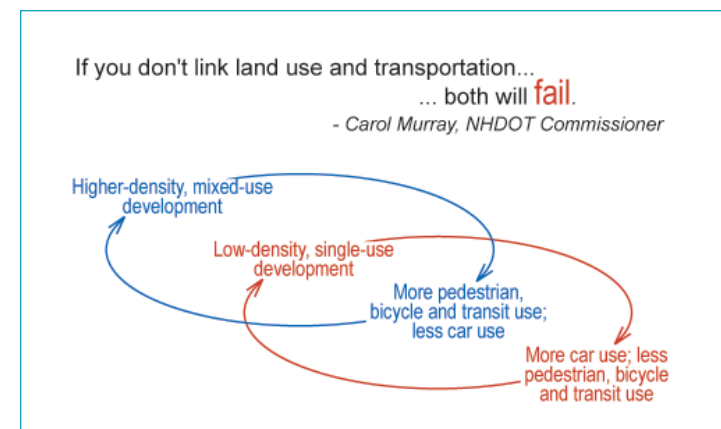
Recommended Statewide Action Items

The NHDOT cannot do it alone. Effective management of the state’s transportation system in the future will increasingly rely on a unique set of partnerships at almost every level: across state agencies; between state, regional and local governments; and between the public and private sectors.

1. Develop a truly comprehensive statewide transportation plan that serves a broader vision for the state;
2. Compile updated data on transportation trends, alternatives and financing for local, statewide and regional planners;
3. Adopt and fully implement the “Common Sense Solutions” approach to transportation and land use, using placemaking tools to identify strongly-felt community values and special places for protection in the project development process;
4. Develop new performance measures for transportation that go beyond vehicle speed and congestion, such as measures for increased reliability and safety;
5. Manage the growth of freight traffic;
6. Clarify transportation language to make the process transparent and accessible to all;
7. Broaden and coordinate transportation services across all state agencies to improve transportation choices.

Action Item: We recommend that NHDOT facilitate local efforts to expand passenger rail service in New Hampshire by supporting Transit-Oriented Development (TOD) projects and public-private partnerships at potential transit station locations along the Nashua-Manchester-Concord corridor.

Action Item: We recommend that NHDOT support the creation of a Capital Area Transportation Management Association (CATMA) in cooperation with Concord Area Transit (CAT) and in support of the Concord 2020 “City of Villages” Vision Plan.



If you don't link land use and transportation...
... both will fail.
- Carol Murray, NHDOT Commissioner