

**THE NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION'S  
RECOMMENDATIONS FOR THE  
TEN YEAR TRANSPORTATION IMPROVEMENT PLAN  
2015-2024**

**SUMMARY OF GACIT PUBLIC HEARINGS  
SEPTEMBER – OCTOBER 2013**



**SUBMITTED TO THE  
GOVERNOR'S ADVISORY COMMISSION  
ON INTERMODAL TRANSPORTATION (GACIT)**

**PREPARED BY THE NEW HAMPSHIRE DEPARTMENT OF  
TRANSPORTATION  
NOVEMBER 6, 2013**



~ PUBLIC NOTICE ~

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Pursuant to RSA 228:99 and RSA 240, the Governor's Advisory Commission on Intermodal Transportation (GACIT), which is composed of the five Executive Councilors and the Commissioner of the New Hampshire Department of Transportation announces that Public Hearings will be held to review and receive input on the update of the State's Ten Year Transportation Improvement Plan (2015-2024).

The purpose of these Public Hearings is to receive public comments/testimony on transportation projects and priorities included in the draft 2015-2024 Ten-Year Transportation Improvement Plan as recommended by the New Hampshire Department of Transportation to GACIT. Those not able to attend the meetings can submit written testimony within 10 days of the completion of the Public Hearings. (no later than October 31, 2013 at 4 PM)

Copies of any documents related to the Ten-Year Transportation Improvement Plan (2015-2024) will be available for review on the NHDOT website prior to the first Public Hearing:

<http://www.nh.gov/dot/orq/prolectdevelopment/planning/typ/index.htm> or by contacting the Bureau of Planning & Community Assistance at the Department of Transportation (603-271-3344).

Written Comments should be addressed to:

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

Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact Sharon Allaire, (603) 271-3344, NHDOT, P.O. Box 483, Concord, N.H. 03302-0483 -

TDD access: Relay N.H. 1-800-735-2964.

The projects developed through the Ten Year Plan process will be administered according to the requirements of Title VI of the Civil Rights Act of 1964 and related statutes to ensure non-discrimination.

Executive Councilor Raymond Burton  
Chairman, Governor's Advisory Commission on Intermodal Transportation (GACIT)  
Dated at Concord, NH  
this 29th day of August 2013

Public Hearings are scheduled statewide as follows:

Fall 2013

## Public Hearing Schedule for 2015 - 2024 Ten Year Plan

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



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

## NEW HAMPSHIRE REGIONAL PLANNING COMMISSIONS

1. NORTH COUNTRY COUNCIL
 

Jeff Hayes, Executive Director  
The Cottage at the Rocks  
107 Glessner Road  
Bethlehem, NH 03574  
**Tel:** 444-6303 **Fax:** 444-7588  
e-mail: [nccinc@nccouncil.org](mailto:nccinc@nccouncil.org)
2. LAKES REGION PLANNING COMMISSION
 

Kimon Koulet, Executive Director  
Humiston Building  
103 Main Street, Suite 3  
Meredith, NH 03253-9287  
**Tel:** 279-8171 **Fax:** 279-0200  
e-mail: [lrpc@lakesrpc.org](mailto:lrpc@lakesrpc.org)
3. UPPER VALLEY-LAKE SUNAPEE REGIONAL PLANNING COMMISSION
 

Christine Walker, Executive Director  
10 Water Street  
Lebanon, NH 03766  
**Tel:** 448-1680 **Fax:** 448-0170  
e-mail: [cwalker@uvlsrc.org](mailto:cwalker@uvlsrc.org)
4. SOUTHWEST REGION PLANNING COMMISSION
 

Timothy Murphy, Executive Director  
37 Ashuelot Street  
Keene, NH 03431  
**Tel:** 357-0557 **Fax:** 357-7440  
e-mail: [tmurphy@swrpc.org](mailto:tmurphy@swrpc.org)
- 5A. CENTRAL NH REGIONAL PLANNING COMMISSION
 

Mike Tardiff, Executive Director  
28 Commercial Street  
Concord, NH 03301  
**Tel:** 226-6020 **Fax:** 226-6023  
e-mail: [mtardiff@cnhrpc.org](mailto:mtardiff@cnhrpc.org)
- 5B. SOUTHERN NH PLANNING COMMISSION
 

David Preece, Executive Director  
438 Dubuque Street  
Manchester, NH 03102-3546  
**Tel:** 669-4664 **Fax:** 669-4350  
e-mail: [Dprece@snhpc.org](mailto:Dprece@snhpc.org)
- 5C. NASHUA REGIONAL PLANNING COMMISSION
 

Kerrie Diers, Executive Director  
9 Executive Park Drive, Suite 201  
Merrimack, NH 03054  
**Tel:** 424-2240 **Fax:** 424-2230  
e-mail: [kerried@nashuarpc.org](mailto:kerried@nashuarpc.org)
6. ROCKINGHAM PLANNING COMMISSION
 

Cliff Sinnott, Executive Director  
156 Water Street  
Exeter, NH 03833  
**Tel:** 778-0885 **Fax:** 778-9183  
e-mail: [csinnott@rpc-nh.org](mailto:csinnott@rpc-nh.org)
7. STRAFFORD REGIONAL PLANNING COMMISSION
 

Cynthia Copeland, Executive Director  
Rochester Community Center  
150 Wakefield Street, Suite 12  
Rochester, NH 03867  
**Tel:** 994-3500 **Fax:** 994-3504  
e-mail: [srpc@strafford.org](mailto:srpc@strafford.org)

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Charlestown Town Hall  
19 Summer Street  
Charlestown NH**

**Monday, September 9, 2013  
8:00 AM**

**AGENDA**

1. Executive Councilor Colin Van Ostern and Executive Councilor Raymond Burton
  - o Welcome
  - o Explain why we're here and the process
  - o Introduce presenters
  - o GACIT process
  - o Councilor philosophy
  
2. Regional Planning Commission
  - o Regional philosophy
  - o Regional priorities
  
3. NH Department of Transportation
  - o Statewide philosophy
  - o Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

**STATE OF NEW HAMPSHIRE**  
**INTER-DEPARTMENT COMMUNICATION**

**Draft 2015-2024 Ten-Year Plan**  
**GACIT Public Hearing**  
**Executive Council District 2**  
**(Co-Hosted with Executive Council District 1)**

**September 9, 2013**

**Location: Charlestown, NH, Charlestown Town Hall**  
**8:00 AM**

Councilors Burton and Van Ostern opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. Councilors Van Ostern and Burton recognized state, local and federal representatives that were in attendance. Councilor Van Ostern noted that this was a co-hosted meeting because the Council boundaries were changed after the 2010 Census. Although Charlestown was now part of his District, previously it was part of Councilor Burton's District. This meeting's purpose, the first of 25 meetings scheduled throughout the state in September and October 2013, was to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

NHDOT Commissioner Chris Clement provide a brief introduction and overview of the Department staff and efforts made to date for the Draft Ten Year Plan update.

Nate Miller, Planning Director with the Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) gave an overview of the status of the UVLSRPC area. Infrastructure condition has not improved. About 37% of the state's pavement is in poor condition and about 46% in the UVLSRPC area. There are 80 red listed bridges in the region. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Developing regional targets of allocations helped the Technical

Advisory Committee (TAC) to keep transportation needs in perspective. Over \$200M in needs were identified in the UVLSRPC region, with approximately \$82M being available for specific projects. In addition to not being able to meet capital needs, there is a clear shortfall of maintenance funding for Districts to maintain roadways. For instance, Highway District 2 maintains about 675 miles of roadway, but is only able to repave about 25 miles per year. Nate indicated that future priorities are already being developed. In the current Draft Plan, the region is pleased to see the Charlestown-Walpole project moving forward, the Acworth bridge project being advanced and a red-listed bridge on NH 12A being added to the Plan.

Tim Murphy, Executive Director of the Southwest Region Planning Commission (SWRPC) echoed the comments regarding the improvement to the DOT/RPC process. He noted that he would speak in more details at specific meetings in his region, noting that the top priorities are the Hinsdale-Brattleboro bridge project, the Jaffrey dog-leg project and Charlestown-Walpole.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was very much the status quo as compared to past updates.

The draft Ten Year Plan is very much a work in progress. Federal funding levels are assumed for planning purposes but still very uncertain. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

The following comments from those in the audience were raised and discussed:

- Mr. Bob Harcke and Mr. Jay Ebbighausen both spoke about the need to advance the Hinsdale-Brattleboro bridge project in the Ten Year Plan. It is a crucial connection for commercial and economic development in Hinsdale. Hinsdale has developed a Tax Increment Finance (TIF) District in anticipation of this project, identifying more than 400 acres of land for commercial development. If there were problems on the bridges or at the at grade railroad crossing in Brattleboro, also known as "malfunction junction", then detours result in an additional 30+ miles of driving. The towns rely on each other for mutual aid, hospital services, coordinated school activities, etc. It was also noted that the existing wood plank sidewalk was in disrepair.
- Ed Smith spoke also about the need to address the Hinsdale-Brattleboro bridge project. He noted that if a detour were needed, the approximately 9700 vehicles per day would be rerouted onto NH 63, creating a maintenance nightmare. It was also noted that there is a large amount of commuter traffic to/from both Towns.

- Representative Tara Sad noted the impact of the planned closure of Vermont Yankee power plant. Many residents of Hinsdale work there, and without the Hinsdale-Brattleboro bridge project the economy will suffer.
- Representative John Cloutier provided background on registration fee, gas tax and other revenue enhancement efforts in the Legislature since 2009. A registration surcharge, which was a compromise solution to solve budget issues in 2009, was sunsetted in 2010. At that time, the House had supported a gas tax increase, but the Governor came out against it. The Senate proposed the surcharge. Recent efforts at a gas tax increase passed the House but not the Senate. Recent efforts to expand gambling which would include revenue for transportation passed the Senate but not the House.
- Mr. Albert St. Pierre and Aare Ilves both spoke in support of keeping Charlestown-Walpole in the Plan. Ms. Sharon Francis spoke very positively about the Context Sensitive Solutions (CSS) process that was followed for the Charlestown-Walpole project and encouraged the Department to use it for all projects. Mr. Norman Cobb indicated that we just needed to get moving on Charlestown-Walpole.
- Ms. Rebecca Harris, speaking on behalf of Transport NH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring to 2009 funding level of \$188,000 in state general funds for the purpose of matching existing federal funding for public transportation.
- State Representative Steven Smith spoke about the need for the Department and State to stop the diversion of highway funds to other agencies. With current practices, and no transparent plan for how additional funds would be used, it was his opinion that the public will never support additional funding for transportation needs. Commissioner Clement responded that budgeting appropriation of the highway fund was the Legislature's purview. He noted that in recent discussions about increasing the gas tax, it was laid out exactly where every penny would go. He noted that it was the Legislature's responsibility to set policy for the State, and the Department's responsibility to effectively use the funds made available to us for the management of our transportation network in accordance with that Legislative policy.

The hearing was adjourned at about 9:30AM.

**Bill Watson**

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**From:** Bill Watson  
**Sent:** Friday, September 13, 2013 3:29 PM  
**To:** 'Colin Van Ostern'; jebbighausen@northeasthome.com  
**Subject:** RE: Ten-Year Transportation Improvement Plan - Project Scoring Criteria  
**Attachments:** Revised SWRPC Ten Year Transportation Plan Letter.PDF; SWRPC 2015-2024 TYP Project Ranking.xlsx

Good Afternoon –

It was good to see you in Charlestown on Monday morning – we have had a busy but productive week with Councilors Van Ostern, Burton and Pappas. We look forward to more next week.

Regarding project references, a number of years ago Ten Year Plans were unrealistic documents that promised too much and delivered too little. We used terms such as “wish list”, “illustrative”, “deferred”, etc. frequently through the Ten Year Planning process, and this simply frustrated and angered people. Over the last couple of updates, it has been made clear to the Department at a policy level that if a project is not in the draft, then if it comes back, it should be considered new to the Ten Year Plan.

That being said, for those familiar with a project like Hinsdale-Brattleboro, there are many other documents and references that indicate that this has been a project for some time that has progress and status.

Regarding prioritization of this project, I am attaching information from Southwest RPC, who did the prioritization of this project. It ranked #2 in their Region. Information I am including is the formal submittal of recommendations from SWRPC as well as the scoring data from each project that they submitted to us.

I hope you find this helpful.

We'll see you in Somersworth on Wednesday Councilor!

Regards -  
Bill

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William Watson Jr., PE Administrator  
P - 603-271-3344 C - 603-419-0103 F - 603-271-8093  
[bwatson@dot.state.nh.us](mailto:bwatson@dot.state.nh.us)

NH Department of Transportation  
Bureau of Planning and Community Assistance  
7 Hazen Drive  
Concord NH 03301



**From:** Colin Van Ostern [<mailto:colin@vanostern.com>]  
**Sent:** Friday, September 13, 2013 3:06 PM  
**To:** [jebbighausen@northeasthome.com](mailto:jebbighausen@northeasthome.com)  
**Cc:** Bill Watson  
**Subject:** Fwd: Ten-Year Transportation Improvement Plan - Project Scoring Criteria



Jay -

Thank you for coming out earlier this week! Point well taken about how to refer to the bridge status on the TYP.

I don't have access to the direct scoring - I've cc'd Bill Watson from DOT, I'm not sure if he has something that is available on it or not, but if someone does, it is probably him.

- Colin

----- Forwarded message -----

From: **Jay Ebbighausen** <[jebbighausen@northeasthome.com](mailto:jebbighausen@northeasthome.com)>

Date: Thu, Sep 12, 2013 at 9:49 AM

Subject: Ten-Year Transportation Improvement Plan - Project Scoring Criteria

To: "[colin@vanostern.com](mailto:colin@vanostern.com)" <[colin@vanostern.com](mailto:colin@vanostern.com)>

Cc: "J. B. Mack ([jbmack@swrpc.org](mailto:jbmack@swrpc.org))" <[jbmack@swrpc.org](mailto:jbmack@swrpc.org)>, Jill Collins <[hinsdale.nh@myfairpoint.net](mailto:hinsdale.nh@myfairpoint.net)>

Councilor Van Ostern –

It was a pleasure for me to speak before the GACIT Committee regarding the Hinsdale – Brattleboro Bridge project. As I mentioned to you following the meeting; it would be helpful to this project to be referred to it as being “re-instated” to the 10 year plan instead of “ added”. Also, I have had a chance to review the scoring criteria from the spreadsheet provided at the Charlestown meeting. I was wondering if you are able to share the scoring by category for this project? As I reviewed it (from my bias perspective), I can't help but feel that our project would score very high in most categories.

Thank you for your time and consideration,

Jay Ebbighausen

Vice President

Compliance Officer

Northeast Home Loan, LLC

25 Mr Arthur Drive

W. Chesterfield, NH 03466

877-757-7815 ext. 3538

603-256-8505 fax



NMLS# 2329

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Colin Van Ostern  
Van Ostern for NH  
[www.vanostern.com](http://www.vanostern.com)

\*\*\* Please note: this is NOT an appropriate email address for official business for the state of New Hampshire. If you would like to contact me in regards to the NH Executive Council or any state business, please email me at [cvanostern@nh.gov](mailto:cvanostern@nh.gov) \*\*\*

# What do NH residents think about transportation?

Residents think policy makers should invest more money in...

*Maintaining roads, highways and bridges - 74%*



*53% of those would be willing to pay more in taxes*

**Improving availability of senior and special needs transportation - 55%**

*42% of those would be willing to pay more in taxes*



*Availability of bike paths - 53%*

*39% of those would be willing to pay more in taxes*

**Expanding bus service between major cities - 50%**

*37% of those would be willing to pay more in taxes*



*Improving availability of public transportation - 40%*



*29% of those would be willing to pay more in taxes*

**Sidewalks and crosswalk areas - 38%**

*28% of those would be willing to pay more in taxes*



Results are from a recent University of New Hampshire survey of almost 3,000 residents.

For more information:



[www.TransportNH.org](http://www.TransportNH.org)





Charleston

I WISH TO SPEAK AT THIS HEARING:

Name Brenda Ferland  
Organization (If Any) Charleston Selectboard  
Address \_\_\_\_\_  
Phone (Optional) \_\_\_\_\_

I WISH TO SPEAK AT THIS HEARING:

Name Jay Ebbighausen  
Organization (If Any) Town of Hinsdale - Board of Selectmen  
Address 116 Meetinghouse Rd Hinsdale NH  
Phone (Optional) 603-256-3159

I WISH TO SPEAK AT THIS HEARING:

Name <sup>Bob</sup> Robert Harcke  
Organization (If Any) Hinsdale Commercial & Industrial Dev. Corp.  
Address \_\_\_\_\_  
Phone (Optional) 603-381-4100

I WISH TO SPEAK AT THIS HEARING:

Name Edwin Smith  
Organization (If Any) SWRP - TAC  
Address Hinsdale  
Phone (Optional) \_\_\_\_\_

I WISH TO SPEAK AT THIS HEARING:

Name Edwin Smith  
Organization SWOP - Inc  
(If Any)  
Address Hinsdale  
Phone 603-398-9011  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Nancy Houghton  
Organization \_\_\_\_\_  
(If Any)  
Address CHARLESTOWN  
Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Albert St. Pierre  
Organization Town Moderator / Former School Board Chair  
(If Any)  
Address 43 Sunnyside Circle Charlestown NH  
Phone (603) 543-7046  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Aare Ilves  
Organization Town of Charlestown  
(If Any)  
Address POBox 1496 Charlestown NH  
Phone 603-826-3126  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Sharon Francis  
Organization Charlestown Planning Ad  
(If Any)  
Address PO 341 Charlestown NH 03603  
Phone 603-826-5865  
(Optional)

---

I WISH TO SPEAK AT THIS HEARING:

Name NORMAN COBB  
Organization \_\_\_\_\_  
(If Any)  
Address 5 ARNOLD CT CHARLESTOWN NH  
Phone 87ca-3663  
(Optional)

---

I WISH TO SPEAK AT THIS HEARING:

Name Rep. John Cloutier  
Organization Vice Chair House Public Works and  
(If Any) Highways Committee  
Address 10 Spruce Ave, Apt. #2, Claremont NH  
03743  
Phone 542-6290  
(Optional)

---

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris  
Organization Transport NH  
(If Any)  
Address 125 Airport Road, Concord  
Phone Google Voice 802-266-0566  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name John Lottick

Organization \_\_\_\_\_  
(If Any)

Address 70 Box / Acworth, NH. 03801  
49

Phone 863-6366  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Tim Murphy

Organization Southwest Region Planning Commission  
(If Any)

Address 37 Ashuelot Street

Phone 603-357-0557  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rep Tara Sade

Organization NH House of Reps  
(If Any)

Address 82 North Rd Wolfeboro

Phone 756-4861  
(Optional)



STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION

RECEIVED  
DEPARTMENT OF  
TRANSPORTATION

SEP - 5 2013

**DATE:** September 4, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Charlestown**

BUREAU OF  
Planning and Community Assistance

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assisatnce

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Charlestown	16.15%	2.89%	5.45%	0%
Sullivan County	16.50%	3.78%	10.04%	0.24%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>• The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Charlestown Elderly Housing 107 Lovers Land Rd Charlestown, NH 03603	Elderly & Low-income	603-352-7512
Charlestown Green 59 Woodrise Rd Charlestown, NH 03603	Low-Income	603-836-5680
Peaceful Harvest 144 Paris Ave Charlestown, NH 03603		603-826-4770
Charlestown PO Box 38 Charlestown, NH 03603		Debra Clark 603-826-5821
Silsby Public Library PO Box 307 Charlestown, NH 03603		Sandra Perron 603-826-7793

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Lebanon City Hall  
51 Park Street – 5<sup>th</sup> Floor  
Lebanon NH**

**Monday, September 9, 2013  
11:00 AM**

**AGENDA**

1. Executive Councilor Raymond Burton
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
  
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
  
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 1**

**September 9, 2013**

**Location: Lebanon, NH, City Hall  
11:00 AM**

Councilor Burton opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

NHDOT Commissioner Chris Clement provide a quick introduction and overview of the Department staff and efforts made to date for the Draft Ten Year Plan update.

Nate Miller, Planning Director with the Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) gave an overview of the status of the UVLSRPC area. Infrastructure condition has not improved. About 37% of the state's pavement is in poor condition and about 46% in the UVLSRPC area. There are 80 red listed bridges in the region. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Developing regional targets of allocations helped the Technical Advisory Committee (TAC) to keep transportation needs in perspective. Over \$200M in needs were identified in the UVLSRPC region, with approximately \$82M being available for specific projects. In addition to not being able to meet capital needs, there is a clear shortfall of maintenance funding for Districts to maintain roadways. For instance, Highway District 2 maintains about 675 miles of roadway, but is only able to repave

about 25 miles per year. Nate indicated that future priorities are already being developed. In the current Draft Plan, the region is pleased to see the Charlestown-Walpole project moving forward, the Acworth bridge project being advanced and a red-listed bridge on NH 12A being added to the Plan.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very much a work in progress. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

The following comments from those in the audience were raised and discussed:

- Mr. Aaron Brown, with Vital Communities, specifically asked the State to consider restoring \$188,000 in state in general funds to the budget for the purpose of match existing federal funding for public transportation. He also recommended that NH should adopt a Complete Streets Policy approach to transportation projects.
- Ms. Nicole Cormen, Lebanon City Councilor, asked for and received a status update on the Mechanic Street project. She also expressed support for rail-trail efforts such as the Mascoma Greenway.
- Ms. Rebecca Harris, speaking on behalf of TransportNH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She asked the State to consider restoring state general funds to the budget for the purpose of match existing federal funding for public transportation to 2009 levels.
- Representative Susan Almy noted that a Constitutional Amendment prevents gas tax funds from being used for transit purposes. There are also no funds in the general fund for senior transportation, transit and other items without cutting other services. Commissioner Clement answered questions regarding the operating budget of the Department.
- Representative John Cloutier provided background on registration fee, gas tax and other revenue enhancement efforts in the Legislature since 2009. A registration surcharge, which was a compromise solution to solve budget issues in 2009, sunseted in 2011. At that time, the House had supported a gas tax increase, but the Governor came out against it. The Senate proposed the surcharge. Recent efforts at a gas tax increase passed the House but not the Senate. Recent efforts to

expand gambling which would include revenue for transportation passed the Senate but not the House.

- Mr. Ron Wendt, President of the United Valley Interfaith Project discussed a proposal related to social justice that is transportation related. He proposed that in funding scenarios that are 50% federal and 50% other sources, that local funds and state funds (equal amounts at 25%) be used to match the federal funds. He noted that NH is demographically one of the oldest states in the country and that is going to get worse.
- Mr. Van Chestnut, with Advanced Transit, noted a number of coordination efforts that are ongoing through Regional and Statewide Coordinating Councils. He did not believe this included coordination with school bus companies, though the Statewide Coordinating Council does have representation from the Department of Education.
- Mr. Paul Boucher, from the Lebanon Chamber of Commerce noted that Lebanon Airport enplanements were up in 2013.
- Mr. Frank Gould expressed some frustration regarding efforts to turn ownership from the State to the City for a section of rail from Lebanon to West Lebanon. Commissioner Clement agreed to follow-up on this issue internally and respond back to local officials.

The hearing was adjourned at about 12:30PM.





I WISH TO SPEAK AT THIS HEARING:

Name Aaron Brown Lebanon

Organization Vital Communities  
(If Any)

Address 195 N. Main St., White River Junction, VT 05051

Phone \_\_\_\_\_  
(Optional)

Lebanon

I WISH TO SPEAK AT THIS HEARING:

Name Nicole Cornen

Organization Lebanon City Council  
(If Any)

Address (speaking as an individual)

Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris

Organization Transport NH  
(If Any)

Address 125 Airport Rd, Concord, NH 03301

Phone Google Voice 802-266-0566  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rep Susan Amy  
Organization NH House  
(If Any)  
Address 266 Poverty Ln UB Lab  
Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rep. John Cloutier  
Organization Vice Chair, N.H. House Public  
(If Any) Works and Highways Committee  
Address 10 Spruce Ave., Apt. #2, Claremont, NH  
Phone 542-6790  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rod Wendt  
Organization United Valley Interbarth Project  
(If Any) Interbarth  
Address PO Box 430 Meriden NH 03770  
Phone 603-469-3170  
(Optional)

**Testimony**  
**DOT 10-Year Transportation Plan Public Hearing**  
**September 9, 2013**  
by  
**United Valley Interfaith Project**  
**Rod Wendt, President**

Good morning. My name is Rod Wendt, and I am the President of the United Valley Interfaith Project, 13 faith communities and other organizations here in the broader Upper Valley area. We are Episcopalian, Jewish, Lutheran, Quaker, Roman Catholic, United Methodist, Unitarian-Universalist, United Church of Christ, and a soup kitchen. We work together to tackle systemic issues which contribute to poverty and impede justice. We see this as a way of living out our many faiths and our values. Public transportation is high on our list of priorities.

We are also a member of the Sullivan County Regional Coordinating Council and the Grafton-Coos County Regional Coordinating Council that have been working to coordinate transportation over the past few years.

We are here to support the need for greater funding of public transportation in our region, a priority we do NOT see in the current 10-Year Plan.

1. **Funding public transit operations is a real challenge in rural areas, and the State of New Hampshire is not doing its share.** We all know the formula – 50% federal funds matched by 50% local and state funds every year. Except that the State of New Hampshire, over the past few years, has been doing NOTHING to help local towns and cities fund public transit. The 10 Year plan has NO state assistance to localities trying to operate public transit.

For example, our organization has been working here locally for several years to expand bus service to Alice Peck Day Memorial Hospital, right around the corner, where buses do not now go. Advance Transit was able to procure the needed bus, and the hospital committed to paying half of the local-state 50% – or 25% of the operating costs each year – but that other 25% of the operating cost has been impossible to find. This is an area where the State of New Hampshire should be helping – we have found half the local-state match, why cannot the State of New Hampshire come up with the other half, the missing 25%?

As another example, there is a plan to connect Claremont and Lebanon with a bus running up and down Route 120, connecting people with jobs at both ends and the medical services they need. But we cannot get it off the ground because the challenge of the local-state 50% match is too daunting for Claremont or Lebanon or Plainfield or Cornish to handle on their own, year after year. We need the State of New Hampshire to make public transit funding a priority in the 10 Year Plans.

Here's an idea: a State of New Hampshire matching program for public transit operations. If we, at the local level, can raise half the required local-state match, the State of New Hampshire will provide the other half. Each of us – local and State – become partners in

funding. If we cannot raise 25% locally, the State has no obligation. But if we can, the State pulls its fair share of the load.

2. **The need for public transportation is going to increase in the coming years, primarily because we are an aging state.** New Hampshire is, on average, one of the oldest states in the Union, and is getting older at a rapid rate. By 2030 almost 1 in 3 of us will be over 65 years old! One of the United Valley Interfaith Project's current efforts is around Aging with Dignity, so we are deeply invested in this population. Aging in place in a rural setting is very difficult, and good public transportation is an important part of the solution. Many seniors want to remain in their homes, and the State of New Hampshire wants to keep them in their homes, but they become isolated when they can no longer drive. Volunteer driver programs, like the one operated by Community Alliance Transportation Services (or CATS) in Sullivan County are part of the solution. But robust bus service is an equally important part – and the State of New Hampshire is not making that a priority.
3. **Public transportation is one of those key building blocks of society, and we believe this should be reflected in the 10-Year Plan.** Like PUBLIC education and PUBLIC libraries and PUBLIC roads and PUBLIC safety, PUBLIC transportation is critical to our functioning as a community. For many people, public transportation is the only reasonable way to get to medical appointments and the drug store and social service appointments and jobs and the food store. Many of them have no other way to get there. So when you don't fund public transportation, you don't just hurt transportation. You also hurt medical care, you also hurt social service delivery, you also hurt employment, you also undermine food security.

At the end of the day, we believe that a key role of government – at all levels – is to care for those who cannot care for themselves. I think Senator Bob Odell said it very well a few years ago when he was quoted in the Valley News: “My philosophy in government is we are stewards of the people's tax money, and government is here to serve people who can't serve themselves, need an assist, and maybe it's temporary, and maybe it's long-term.”

Thank you.

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**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Littleton Community Center  
Community House Annex  
126 Main Street  
Littleton NH**

**Monday, September 9, 2013  
3:00 PM**

**AGENDA**

1. Executive Councilor Raymond Burton
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# STATE OF NEW HAMPSHIRE

## INTER-DEPARTMENT COMMUNICATION

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 1**

**September 9, 2013**

**Location: Littleton, NH, Community Center, Selectmen's Meeting Room  
3:00 PM**

Councilor Burton opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Jeff Hayes, Executive Director and Mary Poesse, Transportation Planner with North Country Council (NCC) gave an overview of transportation in the North Country. Jeff noted that transportation is absolutely critical to economic development. Mary noted that there are many more needs than available funding. Funding related to maintenance, preservation and bridges are the focus in the NCC region. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Jeff also noted that you do not have to always build a project to solve a transportation issue.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very

much a work in progress. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

The following comments from those in the audience were raised and discussed:

- Mr. Ed Betz from Whitefield wanted to express gratitude to the Department and Nancy Mayville for State Aid Bridge assistance within the town, and for flexibility in standards. The town was able to affordably address bridge needs as a result of the Department's willingness to work with them. Ed also noted that there were local concerns regarding an operating lease agreement for a rail line that was concerning to local officials. Questions were raised about the terms of the agreement and whether they were being met. The Department committed to getting back to local officials with an update.
- Mr. Mitch Ziemba expressed concern that the section of NH 135 between Monroe in Littleton is in terrible condition and is becoming a safety hazard. He asked when it would be addressed. Brian Schutt, NHDOT District 1 Engineer indicated that this area might be paved this year if there is sufficient funding remaining in the paving contractor's budget.
- Carl Martland, from Sugar Hill and member of North Country Council Technical Advisory Committee was very impressed with the process used in establishing consistent criteria for evaluating projects through the use of Lean process and Decision Lens Software. He also expressed support for I-93 bus service into the North Country review.
- Littleton Town Manager, Fred Moody requested that two culverts being replaced by Bridge Maintenance be coordinated with a local Safe Routes to School project. He also noted the following concerns that have come up with this city:
  - NH 135 condition
  - Old Country Road/McDonald's driveway at US 302
  - Rutting on Main Street, people tripping in crosswalks
  - US 302 near Littleton Coop – crosswalk needed
  - Expressed support for an upcoming study of the Saranac Street Corridor.
- Ms. Rebecca Harris, speaking on behalf of TransportNH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring \$188,000 in state in general funds to the budget for the purpose of match existing federal funding for public transportation.

The hearing was adjourned at about 12:30PM.





## Bill Watson

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**From:** Ray Burton <ray.burton@myfairpoint.net>  
**Sent:** Saturday, October 05, 2013 1:25 PM  
**To:** Carl Hilgenberg; Bill Cass; Brian Schutt; Christopher Clement (Commissioner); Mike Pillsbury; Bill Watson; jeff woodburn  
**Subject:** Re: Littleton DOT hearing

Carl-- you can thank NH DOT Commissioner level Bill Cass, Bill Watson, Dave Schutt at the DOT Crew at the Lancaster office for this work. this is just the beginning of projects that are in need of repair and upgrade and that will come with an increase in the NH gas tax! when you see local state representatives remind them of this need! We can only do what we have the money to do future projects.

Keep in touch---

Ray Burton

**From:** Carl Hilgenberg  
**Sent:** Friday, October 04, 2013 7:43 PM  
**To:** Ray Burton  
**Subject:** Re: Littleton DOT hearing

Subject: Re: Littleton DOT hearing

Carl--- There are projects like this all over NH that need attention. With new money they will be sooner.....call your local state Senator and Representatives urge them to vote for an increase in the gas tax!--- Ray Burton

Hi Ray,  
This was in regard to the deplorable condition of Rt. 135 that came up in the DOT Hearing

Once again you have done us all a great service. Just working through you, was all that was needed to push this project ahead. With the exception of a quarter of a mile of complete disaster, the road has been shim - paved (as the guys call it which looks to me like good old paving). This last section of disaster is currently being worked on to improve the ditches etc. and then final paving.

It is so much better Ray ! Thank you for your influential help.

Carl Hilgenberg.

To: Board of Selectmen

From: Ed Betz

Date: August 26, 2013

Subject: Storage of Railroad Box Cars in Whitefield

On August 20<sup>th</sup> Leon Geil, Ray Belanger, and myself made a presentation to the North Country Council Traffic Advisory Council relative to the proposal by the NH Central Railroad to store box cars on 1.5 miles of railroad trackage from Parker Road north to the Jiffy Mart on Route 116 in Whitefield. This proposal would effectively stop the NHDRED multi use trail #105 extending north beyond the Wing Road in Bethlehem. I question storage and warehousing box cars as the best use of this former rail corridor. The line could be much better utilized as a multi-purpose trail for supporting the tourism economy with biking, walking, snow-mobiling, etc. opportunities, as has now taken place in Berlin and elsewhere in the north country. The unfortunate reality is that tourism has replaced the good paying manufacturing jobs in western Coos. With the exception of the Whitefield segment a multi-use trail is a reality today from Haverhill north to Pittsburg, via Berlin and Milan. We understand that the NHDRED has the funding available to convert the rails from Littleton to Whitefield and with it the opportunity for increased local and regional economic activity as snow-mobiling cannot take place with winters of low snow fall with the rails in place, nor can biking and walking activities safely take place in other seasons of the year. Citing the economic transformation of rails to trails already taking place and at the urging of Glenn English from Haverhill and Bill Jackson from Gorham and others, the NCC TAC voted with one dissenting vote to support Whitefield's effort to extend trail #105 through Whitefield.

I have reviewed the Operating Agreement between the NH Bureau of Rails and the NH Central Railroad. I have also cursorily inspected the rail corridor from Jiffy Mart south and taken the attached photographs to document existing conditions, and what I would consider to be the poor condition of the railroad infrastructure as a Class I rail corridor. It should be noted that the rail facilities has to be maintained at FRA Class I Traffic Safety Standards or better (section 3.3.2.1 of the Operating Agreement) and not as "excepted" FRA facilities which do not have to comply with safety standards. As per Section 3.3, Maintenance of the Operating Agreement, the NH Central Railroad shall be responsible for the proper upkeep and maintenance which shall include ..... "surface and alignment, brush and vegetation control, and drainage and ditches". The pictures show in a representative 300 foot long segment of the existing rail bed that vegetation is not being controlled; drainage swales are filling up with sediment; old railroad ties have been left in the swales; numerous cross ties have split; and rail fastening spikes at many locations are no longer anchored to the cross ties as the ties themselves have deteriorated and rotted. I have also reviewed, and attached, cited references to the Federal Railroad Administration Track and Compliance Manual dated July 2012. The class specific deficiencies above are cause to recommend taking the track out of service (FRA 213). The noted deficiencies are not consistent with terms of the Operating Agreement.

It has been reported that there are gravel deposits valued at \$5 to 6 million dollars in the Wing Road area and that this opens the opportunity to someday railway freight, rather than trucking, these gravel

deposits elsewhere. The Chick Ingerson gravel pit near Wing Road has been operating for several years and stone is now being trucked into the asphalt batch plant at Ingerson from Guildhall, Vermont by Carroll Concrete. I would question the economics of ever upgrading the rail line from Wing Road north, especially as the gravel resources may be playing out. Further, where are the gravel markets in northern Coos?

Finally section 3.2.1 of the Operating Agreement states that the...“the **temporary** storage of railcars shall not be prohibited...” If rail cars are stacked up from Parker Road to Jiffy Mart, how long are the cars at Parker Road, and furthest away from Jiffy Mart, going to be stored as this line will be dead ended?

Several years ago the Operating Agreement made sense; however, much has changed in the North Country in the last 15 years or so. Since then with the disappearance of the paper and furniture industries, the railroad freight opportunities have unfortunately dried up. Perhaps someday manufacturing will return, however, by then the existing rail corridors will have deteriorated even further. The Operator will most likely not have sufficient revenues to carry the required 20% of annual gross revenues to satisfactorily keep the rails at a Class I level maintenance (section 3.3.2.1). How much income will the Operator realize on an annual basis from storing rail cars? Is this income anywhere near sufficient to pay for rail upkeep to a Class I level, especially considering the losses to the tourism economy, let alone railroad abutters being saddled with rusting box cars (see photos)? The State of Vermont and the Vermont Association of Snowmobilers have long recognized the importance of VAST trails to the tourism economy of Vermont. The State is investing heavily in the upgrade of the old rail bed and bridges from St Johnsbury to Swanton, a distance of 124 miles. VAST has maintained good relations with abutter property owners, and in fact, abutters have realized increased property values from near-by multi-use trails.

In Summary, would it not make the most sense from a land use prospective to use the former rail corridors to improve the economy of Whitefield with a multi-use trail, and not as a storage yard for graffiti covered box cars? I do not want to see the NH Central Railroad go bankrupt, but is the Parker Road to Jiffy Mart storage yard the difference in keeping the Railroad afloat? I would recommend that the Selectmen invite Shelley Winters from the Bureau of Rails to a discussion of the above, and perhaps later with Ed Jeffries to see if perhaps a compromise of some type can be developed to benefit both the town and Railroad.

WHITEFIELD PLANNING BOARD  
7 JEFFERSON ROAD  
WHITEFIELD, NH 03598

To: Board of Selectmen  
From: Whitefield Planning Board  
Date: August 26, 2013

Subject: Storage of Railroad Box Cars in Whitefield

At the September 3<sup>rd</sup> Planning Board Work Session, the storage of railroad box cars in Whitefield was discussed in great detail. In attendance were Planning Board Members: Ed Betz, Scott Burns, Everett Kennedy, Mark Lufkin and Frank Lombardi, Whitefield Sno-King members, Kilkenny Trail Rider members, abutting land owners, as well as many other town residents. It was unanimous that all people in attendance oppose the storage of railroad box cars in Whitefield.

It is evident that parking railroad box cars on the route from Jiffy Mart to Littleton, and downtown to Hazen Road does not comply with the town's Master Plan. For example, the updated Master Plan states:

"The special way in which people have interacted with the natural environment over time has resulted in a complicated cultural layering that reflects the styles, concerns, livelihoods and ideologies of many eras. The resulting cultural environment - the historic buildings, sites, landscapes and scenic vistas - work together to evoke a "sense of place" that gives a community its identity. Community character is partly concrete, visible and measurable, as well as partly intangible: physical images of the way life has been and is now combine(d) with memory, spiritual and aesthetic values to give resonance to an area."

The Master Plan also refers to the Innovative Land Use Planning Techniques - A Handbook for Sustainable Development and clearly addresses preserving wildlife corridors. The parking of these railroad box cars would clearly fragment the habitats among these wildlife corridors. There are many examples in the Natural, Scenic, Cultural and Historic Resources section in the Master Plan that demonstrate this to be a negative impact for the town as well.

As a planning board, we oppose the storage of these railroad box cars. We feel this would negatively impact the town economically and environmentally. As a town we are struggling to survive in this current tourism economy.

The Planning Board also feels that the storage of box cars, not only conflict's with the Town's Master Plan, but also several provisions in the Town's zoning ordinances as contained in the Whitefield Comprehensive Development Guide. Depending on how the meeting with the Bureau of Rails goes on September 9th, the Selectmen may want to consult with Town Attorney, Bernie Waugh, on conformance of the railroad operating lease with the Town's ordinances, and other supporting documentation.

**NCC Transportation Advisory Committee**  
**NCC Conference Room, the Cottage at the Rocks, Bethlehem, NH**  
**Meeting Minutes**  
**August 20<sup>th</sup>, 2013**

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**Present:** Henry Anderson (Madison), Ed Betz (Whitefield), Councilor Raymond Burton, Bev Raymond (Berlin), George Pozzuto (Milan), Joe Elgosin (Whitefield), Kenyon Karl (Wentworth), Frank Claffey (Bethlehem), Glenn English (Haverhill), Ben Oleson (Lancaster), Carl Martland (Sugar Hill), Jack Rose (Albany) and Bill Jackson (Gorham).

**Staff:** Mary Poesse, Transportation Planner  
Geoff Sewake, Planner  
Jeff Hayes, Executive Director

**NHDOT:** William Rose  
Nancy Mayville

**Guests:** Mike Scala (Ayotte's Office)  
Chuck Henderson (Shaheen's Office)

**Call To Order:**

Bev Raymond called the meeting to order at 1:00 pm.

**1. Welcome / Introductions / Attendance**

A round table of introductions was completed and an attendance sheet was passed around.

**2. Minutes**

The minutes of 6/18/13 were reviewed and unanimously approved as presented by motion of Claffey/Elgosin. All were in favor.

**3. NHDOT Funding Programs**

Nancy Mayville (NHDOT) gave a PowerPoint presentation on DOT Transportation Funding and handed out an outline to TAC members. She discussed the various funding programs, timelines, match requirements, etc. (Copies of the outline are available by contacting Mary Poesse.

Some of the following questions were brought up:

- Are administrative costs eligible?
  - Yes, but it does take away from the overall construction budget.
- In the past, DOT has used TE funds for the acquisition of abandoned rail corridors. Is that still eligible?
  - Yes but DOT can't be the applicant. They could partner with the applicant though.
- Do towns get Block Grant Aid funding for roads that DOT maintains in the summer but the town plows in the winter?
  - No

**4.) Other Updates**

**Councilor Burton** – reported that he has been working with DOT to plan GACIT hearings around the region. Once the dates and locations are finalized, Mary Poesse will send the schedule to TAC members and towns. All TAC members were encouraged to go and participate in the meetings. Councilor Burton also discussed the need to

raise the gas tax to improve the roads and bridges that are falling into disrepair. He added that on Friday he will be doing an aviation tour around the region.

**Transit Update** – Beverly Raymond reported that North Country Transit just got a new vehicle for the Coos-Grafton region and that they have been very busy providing rides around the region. She also added that DOT has cut transit funds and that NCT and other providers are really feeling the cuts.

Jack Rose added that the secondary roads in Carroll County need to be paved because they are damaging the busses and causing very uncomfortable rides for passengers of Carroll County Transit.

**CCRCC** – Jack Rose reported that NCC did a great job putting together the Transportation Provider Directories for Carroll County and that we have a number of copies available. He also added that providers weren't able to use all of the 5310 POS funds from FY13 because it was two years of funding and they got a late start. The FY14 funds were awarded and the providers have started using their funds in July.

**GCRCC** – Bev Raymond reported that NCC is working with the providers to develop the first invoice for the 5310 POS funds for the GCRCC region.

**SRTS Travel Plan in Northumberland** – Mary Poesse reported that NCC has been working with Northumberland to develop a Comprehensive Travel Plan for their SRTS program. The draft has been sent to John Corrigan at DOT for comment and edits will be made in time to prepare for round 7 of the grant program.

**SRTS Grant Round 7**– Mary Poesse reminded the TAC that round 7 of the SRTS program will be announced in the Fall/Winter. This is the last round of SRTS as a separate program and towns should start working on their projects now to prepare if they are considering applying.

**New NCC Staff Member** – Mary Poesse introduced Geoff Sewake, the new NCC planner that will be spending a lot of time working on NCC's transportation program. Geoff said a few words about his experience and the work he will be doing at NCC.

## 5.) Other Business

**Littleton/Whitefield Rail Trail** – Ed Betz reported that the town of Whitefield is supportive of the potential rail to trail project from Littleton to Whitefield. This project would provide an economic boost for communities, especially with the declining economy and loss of businesses. Ed shared the following information with the TAC:

- NH Central RR has the lease on those tracks and won't allow DOT to pave over the tracks even though they are in terrible condition
- RR cars are being stored on tracks all along the North Country. It is a problem because they have graffiti on them, there are fires being set in them, and people are sleeping in them and leaving litter and broken glass all around.
- The snowmobile industry brings a lot of money into the region and this could help many of the communities in the area including Whitefield.
- Ed has been talking to Shelley Winters to try to get some answers to a number of questions that the town has
- The town of Gorham just opened up their roads to ATVs so they can access fuel, food, and lodging. It has been very successful. Bill Jackson of Gorham offered to help in any way and to share info.
- If rails were removed from Littleton to Whitefield, an access trail could be built around the airport and could link to the Cherry Pond Trail and provide trail access to Gorham.
- Snowmobile clubs would build and maintain the trails once the rail is removed. They can access trails funds through DRED.



Glenn English added that this idea is interesting because there is the potential that this trail could be linked to Woodsville. That means there is the possibility of having an ATV/Snowmobile trail from Woodsville to Gorham and Pittsburg.

Glenn made a motion that the TAC go on record supporting initiative to create the rail trail from Littleton to Whitefield and to try to connect the trail to Woodsville and Gorham. Bill Jackson seconded the motion. Joe Elgosin opposed. All others were in favor.

Councilor Burton suggested that Ed Betz contact Ed Jeffreys, who is leasing the rail line. He also added that Harry Brown is going to be convening a summit about appropriate behavior for ATVs on roads in NH. Ray added that he is happy to support this project and to help intervene with selectboards and others if that would be helpful.

There was some discussion about the cost to remove the rail vs. the value of the steel that is removed.

**Future Meetings** – Bev asked the group what they would like to see on the agenda for future meetings. Some of the following ideas were suggested:

- Concord Coachline, inter-city bus service, and rail (Carl Martland)
- Shelly Winters – Bureau of Rail and Transit (Joe Elgosin)
- Climate Change presentation – Chris Skolund of NHDES (Nancy Mayville)

## **5. Adjourn**

Joe Elgosin made a motion to adjourn and Henry Anderson seconded. All were in favor. And the meeting was adjourned.

Minutes Written by:

Mary Poesse

8/20/13

WHITEFIELD PLANNING BOARD  
7 JEFFERSON ROAD  
WHITEFIELD, NH 03598

To: Board of Selectmen  
From: Whitefield Planning Board  
Date: August 26, 2013

Subject: Storage of Railroad Box Cars in Whitefield

At the September 3<sup>rd</sup> Planning Board Work Session, the storage of railroad box cars in Whitefield was discussed in great detail. In attendance were Planning Board Members: Ed Betz, Scott Burns, Everett Kennedy, Mark Lufkin and Frank Lombardi, Whitefield Sno-King members, Kilkenny Trail Rider members, abutting land owners, as well as many other town residents. It was unanimous that all people in attendance oppose the storage of railroad box cars in Whitefield.

It is evident that parking railroad box cars on the route from Jiffy Mart to Littleton, and downtown to Hazen Road does not comply with the town's Master Plan. For example, the updated Master Plan states:

"The special way in which people have interacted with the natural environment over time has resulted in a complicated cultural layering that reflects the styles, concerns, livelihoods and ideologies of many eras. The resulting cultural environment - the historic buildings, sites, landscapes and scenic vistas - work together to evoke a "sense of place" that gives a community its identity. Community character is partly concrete, visible and measurable, as well as partly intangible: physical images of the way life has been and is now combine(d) with memory, spiritual and aesthetic values to give resonance to an area."

The Master Plan also refers to the Innovative Land Use Planning Techniques - A Handbook for Sustainable Development and clearly addresses preserving wildlife corridors. The parking of these railroad box cars would clearly fragment the habitats among these wildlife corridors. There are many examples in the Natural, Scenic, Cultural and Historic Resources section in the Master Plan that demonstrate this to be a negative impact for the town as well.

As a planning board, we oppose the storage of these railroad box cars. We feel this would negatively impact the town economically and environmentally. As a town we are struggling to survive in this current tourism economy.

The Planning Board also feels that the storage of box cars, not only conflict's with the Town's Master Plan, but also several provisions in the Town's zoning ordinances as contained in the Whitefield Comprehensive Development Guide. Depending on how the meeting with the Bureau of Rails goes on September 9th, the Selectmen may want to consult with Town Attorney, Bernie Waugh, on conformance of the railroad operating lease with the Town's ordinances, and other supporting documentation.



# Rail Line in Whitefield

**From:** Leon H. Geil (lgeil@myfairpoint.net) This sender is in your  
**Sent:** Tue 8/20/13 4:31 PM  
**To:** Chris Gamache (Chris.Gamache@dred.state.nh.us)  
**Cc:** EDWIN BETZ (burnslake05@msn.com)

Chris,

Thank you for the response. We had the mfg with the bill today so it went quite well. It was felt by most that it was critical to keep the line live at all times and open for the coal system. Really got no other line with should access to Whitefield for snowmobiles and future ATVs. It would also shut off some future competition with the rest of the state. It was as if having a regional impact. A vote item was made for the bill supporting the coal system and it passed with all live mine votes.

Janey Mayville, NHDOT was there so she heard the entire discussion.

I should note that Shelley is very confused when she calls this line a "tax parasite". Outside of my region, most logging by the county they have some logging but very little of it for now because

Leon

**From:** Christopher Gamache [mailto:Christopher.Gamache@dred.state.nh.us]  
**Sent:** Tuesday, August 20, 2013 3:17 PM  
**To:** Leon H. Geil  
**Subject:** RE: Rail Line In Whitefield

Thank you for the response. We had the mfg with the bill today so it went quite well. It was felt by most that it was critical to keep the line live at all times and open for the coal system. Really got no other line with should access to Whitefield for snowmobiles and future ATVs. It would also shut off some future competition with the rest of the state. It was as if having a regional impact. A vote item was made for the bill supporting the coal system and it passed with all live mine votes.

-----Original Message-----

**From:** Leon H. Geil [ ]  
**Sent:** Monday, August 19, 2013 4:53 PM  
**To:** Christopher Gamache  
**Subject:** Rail Line In Whitefield

Here is a copy of a response to the Whitefield Admin Assct. to town concerns over the storage of rail cars on the Whitefield to Littleton line. I'm not sure if Ms. Winters knows anything about this line. I should note that the Rail Co. has already brushed logged the line from Jilly Mart/NH 116 to Parker Road. I can say the abutters are not happy.

This issue is supposed to be discussed tomorrow at the NCC meeting in Bethlehem between 1:00 PM and 3:00 PM.

Leoni

**From:** Shelley Winters [mailto:shelley.winters@whitefieldnh.com] ]  
**Sent:** Thursday, August 15, 2013 5:15 PM  
**To:** 'Judy Ramsdell'  
**Cc:** Brian Lombard  
**Subject:** RE: Rail Line in Whitefield

Hazen Rd 15A/098 over Johns R.  
Prelim Engr. Study



640 Commercial Street  
Manchester, NH 03101  
Tel: (603) 444-0223 Fax: (603) 646-8802  
www.cei-engineers.com - www.ceiinspect.com

JOB \_\_\_\_\_ Water Street 090121  
SHEET NO \_\_\_\_\_ OP \_\_\_\_\_  
CALCULATED BY SRS DATE 8/18/2010  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SUBJECT 18-FOOT WIDE ONE-LANE BRIDGE REHABILITATION OPTION

Engineers Estimate

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
203.1	COMMON EXCAVATION	CY	350	\$ 20.00	\$ 7,000.00
207.2	ROCK CHANNEL EXCAVATION	CY	0	\$ 40.00	-
207.3	UNCLASSIFIED CHANNEL EXCAVATION	CY	0	\$ 20.00	-
209.1	GRANULAR BACKFILL	CY	10	\$ 45.00	\$ 450.00
209.201	GRANULAR BACKFILL (BRIDGE) (F)	CY	0	\$ 35.00	-
214	FINE GRADING	U	1	\$ 3,000.00	\$ 3,000.00
304.2	GRAVEL (F)	CY	170	\$ 26.00	\$ 4,250.00
304.3	CRUSHED GRAVEL (F)	CY	160	\$ 28.00	\$ 4,500.00
403.11	HOT BITUMINOUS PAVEMENT, MACHINE METHOD	TON	105	\$ 100.00	\$ 10,500.00
403.12	HOT BITUMINOUS PAVEMENT, HAND METHOD	TON	12	\$ 135.00	\$ 1,620.00
417	COLD PLANING BITUMINOUS SURFACES (F)	SY	110	\$ 30.00	\$ 3,300.00
502	REMOVAL OF EXISTING BRIDGE STRUCTURE	U	1	\$ 20,000.00	\$ 20,000.00
503.1	WATER DIVERSION STRUCTURES (60" HDPE)	U	0	\$ 8,000.00	-
504.1	COMMON BRIDGE EXCAVATION (F)	CY	0	\$ 30.00	-
504.2	ROCK BRIDGE EXCAVATION	CY	0	\$ 85.00	-
606	STRUCTURAL FILL	CY	0	\$ 55.00	-
520.011	CONCRETE CLASS AA (F)	CY	0	\$ 1,000.00	-
520.1	CONCRETE CLASS A	CY	5	\$ 800.00	\$ 4,000.00
520.12	CONCRETE CLASS A, ABOVE FOOTINGS (F)	CY	0	\$ 725.00	-
520.213	CONCRETE CLASS B, FOOTINGS (ON SOIL) (F)	CY	0	\$ 325.00	-
	PREFABRICATED SUPERSTRUCTURE	U	1	\$ 45,500.00	\$ 45,500.00
538.5	BARRIER MEMBRANE, WELDED BY TORCH	SY	0	\$ 35.00	-
544.3	REINFORCING STEEL (CONTRACTOR DETAILED)	LB	0	\$ 1.00	-
544.31	REINFORCING STEEL - EPOXY COATED (CONTRACTOR DETAILED)	LB	0	\$ 1.25	-
585.1	STONE FILL, CLASS A	CY	0	\$ 50.00	-
585.21	STONE FILL, CLASS B (BRIDGE)	CY	0	\$ 40.00	-
585.4	STONE FILL, CLASS D - ROUNDED STONE	CY	0	\$ 35.00	-
603.82100	60" POLYETHYLENE PIPE (CORRUGATED INTERIOR)	LF	0	\$ 250.00	-
606.140	BEAM GUARDRAIL (STANDARD SECTION - WOOD POSTS)	LF	173	\$ 20.00	\$ 3,460.00
606.147	BEAM GUARDRAIL (TERMINAL UNIT TYPE G-2)	U	4	\$ 850.00	\$ 2,600.00
619.1	MAINTENANCE OF TRAFFIC	U	1	\$ 8,000.00	\$ 8,000.00
645.7	STORMWATER POLLUTION PREVENTION PLAN	U	1	\$ 2,500.00	\$ 2,500.00
645.71	MONITORING SWPPP AND EROSION AND SEDIMENT CONTROLS	HR	60	\$ 65.00	\$ 3,900.00
692	MOBILIZATION	U	1	\$ 20,000.00	\$ 20,000.00
699	TEMPORARY PROJECT WATER POLLUTION CONTROL	\$	1	\$ 2,500.00	\$ 2,500.00

SUBTOTAL \$ 147,080.00

15% CONTINGENCY \$ 22,100.00

TOTAL CONSTRUCTION COST \$ 169,180.00

DESIGN ENGINEERING & PERMITTING \$ 80,000.00

CONSTRUCTION ENGINEERING \$ 25,000.00

CONSTRUCTION TESTING \$ 2,000.00

TOTAL COST \$ 256,180.00

Appendix B



540 Commercial Street  
 Manchester, NH 03101  
 Tel: (603) 468-8223 Fax: (603) 468-8802  
 info@ldengineers.com - www.ldengineers.com

JOB Water Street 030121  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 CALCULATED BY SRB DATE 9/30/2009  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SUBJECT TWO-LANE BRIDGE OPTION

Engineers Estimate

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
203.1	COMMON EXCAVATION	CY	725	\$ 15.00	\$ 10,875.00
207.2	ROCK CHANNEL EXCAVATION	CY	100	\$ 40.00	\$ 4,000.00
207.3	UNCLASSIFIED CHANNEL EXCAVATION	CY	300	\$ 30.00	\$ 9,000.00
209.1	GRANULAR BACKFILL	CY	25	\$ 20.00	\$ 500.00
209.201	GRANULAR BACKFILL (BRIDGE) (F)	CY	420	\$ 40.00	\$ 16,800.00
214	FINE GRADING	U	1	\$ 4,000.00	\$ 4,000.00
304.2	GRAVEL (F)	CY	200	\$ 40.00	\$ 8,000.00
304.3	CRUSHED GRAVEL (F)	CY	150	\$ 45.00	\$ 6,750.00
403.11	HOT BITUMINOUS PAVEMENT, MACHINE METHOD	TON	125	\$ 100.00	\$ 12,500.00
403.12	HOT BITUMINOUS PAVEMENT, HAND METHOD	TON	11	\$ 135.00	\$ 1,485.00
417	COLD PLANING BITUMINOUS SURFACES (F)	SY	110	\$ 40.00	\$ 4,400.00
501.2	TEMPORARY BRIDGE INCLUDING APPROACHES (1-LANE)	LS	1	\$ 200,000.00	\$ 200,000.00
502	REMOVAL OF EXISTING BRIDGE STRUCTURE	U	1	\$ 20,000.00	\$ 20,000.00
503.1	WATER DIVERSION STRUCTURES (60" HDPE)	U	1	\$ 12,500.00	\$ 12,500.00
503.2	COFFERDAMS	U	1	\$ 88,000.00	\$ 88,000.00
504.1	COMMON BRIDGE EXCAVATION (F)	CY	210	\$ 30.00	\$ 6,300.00
504.2	ROCK BRIDGE EXCAVATION	CY	70	\$ 130.00	\$ 9,100.00
508	STRUCTURAL FILL	CY	65	\$ 55.00	\$ 3,575.00
520.011	CONCRETE CLASS AA (F)	CY	25	\$ 1,100.00	\$ 27,500.00
520.12	CONCRETE CLASS A, ABOVE FOOTINGS (F)	CY	130	\$ 750.00	\$ 97,500.00
520.213	CONCRETE CLASS B, FOOTINGS (ON SOIL) (F)	CY	135	\$ 400.00	\$ 54,000.00
528.1136	PRESTRESSED CONCRETE BRIDGE DECK, VOIDED SLABS (F)	SF	1097	\$ 100.00	\$ 109,700.00
538.5	BARRIER MEMBRANE, WELDED BY TORCH	SY	107	\$ 25.00	\$ 2,675.00
544.3	REINFORCING STEEL (CONTRACTOR DETAILED)	LB	22800	\$ 1.25	\$ 28,500.00
544.31	REINFORCING STEEL - EPOXY COATED (CONTRACTOR DETAILED)	LB	2000	\$ 1.50	\$ 3,000.00
583.73	BRIDGE RAIL F (3-BAR) (F)	LF	169	\$ 105.00	\$ 17,745.00
585.1	STONE FILL, CLASS A	CY	190	\$ 38.00	\$ 7,220.00
585.21	STONE FILL, CLASS B (BRIDGE)	CY	20	\$ 40.00	\$ 800.00
585.4	STONE FILL, CLASS D - ROUNDED STONE	CY	100	\$ 35.00	\$ 3,500.00
603.02160	60" POLYETHYLENE PIPE (CORRUGATED INTERIOR)	LF	27.5	\$ 250.00	\$ 6,875.00
619.1	MAINTENANCE OF TRAFFIC	U	1	\$ 20,000.00	\$ 20,000.00
645.7	STORMWATER POLLUTION PREVENTION PLAN	U	1	\$ 5,000.00	\$ 5,000.00
645.71	MONITORING SWPPP AND EROSION AND SEDIMENT CONTROLS	HR	160	\$ 75.00	\$ 12,000.00
682	MOBILIZATION	U	1	\$ 82,000.00	\$ 82,000.00
689	TEMPORARY PROJECT WATER POLLUTION CONTROL	U	1	\$ 5,000.00	\$ 5,000.00
SUBTOTAL					\$ 900,550.00
10% CONTINGENCY					\$ 90,100.00
TOTAL CONSTRUCTION COST					\$ 990,650.00
DESIGN ENGINEERING					\$ 120,000.00
CONSTRUCTION ENGINEERING					\$ 120,000.00
CONSTRUCTION TESTING					\$ 10,000.00
TOTAL COST					\$ 1,240,650.00



# Office of Selectmen

Town of Whitefield, N.H. 03598

*"Heart of the White Mountains"*

603/837-2551

July 19, 2010

Nancy Mayville, P.E.  
Municipal Highways Engineer  
Bureau of Planning and Community Assistance  
New Hampshire Department of Transportation  
P.O. Box 483/7 Hazen Drive  
Concord, NH 03824

Re: Whitefield #15732  
Water Street over Johns River, Br. No. 106/106  
Request for Design Exception

Dear Ms. Mayville:

It is requested by the Town of Whitefield that a design exception be approved for the above noted project regarding the bridge width, design speed, and hydraulic capacity.

#### Existing Conditions:

- ◆ The existing crossing of Water Street over the Johns River consists of a simple span steel girder bridge with timber deck and concrete faced stone abutments with timber backwalls. The span is approximately 25 feet. The superstructure received a poor rating in the 2008 bridge inspection report and consists of deteriorating steel girders that need to be replaced. The substructure received a good rating in the 2008 bridge inspection report and has only some small voids under the facing concrete. Overall, the bridge is on the red list and has a sufficiency rating of only 37.6%. The bridge is the only access for residents on the southern side of the bridge across the Johns River.
- ◆ Water Street is currently a narrow two-lane road approximately 16 feet wide that narrows to a single lane bridge with a width of approximately 14 feet. The existing roadway does not contain pavement markings to delineate shoulder and lane widths.
- ◆ Water Street does not have a posted speed limit, but 30 mph was assumed for design purposes.
- ◆ The existing bridge is located at a crest in the vertical profile.
- ◆ Water Street is a local, dead end street with a low volume of traffic that primarily provides access to 23 residential homes. The homes are built very close to the existing road and railroad right-of-way and provide little to no room for future

expansion on the south side of the bridge. As a result, traffic volume growth will be minimal.

- ◆ The existing bridge abutments appear to be in good condition with no cracks or evidence of surface deterioration.
- ◆ Hydraulic calculations indicate that the existing structure is not sufficient to accommodate a 50-Year Storm Event. The calculations show that much of the surrounding neighborhood along the bridge approaches would be overtopped. However, there is no known history of flooding at or in the immediate vicinity of the bridge.

#### Proposed Design:

- ◆ The project involves the replacement of the existing steel girder with timber deck superstructure with a prefabricated galvanized steel beam superstructure with concrete-filled grid deck placed on the existing substructure. This option is the Town preferred option based on a May 24, 2010 public meeting.
- ◆ The proposed bridge section is a single lane with 16'-0" width rail to rail. As previously noted the existing bridge is a single lane with a bridge width of approximately 14'-0" wide.
- ◆ The proposed vertical profile will be similar to the existing profile. The existing profile does not meet AASHTO criteria for a 30 mph roadway.
- ◆ The proposed vertical profile meets AASHTO stopping sight distance criteria for 25 mph.
- ◆ The proposed superstructure will have a structure depth that is the same or less than the existing superstructure, so the hydraulic capacity for the proposed structure is similar to the existing.

#### Exceptions Requested:

- ◆ Maintain single lane, 16-foot wide bridge width.
- ◆ Reduce design speed to 25 mph.
- ◆ Waive the requirement that the replacement structure must accommodate a 50-year storm event with 1'-0" of freeboard.

Justification for Exceptions:

- ◆ The existing bridge is a one lane, 14-foot wide bridge with narrow 16-foot wide two-lane roadway approaches. Traffic is minimal (less than 300 vehicles per day) and is not anticipated to increase due to the proximity of homes to the existing right-of-way, limiting future expansion. The existing one lane configuration over the bridge has functioned well throughout its history. Due to its low prevailing speeds, good sight distances, and the presence of street lights, we believe a new one-lane bridge will meet the current and future traffic needs.
- ◆ The road provides access to just 23 homes and 2 vacant lots per Town of Whitefield Property Maps.
- ◆ Pedestrian traffic is minimal with only 8 to 10 school children crossing the structure twice a day to get to and from their bus stop.
- ◆ The average annual daily traffic (AADT) for 2008 was 170 vehicles. Therefore, the peak hour (10% of AADT), assumed to be during the morning or evening, will have approximately 17 vehicles traveling in primarily one direction to or from work.
- ◆ The existing 14-foot wide one lane configuration over the bridge has functioned well throughout its history with no accidents reported in the 2006-2008 period or identified by the Whitefield Police Department. In addition, at the May 24, 2010 public meeting, no issues with the one-lane bridge were expressed.
- ◆ The bridge span is short, so the time it will take for pedestrians to cross will be minimal.
- ◆ Due to the vicinity of several property owners immediately adjacent to the bridge, increasing the existing bridge width to satisfy two-lane bridge requirements would require significant property and ROW impacts. In addition, as the Town has no plans to widen Water Street in the future, a transition from a 24-foot wide two-lane bridge to the 16-foot wide existing roadway would add unnecessary additional costs to the project with few added benefits over the one-lane option.
- ◆ The existing vertical profile, although relatively flat, has a slight crest over the bridge. Due to the close proximity of existing homes, drives, and another road, as well as the presence of a 60" diameter HDPE culvert on the north side of the bridge that converges with the Johns River immediately downstream of the Water Street crossing, the proposed vertical profile was designed to follow the existing profile as closely as possible. The proposed bridge approaches have been raised slightly to

create a smoother transition into the crest over the bridge as well as to smooth the abrupt grade changes in the existing vertical profile. Following the existing profile as closely as possible reduced project impacts to driveways and private property. Other benefits are that wetland impacts are lessened and the wingwall lengths are reduced.

- ◆ The existing single lane bridge by itself is a traffic calming measure slowing traffic as Water Street takes a 90 degree turn to the left approximately 200 feet south of the bridge.
- ◆ The available sight distance based on AASHTO design criteria was evaluated and it was determined that the proposed vertical profile was sufficient for a 25 mph design speed. These criteria include:
  - a driver with an eye-height estimated to be 3.5 feet above the ground should be able to see another approaching driver also at an estimated 3.5 feet above the ground within the recommended stopping distance for the design speed;
  - and a driver with an eye-height estimated to be 3.5 feet above the ground should be able to see an object estimated to be 2 feet above the ground within the recommended stopping distance for the design speed.
- ◆ As the two-lane 16'-0" wide road will become a one lane 16'-0" wide road on the bridge, we believe the design speed should be reduced to 25 mph to reduce safety concerns with potential vehicle conflicts associated with a one lane bridge.
- ◆ We would propose to add advisory warning signs for a reduced 25 mph speed and single lane bridge, as well as maintain the existing street lights at the bridge for improved nighttime visibility.
- ◆ There is no history of flooding at the bridge or in its immediate vicinity over the last 80 years since the bridge was built. The area has almost certainly seen at least one 50-year storm in that time. Therefore, the overall conclusion is that flooding and/or overtopping of the roadway approaches has not occurred due to a wide upstream floodplain and the presence of the 60" HDPE pipe that is taking overflow. The Town is aware that they will need to maintain this pipe even though it carries only a small percentage of the flood flow.

The Town understands that there are disadvantages and potential safety issues associated with the reduced design criteria that the exceptions are requested for. These are:

- ◆ Potentially reduced safety by transitioning from two lanes to one lane over the bridge.



- ◆ Potentially reduced sight distances when approaching the bridge at speeds in excess of the design speed.
- ◆ The potential for future flooding causing damage to the bridge structure, roadway approaches, and properties.

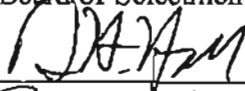
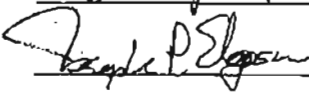
The Town understands that it will accept any liability associated with not meeting current NHDOT roadway geometric design standards or hydraulic requirements. All other NHDOT design standards will be provided for in this project.

It is the Town's position that a one-lane bridge similar to the existing bridge will adequately meet the Town's needs for the foreseeable future. Therefore, it is the Town's position that the additional expense to construct a bridge that meets all NHDOT and AASHTO design criteria is not warranted. As shown in Appendix A of the Engineering Report, the cost differences between the one-lane, 25-foot span structure (\$256,180) favored by the Town are substantial when compared to the one-lane 37-foot span structure (\$899,000) recommended by CLD and the two-lane, 37-foot span structure (\$1,010,650). With such significant cost differences, no history of flooding upstream, and no traffic accidents, the Board of Selectmen feel that it would be extremely difficult to obtain a 2/3's bond vote.

Your concurrence with the above requested design exceptions is respectfully requested.

Very truly yours,

Board of Selectmen

  
\_\_\_\_\_  
  
\_\_\_\_\_  
\_\_\_\_\_

cc: John Byatt, P.E., CLD Engineers

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION

RECEIVED  
DEPARTMENT OF  
TRANSPORTATION

SEP - 5 2013

**DATE:** September 5, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Littleton**

BUREAU OF  
Planning and Community Assistance

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Littleton	17.72%	4.94%	12.62%	1.82%
Grafton County	15.50%	7.66%	9.79%	.072%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Grafton County Senior Citizens Council 77 Riverglen Lane PO Box 98 Littleton, NH 03561	Seniors	Contact: Kate Vaughan – Director 603-444-6050
North Country Manor 71 School St Littleton, NH 03561	Seniors	Contact Annamarie Sloss 603-259-3100 <a href="mailto:annaresloss@gmail.com">annaresloss@gmail.com</a>
Riverglen House 55 Riverglen Lane Littleton, NH 03561	Seniors	603-444-8800 800-545-5812
Tri-County CAP 224 Main St Littleton, NH 03561		603-444-6653
Town of Littleton 125 Main Street Suite 200 Littleton, NH 03561		Fred Moody 603-444-3996
Littleton Public Library 92 Main Street Littleton, NH 03561		
Littleton Area Chamber of Commerce 2 Union St PO Box 105 Littleton, NH 03561		603-444-6561
Littleton Area Television 159 Oak Hill Ave Littleton, NH 03561		<a href="mailto:latvchannel2@roadrunner.com">latvchannel2@roadrunner.com</a>

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Aldermanic Chambers – 3<sup>rd</sup> Floor  
City Hall  
1 City Hall Plaza  
Manchester NH**

**Wednesday, September 11, 2013  
7:00 PM**

**AGENDA**

1. Executive Councilor Christopher Pappas
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**





# STATE OF NEW HAMPSHIRE

## INTER-DEPARTMENT COMMUNICATION

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 4**

**September 11, 2013**

**Location: Manchester, NH, Aldermanic Chambers – City Hall  
7:00 PM**

Councilor Pappas opened the meeting with a moment of silence in respect to September 11. He then proceeded to provide an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

David Preece, Executive Director with the Southern NH Planning Commission (SNHPC) gave an overview of the status of transportation in the SNHPC area. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Developing regional targets of allocations helped the Technical Advisory Committee (TAC) to keep transportation needs in perspective. The SNHPC TAC and MPO Committees reviewed 27 new projects, 16 existing projects and 33 additional projects identified in their Long Range Transportation Plan. Primary focus areas were mobility, safety, maintenance of the existing infrastructure. Economic development was also an important consideration. SNHPC identified over \$680 in transportation needs, with \$481M of that being projects not including I-93. At the end of the process, the TAC and MPO felt that they had accomplished with the new Ten Year Plan Process.



Bill Cass, Director of Project Development presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, but as continuation of existing programs at present levels. While there are many more needs than resources, as reflected in the long lists of recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Bill went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to be level at the current amounts of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for 193 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state funds in the program, with continued reliance on Turnpike toll credits. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities. Bill discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased funding has remained constant for many years that fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads are prioritized over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

The following comments from those in the audience were raised and discussed:

- Mr. Will Stewart, speaking on behalf of the Manchester Chamber of Commerce, identified a number of projects and opportunities that would help the economic development of the region:

- Expansion of I-93
- Completion of the Exit 6/7 study and project no I-293
- NH 101 widening in Bedford
- Manchester Transit funding
- Manchester Airport improvements
- Bus service from Portsmouth to Manchester
- State operating support to match federal FTA funding at 2009 levels
- Pettengill Road construction

Will noted that safety is key, but not to forget economic development. (Letter provided along with verbal testimony)

- Ms. Rebecca Harris, speaking on behalf of TransportNH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring \$188,000 in state in general funds to the budget for the purpose of match existing federal funding for public transportation.
- Councilor Pappas inquired as to the status of the Capital Corridor Study. Patrick Herlihy, NHDOT Director of Aeronautics, Rail and Transit indicated that the study is on-going and likely to be completed in December 2014. The study will be looking at various alternatives of rail and transit with different looks and feels and combinations of services.

The hearing was adjourned at about 7:50PM.

Sept. 11, 2013

Dear Councilor Pappas:

On behalf of Access Greater Manchester, a regional economic development initiative of the Greater Manchester Chamber of Commerce, the Southern New Hampshire Planning Commission and the New Hampshire Division of Resources and Economic Development, please accept this written testimony with regard to the draft 2015-2024 Ten-Year Transportation Improvement Plan to the Governor's Advisory Commission on Intermodal Transportation (GACIT).

Access Greater Manchester believes that the following projects listed in the draft plan are needed catalysts for the economic development of the greater Manchester region:

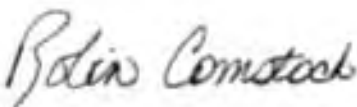
- Manchester – 16099 - F E. Everett Turnpike Exits 6 & 7 Planning and Engineering Study
- Salem to Manchester- 10418 – Completion of the I-93 Widening
- Bedford – 13953 – NH 101 Widening
- Manchester Transit Authority – Operating and Capital Assistance
- Manchester/Londonderry — Manchester-Boston Regional Airport Improvements
- Portsmouth/Manchester — 20222 — Bus Service Between Portsmouth and Manchester

We also ask the Commission to recommend that the state Legislature restore state operating support for community transportation to its 2009 level of \$188,000 as matching funds for 5311 and 5307 transportation providers as community transportation is some state residents' only method of accessing jobs.

Though the Pettengill Road project in Londonderry is not currently included in draft Ten-Year Plan, our organization feels it should be included for its tremendous economic development potential. When complete, Pettengill Road will open up more than 1,000 acres to development near Manchester-Boston Regional Airport and spur the creation of an estimated 10,000 jobs.

While understanding the vital importance of infrastructure maintenance projects, Access Greater Manchester believes that the jobs and increased tax revenues that would result from the above-listed economic development projects in the State's business core should be an especially high priority for the State at this time.

Respectfully submitted,



Robin Comstock  
President & CEO  
Greater Manchester Chamber of Commerce



David Preece  
Executive Director  
Southern NH Planning Commission

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 6, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Manchester**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Manchester	11.82%	17.95%	13.24%	5.50%
Hillsborough County	11.86%	12.35%	77.24%	2.88%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Amoskeag Millyard 3 Newell St Manchester, NH 03101	Family-Low-Income	603-778-6300
Amoskeag Residences Group Home 34 Brown Ave Manchester, NH 03101		603-668-4111
Carpenter Center 323 Franklin St. Manchester, NH 03101		603-625-5422
Families in Transition 122 Market St Manchester, NH 03101	Low-Income	603-641-9441
Latin American Center 521 Maple Street Manchester, NH 03101	Services for Latin Americans	603-669-5661
Southern NH Services 40 Pine St PO Box 5040 Manchester, NH 03108	Services for Elderly & Low-Income	603-624-5222
Manchester One City Hall Plaza Manchester, NH 03101		603-624-6455
Manchester City Library 405 Pine Street Manchester, NH 03104		Denise van Zanten 603-624-6550
Manchester TV 1045 Elm Street #300 Manchester, NH 03101		Jason Cote 603-628-6099\

Manchester Housing & Redevelopment Authority 198 Hanover Street Manchester, NH 03104-6125	Low Income	Dick Dunfey 603-624-2100
Manchester Community Health Center 145 Hollis Street Manchester, NH 03101		Kris McCracken kmccracken@mchc-nh.org 603-626-9500
Holy Cross Family Learning Ctr 438 Dubuque St Manchester, NH 03102-3546		Sr. Jacqueline Verville 603-622-9250
FaithBridge Church 301 South Main St Manchester, NH 03102		Rich Clegg 603-623-5292
Liberty House 75 West Baker St Manchester, NH 03103		Bill Zarakotas 603-669-0761
AARP New Hampshire 90 Elm St Suite 702 Manchester, NH 03101	Seniors	1-866-542-8168
EngAGING NH 9 Eagle Drive Bedford, NH 03110	Seniors	
SHINE St. Mathew's Church 7 North Mast Rd Goffstown, NH 03045	Seniors	Rev. William Exner 603-497-2003
Manchester Youth Professionals Network PO Box 651 Manchester, NH 03105		
Greater Manchester Chamber of Commerce 54 Hanover St Manchester, NH 03101		Charlene Courtemanche 603-792-4104
Stay Work Play NH 36 Lowell St #203 Manchester, NH 03101		Kate Luczko 603-860-2245

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Town Office – Council Chambers  
Moosehill Room  
268B Mammoth Road  
Londonderry NH**

**Thursday, September 12, 2013  
7:00 PM**

**AGENDA**

1. Executive Councilor Christopher Pappas
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
  
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
  
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**



# STATE OF NEW HAMPSHIRE

## INTER-DEPARTMENT COMMUNICATION

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 4**

**September 12, 2013**

**Location: Londonderry, NH, Town Hall  
7:00 PM**

Councilor Pappas provided an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

David Preece, Executive Director with the Southern NH Planning Commission (SNHPC) gave an overview of the status of transportation in the SNHPC area. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Developing regional targets of allocations helped the Technical Advisory Committee (TAC) to keep transportation needs in perspective. The SNHPC TAC and MPO Committees reviewed 27 new projects, 16 existing projects and 33 additional projects identified in their Long Range Transportation Plan. Primary focus areas were mobility, safety, maintenance of the existing infrastructure. Economic development was also an important consideration. SNHPC identified over \$680 in transportation needs, with \$481M of that being projects not including I-93. At the end of the process, the TAC and MPO felt that they had accomplished with the new Ten Year Plan Process.

NHDOT Commissioner Chris Clement noted that the Department is expecting that current federal funding levels will continue even after MAP-21 expires in September 2014. In an effort to be very transparent, the Department has identified a number of

turnpike projects that would require an additional \$520M over current funding levels today.

Bill Cass, Director of Project Development presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, but as continuation of existing programs at present levels. While there are many more needs than resources, as reflected in the long lists of recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Bill went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to be level at the current amounts of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for I93 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state funds in the program, with continued reliance on Turnpike toll credits. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities. Bill discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased funding has remained constant for many years that fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads are prioritized over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

The following comments from those in the audience were raised and discussed:

- Mr. Kevin Smith, Londonderry Town Manager, expressed some disappointment in a number of regional priorities not being included in the Draft Ten Year Plan:
  - NH 102 – various phases of widening
  - Pettengill Road
  - Remainder of I-93 widening
  
- Mr. Chris Oliverio, a Londonderry resident asked about Exit 4A. The Department indicated that there is not any funding for Exit 4A in the Draft Ten Year Plan. Funding is included in the \$250M amount that is needed to complete I-93. In addition, there is no westerly connection planned from Exit 4A.
  
- Ms. Laura Scott, Community Development Director in Windham, expressed support for the Pettengill Road project. She also asked the Department to consider improvements to the NH 111 Corridor in Windham. She noted its high ranking by Southern New Hampshire Regional Planning Commission. The town was hoping and requested that at least the engineering phase could be included on the plan to begin the design.
  
- Ms. Deb Paul, Londonderry resident and business owner, asked about the possibility of a direct connection from I-93 to the airport. Bill Cass indicated that this was considered as part of the Manchester Airport Access Road project, but was not supported by the Town of Londonderry. Any such endeavor would require a new study.
  
- Senator Sharon Carson spoke in strong favor of Pettengill Road and Exit 4A. She suggested the Pettengill Road project be at least listed in the Ten Year Plan, with no funding. She noted the Department's statement that Exit 4A would be an easterly only Exit. In response to a question about plan availability, Bill Cass noted that the engineering is being done by the Towns of Derry and Londonderry, and the latest plans should be available from the Towns or their consultant.
  
- Ann Chiampa asked a number of valuable questions:
  - Could the description of the Exit 4A project be clarified to note that the exit would only have an easterly connection?
  - She hoped there would be future I-93 hearings for as part of the ultimate widening.
  - She noted that tolls are only in the southern portion of the state and maybe they should be considered in other areas as well.

The hearing was adjourned at about 8:30PM.





I WISH TO SPEAK AT THIS HEARING:

Name Chris Oliverio

Organization Citizen of Londonderry  
(If Any)

Address 1 Trolley Car Lane Londonderry

Phone 603-421-0679  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name ANN CHIAMPA

Organization \_\_\_\_\_  
(If Any)

Address \_\_\_\_\_

Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Will Stewart

Organization Greater Manchester Chamber of  
(If Any) Commerce

Address 54 Hanover St., Manchester

Phone 752-4107  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris

Organization Transport NH  
(If Any)

Address \_\_\_\_\_

Phone \_\_\_\_\_  
(Optional)

9/12

I WISH TO SPEAK AT THIS HEARING:

Name Deb Paul

Organization \_\_\_\_\_  
(If Any)

Address 118 Handy Rd

Phone 537-2760  
(Optional)

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

Name Sharon Carson  
Organization N.H. State Senate  
(If Any)  
Address 19 Tokanel St. Londonderry  
Phone 661-4555  
(Optional)

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

Name Maria Newman  
Organization \_\_\_\_\_  
(If Any)  
Address 26 Offerson Rd Londonderry  
Phone 434-2194  
(Optional)

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

Name LAURA Scott  
Organization Town of Windham  
(If Any)  
Address 3 N. Lowell Rd  
Phone \_\_\_\_\_  
(Optional)

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

Name Kevin Smith  
Organization Town Manager / Londonderry  
(If Any)  
Address \_\_\_\_\_  
Phone \_\_\_\_\_  
(Optional)





# Southern New Hampshire Planning Commission

438 Dubuque Street, Manchester, NH 03102-3546, Telephone (603) 669-4664 Fax (603) 669-4350  
www.snhpc.org

RECEIVED  
OCT 3 2013

RECEIVED  
COMMISSIONERS OFFICE

September 20, 2013

William Cass  
Director of Project Development  
NH Department of Transportation  
7 Hazen Drive  
Concord, NH 03302-0483

Director of  
Planning and Community Assistance

SEP 26 2013

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

RE: Update to New Hampshire's Ten-Year Transportation Improvement Plan FY 2015 – FY 2024 – Windham NH 111 Corridor/Town Center Improvements Project

Dear Mr. Cass:

The purpose of this letter is to document the coordination that took place between NHDOT and this agency during SNHPC's regional project evaluation for the FY 2015 – FY 2024 Ten-Year Transportation Improvement Plan. SNHPC's regional project evaluation, which took place during February and March of this year, involved a total of 76 projects, including 27 projects submitted specifically by SNHPC communities for consideration in the FY 2015 – FY 2024 Ten-Year Transportation Improvement Plan.

At the April 23, 2013 SNHPC MPO meeting, a motion was passed to “approve the FY 2015 – FY 2024 Ten Year Transportation Improvement Plan project ranking and request that NHDOT coordinate with the MPO to ensure the most efficient use of funding allocated to the SNHPC region for implementation of as many projects as possible.” The results of the regional project evaluation were subsequently transmitted to NHDOT on April 30, 2013.

The results of the regional project evaluation revealed that the Windham NH 111 Corridor/Town Center Improvements Project received the third highest score of the 76 projects included in the evaluation. This project would involve redesigning the corridor to a four-lane road segment; incorporating roundabouts at existing intersections; and incorporating alternative modes of transportation and connections to an expanded secondary village street network.

Following submission of the results of the regional project evaluation submitted on April 30, 2013, we received a follow-up request from NHDOT on June 19, 2013 for additional information on a number of evaluated projects, including the Windham NH 111 Corridor/Town Center Improvements Project. The information requested was subsequently transmitted via e-mail to NHDOT on June 20, 2013. To date, we have received no further project-related inquiries from NHDOT.

Please let us know how we can be of assistance in working to add the Windham NH 111 Corridor/Town Center Improvements Project to the draft FY 2015 – FY 2024 Ten-Year Transportation Improvement Plan. It is an important project representing a high priority for the SNHPC region.

Thank you for the opportunity to assist the NHDOT in this process. Please do not hesitate to call me at (603) 669-4664 or at [dpreece@snhpc.org](mailto:dpreece@snhpc.org) if you have any questions or require further information.

Sincerely,



SOUTHERN NEW HAMPSHIRE  
PLANNING COMMISSION

David J. Preece, AICP  
Executive Director/CEO

DJP/lm

cc: Timothy H. White, AICP  
Windham SNHPC Commissioners  
Laura Scott, Windham Community Development Director

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 6, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Londonderry**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Londonderry	9.84%	6.35%	2.73%	0.68%
Rockingham County	12.68%	5.83%	4.73%	0.72%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Town of Londonderry 268-B Mammoth Rd Londonderry, NH 03053		Kevin Smith 603-432-1100
Leach Library 276 Mammoth Rd Londonderry, NH 03053		Barbara Ostertag-Holtkamp 603-432-1132
Londonderry Senior Affairs 535 Mammoth Rd Londonderry, NH 03053		Catherine Blash 603-432-8554
Londonderry Access Center 281 Mammoth Rd Londonderry, NH 03053		Drew Caron 603-432-1100 x 179

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Town Hall  
31 School Street  
Andover NH**

**Monday, September 16, 2013  
9:00 AM**

**AGENDA**

1. Executive Councilor Raymond Burton
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# STATE OF NEW HAMPSHIRE

## INTER-DEPARTMENT COMMUNICATION

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 1**

**September 16, 2013**

**Location: Andover, NH, Town Hall  
9:00 AM**

Councilor Burton opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Kimou Koulet, Executive Director with Lakes Region Planning Commission (LRPC) gave an overview of the Balanced Scorecard effort by the Department, and continued process improvements with both the NHDOT and the 9 Regional Planning Commissions. His belief is that many things were achieved with this new approach. Consistent criteria and process across all of the RPC's and the NHDOT allow for greater accountability and transparency. Standard evaluation tools were very helpful. Kimou noted that transportation is absolutely critical to economic development and that there are many more needs than available funding. Funding related to maintenance, preservation and bridges are the focus in the LRPC region. Mike Izard, also with LRPC talked about some of the specific priorities in the LRPC project listing, including improvements to NH 28 in Wolfeboro.

Bill Cass, Director of Project Development presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, but as continuation of existing programs at present

levels. While there are many more needs than resources, as reflected in the long lists of recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Bill went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to be level at the current amounts of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for I-93 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state funds in the program, with continued reliance on Turnpike toll credits. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities. Bill discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased funding has remained constant for many years that fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads are prioritized over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

The following comments from those in the audience were raised and discussed:

- Representative Tom Schamberg noted that economic development opportunities depend on a strong infrastructure. He noted specifically the poor condition on NH 114 and North Road and the impact on emergency service vehicles and school buses. These are primary routes to Kearsarge Schools and safety of their children is of utmost concern. He suggested taking money from the I-89 R project (Warner- Sutton) and fixing these roads. {note: they are not federal aid eligible} He also questioned maintenance activities, noting that fog line, shoulders and shim efforts did not consistent.



- Ms. Rebecca Harris, speaking on behalf of TransportNH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring \$188,000 in state in general funds to the budget for the purpose of match existing federal funding for public transportation.
- Representative Mario Ratzki thanked the Department for efforts on several recent projects in Andover.
- Representative Karen Ebel noted that both NH 114 and NH 103A (through New London and Newbury) are poor roads that need attention due to the amount of local and tourist travel that use them. She feels that the Legislature needs to take on revenue and understands the Department's approach to "keep good good" with existing funding levels.
- Local resident Bob Ward, after learning that the project revenue sources are the same as in previous plans, suggested that the Department look outside the box for new revenue alternatives, including:
  - New fee structures
  - Commuter sheds or regionalized transportation – maybe within County Government. To this Councilor Burton noted the only real County Government requirement is to provide for jail services.
- Nate Miller, with Upper Valley Lake Sunapee Regional Planning Commission spoke of the improvements in process and communication with the Ten Year Process. He also noted that bridge and pavement conditions in his region were worse than the statewide average.
- Local resident Liz Tentarelli, who is also the NH League of Women Voters' President, noted that the LOWV has taken a position to encourage increased public transportation options, including rail, bus and additional handicap access. As a resident she noted needed improvements to NH 103A, including an area near Grace Hill where a spring creates routine icing problems.
- Local resident Paul Lazdowski asked if there was a way that the Town and State could be working together on NH 103A. He is hoping that local choices and state choices could be combined to improve areas that make sense to all. Bill Cass noted that the State Aid Highway Program may be an opportunity for the community to address some of the NH 103A needs.
- Councilor Burton asked that the Department to be prepared for discussion regarding transferability of CMAQ funding for other uses at the first wrap up GACIT meeting in November.
- Alan Hanscom provided some information about how the District Engineers work with the Director of Operations and others to recommend and decide upon which

Betterment resurfacing projects will be completed. He also noted that there is a lot that has been done to consolidate efforts within the Districts operationally, including the reassignment of staff during the summer to assist with striping.

The hearing was adjourned at about 10:20AM.



Andover  
9/16/13

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris  
Organization (If Any) Transport NH  
Address \_\_\_\_\_  
Phone (Optional) \_\_\_\_\_

I WISH TO SPEAK AT THIS HEARING:

Name <sup>St</sup> Rep. Tom Schamberg  
Organization (If Any) Towns of Wilmot / Sutton  
Address 10 Clarke Rd  
Phone (Optional) 603-715-6778



**Sherri Pierce**

Special Assistant for Constituent Services

Jeanne Shaheen  
United States Senator  
New Hampshire

340 Central Avenue, Suite 205  
Dover, NH 03820  
Office: (603) 750-3004  
Fax: (603) 750-4046

sherri\_pierce@shaheen.senate.gov



State of New Hampshire  
House of Representatives

**MARIO RATZKI**

Public Works & Highways

Room 201  
Legislative Office Building  
Concord, N.H. 03301  
(603) 271-3565

P.O. Box 213  
E. Andover, N.H. 03231  
Home: (603) 735-5440  
Cell: (603) 717-8495

E-Mail: mario.ratzki@leg.state.nh.us



State of New Hampshire  
House of Representatives

**TOM SCHAMBERG**

Home: (603) 715-6778  
E-mail: thomas.schamberg@leg.state.nh.us

10 Clarke Road  
Wilmot, NH 03287

*House WAYS + MEANS Com.*

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 6, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Andover**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan, Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Andover	13.67%	4.05%	4.82%	0.00%
Merrimack County	13.66%	5.73%	8.08%	0.77%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Town of Andover PO Box 61 Andover, NH 03216-0061		603-735-5332
Batchelder Library 12 Chase Hill Rd Andover, NH 03216		603-735-5333
The Andover Beacon PO Box 149 Andover, NH 03216-0149		

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Wiswas Lake Grange  
151 Meredith Center Road  
Meredith NH**

**Monday, September 16, 2013  
1:00 PM**

**AGENDA**

1. Executive Councilor Raymond Burton
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
  
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
  
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**



# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 1**

**September 16, 2013**

**Location: Meredith, NH, Wicwas Lake Grange  
1:00 PM**

Councilor Burton opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Kimon Koulet, Executive Director with Lakes Region Planning Commission (LRPC) gave an overview of the Balanced Scorecard effort by the Department, and continued process improvements with both the NHDOT and the 9 Regional Planning Commissions. His belief is that many things were achieved with this new approach. Consistent criteria and process across all of the RPC's and the NHDOT allow for greater accountability and transparency. Standard evaluation tools were very helpful. Kimon noted that transportation is absolutely critical to economic development and that there are many more needs than available funding. Funding related to maintenance, preservation and bridges are the focus in the LRPC region. Mike Izard, also with LRPC talked about some of the specific priorities in the LRPC project listing, including improvements to NH 28 in Wolfeboro.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very

uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very much a work in progress. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

The following comments from those in the audience were raised and discussed:

- Representative Karel Crawford requested that the Department pay more attention to NH 25B in Center Harbor. The condition is poor, the road is narrow, and there are too many trucks. It is a safety issue and needs to be addressed.
- Representative Colette Worsman has a number of concerns and statements:
  - In response to her question, Bill Cass noted that Sanbornton continues to show in the Ten Year Plan even though work has been completed because reimbursement to the community will continue over the next couple of years. This was the arrangement under the State Aid Highway Program.
  - She noted the poor condition of Meredith Center Road and that the taxpayers deserve to have that road addressed. She suggested as recommended a two year moratorium of major projects such as I-93 be imposed in order to address more local and community needs. She suggested a major reshuffling of priorities.
  - She also requested that “hooks” that come with federal funds be examined more closely by GACIT and the Department. Councilor Burton invited her to future GACIT meetings to discuss further.
- Local resident Paula Trombi expressed frustration with the Legislature over their decision to allow increased registration fees to sunset without continuing them.
- Mr. Tim Carter from Meredith indicated a systemic problem of states sending funds to the federal government and then receiving them back with strings attached. He believed this approach to funding identified needs is not appropriate.
- Local resident Mary Ann McRae and Malcolm Taylor also spoke about safety and trucking issues along NH 25B. Mr. Taylor also noted that low hanging tree branches and roadside vegetation hampered truck traffic on a lot of roads in the area.
- Ms. Rebecca Harris, speaking on behalf of TransportNH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring \$188,000 in state in general funds to the budget for the purpose of match existing federal funding for public transportation.
- Ms. Patsy Kendall, with Transport Central in Plymouth NH provide volunteer and demand transportation services, averaging over 100 trips per month over the last year. They do not have any state support for their efforts and are asking for help finding funds to continue the services they provide.

- Terri Paige, with Belknap-Merrimack County Community Action Program spoke to the need to provide state resources for rural transportation services. In many areas of the state, public transportation is the infrastructure that allows people to get to destinations. State support to match federal transit funding is needed.
- Mr. Tim Taylor noted the poor condition of NH 113 and the 20% drop in business that occurs with frost heaves and poor conditions. He noted we are incurring a huge cost down the road by letting our infrastructure go.
- Scott Dunn, Gilford Town Administrator spoke of the need for the Legislature to provide increased revenues to meet transportation infrastructure needs.
- Mr. David Hughes, Center Harbor Selectman spoke of the need for additional funding for transportation improvements. He also noted that Center Harbor had not received final reports from DOT for the NH 25B reviews that were done following similar discussions with GACIT two years prior. He recognizes that there is no easy answer to the issues of NH 25B, and pointed out that such items as lack of ditching, lack of roadside vegetation cleanup and lack of enforcement do not help the situation.
- Mr. Dan Duffy requested consideration for improvements to NH 171 and Tuftonboro noting its deplorable condition, and indicating a willingness to increase taxes to raise revenue.
- Mr. Hal Graham, acknowledging that referendums are not recognized in NH, suggested that there must be a way for residents and agencies to build trust with politicians to address issues that exist.

The hearing was adjourned at about 3:00PM.





I WISH TO SPEAK AT THIS HEARING:

Name HAL GRAHAM  
Organization TAX PAYER  
(If Any)  
Address 1204 NEW HAMPTON RD. SANBORNTON  
Phone 603-286-3506  
(Optional)

COPIED  
Sign  
sheet  
9/16/13  
want  
of  
in  
sent

Meredith  
9/16/13  
1pm

I WISH TO SPEAK AT THIS HEARING:

Name Rep. KAREL CRAWFORD  
Organization State Rep  
(If Any)  
Address PO 805, CTR. Harbor NH  
Phone 603-253-7857  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rep. Colette Worsman  
Organization State Rep.  
(If Any)  
Address Meredith NH  
Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name TIM CARTER

Organization \_\_\_\_\_  
(If Any)

Address 100 SWAIN RD

Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name MARY ANN McRAE

Organization \_\_\_\_\_  
(If Any)

Address 72 Vonhurst Rd Moultrieboro

Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris

Organization Transport NH  
(If Any)

Address \_\_\_\_\_

Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name TINK TAYLOR  
Organization \_\_\_\_\_  
(If Any)  
Address Rte 113 Holderness  
Phone 968-3846  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Ruby Kendall  
Organization Transport Central  
(If Any)  
Address POB 855  
Phone 855-654-3200 536-4101-personal  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Tenni Paige  
Organization CAP BMCI - WTS and Midstate  
(If Any) VDP program  
Address PO Box 1016, Concord NH 03302-1016  
Phone 603-225-3295  
(Optional)



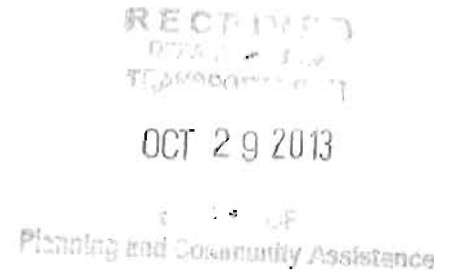


## Town of Hebron

PO Box 188  
Hebron, NH 03241  
Phone: 603-744-2631  
[execassist@hebronnh.org](mailto:execassist@hebronnh.org)

October 25, 2013

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:

Thank you for encouraging all citizens to comment on the NH Department of Transportation's recommended update of the State's Ten-Year Transportation Program (2015-2024). As both private citizens and as members of the Town of Hebron Select Board, we strongly urge that the section of NH Route 3A from Bridgewater to North Shore Road in Hebron be widened and repaved to improve vehicular, bicycling and pedestrian safety. Newfound Pathways, a local organization dedicated to improving bicycling and pedestrian safety around Newfound Lake, met on-site with a representative from the NH D.O.T a few years ago, and was told that it would cost about one million dollars a mile to widen and repave the section in question, which is about two miles long. The message was loud and clear: **"It will never happen!"**

Because of traffic delays, we have been acutely aware of the extensive road and bridge projects farther north on Route 3A in Plymouth and west into Route 25 in Rumney and Wentworth. We have been told that the D.O.T. prefers to repair roads that are in fairly good condition rather than tackle roads (like 3A in Hebron) that are in very poor condition. That policy may make sense at the State planning level, but it makes little sense to the citizens who drive, walk and bicycle on a road with fast traffic (speed limit 50 mph) and with shoulders that have crumbled away and eroded the road itself. The State roads that circle Newfound Lake are listed as a "bicycle route" in State publications, but are dangerous to cyclists and motorists alike.

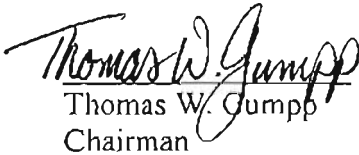
There are three summer camps located along the stretch of road at issue: Camp Mowglis, Camp Pasquaney, and Camp Onaway. The local camps would all like to see 3A improved for the safety of children under their charge.

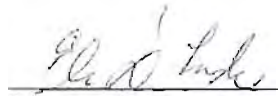
Hebron Select Board Chairman Thomas Gump is the Town's representative to the Lakes Region Planning Commission Transportation Advisory Committee, and has tried without success to have this section of Route 3A included in the D.O.T. ten-year plan. NH State Representative Suzanne Smith has also tried to do so, again with no success.

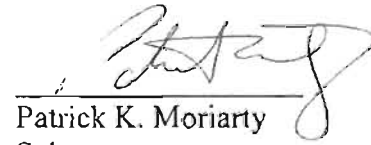
We understand that money is tight, and that \$1 million a mile is a lot of money. What we don't understand is why the Newfound Lake area is being ignored while huge sums of money are being spent elsewhere.

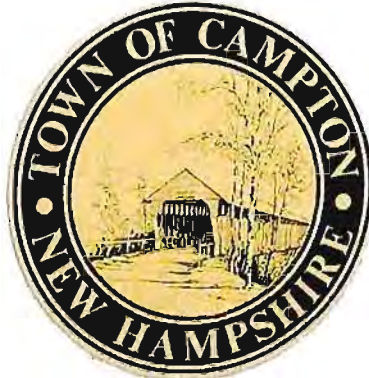
The Hebron Select Board would welcome an opportunity to meet with a D.O.T. representative if such a meeting would help to get this much-needed project included in your long range plans. Please help us!

Thank you.

  
Thomas W. Gump  
Chairman

  
Eleanor D. Lonske  
Vice-Chair

  
Patrick K. Moriarty  
Selectman



**TOWN OF CAMPTON  
12 Gearty Way  
CAMPTON, NH 03223  
603-726-3223**

RECEIVED  
DEPARTMENT OF  
TRANSPORTATION

OCT - 4 2013

BUREAU OF  
Planning and Community Assistance

**October 3, 2013**

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

**Re: Ten-Year Transportation Improvement Plan (2015-2024)**

**Dear Mr. Watson:**

**I am writing this letter on behalf of the Campton Board of Selectmen. Unfortunately, it is not possible for anyone from our Town to attend any of the public hearing on the Transportation Improvement Plan, but we do have two State roads that we would like to have on the list.**

**The first road is Ellsworth Hill Road which is a State maintained road. In the past the local District Shed in Thornton has done some work on this road as far as filling potholes, and shimming, but nothing has been done for a while now. A lot of building has gone on in this area over the past 15 years, and the road is pretty well traveled. The Board**

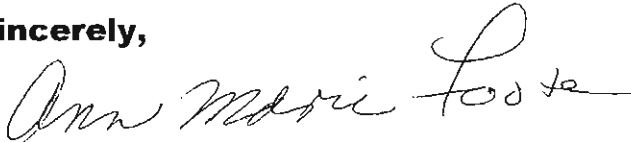
would like to see some work done on this road included on the ten year plan.

Also another state road in town is Owl Street. Owl Street is the main road into golf course which is located both within Campton and Thornton. This road has become quite bumpy, and it would certainly help the golf course to encourage more people to come if the road was in better shape. With the economy the way it has been and the Northern Pass Project, the business has been struggling the last few years, and sales of property have dropped or have been non existing.

Please consider these two roads when reviewing your projects for the next ten years. If you have any further questions, I can be reached at the above phone number, extension 101.

Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Ann Marie Foote". The signature is written in black ink and is positioned above the typed name.

**Ann Marie Foote**  
**Town Administrator**

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 10, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Meredith**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**E.J Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Meredith	20.81%	3.51%	7.54%	0.60%
Belknap County	16.74%	4.22%	8.64%	0.38
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>• The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Meredith Town Hall 41 Main Street Meredith, NH 03253		603-279-4538
Meredith Public Library 91 Main Street Meredith, NH 03253		603-279-4303
Meredith CAP 147 Main Street Meredith, NH 03253	Seniors & Low-Income	603-279-4096
Meredith Senior Center 1 Circle Drive Meredith, NH 03253	Seniors	Becky Carey 603-279-5631 bcarey@bm-cap.org

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Somersworth City Council Chambers  
One Government Way  
Somersworth NH**

**Wednesday, September 18, 2013  
4:30 PM**

**AGENDA**

1. Executive Councilor Colin Van Ostern
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
  
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
  
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**



# STATE OF NEW HAMPSHIRE

## INTER-DEPARTMENT COMMUNICATION

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 2**

**September 18, 2013**

**Location: Somersworth City Council Chambers  
4:30 PM**

Councilor Van Ostern opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, the last of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Marc Ambrosi, Transportation Planner with the Strafford Regional Planning Commission (SRPC) discussed the development of the recommended Ten Year Plan process and projects in the SRPC region. He noted the background of the Ten Year Plan, and indicated that SRPC's share of funds is estimated to be about \$53M per year for the region. He also noted the importance of the Turnpike system to the seacoast area. Regionally, it is extremely important to maintain the existing infrastructure and to look at funding other improvements that address transit, capacity expansion, safety and livability improvements. Marc also noted that neglecting transportation infrastructure costs the average NH motorist about \$323 per year in vehicle maintenance, and deferring maintenance gets exponentially more expensive. He commended the critical review process that has been developed, the use of consistent criteria, frequent and effective communication between the RPCs and the Department, and the development of regional budget allocations. SRPC top areas of importance for prioritizing projects were safety, state of repair, alternative transportation options and the environment. Specific project recommendations included Spaulding Turnpike improvements to create an Exit 10, NH 108, expanded transit, and bike/ped projects.

Bill Cass, Director of Project Development presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, but as continuation of existing programs at present levels. While there are many more needs than resources, as reflected in the long lists of recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Bill went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to be level at the current amounts of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for I93 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state funds in the program, with continued reliance on Turnpike toll credits. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities. Bill discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased funding has remained constant for many years that fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads are prioritized over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

Comments from those in the audience were raised and discussed included:

- Senator David Waters and Representative Jennifer Soldati, both spoke for the need to include an Exit 10 connection to the Spaulding Turnpike. They noted

especially the growth in the region and that Exit 10 was needed to support economic development like the Granite State Business Park. Both indicated support for looking at additional revenue in order to pay for such improvements.

- Mr. David Witham of Somersworth also noted support and need for both improvements to the NH 108 Corridor as well as Exit 10.
- Mr. Steve Pesci, representing UNH, noted the importance of CMAQ funding for transit capital and operating. At UNH, through fees, students provide match for funds. He supports the use of CMAQ for additional transit service and for park and ride development which have been very successful. As a note, UNH parking permit requests have dropped by 20% and transit ridership has increased by 100% over the same timeframe.
- Susan Siegel, representing Albany International, and Sandy Conley, representing Saffron Aerospace Composites, as businesses in Granite State Business Park spoke of the business needs and support for Exit 10.
- Somersworth City Councilor Dale Sprague presented a letter from the City Council indicating support for Exit 10 and for a gas tax increase to support transportation infrastructure. He was critical that, after spending \$135m of Turnpike Funds to bail out the highway fund, Exit 10 was not in the Ten Year Plan.
- Ms. Laura Ring, representing the Rochester Chamber of Commerce, submitted a letter of support for the Exit 10 proposal.
- Ms. Karen Pollard, Rochester Deputy City Manager and Economic Development Director indicated that projects in the Ten Year Plan were not adequate to support economic growth. The City has pledged \$5M for water and sewer improvements and the transportation funds proposed to support or address the priorities of the City. She noted that more needs to be done for transportation. She also noted that Skyhaven Airport needs to be fully developed.
- Mr. Ken Ortmann spoke with many hats. He noted the importance of Skyhaven Airport and improvements there. He noted the importance and success of investments into COAST, he thanked the Department for Spaulding Turnpike improvements to date, and noted that it is interesting to see Exit 10 come up again after a number of years noting that support was anticipated in development of the Granite State Business Park. The proposed improvements on NH 108 cannot support the economic growth in the area.
- COAST Executive Director Rad Nichols spoke next. COAST provided 506,000 trips last year. In response to the previous speaker and follow-up questions from Councilor Sununu, he offered the following:
  - COAST is happy to provide paratransit trips. His billable cost is \$3 per trip (twice the fixed route cost)
  - His true cost for same ride is \$52

- Funding must be made available to allow providers like himself help those that need his assistance the most.

In addition, he directed the following comments towards elected state officials that can make policy changes:

- CMAQ funds should be used as flexibly as possible to replace capital purchases of all intercity public owned fleets as well as operations of those fleets as much as the law may allow.
- Restoration of state general funds (approximately \$188K per year) will allow federal transit funds to be much better leveraged.
- That solutions need to be explored to address the increasing costs of providing senior and disabled services. Rad certainly continues to support the services themselves, but the business costs continue to climb to extraordinary levels.
- He does not believe the public even begins to understand how delicate our funding resources are and that our education efforts need to continue.

The hearing was adjourned at about 6:30 PM.







Robert D Jaffin  
47 Governors Rd  
Rochester, NH 03867-5179  
603 335-5093  
cell 603 377-0711

October 2, 2013

Mr. William Watson  
Bureau of Planning and Community Assistance  
NH DOT  
7 Hazen Dr  
Concord NH 03302

Subj: 2013 GACIT hearings

Dear Bill,

First I want to thank you and your staff for the outstanding job you have done in preparing the latest 10 year plan. Given the political and fiscal realities I understand this was not an easy task and the end product will leave everyone unhappy. I got to attend to hearings, one Somersworth and one in Wakefield and I thought you and Bill Cass both did an outstanding job despite the disruptive behavior at one of the hearings.

I am writing this as a private citizen who is engaged and active in many areas related to transportation/logistics, planning and emergency management. I would like to share the list of issues that I feel should be addressed in the 2015 to 2024 10 year plan. The list is far ranging and other than the extreme importance of finding a way to get a new exit 10 on the Spaulding Turnpike into the 10 year plan I hesitate to prioritize any of the other concepts projects and programs I feel are critical to the continued growth of Strafford County and the state. I would also point out that Strafford County is the fastest-growing county in the state based on the 2010 census results, and, that Strafford County has been able to participate in the development of perhaps the best multimodal transit system in the state. Below is my entire list with only the first item being prioritized and the others done alphabetically:

1. Exit 10 on the Spaulding Turnpike
2. Bicameral port authority involving at a minimum York County Maine and Strafford County and Rockingham County New Hampshire. One goal is to remove the PDA from all port operations and let them focus on their expertise which is real estate development. Another consideration is to bring multiple modes together (with the possibility of including air marine rail and transit services. The third and most important consideration is to become proactive and prepare to participate in the expansion of the Panama Canal- a once in a lifetime opportunity
3. Completion of the Dover side of the bay bridges
4. End state ownership of the Flying Yankee and moving it into Strafford County so that volunteer efforts can realistically be undertaken to restore it and, to return it to operation in a market that has already proven its interest in supporting, and the ability to support, rail and transit operations
5. Port rail connection and improved rail access to Pease.
6. Rochester roundabout
7. Sarah Mildred long replacement
8. Sky haven runway improvement and maintaining and/or widening as well as lengthening
9. State support for the Downeaster.

In closing I would also like to share some of my concerns NHDOT appears to suffer from an endemic culture of a state "highway" department as someone higher in the food chain than I pointed out almost 2 years ago – look at the license plates on your state vehicles if you have any doubt about the corporate culture within the current state DOT. The EISA of 2009; and, the creation of the M-5 and M95 Marine highways by MARAD, which just expanded to include two new Marine highways, offer engaged and proactive States once in a lifetime opportunities. Two significant Marine highways directly impact our state and yet the current 10 year plan fails to address Marine operations, no less include any sort of landside development to make port operations viable in the post Panama Canal expansion marketplace. As I pointed out in Wakefield there is a huge dichotomy between proposed state funding at \$5.3 million a year shown for SRPC and the raw math that says dividing the \$150 million the state gets each year by 10 (nine planning commissions and the state itself acting as a 10<sup>th</sup>) which yields \$15 million per year. I also noted that there is both confusion and lack of adequate state enforcement of the rules for project submissions. It is fine to say that the state does not want toll funded projects submitted by the planning commissions but that immediately puts the entire plan in question. The more egregious issue is that the state is accepting plans from some commissions with toll funded projects which essentially penalizes those commissions who "play by the rules" and left them off. This is a serious problem that must be addressed in the process and the field must be leveled. This discrepancy places the entire process and product in a questionable light.

Very respectfully,

Robert Jaffin



## Bill Watson

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**From:** Christopher Clement (Commissioner)  
**Sent:** Monday, September 30, 2013 1:06 PM  
**To:** Bill Cass; David Brillhart; Christopher Waszczuk; Craig Green; Bill Watson  
**Subject:** FW: GACIT update

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**From:** Watters, David [<mailto:David.Watters@leq.state.nh.us>]  
**Sent:** Monday, September 30, 2013 1:03 PM  
**To:** Christopher Clement (Commissioner)  
**Subject:** GACIT update

Dear Commissioner Clement,

I wanted to thank you again for the GACIT meeting in Somersworth. The people in attendance I spoke with after the meeting were deeply impressed by your commitment to open discussion and to providing for transportation needs. As you know, Strafford Regional Planning is ready to work with DOT on updating Exit 10 plans. Last week, the Dover Planning Board voted unanimously to affirm its earlier support for Exit 10, so all of the communities in the area are in support.

As we have discussed, I will support and work for developing revenues to fund Transportation needs, and I am sure we will have opportunities to discuss this in the coming weeks.

Sincerely,

Sen. David H. Watters  
District 4  
603-271-8567

## Bill Watson

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**From:** Christopher Clement (Commissioner)  
**Sent:** Saturday, September 28, 2013 6:50 AM  
**To:** Bill Cass; David Brillhart; Craig Green; Bill Watson  
**Subject:** Fwd: Exit 10

Regards,  
Chris

Begin forwarded message:

**From:** "VanOstern, Colin" <[Colin.VanOstern@nh.gov](mailto:Colin.VanOstern@nh.gov)>  
**Date:** September 27, 2013, 9:28:22 PM EDT  
**To:** "Christopher Clement (Commissioner)" <[CClement@dot.state.nh.us](mailto:CClement@dot.state.nh.us)>  
**Subject:** Exit 10

Hi Commissioner -

I just wanted to circle back with you on one piece of our conversation after the Somersworth GACIT meeting. You had mentioned that one of the challenges with an Exit 10 project in the past was some local disputes between a more northerly Rochester-proximate route, or a more southerly Dover-proximate route. I just wanted to let you know that I have talked with Senator Watters, who represents Dover, as well as some other stakeholders, and we are all in agreement that a more northerly route makes sense in the name of having consensus and forward motion on this. The old "1B" route presented by the regional planning commission in the GACIT meeting (or something like it) seems to have broad support.

I hope this input is helpful.

Thanks,  
Colin

## Bill Watson

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**From:** VanOstern, Colin <Colin.VanOstern@nh.gov>  
**ent:** Monday, September 23, 2013 11:57 AM  
**To:** Bill Watson  
**Subject:** FW: Somersworth N.H. GACIT Hearing September 18,2013  
**Attachments:** Untitled Document.wpsGACIT13HEARINGS.doc

fyi

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Colin Van Ostern  
Executive Councilor, NH-02  
(603) 290-5848  
PO Box 193, Concord, NH 03302

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From: bill [wconnor43@comcast.net]  
Sent: Thursday, September 19, 2013 4:57 PM  
To: VanOstern, Colin  
Cc: matthew spencer; brian tapscott  
Subject: Somersworth N.H. GACIT Hearing September 18,2013

Executive Councilor Van Ostern,

Thank you and your staff for coming to Somersworth for the GACIT hearing yesterday. I wanted to let you know that as a Merrimack Regional Planning Commissioner, member of the Executive committee. That I and the other commissioners strongly support the Spaulding Turnpike Exit Ten project when it is prudent and the monies are available, perhaps we could prepare and establish a project package for the future and take it off the shelf when the appropriate time comes to move forward.

Regards

William L. Connor (Bill)  
41 Pinewood Drive  
Somersworth N.H 03878  
1-603-692-3638

September 18, 2013.

To: State of New Hampshire, Executive Councilor.  
The Honorable Colin Van Ostern.

From: William L. Connor, Somersworth N.H.  
Strafford Regional Planning Commission Commissioner,  
Executive Committee Member.

Subject: Somersworth N.H. GACIT HEARING.

Many of today's speakers will undoubtedly be well equipped and prepared to express their specific transportation priorities for this region in hopes that their message will be effective and convincing, so as to influence your decisive decisions.

Myself having taking the time to read and make an amateurish endeavor to comprehend the comprehensive and professionally prepared "2015-2024 Ten Year Transportation Plan Governors Advisory Commission On Inter-modal Transportation (GACIT) Public Hearing Document" will submit my pertinent comments further into this document.

On the other hand for a moment, I will convey to you my own down-to-earth forte. Bringing about a change of pace from the normal speaker's presentations, that might yield a perceptive smile or chuckle.

Every morning for the last 35 + years, I have gathered up my corn and sunflower seed pails and marched out to my back yard to feed the critters, the ducks, turkeys and small birds.

When I began this feeding chore, I had simply placed out large portions at limited sites, resulting in only those critters who intimidated others to feed, while the other less imposing critters went hungry.

Since then I have managed to distribute widely many small portions of corn and sunflower seed, so that all may feed and thrive.

I also observed over the years that if I placed too much corn feed down in certain locations, it could become inedible due to inclement weather or it just was never consumed as I thought it might have been.

Furthermore, that I had better keep an eye on the weather and to make a note of which feed sites were in fact being visited.

My recommendation to those who have this type of feeding responsibility and whose function it is to feed the critters, wisely spread out the feed evenly so all get an opportunity to feed.

And now if I may quote from:

Cynthia Copeland, Strafford Regional Planning Commissions, Executive Director's Report, August 16, 2013, regarding the Ten Year Plan.

“Had meeting with NHDOT was on July 26th to go over the SRPC MPO projects in the preliminary draft plan. We discussed Exit 10 and complete streets concept for Route 108, need for capital funds for transit, and the fact that we are receiving a disproportionally small percentage of federal funding in the state.

The response was that the region has received more than other areas in the state on the Spaulding Turnpike. I reiterated that we paid for this work through the tolls. That this is not a comparable justification for non-expenditure of federal funds“. End quote.

I would ask that you contemplate elevating her comments to our US Senators and Representatives regarding how New Hampshire might be getting a disproportionally small percentage of federal funding compared to other states.

Acknowledging your keen awareness and the need to bring thoughtful pressure to bear when appropriate and advantageous if newfound information is valid.

That you perhaps may re-evaluate how the current process may or not be a comparable justification for non-expenditure of federal funds and how the available capital funds for transit is logically being distributed to our states counties.

Many debates laden with factual data regarding the declining trend of gasoline usage have recently come to the prominent forefront, accompanied with esoteric Band-Aid theories on how to marginally increase the gas tax revenue.

The obvious and clear truth is, the collected Gas Tax continues to decline 0.5 % or more each and every year. In 2005, we collected \$155 million and now it is predicted in 2013 that we will only collect \$144 million.

My math is a showstopper, that over an eight-year period, we may well have lost a conservative “WOW” \$70 million dollars, due to diminishing gasoline useage

The state currently collects an 18-cent tax per gallon sold from the distributors and that this money is used for the upkeep of our roads and bridges. This is the crux of our dilemma concerning the declining percentages and the sobering story of Gas Tax revenue collection.

There are no easy solutions to the impending crisis on the horizon, with these merry go round solutions having been repeatedly debated until nauseam abounds. As in the following.

- (1.) The current Gas Tax must be increased to meet the escalating costs and challenges of road and bridge maintenance.
- (2.) Fraud / Waste / Abuse prevention should become a critical priority.
- (3.) Maybe Department Heads could acquire a new paradigm shift in how their departments are to operate, survive, and function as revenues continue to decline and costs go up.
- (4.) Executive Councilors and the Governance decide if the more difficult choices are required.

Therefore, what is my realistic opinion regarding the proposed new Spaulding Turnpike Exit 10. “No available money No Exit 10“, but you might consider if. The unrecognized benefits and drawbacks to the advancements to technology and economic changes and how they effect the states revenue expectations.

Has this areas business community exponents (aside from the government bureaucrats) provided a strong case with good reasoning for what they are promoting and advocating?

That it is an area along with its business's that are expected to grow exponentially. Having provided you scientific graphs, curves, long term market growth charts, \$\$ numbers, or statistics to raise the bar of whether or not it is a good investment of precious federal or state monies and merits your approval.

Myself, it is beyond my ability to judge what is going to be the right decision for the future of the area and its convergent evolution of small and large business enterprises.

In the long run, it seems to be a matter of what the historical record of recent accomplishment has been. Have smaller business's been more successful then the larger ones in areas similar to the proposed Exit 10 demographics?

Perhaps a litany of questions that only can be answered by our State Representatives and leaders of commerce, with many years of experience in these matters.

I am however optimistic that with your position on the Governors Executive Council, you will continue to equally exert yourself for all of the residents of our great State of New Hampshire.

Thank you and your family for your precious time and dedication.

Respectfully

William L. Connor ( Bill )  
41 Pinewood Drive  
Somersworth N.H. 03878  
wconnor43@comcast.net

## Bill Watson

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**From:** Sharon Reynolds <sharonlynnereynolds@yahoo.com>  
**ant:** Friday, September 20, 2013 3:56 PM  
**To:** Bill Watson; cvanostern@nh.gov  
**Subject:** 10-Year Transportation Plan

Dear Sirs:

I am distressed at the lack of funding going to public transit and rail, compared to the rest of the Department of Transportation budget in the 10-Year Plan. It's called the 10-Year Transportation Plan, not the 10-Year Roads & Bridges Plan.

I am a citizen member of the Alliance for Community Transportation (ACT), the regional coordinating council for southern Carroll, Strafford and eastern Rockingham counties. I am a frequent user of public transit, and have been doing so for more than twenty-five years.

The increased frequency of service in the fixed-route systems (e.g., COAST, Wildcat Transit) has brought about increased ridership on each run. It seems like the more runs the bus systems add, the more passengers they serve on each trip. I frequently see full busloads on mid-day runs and know from past experience that the bus is full-to-capacity on commuter-hour runs.

As seniors make up higher percentages of the population in the coming years, we will need robust transportation options as many of them choose to age in place. I hope the Executive Council and the NH Department of Transportation choose to allocate more resources to public transit and rail in the coming years.

Regards,  
Sharon Reynolds  
Citizen Member, Alliance for Community Transportation  
Frequent Passenger, Cooperative Alliance for Seacoast Transportation



CHRISTOPHER G. PARKER, AICP  
Director

c.parker@dover.nh.gov

RECEIVED

DEPARTMENT OF  
TRANSPORTATION

OCT -



BUREAU  
Planning and Community Assistance

288 Central Avenue  
Dover, New Hampshire 03820-4169  
(603) 516-6008  
Fax: (603) 516-6049  
www.dover.nh.gov

## *City of Dover, New Hampshire*

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

September 25, 2013

William Watson, Jr. P.E. Administrator  
Bureau of Planning and Community Assistance  
NH Department of Transportation  
John O. Morton Building, 7 Hazen drive  
PO Box 483  
Concord NH 03302-0483

Re: Ten Year Transportation Improvements Plan (2015 – 2024)

Dear Bill:

Thank you for taking comments relative to the recently released Ten Year Transportation Improvements Plan. Please accept these written comments on behalf of the City of Dover.

The City of Dover supports the continued inclusion of:

- Various COAST projects.
  - Dover is committed to providing affordable mass transit to its residents as well as those in our region. We feel that the projects proposed represent a continued effort to provide alternatives to single vehicle transportation and encourage the GACIT to support these projects. The proposed set aside for CMAQ as well as the funds set aside for public transit operations should be returned to public transit, so they can be used to their fullest extent.
- Dover – to Rochester NH 108 Upgrades
  - This project has long been in the planning stages and is very important to the region's transportation routing. NH 108 between Week's Crossing in Dover and downtown Rochester is a vital roadway for our regional economic health, and the various improvements which can be made along the route will improve the quality of life of those traveling the roadway as well as the roadway network which flows into it.
  - The City feels that this one of the most important projects within the Ten Year Plan, and see the long term value of completing the complete street design, which the application proposes. This will address long overdue improvements to transit pull offs, as well creating a safe non vehicle travel way.
- Newington- Dover all projects relative to the Little Bay Bridge rehabilitation and Spaulding Turnpike improvements.

- Completion of this project is imperative to the economic health, as well as the quality of life for residents of the Seacoast. Dover understands that this project is the number one priority in this region. At the hearing on September 18<sup>th</sup>, Commissioner Clement discussed the importance of this project and the priority it has, and we fully agree and support the completion of this project, and the ancillary improvements which are necessary.
- Many residents have worked hard with NHDOT staff and elected representatives to move this project forward and keep it on track. The City feels that this project needs to be completed in full faith of those who have worked on it to date. We believe it can be completed on time if the proper funding is provided.
  - To that end, knowing that there is a need to review toll rates to complete the project, we urge that a review be made of opportunities to relocate the toll collections to include all users of the Little Bay Bridges.
- Proposed Exit 10
  - The City would like to reaffirm its 2002/2003 position relative to the creation of an Exit 10 off the Spaulding Turnpike. The process used to locate the exit was extensive and while we view other funding priorities in the region, which must be addressed first, we feel that this project should be incorporated in outer years of the plan, and matriculate through the plan as funding allows.
    - On September 24, 2013 the Dover Planning Board voted to affirm support for the Exit.

If you have any further questions regarding this, please feel free to contact me.

Sincerely,



Christopher G. Parker

Director of Planning and Community Development

CC via email: J. Michael Joyal, City Manager  
Senator David Watters, NH District 4  
Cynthia Copeland, Strafford Regional Planning Commission  
Rad Nichols, COAST

GREATER  
**ROCHESTER**  
CHAMBER OF COMMERCE

---

18 SOUTH MAIN STREET • ROCHESTER, NH 03867-2702 • TELEPHONE (603) 332-5080 • FAX (603) 332-5216  
September 18, 2015 e-mail: [chamber@rochesternh.org](mailto:chamber@rochesternh.org) • web: [www.rochesternh.org](http://www.rochesternh.org)

Governor's Advisory Committee on Intermodal Transportation  
State of New Hampshire  
State House  
107 North Main Street  
Concord, NH 03301

Dear GACIT Committee Members:

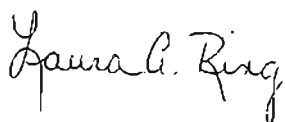
On behalf of the Board of Directors of the Greater Rochester Chamber of Commerce, please accept this letter in support of including funding for Exit 10 off of the Spaulding Turnpike in New Hampshire's 2015-2024 Ten Year Transportation Plan.

The Greater Rochester Chamber of Commerce wishes to offer its support as it relates to funding of Exit 10 in the state's ten year plan. We believe funding for the construction of this project will improve transportation and provide an economic development benefit in the region.

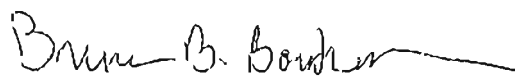
The implementation of Exit 10 will not only benefit the City of Somersworth, but will greatly benefit existing businesses in Rochester along the Route 108 corridor. There has been considerable commercial and industrial growth in this area in the past several years and we believe this new interchange will offer better access to these businesses.

We will be happy to offer additional assistance in this regard. Please feel free to contact us at (603) 332-5080 or via email to [lring@rochesternh.org](mailto:lring@rochesternh.org).

Sincerely,



Laura A. Ring  
President



Bruce Boudreau  
Chairman of the Board

*it's good for business!*

# SOMERSWORTH, NEW HAMPSHIRE

City of Somersworth  
One Government Way  
Somersworth, NH 03878



October 8, 2013

Christopher D. Clement, Sr., Commissioner  
NH Department of Transportation  
PO Box 483  
7 Hazen Drive  
Concord, NH 03302-0483

Dear Commissioner Clement:

I have enclosed a copy of City Resolution No. 12-14 to support placing the Exit 10 Project into the New Hampshire Ten Year Transportation Plan. This Resolution was unanimously passed by the City Council at their September 16, 2013 meeting. A copy was also presented to Executive Councilor Colin Van Osten at the GACIT hearing held in Somersworth on September 18<sup>th</sup>.

The City of Somersworth would appreciate your support for this important regional project.

Thank you for your consideration.

Sincerely,

Robert M. Belmore, ICMA-CM  
City Manager

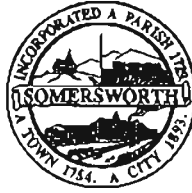
*Commissioner,  
It was a pleasure  
meeting you -  
Regards, Bob*

*Bill,*  
*For Proposal*  
*GACIT Record*  
RECEIVED  
OCT 15 2013  
OFFICE OF  
PLANNING AND COMMUNITY ASSISTANCE

A TRUE COPY  
ATTEST  
Deputy City Clerk, Somersworth, N. H.  
Date: 9/18/2013  
*Elise B. Bretz*

# SOMERSWORTH, NEW HAMPSHIRE

City of Somersworth  
One Government Way  
Somersworth, NH 03878



City Hall  
603.692.4262  
www.somersworth.com

## RESOLUTION NO. 12-14 RESOLUTION TO SUPPORT PLACING THE EXIT 10 PROJECT INTO THE NEW HAMPSHIRE TEN YEAR TRANSPORTATION PLAN

Somersworth, NH  
September 16, 2013

WHEREAS, the Somersworth City Council supports the addition of the proposed Spaulding Turnpike Exit 10 and U-Alternative projects into the New Hampshire Ten Year Transportation Plan; and

WHEREAS, the "Spaulding Turnpike Exit 10" project will create a new interchange and access road from the Spaulding Turnpike to NH Route 108 in the City of Somersworth; and

WHEREAS, the "U-Alternative" project proposes complete streets enhancements to NH Route 108 to include: bus pullouts, strategically placed sidewalks, and multimodal safety enhancements along the Somersworth corridor from Dover to Rochester; and

WHEREAS, these projects will support the City of Somersworth in reducing traffic congestion, travel delays, and heavy truck traffic on the NH Route 108 corridor; and

WHEREAS, these projects will support the City of Somersworth in enhancing safety for motorists, transit users, pedestrians, and bicyclists on NH Route 108; and

WHEREAS, these projects will support the City of Somersworth and the Region in attracting business development on the NH Route 108 corridor; and

WHEREAS, these projects will support the City of Somersworth in improving freight access from the NH Route 108 corridor to the Spaulding Turnpike and the national highway infrastructure; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SOMERSWORTH THAT the City of Somersworth fully supports placing the Exit 10 project back into the State of New Hampshire's Ten Year Transportation Plan

Introduced by Councilors  
Dale Sprague          Brian Tapscott  
David Witham         Jennifer Soldati

Approved:  
City Attorney

The Somersworth City Council voted to pass Resolution No. 12-14 at the September 16, 2013 Council meeting. The vote was 8-0 to accept.

GREATER  
**ROCHESTER**  
CHAMBER OF COMMERCE

---

18 SOUTH MAIN STREET • ROCHESTER, NH 03867-2702 • TELEPHONE (603) 332-5080 • FAX (603) 332-5216  
September 18, 2015 e-mail: [chamber@rochesternh.org](mailto:chamber@rochesternh.org) • web: [www.rochesternh.org](http://www.rochesternh.org)

Governor's Advisory Committee on Intermodal Transportation  
State of New Hampshire  
State House  
107 North Main Street  
Concord, NH 03301

Dear GACIT Committee Members:

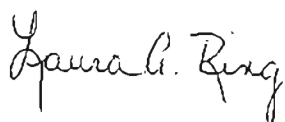
On behalf of the Board of Directors of the Greater Rochester Chamber of Commerce, please accept this letter in support of including funding for Exit 10 off of the Spaulding Turnpike in New Hampshire's 2015-2024 Ten Year Transportation Plan.

The Greater Rochester Chamber of Commerce wishes to offer its support as it relates to funding of Exit 10 in the state's ten year plan. We believe funding for the construction of this project will improve transportation and provide an economic development benefit in the region.

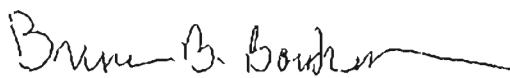
The implementation of Exit 10 will not only benefit the City of Somersworth, but will greatly benefit existing businesses in Rochester along the Route 108 corridor. There has been considerable commercial and industrial growth in this area in the past several years and we believe this new interchange will offer better access to these businesses.

We will be happy to offer additional assistance in this regard. Please feel free to contact us at (603) 332-5080 or via email to [lring@rochesternh.org](mailto:lring@rochesternh.org).

Sincerely,



Laura A. Ring  
President



Bruce Boudreau  
Chairman of the Board

*it's good for business!*



GACIT Hearings 2013

Executive Councilor Colin Van Ostern:

It is good to see you again and thank you for committing hearing our concerns region regarding substantial regional transportation needs. I am Karen Pollard, I represent the City of Rochester as Deputy City Manager/Director of Community Development. I have enough time and experience with our systems to know that there are far more needs in New Hampshire than we have funds to pay for them. That being said, the Strafford County region and the City of Rochester are substantially underserved by the projects listed in the current plan.

Rochester and this entire region has tremendous potential for economic growth and prosperity, but this does rely upon investment in transportation infrastructure. Our location is a strategic advantage that only works with <sup>transportation</sup> expanded access. The improvements <sup>made</sup> to the Spaulding Turnpike we expect will benefit the region for years to come. But this cannot be the end of the investment. We are a major regional hub for commercial and industrial development, and our marketplace and employee attraction extends into other NH counties and far into the state of Maine.

The City of Rochester understands the role that infrastructure plays in attracting new investment from outside of New Hampshire. Rochester has attracted hundreds of high-tech manufacturing jobs at the Granite State Business Park through multiple firms, including the well known companies of Albany International and Safran. The days of <sup>known our</sup> outrageous off-site improvements paid by private entities <sup>has</sup> passed away ~~years ago~~. In these economic realities, private firms ~~are right to~~ expect partnership with state and local investments to share in both the expenses and the long term benefit. Rochester pledged \$9 million of future property tax revenue <sup>in a tax increment financing districts</sup> over the next 20 years to pay for the necessary public infrastructure required to make the Granite State Business Park meet modern manufacturing standards. No state funding at all matched the local commitment.

*—Benefit to have employees working more closely to home rather than commute out of the county.*  
The City Council of Rochester met last night and asked me to bring several issues to your attention.

1. The Ten Year Plan Project List is entirely inadequate to support the economic growth the City of Rochester anticipates over the next decade. In addition, the projects themselves do not begin to address the transportation priorities of the community and our economic relationships with surrounding towns. We supported \$65 million in private development in FY 13 and completed ~~\$XX~~<sup>millions</sup> in City Infrastructure projects. In the future we anticipate that the annual numbers could double, and state support of additional projects could significantly impact opportunities for recovery from the recession and the creation of new jobs after the losses suffered by citizens over the last 5 years.
2. The City of Rochester fully supports the Exit 10 proposal <sup>being returned</sup> ~~going back onto~~ the Ten Year Plan as part of our economic development and community development strategy. (We do point out that the historic plan from 1992 – 2005 needs review and modification due to other developments under construction in the city, including the Anagnost Development in the Clark Brook area.) <sup>It is critical to leverage the investments Rochester has made in attracting development.</sup>
3. Skyhaven Airport is an important and unique asset which should be fully developed as a regional economic and transportation contributor. The expansion of the runway, the improvements to the hangars and FBO space should be followed completed as soon as possible. Further opportunity exists in creating more economic impact at Skyhaven and the surrounding area, and to improve multi-modal connections at this location. For several years the City has sponsored “Wings and Wheels” a community celebration of transportation held at Skyhaven. The event continues to grow and continues to be a City of Rochester Project with the support of the Economic Development Commission and many community participants and supporters.
4. Our businesses compete in a global environment, and so do our communities. Getting supplies in and products out of our region and into global markets is critical to keeping local people employed in quality jobs and having healthy and vibrant businesses in New Hampshire. Those transportation pathways must be supported at the state level, above and



beyond the local level. Our investment into transportation is critical to competing globally and attracting outside investment.

5. Please outline the process for the Rochester City Council, as well as opportunities for officials and the public to weigh in on proposals and the existing projects on the plan.

Thank you for your generous time tonight to listen to Rochester's concerns.

Karen Pollard

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Hooksett Town Hall – Chambers  
35 Main Street  
Hooksett NH**

**Wednesday, September 18, 2013  
7:00 PM**

**AGENDA**

1. Executive Councilor Christopher Pappas
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
  
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
  
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 4**

**September 18, 2013**

**Location: Hooksett NH Town Hall Chambers  
7:00 PM**

Councilor Pappas provided an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan. Councilor Debora Pignatelli was also introduced. Many of the towns in her District surround Bedford, and it is good to have her involvement as part of this meeting.

Tim White, Transportation Planner with the Southern NH Planning Commission (SNHPC) gave an overview of the status of transportation in the SNHPC area. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Developing regional targets of allocations helped the Technical Advisory Committee (TAC) to keep transportation needs in perspective. The SNHPC TAC and MPO Committees reviewed 27 new projects, 16 existing projects and 33 additional projects identified in their Long Range Transportation Plan. Primary focus areas were mobility, safety, preservation of the existing infrastructure. Economic development was also an important consideration. SNHPC identified over \$680M in transportation needs, with \$481M of that being projects not including I-93. At the end of the process, the TAC and MPO felt that they had accomplished a balance of the focus areas with the new Ten Year Plan Process. Tim Roache, with Nashua Regional Planning Commission, indicated support and approval of many of the process improvements in communication,

transparency and consistent with Ten Year Plan prioritization efforts. He noted that more details would be provided at meetings in their region, but that Nashua's priority areas included transit opportunities, especially for an aging population and east-west travel through the region, which includes both NH 101 and 101A.

Craig Green, Assistant Director of Project Development presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, and is a continuation of existing programs at present levels. While there are many more needs than resources, as reflected in the long lists of recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Craig went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to remain at the current funding levels of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for I93 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state matching funds in the program and the Ten Year Plan will continue to rely on Turnpike toll credits for the match to the federal funds. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities.

Craig discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased and funding has remained constant for many years, fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads will be prioritized with the limited funding over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport

improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

The following comments from those in the audience were raised and discussed:

- Ms. Rebecca Harris, speaking on behalf of Transport NH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring to 2009 funding level of \$188,000 in state general funds for the purpose of matching existing federal funding for public transportation.
- Mr. Marc Miville noted that he believes that Hooksett's major traffic issues are related to heavy truck traffic on NH 3A and NH 28 as a bypass to the I-93 tolls in Hooksett. The roads were not designed for heavy trucks. Does the state have a plan to address heavy truck traffic? Does the Plan pay to address traffic concerns in Hooksett and to maintain the roads? Does the Plan include any additional intersection improvements along these roads? NHDOT Assistant Commissioner Jeff Brillhart responded that it is difficult to know how much of the truck traffic is due to diversion versus being driven by amenities and businesses along the corridors. Open road tolling on I-93 may encourage more trucks to stay on the interstate. EZ-Pass use is up overall. Tim White noted that they are actively working with Hooksett on various initiatives which may help.
- Councilor Pappas identified HSIP funds as being dedicated toward safety improvements. Craig explained the HSIP program, noting that:
  - Under MAP-21 funding level was increased
  - Projects are based on safety issues which must be documented.
  - Typically, begins with a road safety audit
  - If a community has concerns about specific locations then they should contact the Department.
- Mr. Todd Lizotte, Town Council, Hooksett inquired about items in the plan regarding congestion management and asked if the plan was policy based or project based. Jeff Brillhart responded that the plan is project based though based on a strategy of financial constraint coupled with maintenance and preservation. Keep the good roads good, addressing poor roads difficult due to funding limitations. I-93 needs to be completed and is a focus of the strategy, but the funds are still not included.
- Councilor Pappas inquired about CMAQ funds and what types of projects it funds. Craig Green noted:
  - CMAQ funding can only be used on certain types of activities that help congestion and have documented air quality benefits in non- attainment areas (i.e. southern tier of the state). It has been used for projects such as Park and Rides and transit. The focus of the program is to get people out of their cars to reduce congestion and improve air quality.

- Part of improving I-93 required investment in park and rides and transit along the corridor which has been funded with CMAQ.
- Mr. Roger Duhaimé noted that the traffic and scale of Route 3A divides the Town of Hooksett. He asked if the funds generated in Hooksett come back to Town as investments, noting in particular surplus land sold to Market Basket and increased revenue from the rest area and tolls. Jeff Brillhart noted that revenue generated in any single community is not returned as direct investments in the community. Instead those funds help incremental for maintenance and operation and capital improvements around the state.
- Mr. Robert Strobel, Northwood (Chair, planning board, but not speaking on behalf of the board) noted that DOT has performed very good maintenance on US 4 from Chichester to Lee. He has concerns about the stretch of US 4 in Northwood where there is not a consistent typical section and suggests that a study of the corridor be included. Residents are afraid to travel on US 4 because of traffic and speed. US 4 is critical to the community. Jeff Brillhart responded that an aggressive corridor study done in the 1990s did not gain support. He recognizes the concerns about the road and that a study would be a good place to start. Addressing the issues though would be difficult given the available resources. Councilor Pappas asked about funding for studies and Jeff responded that they are administered through the Bureau of Planning.
- 

The hearing was adjourned at about 8:20PM.



I WISH TO SPEAK AT THIS HEARING:

Name ROBERT STROBEL

Organization NORTHWOOD, NH PLANNING BOARD  
(If Any)

Address 339 OLD ANTWERP RD, NWOOD, 03261

Phone \_\_\_\_\_  
(Optional)

Hooksett  
9/18/13  
10 f2

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris

Organization Transport NH  
(If Any)

Address \_\_\_\_\_

Phone 562-5452  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name MARC Mirille

Organization \_\_\_\_\_  
(If Any)

Address 42 MAIN ST Hooksett

Phone 603-340 3840  
(Optional)



Hocksett  
9/18/13  
2 of 2

I WISH TO SPEAK AT THIS HEARING:

Name TOOD LIZOTTE  
Organization TOWN COUNCIL HOCKSETT  
(If Any)  
Address 21 POST ROAD, HOCKSETT NH 03106  
Phone 603-493-2579  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Roger Duhaime  
Organization \_\_\_\_\_  
(If Any)  
Address \_\_\_\_\_  
Phone \_\_\_\_\_  
(Optional)

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 10, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Hooksett**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Hooksett	11.63%	6.52%	3.06%	0.97%
Merrimack County	13.66%	5.73%	8.08%	0.77%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Town of Hooksett 35 Main Street Hooksett, NH 03106		Dean Shankle 603-485-8471
Hooksett Public Library 31 Mt. St. Mary's Way Hooksett, NH 03106		Heather Shumway 603-268-0279
Neighbor Heritage District 35 Main Street Hooksett, NH 03106		Jo Ann Duffy 603-268-0279

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Berlin City Hall Auditorium  
168 Main Street  
Berlin NH**

**Thursday, September 19, 2013  
10:00 AM**

**AGENDA**

1. Executive Councilor Raymond Burton
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:**

**[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# STATE OF NEW HAMPSHIRE

## INTER-DEPARTMENT COMMUNICATION

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 1**

**September 19, 2013**

**Location: Berlin City Hall Auditorium  
10:00 AM**

Councilor Burton opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Jeff Hayes, Executive Director and Mary Poesse (spelling?), Transportation Planner with North Country Council (NCC) gave an overview of transportation in the North Country. Jeff noted that transportation is absolutely critical to economic development. Mary noted that there are many more needs than available funding. Funding related to maintenance, preservation and bridges are the focus in the NCC region. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Jeff also noted that you do not have to always build a project to solve a transportation issue.

Councilor Burton and Jeff Hayes also noted that there are a lot of concerns about the Conway Bypass, but that there are only mixed levels of support for the project. Attempts at developing an MOU among the towns affected by the potential bypass were not successful. Travel patterns seem to be showing that trucking patterns are changing some, with increased usage of I93, NH 115 and then US 2 as an alternative to NH 16.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to

strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very much a work in progress. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

The following comments from those in the audience were raised and discussed:

- Mr. Paul Robitaille from Gorham expressed support for the process followed, and for the good work done by the State with local projects, including traffic control efforts along US2/NH16/Main Street improvements in Gorham, and the whole issue of ATV usage in the area. He also noted the following items:
  - He supports a gas tax increase for increased transportation funding, that is needed.
  - There needs to be a more concerted, comprehensive plan for US 2. The Governors need to be working together in ME, NH, VT and NY to look at truck traffic issues through the northern corridor.
  - The Conway bypass discussion has been going on for 15 years. The short term improvements that have been implemented to date have not helped through traffic to the North Country. It is very frustrating for the Gorham area as a result of Conway congestion. Without a bypass, it deters travelers from coming north.
  - There needed to be a focus on improvements to the St. Lawrence and Atlantic rail lines in Northern NH.
- Larry Major, representing Pike Industries, affirmed the reduction of purchasing power that Bill Cass had discussed as part of his presentation. In addition, more efficient vehicles leads to less funding being collected. There is definitely a need for additional revenues to support identified and unidentified needs.
- Beverly Raymond, representing Tri-County CAP, noted the lack of state funding available to match federal transit funds coming into the state. This is an increasing issue with the demands for transit services.
- Lisa Carlson, representing The Holiday Center in Berlin spoke regarding the needs for services for Seniors. Her organization provides adult day care including transportation for seniors needing assistance. Funds have been cut to their program, when in fact the need is increasing for transportation assistance for the elderly.
- Jim Wheeler, from Berlin echoed the comments already made regarding the needs to address NH 16 north of Conway and the Conway Bypass. He also thanked state officials for the NH 110 work in Berlin itself and voiced continued support for Berlin projects in the Ten Year Plan.

The hearing was adjourned at about 11:15AM.







# City of Berlin, NH

City Manager's Office



October 29, 2013

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

Subject: Letter dated October 24, 2013 (actual date September 24, 2013) from Town of Conway –  
10 Year Plan

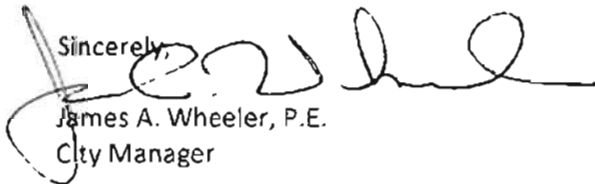
Dear William:

The City of Berlin was copied on the subject letter addressed to you from the Town of Conway. The City of Berlin wishes to clarify its position regarding a statement made in the letter. Specifically, the letter states, "...from a north south perspective, a north south route to areas north of Conway may no longer be as important as it was in the past."

The North Country, including Berlin, has declined economically over many decades. While there are some positive economic initiatives occurring in and around Berlin, we still have many decades of decline to overcome. We are of the opinion that no reasonable project or initiative that could significantly enhance economic development should be downplayed. While we are sure this was not the intent of the language used in the Conway letter, we felt that it could be interpreted this way and therefore seek to clarify our view. We feel that from an economic perspective, as well as other perspectives, a north south route is just as, if not more important, as it was in the past.

Please let us know if you have any questions.

Sincerely,



James A. Wheeler, P.E.  
City Manager

Cc: Executive Councilor Raymond S. Burton  
Commissioner Christopher D. Clement  
Selectmen, Town of Albany  
Selectmen, Town of Bartlett  
Selectmen, Town of Conway  
Selectmen, Town of Gorham  
Selectmen, Town of Jackson  
Selectmen, Town of Madison

RECEIVED  
CITY OF  
TOWN OF  
OCT 31 2013

Planning and Community Assistance

City Hall, 168 Main Street  
Berlin, NH 03570  
Tel: 603-752-7532 Fax: 603-752-8550  
[www.berlinnh.gov](http://www.berlinnh.gov)

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 10, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Berlin**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Berlin	20.01%	4.52%	14.17%	2.60%
Coos County	19.36%	3.79%	12.09%	1.11%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Berlin Housing Authority 421 Main St. Berlin, NH 03570	Low-Income	Contact: Mary-Jo Landry 603 752-4240
Brookside Park Apts 100 Maynesboro St Berlin, NH 03570	Low-income	781-762-4800
Cornerstone Housing North 20 Mechanic St Berlin, NH 03570		
Holiday Center 27 Green Square Berlin, NH 03570		Contact: Lisa Tilton 603-752-1413
Northern Lights 25 Success St Berlin, NH 03570	Seniors	603-444-1377
Service Link Resource Center 610 Sullivan Street Berlin, NH 03570		Contact: Paul Robitaille 603-752-6407
Tri-County CAP 55 Maynesboro St Berlin, NH 03570		603-752-3248
City of Berlin 1168 Main Street Berlin, NH 03570		
Androscoggin Valley Chamber of Commerce 961 Main Street Berlin, NH 03570		Paula Kinney 603-752-6060

Berlin Public Library  
270 Main Street  
Berlin, NH 03570

Denise Jensen  
603-752-5210

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Pittsburg Fire Station  
1684 North Main Street  
Pittsburg NH**

**Thursday, September 19, 2013  
3:00 PM**

**AGENDA**

1. Executive Councilor Raymond Burton
  - o Welcome
  - o Explain why we're here and the process
  - o Introduce presenters
  - o GACIT process
  - o Councilor philosophy
  
2. Regional Planning Commission
  - o Regional philosophy
  - o Regional priorities
  
3. NH Department of Transportation
  - o Statewide philosophy
  - o Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 1**

**September 19, 2013**

**Location: Pittsburg Fire Station, North Main Street, Pittsburg  
3:00 PM**

Councilor Burton opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Mary Poesse, Transportation Planner with North Country Council (NCC) gave an overview of transportation in the North Country. Jeff noted that transportation is absolutely critical to economic development. Mary noted that there are many more needs than available funding. Funding related to maintenance, preservation and bridges are the focus in the NCC region. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Jeff also noted that you do not have to always build a project to solve a transportation issue.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very



much a work in progress. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

Discussion was then had between local officials, Bill Cass, Councilor Burton, and other DOT officials present about transportation financing, and local infrastructure issues.

Comments from those in the audience were raised and discussed included:

- In response to a question from Kevin McKinnon of the Colebrook DPW, Bill Cass noted that each penny of the gas tax raises between \$7.5-8M. Mr. McKinnon also noted that there are a number of areas of Main Street in Colebrook and NH 26 that warrant additional work being completed, along with bridge rehabilitation on Pleasant Street.
- County Commissioner Rick Samson noted his opposition to a gas tax increase. He did not believe that more than a penny or two cent increase would be acceptable for most people. The group discussed recent legislative actions, including House, Senate and Governor approaches to revenue. In response to a question from Mr. Samson, Bill Cass noted that the total cost of construction for I93 was about \$800M of which \$250M is still unfunded.
- There was strong support for addressing the currently funded Stewartstown-Canaan Vt. Bridge project (15838), scheduled for 2016. It is believed that this project will actually be a bridge replacement project, not rehabilitation.
- Pittsburg Deputy Fire Chief Gray invited NHDOT staff to look at US 3 around the Second Connecticut Lake in the winter months. It may look OK now, but will not then. The roads are not satisfactory for emergency service vehicles. He also expressed concern over lack of public notice and awareness of the GACIT hearings.

The hearing was adjourned at about 4:10PM.



Christopher D. Clement, SR.

New Hampshire Department of Transportation

John O. Morton Building, 7 Hazen Drive

Concord, N H 03302-0483

**RE: TEN YEAR TRANSPORTATION IMPROVEMENT PLAN 2015-2024**

Dear Commissioner Clement,

I am respectfully requesting that the ten year plan give reconsideration and priority to the following: Project # 7416 in the towns of Stewartstown, N H and Canaan, VT-15838 Bridge Street.

The bridge is on the state of N H's RED LIST. The scope is BRIDGE REHABILITATION OVER CONNECTICUT RIVER- 054/163.

The detour that reroutes truck and heavy traffic has placed an added burden on the towns of Stewartstown N H and Canaan VT. It has decreased the safety of not only pedestrians but also other motor vehicles in both towns.

It has for some time now required the detoured traffic to unnecessarily pass directly thru the center of both towns, pass three restaurants, the areas only grocery store, the areas only combined gas and convenience store, two U S Post Offices and two repair garages.

In the event of an emergency the Beecher Falls Fire and Rescue Departments need to reroute at least 4 miles or more to reach the south side of the Conn. River. A situation that I believe is unnecessary and dangerous.

As Coos County Commissioner of District three representing this area I am respectfully requesting that this project be moved to the top of the Ten Year Transportation Improvement Plan. Thank you for your attention to my request.

Respectfully Submitted,



Richard J. Samson C County Commissioner District three

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 10, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Pittsburg**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Pittsburg	27.86%	1.84%	5.98%	0.88%
Coos County	19.36%	3.79%	12.09%	1.11%
New Hampshire	13.54%	7.70%	7.81%	1.33%
REMARKS:				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Town of Pittsburg 1526 Main Street Pittsburg, NH 03592		603-538-6697 TownOffice@Pittsburg-NH.org
Pittsburg Public Library 12 School Street Pittsburg, NH 03592		

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Hinsdale Town Hall Auditorium  
11 Main Street 2<sup>nd</sup> Floor  
Hinsdale NH**

**Wednesday, September 25, 2013  
12:00 PM**

**AGENDA**

1. Executive Councilor Colin Van Ostern
  - o Welcome
  - o Explain why we're here and the process
  - o Introduce presenters
  - o GACIT process
  - o Councilor philosophy
  
2. Regional Planning Commission
  - o Regional philosophy
  - o Regional priorities
  
3. NH Department of Transportation
  - o Statewide philosophy
  - o Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 2**

**September 9, 2013**

**Location: Hinsdale, NH, Hinsdale Town Hall  
12:00 PM**

Councilor Van Ostern opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. Councilors Van Ostern recognized state, local and federal representatives that were in attendance. This meeting's purpose, the twelfth of 25 meetings scheduled throughout the state in September and October 2013, was to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Tim Murphy, Planning Director with the Southwest Regional Planning Commission (SWRPC) gave an overview of the status of the SWRPC area. He noted that the Hinsdale-Brattleboro bridge was removed from the Ten Year Plan as part of the 2013-2024 process. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department and good communication were important. JB Mack, Transportation Planner explained the SWRPC process and priorities that were identified and noted that these efforts had improved. Developing regional targets of allocations helped the Technical Advisory Committee (TAC) to keep transportation needs in perspective. Over \$120M in needs were identified in the SWRPC region, with approximately \$73M being available for specific projects and approximately \$47 million in unmet needs. He noted that 10 regionally significant projects are in the proposed 2015-2024TYP and 4 are left out. He suggested that the GACIT needs to bring the revenue issue to the Legislature, noting that the state match is



not funded and the state is 44<sup>th</sup> of 47 in funding to public transit. He noted that State Route 9 through Stoddard and Hillsborough is unprotected and needs access control.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was very much the status quo as compared to past updates.

The draft Ten Year Plan is very much a work in progress. Federal funding levels are assumed for planning purposes but still very uncertain. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

The following comments from those in the audience were raised and discussed:

- Senator Molly Kelly requested that the Hinsdale-Brattleboro bridge be included in the plan, be kept on the plan, and get built (get it on, keep it on, get it done). She noted safety concerns, that it is important to economic development in Hinsdale as a door to Vermont and the west, and provides access to Brattleboro Hospital. Several others, included Representative Lucy Weber, Representative William Butynski, and Chief Todd Faulkner, followed noting the bridges are a crucial connection for commercial and economic development in Hinsdale resulting in lots of trucks on the narrow bridge. If there were problems on the bridges or at the at-grade railroad crossing in Brattleboro, also known as “malfunction junction”, then detours result in an additional 30+ miles of driving. The towns rely on each other for mutual aid, hospital services, coordinated school activities, etc. It was also noted that the existing wood plank sidewalk was perceived as being in disrepair.
- Several students from the Hinsdale High School Civics class explained that the bridges are important for them to have access to their jobs, activities, and the hospital in Brattleboro. Superintendent of Schools David Cristofoli noted that if the bridge were closed approximately 45 minutes would be added to the commuting time plus additional cost of gas for his staff and students and bus service for special education students.
- Michael Darcy, Hinsdale Selectman, spoke in support of the bridge project and presented a binder with a petition, numerous letters of support, and history of the bridge project. Bernard Rideout, Hinsdale Selectman, noted that with the closing of Vermont Yankee nuclear power plant and the impacts to the economy and potential funding from Vermont to the project.
- Bill Cass, NHDOT, in response, expressed concerns about the structural condition of the bridges and that the Department understands concerns about the bridges regarding their condition and public safety. He noted that while the bridges are narrow and old, they are inspected regularly and are currently structurally sound. Tim Murphy, SWRPC added that the preliminary plans and Environmental Impact Study have been completed for the proposed project.
- Francis Walsh, Rockingham, VT spoke in support of rehabilitation of Vilas bridge between Bellows Falls, VT and Walpole, NH noting that since the bridge was

closed, businesses in Bellows Falls, VT have experienced a 40% decrease in business. He noted that the alternate route to the north includes an at-grade rail crossing on a line with increased freight traffic. This interfered with mutual aid response from Walpole to a fire in Bellows Falls, VT last winter. He said Vermont is prepared to consider funding from Vermont for the project.

- Ms. Rebecca Harris, speaking on behalf of Transport NH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring to 2009 funding level of \$188,000 in state general funds for the purpose of matching existing federal funding for public transportation.

The hearing was adjourned at about 1:20 PM.

RECEIVED  
DEPARTMENT OF  
TRANSPORTATION

OCT 31 2013

TOWN OF ACWORTH

BUREAU OF  
Planning and Community Assistance

P.O. Box 37  
Acworth, NH 03601

*Board of Selectman*



Phone: 603-835-6879  
Fax: 603-835-7901  
Email: townoff@sover.net

Date: October 28, 2013  
To: William E. Watson, P.E., NH DOT  
From: Board of Selectmen  
Re: Updated Ten-Year Plan

We understand that comments regarding the updated Ten-Year Plan will be accepted until October 31.

Earlier this year Robert Landry with other representatives from DOT and Nate Miller of Upper Valley Lake Sunapee Regional Planning Commission made time to meet with us to discuss the replacement of the Bowers Brook bridge on NH Route 123A in South Acworth Village.

Originally scheduled for 2020, we understand the project has been moved to 2017.

As you know this bridge was damaged during the severe flooding in our area in 2005. Temporary barriers were put in place but FEMA funding in 2007 was insufficient for permanent work to take place; the temporary barriers remain.

The bridge is in the center of South Acworth village, a densely populated, multiuse area notable for its majority of historic structures including one under a State stewardship agreement. NH Route 123A itself is the primary east-west conduit in Acworth for emergency vehicles and a main connector from NH Route 10 west.

We appreciate your efforts in moving replacement of the bridge closer and time and look forward to working with the Department on this project.

Acworth Board of Selectmen:

Rob DeValk

Steven Holt

Craig Oshkello

Cc:

Nate Miller, UVLSRPC

## Bill Watson

---

**From:** William Boynton  
**Sent:** Thursday, October 31, 2013 10:04 AM  
**To:** Bill Watson  
**Cc:** Sharon Allaire  
**Subject:** FW: Vilas Bridge -- NH DOT 10 Year Plan

Bill and Sharon...received via the NHDOT website...

Bill Boynton

---

**From:** Donna Drouin [<mailto:dmd555@comcast.net>]  
**Sent:** Thursday, October 31, 2013 9:48 AM  
**To:** DOT Info  
**Subject:** Vilas Bridge -- NH DOT 10 Year Plan

William Watson  
New Hampshire Dept of Transportation  
Concord, NH

Dear Mr. Watson:

On this last day for comments regarding NH DOT's 10-Year Plan, I wish to bring attention once again to the needs of the Vilas Bridge and the area which surrounds it.

As you are undoubtedly aware, the Vilas Bridge occupies perhaps the entire River's most historic site. It was here that the first bridge crossing the Connecticut River was erected in 1785 by Col. Enoch Hale. It was soon brought international renown to its builder as an architectural phenomenon at one of the greatest drops of the entire River, reverently referred to by the western Abenaki people as "the Great Falls".

At the failing of the Tucker Bridge (the second bridge at this site) the Vilas Bridge was constructed in 1931 through a collaboration of the towns of Rockingham, VT and Walpole, NH, with assistance from the federal government and NH Dept of Transportation; and, later, under the auspices of the late philanthropist Charles Nathaniel Vilas of Alstead, whose heirs provided \$30,000 -- Walpole's share. It, too, is of historic significance, given the architecture of its time, and its site above the gorge, making it doubly significant in any tour of this American River's by-way.

Various articles have been written about the above and the economic and social impact for both the Towns of Rockingham, Walpole, and especially the Village of Bellows Falls, since the bridge's closing. Please add my name to others, who wish to see the beautiful and historically significant Vilas Bridge returned to its former state.

Very truly yours,

Donna M. Drouin,

Connecticut River Joint

Lebanon, N. H.  
and Past President,

Walpole, N. H.

Commissioner

Commission

Walpole Historical Society



NOV - 4 2013

Planning and Community Assistance

October 30, 2013

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 New Hampshire Preservation Alliance appreciates the opportunity to comment on the draft 10 year plan. The Alliance is the statewide non-profit membership-based organization committed to the preservation of historic buildings, landscapes, and communities by providing education, advocacy and resources. We assist community projects throughout the state, and have recognized transportation issues in our annual awards program as well as our *Seven to Save*. We appreciate the context sensitive planning and development work promoted by your agency, and know that you work closely with N.H. Division of Historical Resources.

We respectfully urge the following actions:

- Develop and ratify a historic bridge management plan. This plan – and the process associated with developing it – will make future decision-making more efficient and help us succeed with more projects that marry transportation, safety, fiscal and preservation goals. We understand that funds have been set aside for this project.
- Include the historic Vilas Bridge in Walpole in the 2015-2024 plan. A legally binding Memorandum of Agreement was executed in 1994, signed by the Federal Highway Administration (FHWA) and the Advisory Council on Historic Preservation, that committed the FHWA and the states of New Hampshire and Vermont to rehabilitate the bridge.

Thank you for your attention to these important topics. Please contact me with any questions at (603) 224-2281 or by email at [jg@nhpreservation.org](mailto:jg@nhpreservation.org).

Sincerely,

Jennifer Goodman  
Executive Director



# Town of Hinsdale

HINSDALE, NEW HAMPSHIRE

03451


OFFICE OF SELECTMEN

**RECEIVED**  
COMMISSIONERS OFFICE

OCT 22 2013

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

October 21, 2013

William J. Cass   
Director of Project Development  
NH Department of Transportation  
P.O. Box 483  
Concord, NH 03302-0483

Dear Director Cass:

It was good to see you in Hinsdale for the Governor's Advisory Commission on Intermodal Transportation public hearing to review the New Hampshire Transportation Ten Year Plan. We appreciate the time and effort you put into coming here for the occasion.

This Board is very encouraged that Bridge Project #12210 is included on the Draft Ten Year Plan, and feels it is essential that it be on the final 2015-2024 Ten Year Plan so that the existing 1920 bridges finally can be "retired" for use by bicyclists and pedestrians. The new bridge connecting Hinsdale, NH and Brattleboro, VT on the Route 119 transportation corridor is needed now for all the reasons expressed by officials and the public attending the hearing.

We hope you have the opportunity to look through the binder presented to the Commission at the hearing. The information, letters and petition contained in it clearly demonstrate citizen, business, town, school, rescue, and emergency support for a new bridge in order to ensure that the safety, well-being, social, economic, cultural and natural resource connections now in place between Hinsdale and Brattleboro are sustained.

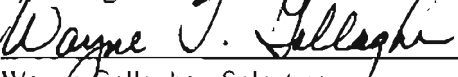
Sincerely,


The Town of Hinsdale

  
Michael Darcy, Chairman

  
Bernie Rideout, Vice Chairman

  
Jay Ebbighausen, Selectman

  
Wayne Gallagher, Selectman

  
Joan Morel, Selectman



# Town of Hinsdale

HINSDALE, NEW HAMPSHIRE

03451

OFFICE OF SELECTMEN

October 21, 2013

Executive Councilor Colin Van Ostern  
Governor's Advisory Commission on Intermodal Transportation  
C/O William E. Watson, Jr., P.E., Administrator  
NH DOT Bureau of Planning and Community Assistance  
P.O. Box 483  
Concord, NH 03302-0483

Dear Councilor Van Ostern:

This Board is very appreciative of all the support and time and effort you have given to Bridge Replacement Project #12210.


We particularly thank you for coming to Hinsdale on June 12<sup>th</sup> to tour the existing bridges and attend the meeting held in Town Hall, and for arranging the scheduling of the GACIT hearing here in Hinsdale on September 25<sup>th</sup>. It was good to see you again.

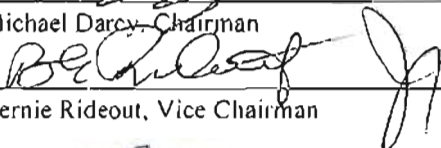
As you know, we strongly support Bridge Replacement Project #12210, are very encouraged that it has been included again in this Draft Ten Year Plan, and believe it is essential that it be on the final 2015-2024 Ten Year Plan. The new bridge connecting Hinsdale, NH and Brattleboro, VT on the Route 119 transportation corridor is needed now for all the reasons expressed by officials and the public attending the hearing.

We hope you have the opportunity to look through the binder presented to the Commission at the hearing. The information, letters and petition contained in it clearly demonstrate citizen, business, town, school, rescue, and emergency support for a new bridge in order to ensure that the safety, well-being, social, economic, cultural and natural resource connections now in place between Hinsdale and Brattleboro are sustained.

Sincerely,

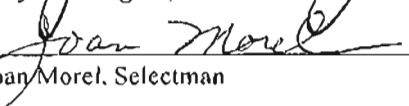
The Town of Hinsdale

  
\_\_\_\_\_  
Michael Darcy, Chairman

  
\_\_\_\_\_  
Bernie Rideout, Vice Chairman

  
\_\_\_\_\_  
Jay Ebbighausen, Selectman

  
\_\_\_\_\_  
Wayne J. Gallagher, Selectman

  
\_\_\_\_\_  
Joan Morel, Selectman

RECEIVED  
DEPARTMENT OF  
TRANSPORTATION

OCT 23 2013

BUREAU OF  
Planning and Community Assistance





# Town of Hinsdale

HINSDALE, NEW HAMPSHIRE  
03451

OFFICE OF SELECTMEN

RECEIVED  
DEPARTMENT OF  
TRANSPORTATION

OCT 23 2013

Planning and Community Assistance

October 21, 2013

Executive Councilor Raymond Burton, Chairman  
Governor's Advisory Commission on Intermodal Transportation  
C/O William E. Watson, Jr., P.E., Administrator  
NH DOT Bureau of Planning and Community Assistance  
P.O. Box 483  
Concord, NH 03302-0483

Dear Councilor Burton:

This Board appreciates and thanks you for the time and effort you and other members of the Commission put into coming to Hinsdale for the GACIT public hearing to review the New Hampshire Transportation Ten Year Plan.


We strongly support Bridge Project #12210, are very encouraged that it has been included in the Draft Ten Year Plan, and believe it is essential that it be on the final 2015-2014 Ten Year Plan so that the existing 1920 bridges can finally be "retired" for use by bicyclists and pedestrians. The new bridge connecting Hinsdale, NH and Brattleboro, VT on the Route 119 transportation corridor is needed now for all the reasons expressed by officials and the public attending the hearing.

We hope you have the opportunity to look through the binder presented to the Commission at the hearing. The information, letters and petition contained in it clearly demonstrate citizen, business, town, school, rescue, and emergency support for a new bridge in order to ensure that the safety, well-being, social, economic, cultural and natural resource connections now in place between Hinsdale and Brattleboro are sustained.


Sincerely,

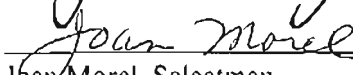
The Town of Hinsdale

  
\_\_\_\_\_  
Michael Darcy, Chairman

  
\_\_\_\_\_  
Bernie Rideout, Vice Chairman

  
\_\_\_\_\_  
Jay Ebbighausen, Selectman

  
\_\_\_\_\_  
Wayne Gallagher, Selectman

  
\_\_\_\_\_  
Jean Morel, Selectman









**Governor's Advisory Commission on  
Intermodal Transportation (GACIT) Meeting  
Town Hall Auditorium - 2<sup>nd</sup> Floor  
11 Main Street  
Hinsdale NH**

30 of 4

Wednesday, September 25, 2013  
12:00 PM

Name / Organization	Email	Phone Number
STEVE PACMER / Wal-Mart		336-5538
Eli Rivera / Sheraton	erivera@co.cheshire.nh.us	352-4238
BRIAN BIDDROT	SALERAM, HINSDALE	336-5803
Steve Limby	Keene, NH	603-547-7375
LARRY MAJOR	lmajor@pikeindustries.com	603 527 5129
Mike Mulligan	STOAMSTONEL2002@yahoo.com	16033368320
DR. DAVID CRISAFULLI	dcrisafulli@HNSD.ORG	603 336 5728
Tom O'Connor	toconnor@hnhsd.org	603 336 5728
Mark Stephen	bstephen@Winchester.Gov	603-355-0858
Wendy Gordon	Rand RG Group @ yahoo.com	603-239-4670
Richard Lapoint	DLK@YAHOO.COM	603 239 4787
William Roberts	MORVER2@myfairpoint.net	336 5462
NORMAN BERGERON		19416625848
Shelly Walker	swalker@winchester.nh.gov	2394951x101
Wayne Gallagher	majorgallagher@g-wind	256-8830
Tim Murphy	tmurphy@serpc.org	357-0557
Al Picard		256-8630
Richard Jones	jonesm74@gmail.com	256-6033
Pam Russell Slack (Senate Shaker)	Pam.Slack@shakeren.senate.gov	358-6604
Jill Collins	hinsdale.nh@myfairpoint	336-5710 x 11
Rebecca Harris	Rtharris@TransportNH.org	802-266-0566
Darlene Leonard	dpleon@myfairpoint.net	
Hinsdale Sewer Dept	hinsdalewwtp@myfairpoint.net	336-5714
Hinsdale Highway Dept (Frank Podlaski)	Hinsdalehighway@yahoo.com	336 5716



I WISH TO SPEAK AT THIS HEARING:

Name State Senator Molly Kelly  
Organization State Senator  
(If Any)  
Address 89 Clouet Dr. Ferris, NH  
Phone 603-491-2502  
(Optional)  
HINSDALE

Hinsdale  
9/25/13

I WISH TO SPEAK AT THIS HEARING:

Name LODD FAULKNER  
Organization CHIEF OF POLICE HINSDALE  
(If Any)  
Address 102 RIVER RD HINSDALE, NH  
Phone 603-336-5723  
(Optional)

10f6

I WISH TO SPEAK AT THIS HEARING:

Name FRANCIS WALSH  
Organization TOWN OF ROCKINGHAM  
(If Any)  
Address 7 SEWARD BELLONS FIELDS Vt.  
Phone 802-463-3964  
(Optional)

Hinsdale  
9/25/13

I WISH TO SPEAK AT THIS HEARING:

Name Mary Helen Hawthorne  
Organization Bellows Falls Downtown  
(If Any)  
Address Rockingham St. P.O. Box 924 Bellows Falls VT  
Phone 802-460-2333  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

2 of 6

Name Lucy Weber, State Representative  
Organization State Representative, Cheshire, 01  
(If Any) (Hinsdale, Chesterfield, Westmoreland, Walpole)  
Address 217 Old Keene Road, Walpole 03605  
Phone 603 756-4338  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name BILL BUTYNSKI  
Organization NH HOUSE DISTRICT 01  
(If Any)  
Address 60 RIVER ROAD, PO BOX 105, HINSDALE, NH  
Phone 603-336-7498  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Markeé Frazer  
Organization Hinsdale High school  
(If Any)  
Address 46 Robbin st  
Phone 2-603-313-3838  
(Optional)

Hinsdale  
9/25/13

3 of 6

I WISH TO SPEAK AT THIS HEARING:

Name Elise Atkins  
Organization Hinsdale High School  
(If Any)  
Address 99 Highland Ave  
Phone 603-336-7120  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name HINSDALE High School  
Organization 5 STUDENTS  
(If Any)  
Address HINSDALE High School  
Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Tyler Kirkwood  
Organization Hinsdale High School  
(If Any)  
Address 292 Chesterfield Rd  
Phone 603-336-5950  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Wayne T. Gallagher  
Organization Hinsdale Select Board  
(If Any) Hinsdale Commercial & Industrial Development Corp.  
Address 18 Pine Ridge Lane  
Phone 603-256-8830  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris  
Organization Transport NH  
(If Any)  
Address 125 Airport Rd., Concord  
Phone 603-562-5452  
(Optional)

Hinsdale  
9/25/13

4 of 6



I WISH TO SPEAK AT THIS HEARING:

Name BARRY MONTGOMERY  
REAL ESTATE DEVELOPER  
Organization HISTORIC DISTRICT COMMISSION  
(If Any)  
Address 56 ASTOR LOT  
Phone 203-518-2918 CEA  
(Optional)

Hinsdale  
9/25/13

I WISH TO SPEAK AT THIS HEARING:

Name Mike Darcy  
Organization Hinsdale Selectman  
(If Any)  
Address 85 Highland Ave  
Phone 603 556 6115  
(Optional)

5086

I WISH TO SPEAK AT THIS HEARING:

Name DAVID CRISAFUCCI  
Organization Hinsdale School Dist  
(If Any)  
Address 49 School Street, Hinsdale  
Phone 608-336-8728  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Mike Mulligan  
Organization Hinsdale  
(If Any)  
Address 5 Woodlawn Lane Hinsdale NH  
Phone 16033368320  
(Optional)

Hinsdale  
9/25/13

I WISH TO SPEAK AT THIS HEARING:

Name Steven Limby  
Organization former state cop  
(If Any)  
Address 17 Center St, Keene, NH  
Phone 603-547-7375  
(Optional)  
StevLimby60@hotmail.com

I WISH TO SPEAK AT THIS HEARING:

Name Bonnie Rivet  
Organization Hinsdale, N.H. Select Board  
(If Any)  
Address Hinsdale  
Phone 603-336-6903  
(Optional)

6 of 6



TOWN OF HINSDALE  
OFFICE OF CODE ENFORCEMENT  
POB 13  
HINSDALE N.H. 03451-0013  
(603)336/5702  
FAX(603)336/5711  
rlhinsdale.nh@myfairpoint.net

William E. Watson P.E.  
Department of Transportation  
John O. Morton Building  
7 Hazen Drive  
P.O.Box483  
Concord, N.H. 03302-0483

SEP 19 2013

BUREAU OF  
Planning and Community Assistance

Date: 9/18/13

Subject: Bridge Project Hinsdale, N.H.

Dear Mr. Watson,

As Building Inspector for the Town of Hinsdale, the bridge project is of grate importance to the building office.

The bridges as they are , are compermiseing the building in the town.

Projects that want to come to Hinsdale, question the accessibility to town.

When they find out about the bridges, it becomes an issue with trucking and the accessibility.

To use Rt. 63 or Rt. 119 from the east , the roads are not up to that kind of traffic and adds mileage.

If for some reason, the bridges were to be closed it would have a devastating effect on the Town of Hinsdale and the building office.

It is of mine and the office of building, that the bridges need to be replaced as soon as possible.

Thank you for the time to read this letter.

Respectfully:

Rodney Lawrence

Code / Building Inspector

Town of Hinsdale

CC: Town of Hinsdale

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 11, 2013

**FROM:** Jay Ankenbrock, Chief of Labor Compliance

**TO:** Bill Cass, Director of Project Development

**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Hinsdale**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan, Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Hinsdale	14.43%	4.40%	6.57%	0.66%
Cheshire County	14.71%	4.64%	10.04%	0.34%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Town of Hinsdale PO Box 13 Hinsdale, NH 03451		603-336-5710
Hinsdale Community Coalition Millstream Community Center 19 Main Street Hinsdale, NH 03451		
Hinsdale Public Library 122 Brattleboro Road Hinsdale, NH 03451		Mary Major

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Franklin City Hall Council Chambers  
316 Central Street  
Franklin NH**

**Wednesday, September 25, 2013  
4:30 PM**

**AGENDA**

1. Executive Councilor Colin Van Ostern
  - o Welcome
  - o Explain why we're here and the process
  - o Introduce presenters
  - o GACIT process
  - o Councilor philosophy
  
2. Regional Planning Commission
  - o Regional philosophy
  - o Regional priorities
  
3. NH Department of Transportation
  - o Statewide philosophy
  - o Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

**STATE OF NEW HAMPSHIRE**  
**INTER-DEPARTMENT COMMUNICATION**

**Draft 2015-2024 Ten-Year Plan**  
**GACIT Public Hearing**  
**Executive Council District 2**  
**(Co-Hosted with Executive Council District 1)**

**September 25, 2013**

**Location: Franklin, NH,**  
**Franklin City Hall**  
**4:30 PM**

Councilors Van Ostern opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. Councilor Van Ostern recognized state, local and federal representatives that were in attendance. This meeting's purpose, the thirteenth of 25 meetings scheduled throughout the state in September and October 2013, was to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Mike Izard, Transportation Planner with Lakes Region Planning Commission (LRPC) gave an overview of the Ten Year Plan (TYP) process used by LRPC. The process for developing the TYP has definitely improved. The Department initiated a Lean process review of the TYP efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. The Decision Lens software was used as part of the prioritization process for projects in the Lakes Region. Developing regional targets of allocations helped the Technical Advisory Committee (TAC) to keep transportation needs in perspective. Approximately \$82M is the budget available for specific projects in the region. He noted that five projects are listed that were included in the previous TYP. Reconstruction of Route 28 in Wolfeboro was determined to be the #1 priority for addition to the region's transportation improvement program.



Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was very much the status quo as compared to past updates.

The draft Ten Year Plan (TYP) is very much a work in progress. Federal funding levels are assumed for planning purposes but still very uncertain. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

The following comments were raised and discussed:

- Councilor Van Ostern asked if the Franklin US 3/Industrial Drive project is in the TYP. William Cass replied that it is in the current TYP.
- A question was raised regarding the status of work and possible re-work on the pavement rehabilitation project at the traffic circle intersection of US 3 and NH 25 (Tenny Mountain Highway) in Plymouth. W. Cass replied that Department does have a Contract Administrator overseeing the construction project. The project was put out to bid. The Department does not dictate the contractor's means and methods. Subsequent to this meeting, it was determined that additional drainage repairs were required and included late in the project that resulted in adjustments to the curb and cutting of the pavement.
- Representative Frank Tilton asked about the gas tax. W. Cass replied that the revenue from the current gas tax is declining due to less travel and more fuel efficient cars.
- Representative Leigh Webb asked if the Betterment Program is separate from the TYP. W. Cass replied that the Betterment Program is part of the Ten Year Plan. This type of work done under the program were listed as programmatic in the Ten Year Plan, with the specific projects or areas determined based on need and condition, for example each district has \$400,000 Betterment funds (2.4m total) annually for work including grader shims, paver shims, and secondary road reconstruction. Betterment also funds daily maintenance operations including mowing, plowing, cleaning catch basins, and guard rail repairs.
- Mayor Ken Merrifield, Franklin, advocated for returning the Franklin By-pass in some form to the Ten Year Plan. W. Cass replied that former Commissioner Kenison made the decision to not go forward with the Franklin By-pass based on the belief that it was not permissible as proposed. Some of the properties acquired for the project have been declared surplus. It was further discussed that there was previously in the Ten Year Plan an envisioned Franklin Connector from Exit 19 to US 3 (vicinity) at the Industrial Park. Richard Lewis, Franklin Planning Director, added that the Franklin connector was discussed at the Franklin Planning Board as a linkage to new development including the Northern Pass. He also asked about options to get the project back on the Ten Year Plan. Councilor Van Ostern asked for a summary of information regarding the history of the project and why it was taken off the TYP. *[subsequent follow-up letter was sent to the City - see attached letter]*

- Representative Thomas Schamberg spoke about the condition and maintenance of NH Route 114 and North Road in Sutton. He noted that NH 114 is a detour if I-89 is closed due to accidents. He also noted that the condition of these roads affects the safety and condition of school buses and questioned the winter maintenance frequency. He requested a reconfiguration of the Betterment program to resurface these roads. W. Cass acknowledged that these routes are not eligible for federal aid. He added that District 2 had been addressing to the best of their ability through a series of prioritized spot improvements. Alan Hanscom, District 2 Engineer, said that 114 is plowed as often as NH Route 11. He suggested that if there are further concerns regarding winter maintenance response that written comments be addressed to him, Caleb Dobbins, NHDOT Highway Maintenance Administrator, and William Janelle, NHDOT Director of Operations.
- Representative Frank Tilton asked about the status of improvements of NH Route 106, specifically the last half-mile from Belmont to the Laconia By-pass and its awkward intersection. W Cass replied that a NH Route 106 Corridor Study had recently been done to update information relative to NH 106 with focus on the section from I-393 to the NH Motor Speedway. He also noted that an interim improvement had been completed near the Community College. Lastly the section referred to did not rank high on the regional priorities.
- Ms. Rebecca Harris, speaking on behalf of Transport NH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring to 2009 funding level of \$188,000 in state general funds for the purpose of matching existing federal funding for public transportation.

The hearing was adjourned at about 5:45 PM.



Franklin  
9/25/13  
1 of 2

I WISH TO SPEAK AT THIS HEARING:

F

Name <sup>MAYOR</sup> KEN MERRIFIELD

Organization (If Any) CITY of FRANKLIN

Address 412 Lake Shore Drive Franklin NH

Phone (Optional) 491-9084

I WISH TO SPEAK AT THIS HEARING:

F

Name Rebecca Harris

Organization (If Any) Transport NH

Address

Phone (Optional)

I WISH TO SPEAK AT THIS HEARING:

F

Name Frank Tilton

Organization (If Any) Rep. Belknap

Address Lancaster

Phone (Optional) 528-8466

Franklin  
9/25/13  
2 of 2

I WISH TO SPEAK AT THIS HEARING:

F

Name Rep. Tom Schamberg

Organization (If Any) Towns of Sutton/Wilmot

Address 10 Clarke Rd Wilmot

Phone (Optional) 603-715-6778



THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.  
COMMISSIONER

JEFF BRILLHART, P.E.  
ASSISTANT COMMISSIONER

October 21, 2013

The Honorable Ken Merrifield  
Mayor  
City of Franklin  
316 Central Street  
Franklin NH 03235

RECEIVED  
DEPARTMENT OF  
TRANSPORTATION

OCT 23 2013

Subject: September 25 GACIT Hearing, Franklin Connector

SECTION OF  
Planning and Community Assistance

Dear Mayor Merrifield:

I am following up on some questions raised at the September 25 GACIT Hearing in Franklin about the history and status of the Franklin Connector with respect to the Ten Year Plan. We did some research and offer the following:

1. In the early 1990's, as it became apparent that the long studied Franklin-Laconia Bypass/Exit 21 project was not practical, a study of the US Route 3/NH Route 11 Corridor was undertaken and completed in 1994. From that study a series of 10 interim projects were identified to address existing and short term needs. In addition, despite the associated difficulties, there was particular local support for a larger-scale bypass from Exit 19 to US 3 in West Franklin.
2. In 1996, a legislative study committee conducted a Feasibility Study of an Alternative Highway for US 3 in Franklin which investigated a bypass location from US 3 south to Exit 19 (Franklin Connector), and reconstructing Exit 19 from a partial (SB access only) to a full interchange. The brief study included a description of the alternatives conceptually studied, accompanying graphics, and general cost estimates. The cost range for a Franklin Connector was \$35 - \$70 million and to complete Exit 19 was \$5 - \$10 million. The study also noted complicating factors including severe grade restrictions, potential environmental impacts, and relatively low traffic volume projected to use the facility. This study was the basis for subsequent project programming in the Ten Year Plan.
3. Following the study, two projects were included in the 2001 - 2010 Ten Year Plan (TYP). Northfield (Id 1814) was added as a project to complete Exit 19 and make it a full interchange. Franklin to Northfield (Id 1813) was added as a feasibility study (Engineering only) of a New Connector Road from NH 3A to Exit 19.
4. In 2007, during the update for the 2009-2017 TYP, there was an initiative to reconcile the overcommitted, over-programmed Ten Year Plan and financially constrain the process to anticipated projected revenue in order to provide a more realistic plan. It was estimated, at this time, that it could take up to 35 years to complete all the projects listed in the Ten Year Plan. It was during this update that many previously listed projects, such as the Exit 19

reconstruction and the Franklin to Northfield study were deferred due to financial constraint. In the ensuing years, the outlook for these projects has not substantially improved.

As part of the present update for the 2015-2024 TYP, we have relied heavily on the prioritized rankings received through the local Regional Planning Commissions. As noted at the hearing, there are many more needs than resources and we have tried to accommodate the highest priorities in the region in the draft update. The Franklin Connector did not rise to the top of the regional priorities. With that said, the city's concerns about the US 3/NH 11 corridor are recognized. Your request for returning the Franklin Connector to the Ten Year Plan is part of the hearing record and will be considered as GACIT deliberates the draft plan.

I hope this is helpful. Thank you for your participation and input at the GACIT Hearing.

Sincerely,

A handwritten signature in cursive script that reads "William Cass".

William Cass, P.E.  
Director of Project Development

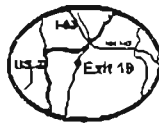
cc: The Honorable Colin Van Ostern, Executive Councilor, District 2  
C. Clement  
W. Watson  
K. Koulet, LRPC

T-U-27

# Feasibility Study of an Alternate Highway for US Route 3 in Franklin

(HB 139, Chapter 48, Laws of 1996)

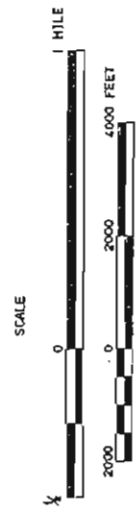
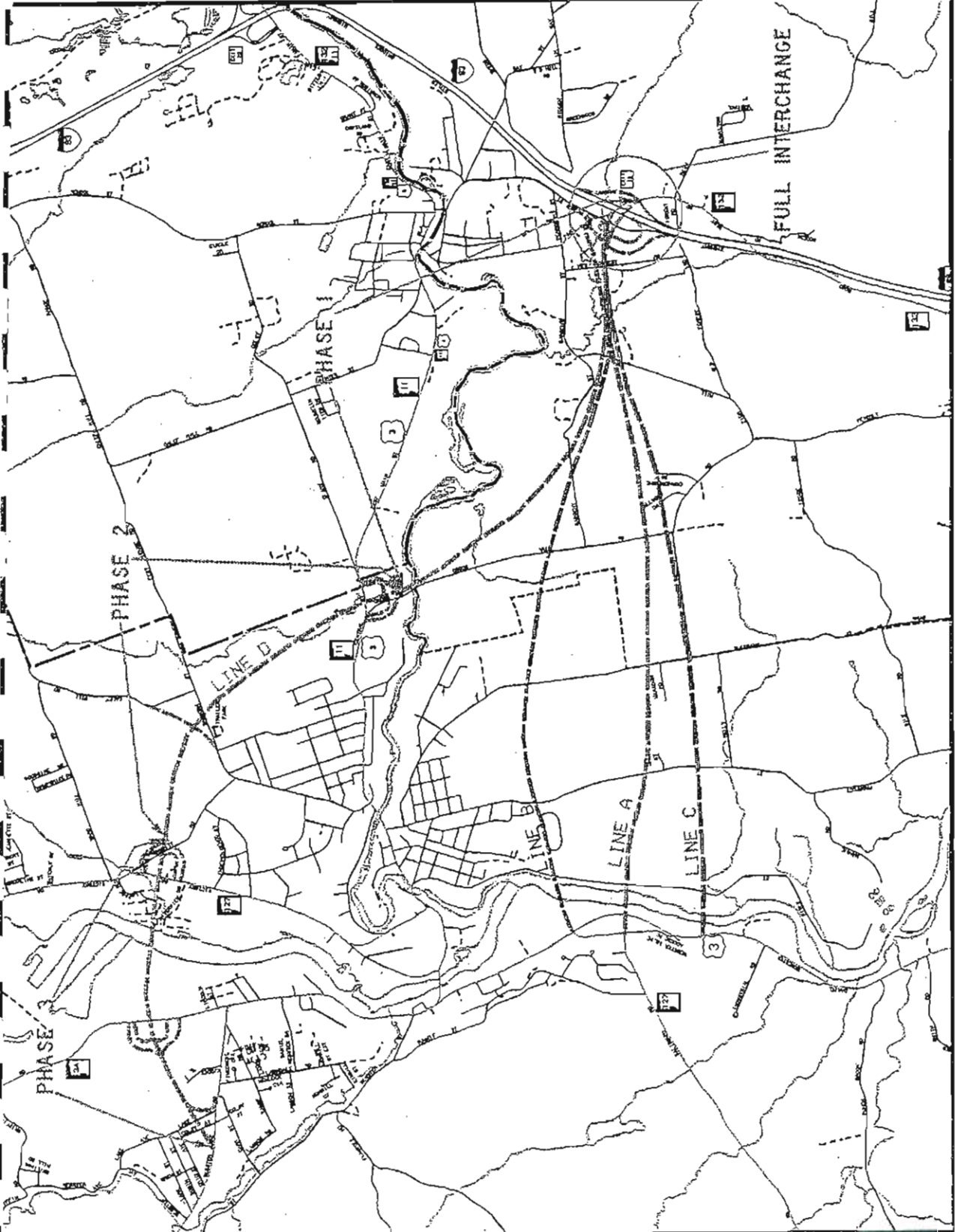
June, 1997







- ALTERNATIVES
- PHASE 1 WESTERLY CONNECTION TO U.S. 3
  - PHASE 2 WESTERLY CONNECTION TO U.S. 3
  - PHASE 3 WESTERLY CONNECTION TO U.S. 3
  - LINE A
  - LINE B
  - LINE C
  - LINE D
  - FULL INTERCHANGE



I93 WESTERLY CONNECTION TO U.S. 3

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 13, 2013

**FROM:** Jay Ankenbrock, Chief of Labor Compliance

**TO:** Bill Cass, Director of Project Development

**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Franklin**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Franklin	15.08%	4.78%	15.96%	0.00%
Merrimack County	13.66%	5.73%	8.08%	0.77%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Community Action Program 82 Elkins St Franklin, NH 03235	Low-Income Outreach	Gail Lyman 603-934-3444
Franklin City Welfare Office 316 Central St Franklin, NH 03235	Low Income	Sara Tracy 603-934-3404
Franklin Falls Farm 348 Victory Dr Franklin, NH 03235		603-934-6700
Golden Crest 29 Baldwin St Franklin, NH 03235		603-934-6742
Mountain Ridge Center 7 Baldwin St Franklin, NH 03235		603-934-2541
Peabody Home 24 Peabody Pl Franklin, NH 03235		603-934-3718
TRIP Center PO Box 182 Franklin, NH 03235		Nancy Marceau 603-934-0219
City of Franklin 316 Central St Franklin, NH 03235		Elizabeth Dragon 603-934-3900
Franklin Public Library 310 Central St Franklin, NH 03235		Robert Sargent 603-934-2911

roulx Community Center  
124 Memorial St  
Franklin, NH 03235

Bessie Rowell Community Center  
12 Rowell St  
Franklin, NH 03235

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**New Hampshire Department of Transportation  
7 Hazen Drive – Room 114  
Concord NH**

**Wednesday, September 25, 2013  
7:00 PM**

**AGENDA**

1. Executive Councilor Colin Van Ostern
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
  
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
  
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 2**

**September 25, 2013**

**Location: NH Department of Transportation, Concord NH  
7:00 PM**

Councilor Van Ostern opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, the last of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Ruairi O'Mahony, Transportation Planner with the Central NH Regional Planning Commission (CNHRPC) gave an overview of the status of transportation in the CNHRPC area. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Primary focus areas were mobility, safety, maintenance of the existing infrastructure. There are identified unmet needs in the Central region, including the urban compact area in Concord and lower classification state highways throughout the region.

Craig Green, Assistant Director of Project Development presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, but as continuation of existing programs at present levels. While there are many more needs

than resources, as reflected in the long lists of recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Craig went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to be level at the current amounts of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for I93 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state funds in the program, with continued reliance on Turnpike toll credits. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities. Craig discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased funding has remained constant for many years that fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads are prioritized over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

Comments from those in the audience were raised and discussed included:

- Mr. Ed Roberge, Concord City Engineer noted the limitations of federal funds for urban compacts and the problems it creates for a City like Concord. He suggested a couple of potential options, including perhaps an urban betterment program, or a 50/50 split with State Aid Highway funds.
- Mr. Steve Henninger, Assistant City Planner with the City of Concord recognized the improvements to the process of the Ten Year Plan update. For the first time in a number of years new projects have been proposed for addition to the Ten Year



Plan. He also noted that the state cannot continue to maintain the roadway, bridge or transit transportation system on funds that have not increased in years. He also noted that the structure of urban compact funding does a disservice to those communities that have compacts.

- Mr. Jerry Gappens, representing NH Motor Speedway spoke in support of the widening of NH 106. He noted that the widening is not about the track, but is more about increased traffic and safety concerns. He noted the cooperative effort between Loudon, NHDOT and NHMS to update studies to show the need for improvements and recognized that some improvements are proposed in the Draft Ten Year Plan.
- Mr. David Kerr, representing the Barnstead Selectboard expressed support for the Plan as proposed.
- Mr. Gary Abbott, representing the Associated General Contractors of NH noted his organization's support for the approach that the NHDOT has taken in developing the Ten Year Plan. It is both a responsibly developed effort, but also highlights the deficit that is necessary for policy makers to keep in mind.
- Ms. Stacy Brown, representing the Merrimack River Greenway Trail supports the development of a trail along the Merrimack River that would connect existing trails to both the north and south.
- Ms. Terri Paige, with Belknap-Merrimack County Community Action Program spoke to the need to provide state resources for rural transportation services. In many areas of the state, public transportation is the infrastructure that allows people to get to destinations. State support to match federal transit funding is needed.
- Mr. Guy Woodland, representing the NH Association for the Blind and Ms. Phyllis Brooks representing Granite State Independent Living noted the need for expanded transit service. In the last 15 years there has been no real expansion in Monday through Friday bus service and the senior populations require additional transportation options. More funding for public transportation is necessary.
- Ms. Sheila Zachary, a legally blind attorney living in Downtown Concord noted that she is able to walk to many places based on her business and residence location. She supports additional parking, livability improvements and incentives for park and rides, carpooling, etc.
- Ms. Rebecca Harris, speaking on behalf of TransportNH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring \$188,000 in state in general funds to the budget for the purpose of match existing federal funding for public transportation.

The hearing was adjourned at about 8:30 PM.

DRAFT

**Governor's Advisory Commission on  
Intermodal Transportation (GACIT) Meeting**  
Department of Transportation  
J.O. Morton Building  
Room 114  
7 Hazen Drive  
Concord

10F3

**Wednesday, September 25, 2013  
7:00 PM**

Name / Organization	Email	Phone Number
DAVID KERR <sup>BARNSTABLS SELECTMAN</sup>	david.s.kerr@msn.com	435-7642
SUSAN CONNOLLY <sup>DUPONT GROUP</sup>	sconnolly@dupontgroup.com	603.3322x11
Enrico Ancio-Felice	c-b@conknet.com	603 9385648
Rebecca Harris	<sup>RL Harris@</sup> TransportNH.org	
Terril Paige	tpaige@bm-cap.org	
Guy Woodland	gwoodland@sightcenter.org	224-4039 x 310
Darren Benoit	DBENOIT@MJINC.COM	228-8087
Roger Vaehon	SIREETER405@aol.com	223-6903
Neva Varsulona, Sen. Dept's Office	Neva-Varsulona@capitol.nh.gov	602-7979
LOM KENDRICK	TKENDRICK@MJINC.COM	225-2978
ED ROBERGE	ERROBERGE@CONCORDNH.GOV	225-8520
Dean Williams	DWilliams@CNHRPC.org	226-6020
Rory O'Mahony	ROMahony@CNHRPC.org	226-6020
Craig Tufis	ctufis@cnhrpc.org	- - -
Matt Leahy	Matt_Leahy@shahen.senate.gov	647-7500
Timothy Dunn	tim.dunn@dot.gov	
Leigh Levine	leigh.levine@dot.gov	410-4844
Kelly Witt Pnc	kwittpnc@sullivanway.com	
Jennifer Goodman	jgcnhpreservation.org	224 2281
STACEY BROWN	STACEYFM@GMAIL.COM	717-1350
DICK LEMIAUX MRCST	CONCORDWARD4CGMAIL.COM	225-9816
Rep Christy D. Bartlett	christydbartlett@gmail.com	224-3172
Jed Merrow	jmerrow@mjinc.com	225-2978
Sheila Zakre	<del>sheila</del> szakre@yahoo.com	224-4400
Terry Cox	fovtoro@hotmail.com	648-2572







## Bill Watson

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**From:** VanOstern, Colin <Colin.VanOstern@nh.gov>  
**ent:** Friday, September 27, 2013 9:30 PM  
**To:** Bill Watson  
**Subject:** FW: DOT Ten Year Plan

Public input for inclusion in our GACIT process:

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Colin Van Ostern  
Executive Councilor, NH-02  
(603) 290-5848  
PO Box 193, Concord, NH 03302

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**From:** Alex Vogt Colette Farland Vogt [farlvogt@gmail.com]  
**Sent:** Tuesday, September 24, 2013 9:42 PM  
**To:** VanOstern, Colin  
**Subject:** DOT Ten Year Plan

Dear Councilor Van Ostern,

I am unable to make the hearing Wednesday concerning the NHDOT Ten Year Plan. I wish to make the following comments.. According to the GACIT presentation on line, the new TA (Transportation Alternatives) funding that replaces the former TE, SRTS and Scenic Byways, "overall reduces funding for these programs" These programs provide great opportunities at the local level, that add greatly to the quality of life in those communities. Many of the rail to trail projects have been funded (80%) by these funds. The Laconia WOW trail, the Northern Rail Trail, the Salem to Manchester Rail Trail just to name a few are great examples of what can be done. These projects in addition to being popular at the local level are great NH wide resources that attract tourists.

I urge you to not reduce these funds but increase them. In addition, to providing funding to the communities, the NHDOT should coordinate, fund and build a state wide interconnected network of these facilities.

Sincerely, Alex Vogt, 23 Groton Drive, Concord, NH 03301

## Bill Watson

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**From:** VanOstern, Colin <Colin.VanOstern@nh.gov>  
**Sent:** Friday, October 11, 2013 9:44 AM  
**To:** Bill Watson  
**Subject:** FW: Public hearings on 2015-2024 Ten Year Plan public comment

--  
Colin Van Ostern  
Executive Councilor, NH-02  
(603) 290-5848  
PO Box 193, Concord, NH 03302

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From: Robert Baker [rtb.bike@gmail.com]  
Sent: Wednesday, October 02, 2013 1:32 PM  
To: VanOstern, Colin  
Subject: Public hearings on 2015-2024 Ten Year Plan public comment

Dear Councilor. Van Ostern,

John Corrigan let me know Today about the public comment hearings for the 2015-2024 Ten Year Plan. As a resident of Concord I missed the local meetings and am unable to attend the 10/8 Keene meeting. I may attend This evening in Bedford for district 4/5.

I see that public comments are being accepted for 10 days after these public meetings and I will participate as I can. My primary concerns have to do with complete streets and vulnerable users. Legislation has previously entered the state house only to die there. I encourage you to support policy and legislation which improves safe infrastructure for cyclists.

I will forward further comments to you as I develop them.

Sincerely,

Robert

--  
Robert Baker  
Concord, NH

Cycling for all advocate and Editor of:  
<http://cyclemainstreet.blogspot.com>  
<http://mainstreetparking.blogspot.com/>

JAMES L. GARVIN  
FARRINGTON HOUSE

30 South Main Street · Building 1, Suite 201 · Concord, New Hampshire, 03301  
[james@jamesgarvin.net](mailto:james@jamesgarvin.net)   [jlgarvin@mail.plymouth.edu](mailto:jlgarvin@mail.plymouth.edu)   <http://www.james-garvin.com>

31 October 2013

Mr. William E. Watson, Jr., P. E.  
Bureau of Planning and Community Assistance  
New Hampshire Department of Transportation  
P. O. Box 483  
Concord, New Hampshire, 03302-0483

Re : NHDOT Ten-Year Transportation Plan, 2015-2024

Dear Mr. Watson:

As a former state architectural historian employed by the New Hampshire Division of Historical Resources (the State Historic Preservation Office) and a long-term participant in Cultural Resource meetings at DOT, I offer the following general comments about the proposed 2015-2024 Ten Year Plan.

Under a 2010 Memorandum of Agreement for replacement of the West Lebanon-Hartford Bridge over the Connecticut River [A000(627); 14957], NHDOT is obligated to “expend project funds to complete the updating of the New Hampshire Historic Highway Bridge Inventory and to prepare the companion New Hampshire Historic Bridge Management Plan by bridge type,” beginning with high Pratt truss bridges. In consultation with FHWA and the Division of Historical Resources, DOT is also to appoint a committee that will provide counsel on “the treatment and rehabilitation, as opposed to the replacement, of the bridges.” The target date for this task to be completed is January 2014.

As far as I know, no such committee has been appointed and no such plan has been developed as of October 2013.

The 2015-2024 Ten-Year Plan includes replacement of some seventy bridges.

The 2015-2024 Ten-Year Plan should not be adopted without the completion and application of the bridge management plan.

Completion of this plan will certainly disclose that a number of the bridges slated for replacement should instead be rehabilitated. Among the bridges that are included in the 2015-2024 Plan are three significant high metal truss bridges: 041/040, a Pennsylvania truss bridge



Garvin to Watson, 31 October 2013, page 2.

over the Connecticut River between Hinsdale and Brattleboro; 042/044, a nearby Parker truss bridge in Hinsdale; and 111/129, a two-span Parker truss bridge over the Connecticut River at Lancaster. The Lancaster bridge is designated in the Plan for rehabilitation, but planners have reportedly preemptively chosen “replacement” as their preferred alternative.

Scrutiny of DOT’s existing files will also disclose that certain bridges have previously been earmarked for permanent preservation. Among these are the Neil R. Underwood Memorial Bridge (235/025) in Hampton and a second bascule bridge (066/071) between Rye and New Castle; the latter is included in the 2015-2024 Plan.

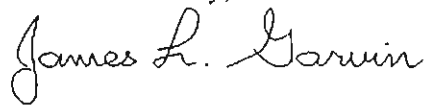
The 2015-2024 Plan should be finalized only after careful scrutiny of former agreements for the permanent preservation of certain bridges, usually entered into as mitigation for earlier bridge replacement projects. These agreements are binding upon DOT, but in most cases are probably unknown to the current framers of the 2015-2024 Plan.

Among the bridge preservation agreements that are known to DOT is the pledge to rehabilitate Vilas Bridge (062/052) between Walpole and Rockingham (Bellows Falls), Vermont. Under a written pledge by Commissioner O’Leary when a comparable open-spandrel concrete arch bridge was replaced in Newport, Vilas Bridge is to be permanently maintained and kept in service.

Despite repeated pleas by residents of Bellows Falls and elsewhere, and the designation of Vilas Bridge as one of “Seven to Save” by the New Hampshire Preservation Alliance in 2012, DOT has not included the rehabilitation of Vilas Bridge in the 2015-2024 Plan. I ask that the bridge be added to the plan in fulfillment of DOT’s obligation.

In summary, I ask that adoption of the 2015-2024 Plan be made contingent upon completion of the promised New Hampshire Historic Highway Bridge Inventory and Bridge Management Plan, and I ask that the rehabilitation of Vilas Bridge be included in the Plan.

Sincerely,

A handwritten signature in cursive script that reads "James L. Garvin". The signature is written in dark ink and is positioned below the word "Sincerely,".

James L. Garvin

#284

**Memorandum of Agreement  
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
PURSUANT TO 36 CFR PART 800.6(a)**

WHEREAS, the New Hampshire Division of the Federal Highway Administration (NHFHWA) and the Vermont Division of the Federal Highway Administration (VTFHWA) have determined that the replacement of the historic US Route 4 Bridge (058/127) over the Connecticut River between Lebanon, New Hampshire and Hartford, Vermont, will have an adverse effect on the US Route 4, 3-span High Pratt and Warren Truss Bridge, which is eligible for the National Register of Historic Places. The project may also require the removal of one apartment building at the intersection of Prospect Street and US Route 4 (locally known as Maple Street) at 17 Maple Street, Vermont (Parcel 12) if the property remains standing at the time of property purchase. The NHFHWA and VTFHWA have consulted with the New Hampshire State Historic Preservation Officer (NHSPO) and the Vermont Agency of Transportation (VTAOT) pursuant to regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the New Hampshire Department of Transportation (NHDOT) has participated in the consultation, has solicited public comment through the public meetings and the consulting party procedures with NHFHWA and VTFHWA as stated in 36 CFR 800 (2), and is invited to concur in this Memorandum of Agreement (MOA); and

WHEREAS, the NHFHWA and the VTFHWA have agreed that the NHDOT shall participate in consultation with the VTAOT to find ways to mitigate the effects on impacted archaeological sites adjacent to and potentially under 17 Maple Street, Vermont, that may be found eligible for the National Register of Historic Places under its standard phased investigations;<sup>1</sup> and

WHEREAS, in accordance with 36 CFR 800, the NHFHWA and the VTFHWA acknowledge and accept the advice and conditions outlined in the Advisory Council on Historic Preservation's "Recommended Approach for Consultation on the Recovery of Significant Information from Archaeological Sites," and other mitigation procedures published in the Federal Register on May 18, 1999; and

WHEREAS, under the MOA, NHDOT and VTAOT agree that the recovery of significant information from affected significant archaeological sites will be done in accordance with published guidance; and

WHEREAS, to the best of our knowledge and belief, no human remains associated or unassociated funerary objects or sacred objects of cultural patrimony as defined in the Native American Graves Protection Act (25 U.S.C. 3001), are expected to be encountered in the archaeological work;

NOW, THEREFORE, the NHFHWA, VTFHWA, NHSPO, and the VTAOT agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

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<sup>1</sup> Note that if 17 Maple Street, Vermont, is removed by the current private property owner before purchase of this property for the project, the property's documentation and survey of the adjacent archaeological resources cannot be completed.

RECEIVED  
AUG 30 10  
FHWA  
NH DIVISION

## Stipulations

### I. Documentation of the US Route 4 Bridge (058/127)

Prior to removal of the bridge, the NHDOT will complete the New Hampshire Historic Property Documentation Form for the Bridge. The specified work is based on Historic American Engineering Record (HAER) standards. This documentation will be completed using the services of a 36 CFR 61-qualified architectural historian. It will include the cover sheet, the narrative with detailed description of the three trusses, historical narrative, bibliography, location map, photographic copy of original drawings, photographic index, photographic key, archival large format negatives, and contact prints. The historical narrative shall include a historical background of the crossing; a narrative of the design and construction process of the bridge and its designer, fabricator, and construction firm; documentation, if possible, of the atypically high loading designed for the bridge; an overview of the development of the two bridge types represented by the three trusses; and a concluding discussion of the significance of the bridge. The NHDOT shall ensure all photography and fieldwork are completed and accepted by NHSHP and VTAOT prior to any disturbance of the bridge and the setting. Note that large format photographs were taken prior to the construction of a temporary bridge immediately down river from the historic bridge. Following NHSHP and VTAOT review and approval, copies of the final documentation will be distributed to the NHSHP, VTFHWA, NHDOT, VTAOT, the Hartford Historical Society, and the Lebanon Historical Society, and Lebanon Historical Commission. One set of large format negatives will be produced for NHSHP. Electronic copies will also be made available. The NHSHP and VTAOT agree to review and provide comments on the acceptability of the documentation within forty-five (45) days of receipt of a draft copy of the above documentation. All documentation will be completed by July 1, 2012.

### II. Marketing of the Bridge

The bridge will be marketed as required by 23 USC 144. The bridge will be advertised with covenants for a period not to exceed a year in local and regional newspapers. It will be advertised on-line on Websites associated with preservation organizations as suggested by NHSHP and VTAOT on a regular basis during this period. NHDOT will contact other state agencies to determine their potential need for one of the three spans (trusses) of the bridge at the date that the bridge becomes available. Federal-Aid Highway Funds will be made available for the relocation of the bridge up to the estimated cost of demolition.

### III. Design Review of the Replacement Bridge

As final design progresses at approximately 30%, 60%, and 90% design completion, the design will be presented to NHSHP and VTAOT for review.

### IV. Phase I of the New Hampshire Historic Highway Bridge Inventory / Management Plan

NHDOT will expend project funds to complete the updating of the New Hampshire Historic Highway Bridge Inventory and prepare the companion New Hampshire Historic Bridge Management Plan by bridge type. The completion of the inventory and companion plan will

occur in the following bridge type order: all metal truss, concrete arch, deck and through plate girder and beam girder, steel arch (including truss/hinged, and rib arch subtypes), bascule, masonry arch, masonry slab, jack arch, vertical lift, and steel rigid frame bridge types, about 291 bridges classified in about 20 recognized bridge types. The approach to and content of the study and resulting plan as well as the recommendations for the treatment and rehabilitation, as opposed to the replacement of the bridges, will be developed in close consultation with the NHSHP and NHFHWA as well as a committee of interested parties representing fields such as planning, preservation, municipal, transportation, or government interests. The committee's viewpoints will be represented in the documents. The approach to the inventory and plan will be as follows:

- A. The Historic Highway Bridge Inventory for the High Pratt Truss Bridge types, prepared as a multiple property nomination, will serve as a model for subsequent bridge types, once the final document is approved. The first draft of the multiple property nomination has been submitted to NHSHP and FHWA. It is currently being revised. The final draft will be presented to NHSHP and FHWA by July 20, 2010.
- B. The Historic Highway Bridge Management Plan for the High Pratt Bridge type with recommendation for future treatments will also serve as a model for future plans. A preliminary rough draft currently exists and is being revised. It will be presented to NHSHP and FHWA by September 14, 2010. The revised plan will be completed by December 15, 2010.
- C. Following the completion of the above model inventory and plan, the NHDOT will bid and award the contract to complete Phase I of the bridge inventory and management plan by the above-prioritized list of bridge types, and form the review committee. The contractor for the bridge inventory and plan will be 36CFR61-qualified and possess significant levels of experience with the assessment and treatment of historic bridge. Each inventory will be reviewed by NHSHP and NHFHWA and revised as needed. The plan will be initially reviewed by NHSHP and NHFHWA and revised, then reviewed by the above committee. After gaining concurrence on comments, they will be incorporated into each plan. Partially dependent on the work of the committee, the approximate date of contract completion will be January 2014.

#### **V. Documentation of 17 Maple Street, Vermont**

If the multi-family dwelling at 17 Maple Street in Vermont remains standing when the necessary right-of-way is purchased and Vermont grants the NHDOT permission to enter, the dwelling will undergo documentation following Vermont's standards. In part, this documentation will include black and white photographs of all elevations of the exterior and intact sections of the interior; measured sketch plans; and a historical narrative providing a background history of the building and an analysis of building occupancy and use of space. Copies will be provided to VTAOT, NHSHP, and the Town of Hartford if requested.

#### **VI. Public Outreach**

NHDOT will develop and erect a State Historic Marker in its right-of-way near the New Hampshire entrance to the bridge. This location will be suitable for viewing by pedestrian traffic. Outreach materials to promote the history of transportation over the Connecticut River between New Hampshire and Vermont will be placed on appropriate websites. The

contractor creating these materials will be 36CFR61-qualified. NHDOT will coordinate with the City of Lebanon, New Hampshire, to determine if the city would accept an interpretive display panel in its park and identify the location in the park. The display panel would discuss the Lebanon-Hartford Bridge in context of other Connecticut River Bridges between New Hampshire and Vermont.

## **VII. Reuse of the Stone from the Bridge Abutments and Piers**

NHDOT will evaluate the reuse of the stone from the bridge abutments and piers in the adjacent area and will review and coordinate the potential uses with NHSHPO, VTAOT, Lebanon, and Hartford. It will work to reuse the stone in close proximity to its original location. NHDOT's contacts with the municipalities are: Len Jarvi, Interim City Manager of Lebanon and Hunter Rieseberg, Town Manager of Hartford.

## **VIII. Archaeological Investigations**

- A. If the current condition of the property is not disturbed prior to property access to be gained by Vermont, all necessary phases of archaeological investigation will be undertaken at the Phase II and III levels as necessary to analyze and document archaeological resources at 17 Maple Street in the northwest quadrant of the project area. All field investigations will be completed prior to construction on the property. It is recognized that Native American pre-contact cultural remains and associated soil contexts are not only adjacent to but may be underneath the existing building. The remains of the tollhouse will be documented as recommended in the Phase IB report. The report of archaeological investigations will be completed within one year of the completion of fieldwork.
- B. If human remains and grave-associated artifacts are discovered while carrying out the activities pursuant to this MOA, the NHFHWA, VTFHWA, NHDOT, and VTAOT will immediately notify the appropriate authorities, as prescribed by New Hampshire and Vermont statutes to determine an appropriate course of action in accordance with the Advisory Council on Historic Preservation's (Council's) Revised "Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects," adopted by the Council on February 23, 2007 at its quarterly business meeting in Washington, D.C.

The NHFHWA and VTFHWA shall also ensure that the following terms and conditions are implemented:

### **I. Dispute Resolution**

Should the NHSHPO and VTAOT object within 30 days to any plans or specifications provided for review or action proposed pursuant to this agreement, the NHFHWA and VTFHWA shall consult with the objecting party to resolve the objection. If the NHFHWA and VTFHWA determine that the objection cannot be resolved, they shall request further comments of the Council pursuant to 36 CFR Part 800.6(b). Any Council comment provided in response to such a request will be taken into account by the NHFHWA and VTFHWA in accordance with 36 CFR Part 800.6(c)(2) with reference only to the subject of the dispute;

NHFHWA's and VTFHWA's responsibility to carry out all actions under this agreement that are not the subjects of the dispute will remain unchanged.

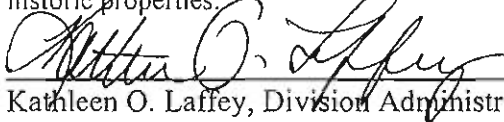
## II. Termination of Agreement

If any signatory determines that the terms of the MOA cannot be executed, the signatories shall consult to seek amendment of the agreement. If the agreement is not amended, any signatory may terminate the agreement. If the terms of this agreement have not been implemented by September 1, 2016, this agreement shall be considered null and void. In such event, NHFHWA and VTFHWA shall notify the parties to this agreement, and if it chooses to continue with the undertakings, shall reinitiate review of the undertaking in accordance with 36 CFR 800.

## III. Amendment

Any party to this agreement may propose to the NHFHWA or the VTFHWA that the agreement be amended, whereupon the agency will consult with the other parties to this agreement to consider the amendment. Section 36 CFR 800.6 (c)(1) shall govern the execution of this amendment.

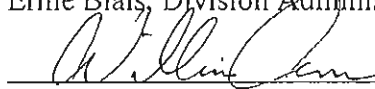
Execution of this MOA by the NHFHWA, VTFHWA, NHDOT, VTAOT, and the NESHPO and its subsequent acceptance by the Council, and implementation of its terms are evidence that NHFHWA and VTFHWA have afforded the Council an opportunity to comment on this project, and that NHFHWA and VTFHWA have taken into account the effects of the undertaking on historic properties.

  
\_\_\_\_\_  
Kathleen O. Laffey, Division Administrator,  
NHFHWA

Date: 8/30/10

\_\_\_\_\_  
Ernie Blais, Division Administrator, VTFHWA

Date: \_\_\_\_\_


  
\_\_\_\_\_  
William J. Cass, P.E.  
Director of Project Development  
William Cass, Project Development Administrator,  
NHDOT

Date: 8/26/10

\_\_\_\_\_  
Scott Newman, VTAOT, Historic Preservation  
Officer

Date: \_\_\_\_\_

### Concurrence:

  
\_\_\_\_\_  
Elizabeth H. Muzzey, New Hampshire State  
Historic Preservation Officer

Date: 8/11/2010



*Celebrating 100 years of New Hampshire's working forests*

October 21, 2013

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: New Hampshire Department of Transportation - Ten Year Transportation Plan

Dear Mr. Watson:

The New Hampshire Timberland Owners Association would like to thank you for the opportunity to provide input towards the New Hampshire Department of Transportation's (NHDOT) Ten Year Transportation Plan.

Founded in 1911, the New Hampshire Timberland Owners Association (NHTOA) is a membership organization representing New Hampshire's timberland owners and all aspects of the forest products industry. Roads and infrastructure impacts all aspects of New Hampshire's forest products industry and ultimately the values of forestland and timber.

An important factor impacting the value of timberland is the condition of the roads and bridges between it and timber markets. Everything being equal, timberland with good, year-round access where log and wood chip haulers can transport full loads of timber and chips to market is worth more than timberland where the roads and bridges leading to the property are posted with weight restrictions. This same factor also affects sawmills, pulp processing facilities and paper mills.

In today's competitive timber and lumber markets for a mill or pulp processing facility to remain competitive they must be able to cost effectively receive raw material (logs, wood chips) and transport their finished product (e.g. lumber, paper, firewood, wood chips) to market. Key to this is having roads and bridges capable of handling trucks whose payloads are "certified" by the New Hampshire Department of Safety pursuant to RSA 266. And, because 84 percent of the state is forested and many of New Hampshire's wood processing mills and facilities are located in rural areas, timber and processed forest products must cross primary and secondary, municipal and state roads and bridges.

**NEW HAMPSHIRE TIMBERLAND OWNERS ASSOCIATION**  
54 PORTSMOUTH ST., CONCORD, N.H. 03301  
PHONE (603) 224-9699 • FAX (603) 225-5898 • WWW.NHTOA.ORG

For this reason the NHTOA is urging the New Hampshire Department of Transportation to include in the state's Ten Year Transportation Plan funds for the inspection, repair and upgrade of state owned and maintained bridges currently posted "E-2", "E-1" and "C-3". The NHTOA is also urging the allocation of funds for the inspection, repair and upgrade of weight restricted municipally owned and maintained bridges.

Using the NHDOT's Google Earth bridge identification tool and through interviews of loggers and wood processing mills and facilities the NHTOA compiled a list of 76 weight listed bridges and one section of Route 153 in Farmington that are located on significant timber and forest products transportation routes. As the NHDOT seeks to prioritize their inspection, repair and upgrade of these bridges and roads we ask they include these as priorities.

Again, the NHTOA appreciates the opportunity to provide input towards the state's Ten Year Transportation Plan.

If you have any questions please contact me.

Sincerely,



Jasen A. Stock  
Executive Director

Attch.



NHTOA E-2 Bridges of concern, July 2013

Town	Road	Bridge Number	Posting	Owner	red list
Alton	140	171-162	e2	dot	
Ashland	3	076/080	e2	dot	
Auburn	121	097/124	e2	dot	
Auburn	Hooksett Rd.	097/130	e2	dot	
Barnstead	Depot Rd. to Timco yard	126/087	e2	muni	
Bath	10	042/111	e1	dot	
Berlin	East Arterial	235/052	e2	muni	
Bow	13	052/140	e2	dot	
Canaan	4	165/070	e2	dot	
Canaan	118	177/123	e1	dot	
Candia	43	149/121	e2	dot	
Charlestown	12a	252/056	e2	dot	
Chichester	Webster Mills	164/135	e2	muni	
Claremont	chestnut st. ext.	159-065	e2	dot	
Columbia	us3	059/089	c1	dot	
Concord	3	040/090	e2	dot	
Concord	Hoit Rd.	053/139	e2	muni	
Cornish	120	172/148	e2	dot	
Danbury	4	178-091	e2	dot	
Danbury	104	139/145	e2	dot	
Deerfield	43	148/048	e2	dot	
Enfield	4	098/164	e2	dot	
Epping	27	051/053	e2	dot	
Epsom	Center Hill Rd.	164/135	e2	muni	
Freedom	25	205-041	e2	dot	
Gilsum	10	106/131	c2	dot	
Grantham	10	114/069	e1	dot	
Haverhill	25	074/051	e2	dot	
Haverhill	25	070/083	e2	dot	
Haverhill	25	058/115	e2	dot	
Hinsdale	119	041-040	e2	dot	
Hinsdale	119	042-044	e2	dot	
Jaffery	202	148-068	e2	dot	
Jeferson	us2	140/097	e2	dot	
Jeferson	us2	092/143	e2	dot	
Keene	10	118/051	e2	muni	
Lancaster	us2	111/129	e1	dot	
Langdon	12a	117/101	e1	dot	

NHTOA E-2 Bridges of concern, July 2013

Town	Road	Bridge Number	Posting	Owner	red list
Lebanon	4	188/126	e2	dot	
Lebanon	12a	055/103	e2	dot	
Lebanon	12a	062/117	e2	dot	
Lebanon	120	120/118	e2	muni	
Lebanon	120	121/117	e2	muni	
Lebanon	120	149/086	e2	dot	
Loudon	Pittsfield Rd.	161/050	e1	dot	
Madison	113	081-090	e2	dot	
Madison	113	068-090	e2	dot	
Madison	113	095-162	e2	dot	
Marlow	10	116/091	c2	dot	
Meredith	3	184-138	e2	dot	
Milton	125	101/110	e2	dot	
Moultonborough	25	136/125	e2	dot	
Newbury	103	104/092	e2	dot	
Nottingham	152	141/127	c1	dot	
Orford	25a	217/112	e2	dot	
Orford	25a	219/112	e2	dot	
Ossipee	16	152-268	c2	dot	yes
Pembroke	Buck St	163/127	e2	dot	
Pembroke	Buck St	182/106	e2	muni	
Pittsfield	107	101-137	e2	dot	
Plainfield	12a	075/139	e1	dot	
Raymond	102	116/052	e2	dot	
Rindge	202	155-084	e2	dot	
Rindge	202	175-089	e2	dot	
Rindge	202	171-087	e2	dot	
Roxbury	9	088/125	e1	dot	
Rumney	25	105-063	e2	dot	
Stoddard	123	161/050	e1	dot	
Troy	12	096/091	-	dot	yes
Troy	12	089/114	-	dot	yes
Wakefield	109	210-054	e2	dot	
Wakefield	153	245-066	e2	dot	
Warner	103	145/053	c2	dot	
Wentworth	buffalo road	172/076	e2	muni	
Westmoreland	12	145/131	e2	dot	
Winchester	10	137/121	e2	dot	yes
Rt. 153 through Farmington is posted to no through trucks every spring. This is a primary transportation route for Diprizio Pine Sales in Middleton					



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**New Hampshire Division**

November 5, 2013

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

In Reply Refer To:  
HDA-NH

Christopher D. Clement, Sr.  
Commissioner  
New Hampshire Department of Transportation  
7 Hazen Drive  
Concord, NH 03302

Dear Mr. Clement:

Subject: New Hampshire's Draft 2015-2024 Ten Year Plan and pending 2015-2018  
Statewide Transportation Improvement Program (STIP)

Enclosed are the Federal Highway Administration's (FHWA) comments on New Hampshire's Draft 2015-2024 Ten Year Plan, and clarification of FHWA financial constraint-related requirements for approval of New Hampshire's 2015-2018 Statewide Transportation Improvement Program (STIP). FHWA recognizes that Federal-aid funding uncertainty beyond the current authorization period for MAP-21 has contributed to the many difficult decisions New Hampshire must make as the Ten Year Plan process advances.

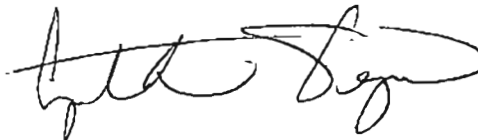
We are encouraged that NHDOT has implemented a much-improved cooperative process for development of the current Ten Year Plan Draft with your metropolitan planning organization (MPO) and rural planning organization (RPO) partners. We encourage you to continue consideration and involvement of New Hampshire's statewide and metropolitan long-range transportation planning processes and partners as development of the new Ten Year Plan continues.

We recommend that NHDOT continue efforts to develop statewide performance measures and asset management approaches, a statewide freight plan, and a tiered statewide corridor management initiative or corridor management plan to support and continue to improve the Ten Year Plan process in New Hampshire.

We also remind you of important financial constraint requirements for the statewide and metropolitan planning and programming documents that are developed from the Ten Year Plan, with some cautions related to continued reliance on turnpike toll credit and assumptions of toll increases.

Thank you, and if you have any questions, please contact Leigh Levine of my staff at (603) 410-4844.

Sincerely,

  
for Patrick A. Bauer  
Division Administrator

Enclosure

cc:

Bill Cass, NHDOT

Bill Watson, NHDOT

New Hampshire's RPC & MPO Executive Directors

Becky Ohler, NHDES

Don Cooke, EPA

Mary Beth Mello, FTA

## **FHWA Comments on New Hampshire's Draft 2015-2024 Ten Year Plan**

### FISCAL CONSTRAINT:

FHWA recognizes that this Draft Ten Year Plan addresses continuing Federal-aid funding challenges and uncertainty. We appreciate that this has involved making many difficult decisions for New Hampshire. The overall assumption of approximately \$145 to \$155 million per year in available federal highway transportation funds seems reasonable, with the GARVEE bond debt service for Interstate 93 improvements noted to account for approximately \$16.5 million per year of that total. We view the Draft's program priorities of state of repair and condition, safety, network significance and mobility, with continued emphasis on preservation and maintenance activities and red list bridges as reasonable and appropriate.

Although New Hampshire's Ten Year Plan does not require Federal approval, as you know, the common practice in New Hampshire is to adopt the first 4 years of the Ten Year Plan as New Hampshire's STIP. New Hampshire's MPOs also rely on the Ten Year Plan to program projects in their updated TIPs and long-range transportation plans. These documents that flow from the Ten Year Plan must demonstrate compliance with Federal financial constraint requirements. FHWA recognizes that New Hampshire has made much progress in recent years to financially constrain the Ten Year Plan, which has helped demonstrate compliance with related Federal financial constraint requirements.

For the updated MPO TIPs, STIP, and MPO long-range transportation plans that will come from the 2015-2024 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. In New Hampshire's air quality non-attainment or maintenance areas, the air quality conformity process requires a demonstration of financial constraint of New Hampshire's MPO TIPs and long-range transportation plans.

To clarify our expectations, the following financial constraint-related items are among the most important that must be addressed before we can provide positive conformity determinations for New Hampshire's non-attainment or maintenance areas, and before we can approve the upcoming FY 2015-2018 STIP that will come from the new 2015-2024 10 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 available or committed in the first two years of the STIP, and reasonably expected to be available in the latter two years.
- 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.
- Projects or identified phases of a project may be included in the STIP only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.
- 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 and GARVEE 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. Project lists considered for conformity in New Hampshire’s non-attainment or maintenance areas must be consistent with the financially constrained list of projects provided in MPO TIPs and long-range transportation plans.

FHWA encourages New Hampshire to adopt a final 2015-2024 Ten Year Plan that is consistent with Federal financial constraint requirements for every year of the Plan, to the horizon year (2024). To the extent that any over-programming of projects in the final 2015-2024 Ten Year Plan is included with the updated STIP or metropolitan planning documents that are referenced, positive conformity determinations for New Hampshire’s non-attainment or maintenance areas, and approval of the updated 2015-2018 STIP may be at risk.

FHWA is concerned with NHDOT’s continuing reliance on toll credit for Federal-aid match that is assumed throughout the Draft Ten Year Plan, and with the assumption of toll increases to support the current level of toll facility improvement projects included in the Draft. Based on our tracking of New Hampshire’s toll credit balance, and recent information prepared by the Department for its 2014-2015 Biennium Budget Request, including preliminary FY 2016-2017 biennium projections of revenue and expense, FHWA estimates that toll credit match may be depleted by NHDOT as early as Federal Fiscal Year 2015, assuming business as usual with no significant changes in toll revenues or ongoing levels of project development and implementation.

FHWA advises NHDOT to review the programming of Ten Year Plan projects that rely on toll credit for match, particularly in the years beyond Federal Fiscal Year 2015, and to also review

projects on turnpike facilities that may depend on an assumed future toll increase for revenues. For the first two years of the MPO TIP and STIP, FHWA could not consider future projected toll credit as available match, and an assumed toll increase would likely not be determined as available or committed revenue. For programming of such projects in the latter two years of the MPO TIP and STIP, and for the remaining years of New Hampshire's MPO long-range transportation plans, revenue assumptions related to toll credit match and future toll increases would have to be determined reasonable by FHWA. 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.

If the final 2015-2024 Ten Year Plan includes Federal-aid projects supported by toll credit match that FHWA could not determine as reasonably available, and/or turnpike projects supported by revenue assumptions from future toll increases that are not consistent with the requirements and guidance provided, and if such programming is then included with the updated STIP or metropolitan planning documents that are referenced, this could also put positive conformity determinations for New Hampshire's non-attainment or maintenance areas, and approval of the updated 2015-2018 STIP at risk.

#### STATEWIDE AND METROPOLITAN PLANNING PROCESSES:

We recognize that NHDOT has implemented a much-improved cooperative process for development of the current Ten Year Plan Draft with your metropolitan planning organization (MPO) and rural planning organization (RPO) partners via the development of more refined regional revenue estimates for programming targets, shared project information and ranking criteria, and use of the Decisions Lens tool and project ranking process. We encourage NHDOT to continue to actively involve New Hampshire's MPOs and RPOs in the project decision-making process for the final Ten Year Plan.

We find your stated priorities consistent with New Hampshire's current statewide long-range transportation plan (NH Long Range Transportation Plan 2010-2030). Consideration of the statewide long-range transportation plan should be fully integrated with the development of New Hampshire's Ten Year Plan, and we encourage NHDOT to provide future iterations of the statewide long-range transportation plan that incorporate an asset management approach with system performance measures and a statewide tiered corridor management initiative or corridor management plan as discussed within the current document. NHDOT has established some initiatives related to each of these items, and we continue to be supportive of the Department's Balanced Scorecard activities as an example.

We look forward to NHDOT continuing the momentum with expanded efforts to measure performance and incorporate asset management and corridor based approaches to statewide planning. MAP-21 requires MPOs and states to establish performance targets that address national performance measures based on the national goals outlined in the legislation. FHWA will work with NHDOT and its planning partners to help develop timely statewide and metropolitan performance measures and targets, consistent with MAP-21 requirements and future rulemaking. A corridor management initiative or plan would help NHDOT continue to establish a transparent framework for the Ten Year Plan statewide project prioritization process, and a performance-based, asset management approach to the Ten Year Plan process would help

NHDOT maximize transportation system performance, minimize life-cycle costs, and make more informed, cost-effective program decisions to better use existing transportation assets.

We also recognize and encourage NHDOT efforts to develop a MAP-21 compliant statewide freight plan and statewide freight advisory committee. Once established, FHWA encourages NHDOT to consider the project-specific statewide freight plan during the Ten Year Plan development process to help integrate consideration of freight and goods movement in New Hampshire's project selection process. If New Hampshire's statewide freight plan meets MAP-21 requirements, NHDOT is also encouraged to consider the maximum Federal share provisions for projects identified in the plan that provide a demonstrable improvement in freight movement.

### SUBALLOCATION & PROJECT SELECTION

Given that New Hampshire's Census 2010 updated Urbanized Areas (UZAs) have been designated, and that the Nashua UZA has now been designated a Transportation Management Area (TMA), we remind New Hampshire that MAP-21 also includes the following requirements regarding suballocation of Federal-aid funds, and metropolitan area project selection:

*Surface Transportation Program [23 USC 133(d)].*-Fifty percent of a State's STP apportionment (after deducting the set-asides for State Planning and Research and the TAP) are suballocated to areas based on their relative share of the total State population with the remaining 50 percent available for use in any area of the State. The suballocated funds are divided into three categories and must be used in the areas described below:

- *Urbanized areas with a population over 200,000.*-The funds for this category are further divided into amounts for the individual areas over 200,000 based on their relative share of the population of the areas. The State and relevant metropolitan planning organizations may jointly apply to the Secretary for permission to base the distribution on other factors. Although the suballocation is based on the population within the urbanized area boundaries, the suballocated funds may be obligated beyond the urbanized boundaries in the larger metropolitan planning organization (MPO) metropolitan planning area established under 23 U.S.C. 134 that encompasses contiguous area anticipated to become urbanized in the next 20 years.
- *Areas with a population of 5,000 or less.*
- *Urban areas with a population of 5,001 to 200,000.*

*Transportation Alternatives Program [23 USC 213(c)].*-Fifty percent of a State's TAP apportionment (after deducting the set-aside for the Recreational Trails Program) are suballocated to areas based on their relative share of the total State population with the remaining 50 percent available for use in any area of the State. The suballocation is made in the same manner as for STP funds.

Regarding the metropolitan project selection process, MAP-21 requires that MPOs serving a TMA select all federally funded projects from their approved Transportation Improvement Program (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 USC 134(j)(5)].

OTHER:

FHWA appreciates that funding has been included for interstate exit re-numbering in accordance with requirements of the Manual on Uniform Traffic Control Devices (MUTCD). We also recommend that the final Ten Year Plan include appropriate funding each year for vehicle weight enforcement equipment and facilities to support the replacement and maintenance of scales and allow for the construction of pull-offs for enforcement purposes in areas where the State has difficulty conducting enforcement. We would also encourage consideration of different types of advanced technology for enforcement like mainline weigh-in-motion (WIM) scales that could be used to screen trucks so that some distance down the road enforcement can occur at pull-off locations, thereby increasing the efficiency and effectiveness of the enforcement efforts.

FHWA would encourage New Hampshire to continue to review the status of commitments made under the NEPA, Section 106 and other environmental review processes to ensure that the 2015-24 Ten Year Plan includes any projects related to such commitments as may be appropriate. As another reminder, FHWA also encourages NHDOT to coordinate closely and be proactive in establishing clear roles, responsibilities and financial plans and agreements with cross-border states on all 2015-24 Ten Year Plan projects involving multi-state project planning, management and finance.

I WISH TO SPEAK AT THIS HEARING:

Name ED ROBERGE

Organization CITY OF CONCORD  
(If Any)

Address 47 GREEN STREET, CONCORD, NH 03301

Phone (603) 225-8520  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name STEPHEN HENNINGER

Organization CITY OF CONCORD  
(If Any) CNRRPC VAC

Address 41 Green Street, Concord, NH

Phone 603-225-8515  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Jerry Gappens

Organization NHMS  
(If Any)

Address RT 106 W. London, NH

Phone 603 513 5703  
(Optional)

Concord  
9/25/13  
1 of 4

I WISH TO SPEAK AT THIS HEARING:

Name DAVID KERR  
Organization TOWN OF BARNSTEAD (SERVITANT)  
(If Any)  
Address 204 HARTSTORN RD BARNSTEAD  
Phone 435-7642  
(Optional)

Concord  
9/25/13  
20 of 4

I WISH TO SPEAK AT THIS HEARING:

Name Garrett Abbott  
Organization Associated General Contractors  
(If Any)  
Address 48 Grandview Rd, Bow, NH 03304  
Phone 603-225-2701  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Stacey Brown  
Organization MEPPINACK RIVER GREENWAY TRAIL  
(If Any)  
Address 11 CONCORD, NH  
Phone (603) 717-1350  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Terri Paige

Organization CAPBMCI  
(If Any)

Address 2 Industrial Park Drive Concord

Phone 603 ~~724~~ 3 225-3295  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name PAUL R CAMACHO

Organization \_\_\_\_\_  
(If Any)

Address 52 EASTMAN ST, CONCORD

Phone 226-4224  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Guy Woodland

Organization NH Association for the Blind  
(If Any)

Address 25 Walker St

Phone 224-4039 x 310  
(Optional)

Concord  
9/25/13  
3 of 4

I WISH TO SPEAK AT THIS HEARING:

Name Phyllis Brooks

Organization Granite State Independent Living  
(If Any)

Address 21 Chenell Dr. Concord

Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Sheila Zatre

Organization \_\_\_\_\_  
(If Any)

Address 99 Warner St. Concord

Phone 603 224-4400 (d)  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris

Organization TransportNH.org  
(If Any)

Address \_\_\_\_\_

Phone \_\_\_\_\_  
(Optional)

Concord  
9/25/13  
4 of 4

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 13, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Concord**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

<b>STUDY AREA</b>	<b>AVG% Elderly Population</b>	<b>AVG % Minority Population</b>	<b>AVG % Low-income Population</b>	<b>AVG% LEP</b>
<b>Concord</b>	13.78%	9.52%	10.63%	1.87%
Merrimack County	13.66%	5.73%	8.08%	0.77%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<ul style="list-style-type: none"> <li>• The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</li> </ul> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Birches at Concord 300 Pleasant St. Concord, NH 03301	Seniors	603-224-9111
Concord Gardens 15 Concord Gardens Concord, NH 03301	Low-Income	781-544-7766
Fayette Street Projects 22 Fayette St Concord, NH 03301	Disabled/Low-Income	603-225-0977
Fellowship Apartments 12 Allison St Concord, NH 03301	Disabled/Low-Income	603-225-0977
Fellowship House 11 Chesley St Concord, NH 03301	Disabled/Low-Income	603-225-0977
Firehouse Block 46 Warren St Concord, NH 03301	Seniors/Low-income	617-266-0044
Firehouse Block 46 Warren St Concord, NH 03301	Family/Low-income	617-266-0044
Florence V Hodges Apts 205 Loudon Rd Concord, NH 03301	Low-Income	603-224-9221
Granite Ledges of Concord 151 Langley Parkway Concord, NH 03301	Seniors	603-224-0777



Harris Hill Health Center 20 Maitland St. Concord, NH 03301	Seniors	603-224-1319
Havenwood-Heritage Heights 33 Christian Ave Concord, NH 03301	Seniors	800-457-6833
Presidential Oaks 200 Pleasant St Concord, NH 03301	Seniors	603-225-6644
Royal Gardens 1 Royal Gardens Concord, NH 03301	Low-Income	
Transitional Housing Services 99 Pleasant St Concord, NH 03301	State Agency	603-271-5261
Washington Court 70 Washington St Concord, NH 03301	Disabled/Low-Income	603-225-0977
Concord Public Library 45 Green St Concord, NH 03301		Patricia Immen 603-225-8670
Concord Parks & Rec 14 Canterbury Rd Concord, NH 03301		David Gill 603-225-8690
Concord City Hall 41 Green St Concord, NH 03301		Suzanne Stevens 603-225-8570
Concord Community TV 170 Warren St Concord, NH 03301		Doris Ballard 603-226-8872
Greater Concord Chamber of Commerce 49 South Main St Suite 104 Concord, NH 03301		Timothy Sink 603-224-2508

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Derry Municipal Center  
14 Manning Street – 3<sup>rd</sup> Floor  
Derry NH**

**Wednesday, September 25, 2013  
7:00 PM**

**AGENDA**

1. Executive Councilor Christopher Sununu
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 2**

**September 25, 2013**

**Location: Derry Municipal Center, Derry NH  
7:00 PM**

On behalf of Councilor Burton, Bill Cass, Director of Project Development opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, the last of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

David Preece, Executive Director with the Southern NH Planning Commission (SNHPC) gave an overview of the status of transportation in the SNHPC area. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Developing regional targets of allocations helped the Technical Advisory Committee (TAC) to keep transportation needs in perspective. The SNHPC TAC and MPO Committees reviewed 27 new projects, 16 existing projects and 33 additional projects identified in their Long Range Transportation Plan. Primary focus areas were mobility, safety, maintenance of the existing infrastructure. Economic development was also an important consideration. SNHPC identified over \$680 in transportation needs, with \$481M of that being projects not including I-93. At the end of the process, the TAC and MPO felt that they had accomplished with the new Ten Year Plan Process. Tim Roache, with Nashua Regional Planning Commission, indicated support and approval of many of the process improvements in communication, transparency and consistent with Ten Year Plan prioritization efforts. He noted that more details would be provided at meetings in their region, but that Nashua's priority areas included transit opportunities, especially for

an aging population and east-west travel through the region, which includes both NH 101 and 101A.

Bill Cass then presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, but as continuation of existing programs at present levels. While there are many more needs than resources, as reflected in the long lists of recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Bill went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to be level at the current amounts of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for I-93 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state funds in the program, with continued reliance on Turnpike toll credits. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities. Bill discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased funding has remained constant for many years that fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads are prioritized over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

Comments from those in the audience were raised and discussed included:

- Thomas Carden
  - Exit 4A concerns over cost and who will pay. Exit itself(\$45M) versus road work from Derry/Londonderry to NH 102 (\$25M). Contract that obligates Derry to pay \$5M toward the project, unable to find such a contract.
  - Project went from a local economic development project to a regional project with most benefits to Londonderry, not Derry.
  - If DOT builds 4A ensure that roadwork is paid for by the state, not local tax payers. Derry already has one of the highest tax rates in the State.
- George Sioris, Planning Director, Derry
  - Importance of CART and services they provide, thanked for continued funding.
  - 2 projects to consider for HSIP
    - NH28/south range road/Lawrence rd intersection
    - NH28 Bypass/Skobe Pond Rd/English Range Rd intersection
- Peter Griffin, Windham, SNHPC Representative
  - Concerns about increasing growth impacting I-93 without funding for the capacity improvements.
  - Need additional funding sources to complete I-93 and other important projects.
  - Concerned that legislators are not doing everything possible to secure additional funding.
- Senator Rausch
  - Thank everyone working on the 10-Year Plan
  - Working on chloride issues on I-93 with NHDOT, DES, and municipalities.
  - I-93 Exit 4A is a necessary project and is a federal project, including construction to NH 102. Not a Derry issue, but a regional and state issue.
  - Kilrea Rd/NH 28 is of critical importance. Working with NHDOT and others on moving that project to construction in 2014.
  - The senator has made numerous efforts during his time in state government to provide sustainable funding for transportation investments, particularly for I-93 improvements.
  - Legislators in general recognize the need and have worked toward finding solutions.
  - I-93 is a priority, he will do everything he can to secure the funding to complete I-93 and Exit 4A. To that end he anticipates introducing or supporting legislation this session.

The hearing was adjourned at about 8:00 PM.



Dec '1 I WISH TO SPEAK AT THIS HEARING:

Name Senator Jim Rouse  
Organization State Senate District 19  
(If Any)  
Address 65 Guff Rd Derry  
Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Peter Griffin  
Organization Peter Griffin?  
(If Any)  
Address 103 W. Main St, Derry  
Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Thomas Cardon Cardon  
Organization Derry Citizen  
(If Any)  
Address 2 Cunningham Dr Derry  
Phone ~~\_\_\_\_\_~~ 437-4847  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name George Sioras  
Organization Town of Derry  
(If Any) Planning Department  
Address 14 Manning St, Derry, NH 03038  
Phone \_\_\_\_\_  
(Optional) 603-845-5477

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 13, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Derry**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance



**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Derry	8.70%	7.58%	7.38%	0.95%
Rockingham County	12.68%	5.83%	4.73%	0.72%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>• The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Beaver Lake Lodge 38 North Shore Rd Derry, NH 03038	Seniors	603-965-3499
Birch Heights 7 Kendall Pond Rd Derry NH 03038	Seniors	David Burton 603-425-7755
Derry Healthcare & Rehab 20 Chester Rd Derry, NH 03038	Seniors	603-432-3801
Tender Care Homes Nursing Services 4 Birch St Derry, NH 03038	Seniors	603-434-2535
Greater Derry Londonderry Chamber of Commerce 29 West Broadway Derry, NH 03038		Stacey Bruzzese 603-432-8205
Derry Public Library 64 East Broadway Derry, NH 03038-6410		Susan Brown 603-432-6140
Derry Community Television 14 Manning St Derry, NH 03038		Debbie Roy 603-845-5514
Derry Parks & Rec Veterans Hall 31 West Broadway Derry, NH 03038		Eric Bodenrader 603-432-6136
Derry Municipal Center 14 Manning St Derry, NH 03038		John Anderson 603-432-6100

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Wakefield Town Hall Conference Room  
2 High Street  
Sanbornton NH**

**Thursday, September 26, 2013  
10:00 AM**

**AGENDA**

1. Executive Councilor Raymond Burton
  - o Welcome
  - o Explain why we're here and the process
  - o Introduce presenters
  - o GACIT process
  - o Councilor philosophy
2. Regional Planning Commission
  - o Regional philosophy
  - o Regional priorities
3. NH Department of Transportation
  - o Statewide philosophy
  - o Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:**

**[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# STATE OF NEW HAMPSHIRE

## INTER-DEPARTMENT COMMUNICATION

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 1**

**September 26, 2013**

**Location: Wakefield Town Hall – Town Hall Conference Room  
10:00 AM**

On behalf of Councilor Burton, NHDOT Administrator of Planning and Community Assistance Bill Watson opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, the last of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Marc Ambrosi, Transportation Planner with the Strafford Regional Planning Commission (SRPC) discussed the development of the recommended Ten Year Plan process and projects in the SRPC region. He noted the background of the Ten Year Plan, and indicated that SRPC's share of funds is estimated to be about \$53M per year for the region. He also noted the importance of the Turnpike system to the seacoast area. Regionally, it is extremely important to maintain the existing infrastructure and to look at funding other improvements that address transit, capacity expansion, safety and livability improvements. Marc also noted that neglecting transportation infrastructure costs the average NH motorist about \$323 per year in vehicle maintenance, and deferring maintenance gets exponentially more expensive. He commended the critical review process that has been developed, the use of consistent criteria, frequent and effective communication between the RPCs and the Department, and the development of regional budget allocations. SRPC top areas of importance for prioritizing projects were safety, state of repair, alternative transportation options and the environment. Specific project recommendations included Spaulding Turnpike improvements to create an Exit 10, NH 108, expanded transit, and bike/ped projects.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that

there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very much a work in progress. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

Comments from those in the audience were raised and discussed included:

- COAST Executive Director Rad Nichols directed the following comments towards elected state officials that can make policy changes:
  - CMAQ funds should be used as flexibly as possible to replace capital purchases of all intercity public owned fleets as well as operations of those fleets as much as the law may allow.
  - Restoration of state general funds (approximately \$188K per year) will allow federal transit funds to be much better leveraged.
  - That solutions need to be explored to address the increasing costs of providing senior and disabled services. Rad certainly continues to support the services themselves, but the business costs continue to climb to extraordinary levels.
  - He does not believe the public even begins to understand how delicate our funding resources are and that our education efforts need to continue.
  
- Mr. David Ford, Public Works Director for the Town of Wolfeboro, noted the new project along NH 28 that is in the Draft Ten Year Plan. The Town has lobbied hard for this project for a number of years. It is a much needed project that is important to the town and region.
  
- Ms. Dianne Smith, also with COAST, spoke to the topic of transit coordination efforts that are succeeding in the Wakefield/Brookfield area. On the human service side of transportation, NHDHHS has adopted an aging in place approach to growing older. If there are no transportation options for those staying at home, then there is failure in the system. In COAST's North Bus project, a very unique approach has been taken. COAST owns the bus and volunteers run the service. Wakefield sees about 60% of the ridership from their community as they volunteer the most to use the bus. Frisbee Memorial Hospital is currently sponsoring the bus, but those funds will not be continuing in the future.
  
- One gentlemen questioned where the money may be coming from to complete all this work. He questioned the ability of the federal government to sustain the level of funding and that the State had no business continuing to invest in programs that were not affordable and would push the country into bankruptcy.

The hearing was adjourned at about 11:15AM.

# Spaulding Turnpike:

## EXIT 10 & ROUTE 108 IMPROVEMENTS



### Quick Facts

Major Granite State Business Park Expansion (expected 1000+ jobs. Source: Granite State Business Park Tax Increment Financing District; Development Program and Financing Plan, 2011)

- Albany International (250 employees)
- Safran Aerospace (Projected 400 employees)

#### Regional Healthcare Facilities and Fitness Centers

- The Works (240)
- Goodwin Community Health Center (110)
- Frisbee Memorial Hospital (655)
- Wentworth-Douglass & Affiliates (1100)

#### Other Major Businesses

- Velcro International (180)
- Thermopol Incorporated (300)

Currently there are over 100 small businesses located along Route 108.



Granite State Business Park Ribbon Cutting

### PROJECT DESCRIPTION

The purpose of the *Spaulding Turnpike- Exit 10 and U-Alternative* project is to improve the regional transportation system, thereby providing opportunities for orderly and coordinated economic development within the tri-city region by enhancing access to the Spaulding Turnpike from the east.

The Spaulding Turnpike is a north/south principal arterial highway that serves a vital function for the economy of Strafford region. The Turnpike is the principal transportation corridor providing a connection with Interstate 95 (I-95). It also connects the cities of Portsmouth, Dover, Somersworth, and Rochester and is the gateway to the White Mountains and Lakes Region.

Since the 2000 census Strafford County has the fastest growing population in the State of New Hamp-



Source: SRPC 2013

shire and in recent years has seen significant economic development in the Tri-City region. To facilitate ongoing economic growth, while promoting a high standard of life in the region, it is essential to provide additional access to the Spaulding Turnpike in the vicinity of the Somersworth/Rochester city limits.

The Exit 10 & U-Alternative improvements include:

- 1) Building the Exit 10 interchange
- 2) Building an access road from the Spaulding Turnpike to Route 108
- 3) Complete streets enhancements on Route 108

### ECONOMIC DEVELOPMENT

Exit 10 would improve safe and efficient access for freight and commuters to major businesses and employers. The Spaulding Turnpike and Route 108 are major commuter corridors. Providing enhanced access between these two routes would shift traffic from route 108 to a limited access highway more appropriate for handling large volumes of traffic and freight. This would result in increased safety and a reduction in delays on the Route 108 corridor and create an environment more appropriate for industrial, commercial, and service activities.



Goodwin Community Health Center



## TRAFFIC SAFETY AND CONGESTION:

Currently, Routes 108 and 9 (High Street) do not facilitate efficient movement of traffic. Traffic volumes, diverse, low density land uses, and lack of available alternative routes contribute to these highly congested, accident prone corridors. Adding the Exit 10 interchange would relieve traffic pressure corridor-wide, consequently improving traffic flow and the safe movement of people and goods throughout the region.

### Crash Data:

Traffic accidents have increased dramatically at many intersections in this area. The likely primary causes of the increase in crashes are: poor access management along the route and poorly designed intersections. Intersection improvements have been made to the areas listed in the table below where crashes decreased. It should also be noted Exit 12 recently saw major interchange improvements that will likely reduce future crashes significantly.

Location	1994-2001	2003-2010	% Change
Weeks Crossing	66	41	-38%
Route 9 (Weeks Crossing – Stackpole Road)	332	271	-23%
Route 9 (Stackpole Road- Route 236)	152	326	114%
Exit 9 (Spaulding Tpk)	33	48	45%
Route 108 (at Blackwater Road)	47	83	77%
Exit 12 (Spaulding Tpk)	22	87	295%
Central Avenue (Glenwood Ave. – Weeks Crossing)	89	118	33%
Route 108 (Blackwater Road – Route 236)	91	208	129%

## TRAFFIC SAFETY & CONGESTION CONT.

The major contributing factor to crashes in this area is access management for new development. There has been substantial economic development in this area leading to more turning movements on what once was primarily a commuter corridor. The corridors are also experiencing increased transit and alternative mode use than in the past. This further compounds the transportation safety and congestion challenges on these corridors.

COAST operates its most heavily used transit route (Route 2) on this corridor. A lack of bus pullouts and complete streets design on Route 108 contribute to a dangerous mix of transportation modes along the corridor. Sidewalks in areas near bus shelters and heavily used business, bus pullouts, and bike lanes should be included in the Route 108 U-Alternative improvements to ensure safe future use of this corridor for all modes of transportation.

Communities have also been experiencing a considerable shift of commuter and freight traffic onto local roads not designed to handle high traffic volumes. As a way to avoid traffic on major arterials travelers are finding alternative routes, often local residential roadways, triggering a host of local safety and quality of life issues. These include: increased maintenance cost, a reduction in safety, noise and air pollution, and congestion issues.



### *New Hampshire Revised State Statutes Title XX 237:2*

*Subject to RSA 237:3, II, the commissioner of the department of transportation, with the approval of the governor and council, is authorized to:*

*II-a. Include, as part of the study for a 4-lane east-west highway from I-393 in Concord to the Spaulding turnpike as defined in 1986, 203:8 as amended by 1988, 266-2 and 1990, 244-2, as one alternative, a corridor that would intercept the Spaulding turnpike between existing exit 9 and exit 11. This interchange would be known as exit 10. Such study shall include an evaluation of the potential social, economic and environmental impacts, and preliminary design for the siting of an interchange and exit 10.*

*II-b. Make improvements to the Spaulding turnpike by constructing exit 10.*



# TIGER V: NH Northcoast Rail Improvements

## Improvement Summary

1. The repair and refurbishment of a wash-out and a section of track north of NHN's Ossipee location, which will attract new rail business. The repair of the washout and upgrade of the track structure, including tie replacement, new ballast and resurfacing will open up hundreds of acres in Ossipee for new business and economic growth.
2. The upgrade of two grade crossings for safety reasons.
  - Somersworth grade crossing at Mill No. 1
  - Acton Ridge Road grade crossing in Wakefield
3. The renovation of the track structure in key areas that will allow for the safe increase in the volume of rail cars in the rail corridor.

## Project Description

The New Hampshire Northcoast Corporation (NHN) operates a 42-mile short line railroad between Ossipee, NH and Rollinsford, NH. This line currently provides the bulk of its freight service to a large sand, gravel, and granite quarry operation in Ossipee, NH, shipping these materials to a trans-load facility in Rochester, NH and to a concrete plant in Boston, MA. NHN also moves a large number of propane cars to a distribution facility in Rochester along its rail line, as well as mixed freight to other customers.

The rail corridor connects with Pan Am Railways' (formerly the Boston & Maine) main line in Rollinsford, NH to the south and to an abandoned rail corridor owned by the State of New Hampshire to the north that runs from Ossipee, NH to Conway, NH with connections to major freight rail routes in northern NH.

The railroad helps to separate what otherwise would necessitate the mixing of large volumes of tourist and commuting traffic with freight and propane trucking along Route 16. Present volume on the line is approximately 5,000 railcars per year.







## Costs for Rail Improvements

### Additional Resources:

- Conway Branch Railroad Line Feasibility Study (2004)
- NHN TIGER V Narrative

### Costs included in the TIGER V Grant Round

TIGER request (70%):	\$1.4 million
NH Northcoast Railroad match (22.5%):	\$450,000
State of New Hampshire match (7.5%):	\$150,000

### Budget Breakdown:

Description	Cost
Supply, Install, and Disposal of 10,802 ties @ \$90.00 each	\$972,180.00
Action Ridge Road Grade Crossing	\$75,000.00
Resurface & Regulate 42-mile Rail Line	\$221,820.00
Repair Washout North of Rail House in Ossipee (Includes box culvert, importing fill, new ties, and new tracks)	\$375,000.00
Upgrade to the Siding 0.7 miles North of the Washout to the Existing Loading Dock to Standards	\$100,000.00
Somersworth Crossing Signalization	\$100,000.00
Remove & Replace Radius Rail (4,875 lf @ \$32.00 per lf)	\$156,000.00
<b>Total Project Costs</b>	<b>\$2,000,000.00</b>



- Action Ridge Road Rail Crossing



- MIII No. 1, Somersworth



- Track North of Ossipee Aggregates Engine House

### Projected Costs for the Northcoast Rail Improvements and the Connection to the Conway Branch Rail Line (3 phases from the 2004 Conway Branch Feasibility Study)

Task	Phase 1	Phase 2	Phase 3
Brush & Weed Control	\$80,000		
Embankments & Cuts	\$50,000	\$80,000	
Culverts & Drainage	\$70,000		
Ballast & Surfacing	\$1,090,000	\$230,000	
Rail	\$628,500	\$143,000	\$11,000,000
Ties	\$1,280,000	\$550,000	
Highway Grade Crossings	\$2,530,000		
Bridges	\$477,000	\$285,000	
<b>Total</b>	<b>\$6,205,500</b>	<b>\$1,288,000</b>	<b>\$11,000,000</b>
<b>Overall Cost</b>	<b>\$18,493,500</b>		



# Town of Wolfeboro

www.wolfeboronh.us

September 18, 2013

Mr. William J. Cass, P.E.  
Assistant Director of Project Development  
NH Department of Transportation  
John O. Morton Building  
7 Hazen Drive  
PO Box 483  
Concord, NH 03302-0483

Subject: Town of Wolfeboro  
Support for NH Route 28 Improvements  
Ten Year Plan (TYP)  
Project ID #9003, LRPC11

Dear Mr. Cass:

The Town of Wolfeboro is in full support of the proposed NH Route 28 Improvement Project extending from the Wolfeboro/Alton Town line to Pickering Corner. This project was removed from the 2007 TYP and after 3 failed attempts, it has made the 2015-2024 Recommended Ten Year Transportation Improvement Plan. The Town of Wolfeboro would like to thank your staff, LRPC and the Technical Advisory Committee for their hard work and dedication to preparing this plan.

The Board of Selectmen and taxpayers of Wolfeboro have funded a \$100,000 Route 28 Corridor Study and Context Sensitive Solution process for evaluating the sections within this corridor. Town staff is continuing to work with community volunteers, NHDOT staff and our consultants on developing detail solutions that will meet the needs of all stakeholders.

This project as proposed is scheduled for construction in 2024 for a total of \$10,189,000; however, the Town is willing to work with your staff in breaking the project into smaller segments and possibly moving it forward on the schedule if other projects are not ready or if additional funding becomes available.

---

84 South Main Street Post Office Box 629 Wolfeboro, New Hampshire 03894

(603) 569-8167

Fax: (603) 569-8167



INCORPORATED 1770

## BOARD OF SELECTMEN

Sarah M. Silk, Chairman  
Linda T. Murray, Vice Chairman  
David A. Senecal  
Q. David Bowers  
Brad Harriman

## TOWN MANAGER

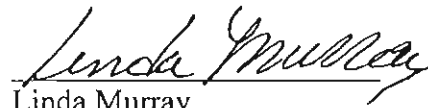
David W. Owen

Again, you have the Board of Selectmen and Town staff in full support of the proposed project and we look forward to working with NH Department of Transportation on this extremely important project that will address public safety, intersection upgrades, drainage improvements and roadway issues and shape the future of our beautiful town's gateway for decades to follow.

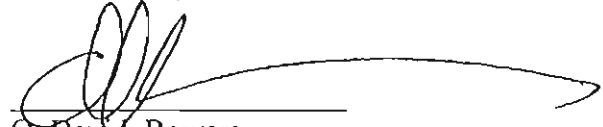
Sincerely,

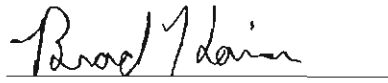
Town of Wolfeboro – Board of Selectmen

  
Chair, Sarah Silk

  
Linda Murray

  
David Senecal

  
Q. David Bowers

  
Brad Harriman

CC. Executive Councilor Raymond Burton  
Kim Koulet, LRPC

I WISH TO SPEAK AT THIS HEARING:

Name Deanne Smith

Organization COAST  
(If Any)

Address 42 Summer Dr Dover

Phone  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name DAVID FORD

Organization Town of Wolfeboro  
(If Any)

Address PO Box 629 Wolf, NH

Phone 569-8176  
(Optional) 03834

I WISH TO SPEAK AT THIS HEARING:

Name Rand Nichols

Organization Coast  
(If Any)

Address 42 Summer Dr. Dover

Phone 793-5777  
(Optional)

Wakefield  
9/26

**Governor's Advisory Commission on  
Intermodal Transportation (GACIT) Meeting**  
Town Hall Conference Room  
2 High Street  
Wakefield NH

**Thursday, September 26, 2013  
10:00 PM**

Name / Organization	Email	Phone Number
Mike Izard	mizard@cheappc.org	279-8171
Dan Camara	dcamara@stratford.org	994-3500
Marc Ambrosi	mambrosi@stratford.org	994-3500
Bob Jaffin	HAZMAT60@METROCAST.NET	335 3093
Dianne Smith	dsmith@coastbus.org	743-5777x112
Cynthia Spurlin	cjc@stratford.org	994-3500
ED COMEAU	GOVERNMENTOVERSITE.CBA	603-522-2275
RICH ZACHER	RPZACHER@GMAIL.COM	6036825823
Sarah Holmes	sarah-holmes@shahna.senate.gov	603-750-3004
David Ford-Wolfberger	wolfd@pw@metrocast.net	603-569-8176
Steve Brown	sasquatch3761@yahoo.com	
Mike Yeager	myeager6@gmail.com	603-284-6443
Neva Varsalona, Sen. Dept's office	NEVA-VARSALONA@CAPT-SMITH.GOV	622-7474
Jeresa Williams, Town of Wakefield	townadmin@wakefieldnh.com	54 4205
LARRY MAJOR	lmcjor@pikeindustries.com	603 527 5129
Steve Gray	grayj224@hotmail.com	603 323 2042

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION

SEP 17 2013

**DATE:** September 13, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Wakefield**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Wakefield	17.35%	3.31%	7.96%	0.00%
Carroll County	20.57%	3.21%	9.57%	0.03%
New Hampshire	13.54%	7.70%	7.81%	1.33%
REMARKS:				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
ClearView Community Television Services (send e-mail to)		Jim Miller <a href="mailto:comments@clearviewtv3.com">comments@clearviewtv3.com</a>
Greater Wakefield Resource Center 254 Main St Wakefield, NH 03872		603-473-8324
Town of Wakefield 2 High St Sanbornville, NH 03872		Barbara Schnurbush 603-522-6205
Gafney Library PO Box 517 Sanbornville, NH 03872		Beryl Donovan 603-522-3401
Town of Wakefield Parks & Rec Dept 2 High St Wakefield, NH 03872		Wayne Robinson 603-522-9977



**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Conway Town Hall  
1634 Main Street - Upstairs**

**Thursday, September 26, 2013  
3:00 PM**

**AGENDA**

1. Executive Councilor Raymond Burton
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

**STATE OF NEW HAMPSHIRE**  
**INTER-DEPARTMENT COMMUNICATION**

**Draft 2015-2024 Ten-Year Plan**  
**GACIT Public Hearing**  
**Executive Council District 1**

**September 26, 2013**

**Location: Conway Town Hall, Selectmen's Meeting Room**  
**3:00 PM**

Councilor Burton opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Mary Poesse, Transportation Planner with North Country Council (NCC) gave an overview of transportation in the North Country. Mary noted that transportation is absolutely critical to economic development. Mary noted that there are many more needs than available funding. Funding related to maintenance, preservation and bridges are the focus in the NCC region. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Mary also noted that you do not have to always build a project to solve a transportation issue.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very

much a work in progress. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

The following comments from those in the audience were raised and discussed:

- Mr. David Weathers, Chairman of the Conway Board of Selectmen (BOS) presented a letter from the BOS supporting action of a number of alternatives to address traffic movement through town especially given the unlikelihood of the Conway Bypass moving ahead. The suggestions included roundabouts and streetscape improvements. It was mentioned that sale of previous acquired ROW could be used to fund the local improvements
- Representative Mark McConkey supports and advocates 4' shoulders for major routes and 2' shoulders for minor routes for the use of bicycle and pedestrian travel. He also noted that Concord Coach would be more successful if they traveled the NH 16 Corridor to Portsmouth and Boston instead of turning off on NH 25.
- Representative Tom Bucu asked for efforts to continue to improve East Conway Road, NH 153 through Conway, Eaton and Freedom, and for Conway Village upgrades to address pavement and sidewalk issues.
- Mr. Richard Charbonneau spoke in opposition to the Conway Bypass project.
- Ms. Janice Crawford also supports efforts to continue to improve East Conway Road, NH 153 through Conway, Eaton and Freedom, and for Conway Village upgrades to address pavement and sidewalk issues.
- Ms. Sally McMurdo spoke in favor of promoting more awareness of efficient movement of bicyclists and pedestrians.
- Mr. Jack Rose, from Albany expressed frustration about nothing being done along the NH 16 Corridor although it has been spoken of for years. He noted that public transportation in Carroll County is very important. Secondary road system in the Conway area is in terrible condition.
- Mr. Bill Hounsell, Town of Conway, noted that Conway Village has been decimated by the amount of traffic coming through the area. He feels that state has an obligation to do something and should be looking at the Bypass options. He suggested that continuation north of the North-South local road would be beneficial.
- Ms. Janine Bean, with the Conway Village Fire District noted that the Village streetscape project has been closed and that funds have been returned to NHDOT. She also noted that there has been \$42M in water and sewer done, and the only part of the system not touched yet is that portion under NH 16 where they had

been waiting for DOT and the bypass. She supported improvements to NH 16 through Conway Village, although was not certain roundabouts were right.

- Mr. Ray Leavitt believes that the Bypass is necessary. He noted that having only NH 16 for a north-south route is difficult. He also noted that US 302 from the Town Hall to the Maine State Line is in dire need of repair.

The hearing was adjourned at about 4:30PM.



# TOWN OF CONWAY

1634 EAST MAIN ST. • CTR. CONWAY, NEW HAMPSHIRE 03813

(603) 447-3811  
FAX (603) 447-1348  
WWW.CONWAYNH.ORG

October 24, 2013

William E. Watson, PE  
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: Ten Year Transportation Improvement Plan

Dear Mr. Watson:

We would like to begin this letter by thanking the NHDOT for improvements to East Conway Road. The upgraded sections of the road have made travel much easier.

The Conway Board of Selectmen is aware that the Conway Bypass is not listed on the proposed 2015, NH Ten Year Transportation plan. The Board understands that this is due to a lack of funding and the fact that, from an economic perspective, a north south route to areas north of Conway, is no longer as important as it was in the past. Further, the Board continues to believe that it would not be prudent to undertake new major construction projects until such time as adequate funding can be secured to repair and maintain existing infrastructure.

The Board requests that NHDOT consider, as an alternative to the proposed Conway Bypass, the construction of traffic improvements within the Town of Conway that would facilitate the movement of traffic through the Conway area. Such improvements should be based upon a current traffic study and could include such options as roundabouts at Rt. 16/Rt. 112 and at the Rt. 16/Washington St Intersections. The Conway Village Streetscape reconstruction project should also be considered in this effort.

If the Bypass, in fact, will not be built, then the proceeds from the sale of the acquired rights of way could be used to help fund these local improvements.

The Board of Selectmen would also like to propose that the following additional projects be added to the plan:

- Rails to Trails – Create and connect New Hampshire rail line trail to the one in Fryeburg, Maine
- Continue East Conway Road Rehabilitation Project
- Consider an intermodal transportation center in the vicinity of Route 25 & Route 16
- Continue Route 153 improvements south from the NHDOT shed

Thank you for your attention to this matter. If you have any questions or concerns, or would like to discuss this matter further, please don't hesitate to contact our office.

Sincerely,

CONWAY BOARD OF SELECTMEN



C. David Weathers, Chair

cc: Executive Councilor Raymond S. Burton  
Commissioner Christopher D. Klement  
Selectmen, Town of Albany  
Selectmen, Town of Bartlett  
Selectmen, Town of Berlin  
Selectmen, Town of Gorham  
Selectmen, Town of Jackson  
Selectmen, Town of Madison

I WISH TO SPEAK AT THIS HEARING:

Name RICHARD CHARBONNEAU

Organization  
(If Any)

Address 1903 ABSENT RD CONWAY CONWAY

Phone 603-452-5333  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Tom Russo

Organization  
(If Any)

St. Rep. N.H. House

Address

Phone 986 5629  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name David Weathers

Organization Chairman Conway Selectmen  
(If Any)

Address PO Box 787 Conway NH 03818

Phone 603-447-5409  
(Optional)

Conway  
9/26

**Governor's Advisory Commission on  
Intermodal Transportation (GACIT) Meeting**  
Town Hall – Upstairs  
1634 Main Street  
North Conway NH

**Thursday, September 26, 2013  
7:00 PM**

Name / Organization	Email	Phone Number
Rob Nadler Albany Hill	roberaggel@mountain.com	356-3042
JACK ROSE M.C. B.D.	JACK@CONSULTER-MWV.COM	447-6611
CORT HANSEN	CORT@RACERMOUNTAIN.COM	356-3042
David Weathers	davidweathers@roadrunner.com	447-5469
Ed Bergeron / HEB Engr	ebergeron@heberengineers.com	356-6985
Tad Furtado	Tad.Furtado@yahoo.com	686-8082
PAUL DEGLI ANELLI	PAUL@CONWAYNH.ORG	447-3811
Rep Tom Bucco	TOMBUCCO@YAHOO.COM	986-5629
RICHARD CHADBOURNE		452-5335
Amy Snow	a-snow@roadrunner.com	662-9777
Earl Sims	esims@conwaynh.org	447-3811
Neva Varsalone, Sen. Apple's Office	NEVA-VARSALONE@apple.com	622-7771
Laura Hurlston, Sen. Shubert's office	laura-hurlston@shubert.senate.gov	750-3004
Chas Fournier - HEB Engineering	cfournier@heberengineers.com	356-6936
Raymond Kenneth	Raymond@raymond.com	
Ray Leavitt	r-leavitt28@hotmail.com	447-5982
Gordon Conmack	gordonc@conmackconstruction.com	367-8272
Theresa Kenneth	tkenneth@me.com	603-452-7414
John Stuenkel / LRPC	JOHNSTUEN@ROADRUNNER.COM	323-8246
JANICE Crauford		662-9701
JEFF COHEN, MT. WASHINGTON VALLEY BICYCLING CLUB		
Sally McMurdo	Ssmcmurdo@yaho.com	383-9405
Rep. Mark McKinley	10Chamber Rd Freedom	520-8275
MICHAEL D. GREGOR / S&B	M.D.gregor.D@CONWAYNH.ORG	986-7152
Bill Lambert	wlambert@dot.state.nh.us	603-271-2291



Bill Watson

---

To: Ray Burton; Dwight Smith; Christopher Clement (Commissioner); Mike Pillsbury  
Subject: RE: LETTER TO THE EDITOR

Good Afternoon Dwight –

Thank you for reaching out to Councilor Burton. The Department has been working closely with the Councilor on an update of the Ten Year Plan.

As part of this update, we are holding 25 public hearings throughout the state to receive public comments (like yours below) on transportation projects and priorities.

We will be in Conway on Thursday 9/26 at 3pm in the Town Hall upstairs meeting room.  
We invite to come out and be involved.

Regards -  
Bill

---

William Watson Jr., PE Administrator  
P - 603-271-3344 C - 603-419-0103 F - 603-271-8093  
[bwatson@dot.state.nh.us](mailto:bwatson@dot.state.nh.us)

NH Department of Transportation  
Bureau of Planning and Community Assistance  
7 Hazen Drive  
Concord NH 03301



---

**From:** Ray Burton [<mailto:ray.burton@myfairpoint.net>]  
**Sent:** Friday, September 13, 2013 4:29 AM  
**To:** Dwight Smith; Bill Watson; Christopher Clement (Commissioner); Mike Pillsbury  
**Subject:** Re: LETTER TO THE EDITOR

Dwight-- I appreciate this message and have shared with the NH DOT Planning Dept. as well. -- Ray Burton

**From:** [Dwight Smith](#)  
**Sent:** Thursday, September 12, 2013 7:29 PM  
**To:** [Ray Burton](#)  
**Subject:** Fw: LETTER TO THE EDITOR

Ray:

Is Whitaker Woods is the reason that Karen insists that the north-south road can't be extended, then I say that the small affects that the extension would have on hikers and cross country skiiers is small problem indeed, compared to the roar of North-South traffic rushing through the quiet residential neighborhoods on Kearsarge Rd., Intervale Crossroad and even Hurricane Mountain Road. Also, keep in mind that railroad trains operate over the tracks in Whitaker Woods without harm to the hikers and skiiers.

Dwight Smith

----- Original Message -----

**From:** Dwight Smith

**To:** [news@conwaydailysun.com](mailto:news@conwaydailysun.com)

**Cc:** [geebud@roadrunner.com](mailto:geebud@roadrunner.com)

**Sent:** Thursday, September 12, 2013 7:15 PM

**Subject:** LETTER TO THE EDITOR

In your front page article (Sept 12, 2013) entitled "Town bypass all but dead, town looks for alternatives" was a quote by State Rep. Karen Umberger. She **insisted** that North-South Road cannot be extended north through Whitaker Woods. I question why she so insists? For heavens sakes the North South Road as it stands today uses the same State-owned right of way that already exists through to Intervale. The North South Road was built alongside active railroad tracks and the active railroad tracks continue uninterrupted all the way from the North South road's end at Mechanic Street straight through to Route 16/302 in Intervale. Please give thought to the heavy amount of traffic that turns off near the end of the North South road and continues their journey via Kearsarge Road and Intervale Crossroad. As a resident living on Intervale Crossroad I object to the increase of traffic speeding by my home. The excess traffic should be routed over an extended North-South road. My suggested alternative is to "insist" that the North-South road be extended to its logical termination at Route 16/302 in Intervale.

Dwight Smith

598 Intervale Crossroad, Keasarge, NH 03847.

[geenud@roadrunner.com](mailto:geenud@roadrunner.com)

603-356-3416.

## Bill Watson

---

**From:** Janice Crawford <janice@mtwashingtonvalley.org>  
**Sent:** Tuesday, September 24, 2013 12:30 PM  
**To:** 'Theresa Kennett'; 'Ray Burton'; 'Ray Burton'; 'Karen Umberger'; Bill Watson; Christopher Clement (Commissioner); Mike Pillsbury  
**Cc:** 'Jeff Hayes'; 'Mike Corthell'; 'Theresa Kennett'; 'Evelyn Whelton'; 'Jack Dunbar'; 'Jac Cuddy'; 'Paul Chant'; 'Maynard Thomson'  
**Subject:** RE: NH's Ten Year Plan

Good Morning,

I would like to lend my voice to the clarification below.

The MWV Regional Collaboration Planning Committee made the majority decision not to hold a quick meeting of community and business leaders to discuss their thoughts concerning the By-Pass. This decision was made in light of the scheduled September 26 GACIT meeting. The RCPC does not speak for the MWVCC, MWVEC or the MWV Housing Authority. It speaks only from its specific mission and current program of work.

This decision by no means was a statement about the Regional Collaborations awareness and/or support of transportation as an important aspect of regional economic development.

In the future, it is my understanding that Theresa Kennett, Chair of the RCPC is the only person authorized to speak for the group. I will be at the September 26<sup>th</sup> meeting.

Sincerely,  
Janice Crawford

---

**From:** Theresa Kennett [<mailto:tkennett@mwvhc-nh.org>]  
**Sent:** Monday, September 23, 2013 1:31 PM  
**To:** Ray Burton; Ray Burton; Karen Umberger; [BWatson@dot.state.nh.us](mailto:BWatson@dot.state.nh.us); [CClement@dot.state.nh.us](mailto:CClement@dot.state.nh.us); [mpillsbury@dot.state.nh.us](mailto:mpillsbury@dot.state.nh.us)  
**Cc:** Jeff Hayes; Mike Corthell; Theresa Kennett; Evelyn Whelton; Jack Dunbar; Jac Cuddy; Paul Chant; Maynard Thomson; Janice Crawford  
**Subject:** NH's Ten Year Plan

Good Afternoon,

The MWV Chamber of Commerce, Economic Council, and Housing Coalition are partnering to facilitate and support a regional initiative to improve economic growth and sustainable development in the MWV region by engaging community and business leaders in strategic, capacity building activities.

Although we began convening community and business leaders in **May of 2013**, the MWV Regional Collaboration Planning Committee (RCPC) did not become aware of North Country Council's TAC recommendation until **August 29, 2013**, at which time we discussed the merits of convening business and community leaders to try and reach consensus on the Conway Bypass prior to the upcoming September 26<sup>th</sup> GACIT meeting. The RCPC determined that the complexity of the bypass issue makes reaching consensus on such short notice an impossible goal. I have attached the minutes of the meeting for your information.

The RCPC acknowledges that transportation issues require regional solutions and we look forward to being involved in future transportation planning activities.

In closing, I thank you for taking the time to meet with MWV community and business leaders on September 26th and I look forward to your presentation.

Sincerely,  
Theresa Kennett  
RCPC Chair

Theresa Kennett  
MWV Housing Coalition Director  
53 Technology Lane  
Conway, NH 03818  
Office: (603) 452-7414  
Cell: (603) 387-2524  
[tkennett@me.com](mailto:tkennett@me.com)  
[www.mwvhc-nh.org](http://www.mwvhc-nh.org)

## Bill Watson

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**From:** Theresa Kennett <tkennett@mwwhc-nh.org>  
**Sent:** Monday, September 23, 2013 1:31 PM  
**To:** Ray Burton; Ray Burton; Karen Umberger; Bill Watson; Christopher Clement (Commissioner); Mike Pillsbury  
**Cc:** Jeff Hayes; Mike Corthell; Theresa Kennett; Evelyn Whelton; Jack Dunbar; Jac Cuddy; Paul Chant; Maynard Thomson; Janice Crawford  
**Subject:** NH's Ten Year Plan  
**Attachments:** RCPC 8-29-13 Meeting Minutes.pdf

Good Afternoon,

The MWV Chamber of Commerce, Economic Council, and Housing Coalition are partnering to facilitate and support a regional initiative to improve economic growth and sustainable development in the MWV region by engaging community and business leaders in strategic, capacity building activities.

Although we began convening community and business leaders in **May of 2013**, the MWV Regional Collaboration Planning Committee (RCPC) did not become aware of North Country Council's TAC recommendation until **August 29, 2013**, at which time we discussed the merits of convening business and community leaders to try and reach consensus on the Conway Bypass prior to the upcoming September 26th GACIT meeting. The RCPC determined that the complexity of the bypass issue makes reaching consensus on such short notice an impossible goal. I have attached the minutes of the meeting for your information.

The RCPC acknowledges that transportation issues require regional solutions and we look forward to being involved in future transportation planning activities.

In closing, I thank you for taking the time to meet with MWV community and business leaders on September 26th and I look forward to your presentation.

Sincerely,  
Theresa Kennett  
RCPC Chair

Theresa Kennett  
MWV Housing Coalition Director  
53 Technology Lane  
Conway, NH 03818  
Office: (603) 452-7414  
Cell: (603) 387-2524  
[tkennett@me.com](mailto:tkennett@me.com)  
[www.mwwhc-nh.org](http://www.mwwhc-nh.org)



August 29, 2013 Planning Committee Meeting Minutes

Present: Paul Chant, Janice Crawford, Jac Cuddy, Jack Dunbar, Jeff Hayes, Maynard Thomson, Theresa Kennett

1. **Regional Collaboration action regarding DOT's Ten Year Plan, (transportation improvement plan, as it relates to the Conway Bypass. TYP):** Theresa provided background information to explain why this item is on the Regional Collaboration Planning Committee's 8-29-13 agenda:
  - **On August 27, 2013:** Jeff Hayes sent an email to Theresa that included NCC Transportation Advisory Committee's recommendations for the 2015 – 2024 TYP (attached letter dated April 29, 2013). The email also included a communication from Bill Watson (of DOT) informing about public information sessions that will take place in several locations throughout New Hampshire to discuss the recommendations for the 2015 – 2024 TYP, with one scheduled at Conway's Town Hall on September 26, 2013. Jeff suggested it might be appropriate to meet with the town of Conway in advance of the September 26 meeting to provide an overview of TAC's recommendation.
  - **On August 28, 2013:** After reviewing all of the documentation, Theresa informed Jeff that it would have been more appropriate to discuss the merits of the bypass with every town prior to TAC forming a recommendation. That said, she agreed to poll the Regional Collaboration Planning Committee about the possibility of convening all thirteen MWV towns before September 26<sup>th</sup> for the purpose of reaching consensus on the bypass and forming a recommendation to share at the public information session at Conway Town Hall.
  - **The general feeling among RCPC members** was that the bypass issue is far too complicated to reach consensus in one meeting and many were concerned that trying to facilitate a discussion among communities that are not yet accustomed to working together could undermine the entire Regional Collaboration initiative. The group acknowledged that the bypass issue is the type of concern that effective collaboration can resolve and agreed that, if the regional process is successful, the next time the TYP is updated (2015) reaching consensus in two years is likely to be achieved and the region will be ready to provide a unified recommendation for the 2017 – 2026 TYP.
2. **Community Interviews:** Theresa provided the committee with the updated list of community and business leader interviewees. The focus of the interviews is to develop a deeper understanding of the forces and institutions that have helped and hindered the region in reaching its present state of development and to confirm survey results. RCPC members agreed to conduct interviews, with a September 30, 2013 target date for completion. Please see the attached list and interview template.
  - Venture Capital and one of the R&D interviewees will require a different set of interview questions.
  - Theresa informed that she had conducted an interview with Earl Sires and Tom Irving. The interview was very informative, with both interviewees having much to say about the role of town government in economic development.

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Regional Collaboration Sponsors



3. **Municipal Bulk Purchasing:** Theresa informed that Earl Sires is supportive of exploring the potential benefits of municipal bulk purchasing. She is meeting with Paul D. next week to discuss the type and pricing of materials that most towns are likely to purchase.
4. **Next Meeting:** Theresa would like to make progress on the community interviews and municipal bulk purchasing prior to establishing the next planning meeting. A poll of those in attendance indicated that the fourth Thursday afternoon of each month is a relatively convenient time to hold planning meetings.
5. Theresa encouraged members to share progress on community interviews via email.
6. **Adjournment: 4:45 p.m.**

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION

SEP 17 2013

6000 4000  
Planning and Community Assistance

**DATE:** September 17, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Conway**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance



**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Conway	17.19%	3.38%	12.06%	0.00%
Carroll County	20.57%	3.21%	9.57%	0.03%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Merriman House 3073 White Mountain Highway North Conway, NH 03860		Relene McCullen 603-356-5461 x195
Pond View Apt Management 104 Pleasant St Conway, NH 03818		603-641-2163
Sawyer Community Residence 2556 East Conway Road Center Conway, NH		603-939-2674
Washington St Apt 70 Washington St. Conway, NH 03818		802-296-2600
Gibson Center for Senior Services PO Box 655 North Conway, NH 03860		George Cleveland 603-356-3231
Town of Conway 1634 East Main St Center Conway, NH 03813		603- 447-3811
Conway Public Library 15 East Main St PO Box 2100 Conway, NH 03813		David Smolen 603-447-5552
North Conway Public Library 2719 Main St PO Box 409 North Conway, NH 03860		Andrea Masters 603-356-2961
Conway Village Chamber of Commerce 250 Main St Conway, NH 03818		603-447-2639

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Loudon Town Office  
29 South Village Road  
Loudon NH**

**Monday, September 30, 2013  
7:00 PM**

**AGENDA**

1. Executive Councilor Christopher Pappas
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 4**

**September 30, 2013**

**Location: Loudon, NH, Loudon Town Office – Barn  
7:00 PM**

Councilor Pappas gave an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Ruairi O'Mahony, Transportation Planner with the Central NH Regional Planning Commission (CNHRPC) gave an overview of the status of transportation in the CNHRPC area. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Primary focus areas were mobility, safety, maintenance of the existing infrastructure. There are identified unmet needs in the Central region, including the urban compact area in Concord and lower classification state highways throughout the region.

Bill Cass, Director of Project Development presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, but as continuation of existing programs at present levels. While there are many more needs than resources, as reflected in the long lists of

recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Bill went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to be level at the current amounts of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for I93 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state funds in the program, with continued reliance on Turnpike toll credits. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities. Bill discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased funding has remained constant for many years that fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads are prioritized over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

The following comments from those in the audience were raised and discussed:

- Mr. Steven Jakubowski questioned NHDOT's approach to improvements along NH 106. He felt that the area had been studied a lot and that more needed to be done to address the immediate safety concerns. Bill Cass noted that the study efforts lend credibility for the immediate safety concerns that are under design. Mr. Jakubowski reiterated his point that we just need to do something as it feels like all we are doing is planning for improvements. Councilor Pappas requested that the Department look into how quickly priority intersections can be brought forward and that the NHDOT follow up with the Loudon Board of Selectmen. *{Subsequently a response letter was sent to the Town indicating the Staniels Road Project would be forthcoming in 2014}*

- Mr. Steve Henninger, Assistant City Planner with the City of Concord recognized the improvements to the process of the Ten Year Plan update. For the first time in a number of years new projects have been proposed for addition to the Ten Year Plan. He also noted that the state cannot continue to maintain the roadway, bridge or transit transportation system on funds that have not increased in years. He also noted that the structure of urban compact funding does a disservice to those communities that have compacts.
- Mr. Roy Merrill indicated support for a gas tax increase, noting that gas prices at state lines tend to balance out. NH needs additional revenue.
- Representative Howard Moffett expressed his continued support for additional funding for transportation investments through such bills as HB 617, which we voted for last session.

The hearing was adjourned at about 8:30PM.



I WISH TO SPEAK AT THIS HEARING:

Name STEVE JAKUBOWSKI

Organization \_\_\_\_\_  
(If Any)

Address 152 PIPER HILL Rd Loudon

Phone \_\_\_\_\_  
(Optional)

Loudon  
9/30/13



STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION

SEP 17 2013

OFFICE OF  
Planning and Community Assistance

**DATE:** September 17, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Loudon**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Loudon	11.21%	2.29%	5.17%	0.00%
Merrimack County	13.66%	5.73%	8.08%	0.77%
New Hampshire	13.54%	7.70%	7.81%	1.33%
REMARKS:				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

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**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Town of Loudon PO Box 7837 29 South Village Rd Loudon, NH 03307		Wendy Walsh Young 603-798-4541
Maxfield Public Library 8 Route 129 Loudon, NH 03307		Nancy Hendy 603-798-5153
Greater Concord Chamber of Commerce 244 North Main St Suite 104 Concord, NH 03307		Timothy Sink 603-224-2508
Betty Barton's Home 304 North Village Road Loudon, NH 03307	Seniors	603-783-4722
Loudon Voanne Senior Housing 142 South Village Road, Loudon, NH 03307		603-798-3190
The Richard Brown House 142 South Village Road Loudon, NH 03307		207-373-1140

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Bedford Cable TV Meeting Room  
10 Meetinghouse Road  
Bedford NH**

**Wednesday, October 2, 2013  
7:00 PM**

**AGENDA**

1. Executive Councilor Christopher Pappas and  
Executive Councilor Debora B Pignatelli
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

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[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 4**

**October 2, 2013**

**Location: Bedford, NH, Bedford Cable TV Meeting Room  
7:00 PM**

Councilor Pappas provided an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan. Councilor Debora Pignatelli was also introduced. Many of the towns in her District surround Bedford, and it is good to have her involvement as part of this meeting.

Tim White, Transportation Planner with the Southern NH Planning Commission (SNHPC) gave an overview of the status of transportation in the SNHPC area. The process for developing the Ten Year Plan has definitely improved. The Department initiated a Lean process review of the Ten Year Plan efforts and the collaboration that has resulted should be commended. Clearly developed criteria and similar methodology being used by all RPCs and the Department was crucial to these efforts improving. Developing regional targets of allocations helped the Technical Advisory Committee (TAC) to keep transportation needs in perspective. The SNHPC TAC and MPO Committees reviewed 27 new projects, 16 existing projects and 33 additional projects identified in their Long Range Transportation Plan. Primary focus areas were mobility, safety, maintenance of the existing infrastructure. Economic development was also an important consideration. SNHPC identified over \$680 in transportation needs, with \$481M of that being projects not including I-93. At the end of the process, the TAC and MPO felt that they had accomplished with the new Ten Year Plan Process. Tim Roache, with Nashua Regional Planning Commission, indicated support and approval of many of the process improvements in communication, transparency and consistent with Ten Year

Plan prioritization efforts. He noted that more details would be provided at meetings in their region, but that Nashua's priority areas included transit opportunities, especially for an aging population and east-west travel through the region, which includes both NH 101 and 101A.

Bill Cass, Director of Project Development presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, but as continuation of existing programs at present levels. While there are many more needs than resources, as reflected in the long lists of recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Bill went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to be level at the current amounts of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for I93 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state funds in the program, with continued reliance on Turnpike toll credits. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities. Bill discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased funding has remained constant for many years that fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads are prioritized over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

The following comments from those in the audience were raised and discussed:

- Mr. Tom Mahon, from Merrimack questioned if there were new tolling studies that may be currently underway, and do any of those studies project the toll increase that would necessary to support additional turnpike capital projects. Bill Cass noted that we could get back to Mr. Mahon with information regarding capitol toll increase. In response to additional questions, Bill Cass noted previous tolling studies and support were inconclusive for relocating the Bedford Toll Plaza, and noting more had been done since these studies. He also noted there were no plans for tolling on the Everett Turnpike at Exit 13 (airport access), but that the Department continues to monitor this area. The Bedford ORT (Open Road Tolling) project would be at the existing plaza location. Bill also noted that the recommended widening of the Everett Turnpike did not include any specifics about additional Exit 12 ramp work. The Draft Ten Year Plan represents the Department recommendations to the Turnpike Capital Program, but legislative approval will be needed as well.
- Ms. Rebecca Harris, speaking on behalf of TransportNH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring \$188,000 in state in general funds to the budget for the purpose of match existing federal funding for public transportation.
- Representative Dave Danielson showed appreciation for the good relationship between the Town of Bedford and NHDOT. He expressed support for the following projects and corridors:
  - Exit 6/7 in Manchester on I-293 as there are necessary safety improvements and opportunities for better access to the Community College
  - NH 114 corridor needs to be improved
  - NH 101 in particular that it needs to be reviewed as a regional route
  - NH 101A is also an important regional route that interacts with NH 101
  - In addition, he noted that subsidizing bus service to Boston appears to hurt the Manchester Airport.
- Paul Goldberg, Bedford NH also noted concerns about bus service to Boston and its distraction from the Manchester Airport. Bill Cass noted that 87% of passengers on buses go to Boston, and only 13% go to Logan airport. Those passengers going to Logan airport also pay full fare for that service which helps subsidize commuter buses. Paul also expressed concerns over the continued delays to NH 101 improvements and urged the NHDOT not to delay another year. Bill Cass noted that the NHDOT has an extremely aggressive schedule, with plans to work on design and environmental documentation over the winter, and a potential Public Hearing in spring 2014. There are some significant potential wetland impacts in the project area, and approximately 55 property owners to work with before this project can be built. In response to a question from Councilor Pappas, Bill Cass noted that a GACIT proposal to advance the project would not get the project done more quickly. There is simply a lot of work to be

done and NHDOT staff is working very hard to hit the dates noted. Councilor Pappas noted that he feels this is the most important project in the region.

The hearing was adjourned at about 8:20PM.







I WISH TO SPEAK AT THIS HEARING: Bedford

Name PAUL GOUDRELL  
Organization (If Any) CHAIR - BEDFORD PLANNING BOARD  
Address 17 CHIPPING NORTON LN,  
Phone (Optional) 765-8650

I WISH TO SPEAK AT THIS HEARING: Bedford

Name Rep. DAVID VANISLER  
Organization (If Any) Town of Bedford  
Address 9 Darby Lane Bedford, NH  
Phone (Optional) 603.714.5430

I WISH TO SPEAK AT THIS HEARING: Bedford

Name NORM LONGVAL  
Organization (If Any) TOWN COUNCILOR  
Address 51 WENTWORTH DR. BEDFORD  
Phone (Optional) (603) 625-5044

2/2

I WISH TO SPEAK AT THIS HEARING:

Bedford

Name THOMAS J. MAHON  
Organization TOWN COUNCIL MERRIMACK  
(If Any) NH RAIL TRANSIT AUTH  
Address 6 BASSIC LAKE RD  
MERRIMACK, NH  
Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Bedford

Name LINDA GOULD  
Organization \_\_\_\_\_  
(If Any)  
Address 2 Elder Williams Rd  
Phone 472-3877  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Bedford

Name Rebecca Harris  
Organization Transport NH  
(If Any)  
Address \_\_\_\_\_  
Phone 206-0516  
(Optional)

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 23, 2013

**FROM:** Jay Ankenbrock, Chief of Labor Compliance

**TO:** Bill Cass, Director of Project Development

**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Bedford**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Bedford	13.51%	6.67%	3.41%	0.60%
Hillsborough County	11.86%	12.35%	7.24%	2.88%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>• The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Carlyle Place 40 Route 101 Bedford, NH 03110 Seniors 603-472-2000	Seniors	603-472-2000
Bristol Manor West 36 Ridgewood Rd Bedford, NH 03110	Seniors	603-622-8844 Contact: Lucy Burke
Heritage on the Merrimack 38 Hawthorne Dr. Bedford, NH 03110	Low-Income	603-644-1900
NH Housing Finance Authority 32 Constitution Dr. Bedford, NH 03110	Low-Income	603-310-9276
Pine Village Estates 45 Ridgewood Rd Bedford, NH 03110	Seniors/Low-Income	603-641-2163
Town of Bedford 24 North Amherst Road Bedford, NH 03110		Jessie W. Levine 603-472-5242
Bedford Public Library 3 Meetinghouse Road Bedford, NH 03110		Mary Ann Senatro 603-472-2300
Bedford Community Television 10 Meetinghouse Road Bedford, NH 03110		Bill Jennings 603-427-8288 <a href="mailto:bctv@bedfordtv.com">bctv@bedfordtv.com</a>

Greater Manchester Chamber of Commerce  
54 Hanover St  
Manchester, NH 03101

Charlene Courtmanche  
603-792-4104



**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Keene Parks and Recreation  
312 Washington Street – Room 14  
Keene NH**

**Tuesday, October 8, 2013  
6:30 PM**

**AGENDA**

1. Executive Councilor Colin Van Ostern
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
  
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
  
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 2**

**October 8, 2013**

**Location: Keene Parks and Recreation Department  
6:30 PM**

Councilor Van Ostern opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, the last of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Tim Murphy, Executive Director with the Southwest Regional Planning Commission (SWRPC) discussed the importance of the RPCs Technical Advisory Committee in the regional development of Ten Year Plan priorities. He commended the critical review process that has been developed, the use of consistent criteria, frequent and effective communication between the RPCs and the Department, and the development of regional budget allocations. JB Mack, Transportation Planner with the Southwest Regional Planning Commission (SWRPC) gave an overview of transportation for the region, noting that there is still at least \$120M more in needs than funding allows for the region. The top three projects in the SWRPC region are improvements to the Jaffrey dog-leg, improvements to the bridge system between Hinsdale NH and Brattleboro VT, and the need for pedestrian bridge improvements in Keene. Other points made by JB included that the longer that federal funds are not being matched with state funds and are replaced by turnpike toll credits, the state loses leverage for those funds. Also, the number of red listed bridges that the state continues to carry is a concern. The SWRPC has about 21% of the municipal red listed bridges. There needs to be legislative discussion to address both this issues. There is a need to lift transportation discussions to more than just about roads and bridges to include transit as part of the discussion. Many communities in the SWRPC continue to be hit by storms at a disproportionate amount as

compared to other parts of the state, and require assistance to make necessary infrastructure improvements.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very much a work in progress. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

Comments from those in the audience were raised and discussed included:

- Keene Mayor Kendall Layne made a number of comments:
  - He has been critical of the Department and the Ten Year Process in the past. NHDOT has been very responsive and has created value to the RPC process in this update
  - The Jaffrey dog-leg has been around for a very long time and the Town has taken charge to do much of the planning work on their own the assistance of state funds. It is time to move the project forward.
  - The Hinsdale-Brattleboro bridge is a critical bridge in the program and needs to stay there, advanced if possible.
  - The South Bridge in Keene is a critical pedestrian bridge for many users and in this regional trail system along with connecting the Keene State College campus with the athletic fields.
  - Winchester Street is an "odd duck" type of project being a state road in an urban area (MUPCA) project. The City said the project needs to continue to move forward.
  - NH 9 corridor protection through Antrim, Stoddard and parts of Hillsborough was the highest priority project through the RPC. ROW and Corridor protection for development is critical in maintaining through traffic mobility.
  
- Mr. Don MacIsaac also spoke in great detail about the need to improve the Jaffrey dog-leg area of the town, citing the following information:
  - 50% of the town's population lives in the downtown area
  - 5 schools representing 1400 students are within a ½ mile radius of the dog-leg. All students located within 1 mile of school walk to school.
  - Traffic is at a level of service F at peak periods
  - The project will address safety, congestion and improve economic development opportunities.

- It was noted that there are five world class companies also located in the immediate vicinity of the downtown area.
- Mr. Bud Windsor from Keene State College spoke of the importance of the South Bridge project, which will connect the Keene State College campus with the athletic fields. Trails on both sides of the proposed bridge have already been improved. The nearby roundabout works so well that it has eliminated breaks in traffic in which students cross the road to get from one side to the other.
- Mr. Chuck Redfern also spoke in favor of the South Bridge project as an important safety improvement.
- Mr. Ed Smith spoke about the need to address the Hinsdale-Brattleboro bridge project. He noted that if a detour were needed, the approximately 9700 vehicles per day would be rerouted onto NH 63, creating a maintenance nightmare. It was also noted that there is a large amount of commuter traffic to/from both Towns.
- Mr. Mike Darcy from Hinsdale shared support and concerns for the Hinsdale-Brattleboro bridge project. Hinsdale and Brattleboro are shared communities with shared services.
- Mr. Bob Harcke spoke about the need to advance the Hinsdale-Brattleboro bridge project in the Ten Year Plan. It is a crucial connection for commercial and economic development in Hinsdale. Hinsdale has developed a Tax Increment Finance (TIF) District in anticipation of this project, identifying more than 400 acres of land for commercial development. If there were problems on the bridges or at the at grade railroad crossing in Brattleboro, also known as “malfunction junction”, then detours result in an additional 30+ miles of driving. The towns rely on each other for mutual aid, hospital services, coordinated school activities, etc. It was also noted that the existing wood plank sidewalk was in disrepair.
- Ms. Linda Rubin, with the Monadnock Regional Transportation Management Association spoke about her organization and the community transportation services that they provide. She wanted to make three points:
  - Complete the South Bridge bike/ped bridge as soon as possible
  - Provide details and information on the Transportation Alternative Program
  - The state needs to restore match funds for federally funded transit programs
- Keene Planning Director Rhett Lamb made the following points:
  - Another reason for the importance of the South Bridge is to assist with parking near the KSC campus
  - Winchester Street project needs to be completed.
  - He is very impressed with the targeted budgets each of the RPCs received and felt that projects selection should be aligned with Regional budget allocations.

- Keene Public Works Director Kurt Blomquist made the following points:
  - Winchester Street needs to be completed, and the fact that the City needs to raise the matching funds for this state road is of concern. We need to look closer at urban boundary and compact areas.
  - There needs to be additional State Aid Bridge funds to address local bridge needs, and questions whether there is a prioritization process for use of the SAB funds.
  
- Ms. Susan Ashworth, also with the Monadnock Regional Transportation Management Association spoke about her organization and the community transportation services that they provide. They have been able to raise matching funds locally through Keene State College and the local hospital, but a small investment in state match would be very helpful.
  
- Representatives from Pathways for Keene, a local advocacy group also spoke in favor of the South Bridge in Keene, with the proposal to save construction costs by looking at alternative designs of the bridge. NHDOT is moving in this direction with the bridge design.
  
- Ms. Rebecca Harris, speaking on behalf of Transport NH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring to 2009 funding level of \$188,000 in state general funds for the purpose of matching existing federal funding for public transportation.

The hearing was adjourned at about 8:00 PM.







I WISH TO SPEAK AT THIS HEARING:

Name

Organization  
(If Any)

Address

Phone  
(Optional)



**TRANSPORT NH**  
**GOING PLACES**

Rebecca Harris, Director

125 Airport Road  
Concord, NH 03301

www.TransportNH.org  
Google Voice: 802-266-0566  
RLHarris@TransportNH.org

I WISH TO SPEAK AT THIS HEARING:

Name

Organization  
(If Any)

Address

Ted McCreca

PATHWAYS FOR Keene

115 MAIN ST Keene

I WISH TO SPEAK AT THIS HEARING:

Name

Organization  
(If Any)

Address

Phone  
(Optional)

Susan Ashworth

Home Healthcare, Hospice &  
Community Services - City Express

312 Marlboro St., Keene, NH.

352-2253

I WISH TO SPEAK AT THIS HEARING:

Name

Organization  
(If Any)

Address

Phone  
(Optional)

KIM Blomquist

City of Keene (PWD)

350 Marlboro St

**Keene**  
**10/8**

I WISH TO SPEAK AT THIS HEARING:

Edwin Smith

Organization SWRP - Tac

Address Hinsdale

Phone 603-398-9011

I WISH TO SPEAK AT THIS HEARING:

Name Chuck Redfern

Organization Several organizations

Address 9 Colby St., Keene, N.H. 03431

Phone (603) 357-4982



I WISH TO SPEAK AT THIS HEARING:

Name Bud Winsor  
Organization (if Any) Keene State College  
Address 229 Main Street, Keene  
Phone (Optional) 358-2702

I WISH TO SPEAK AT THIS HEARING:

Name Mike Darcy  
Organization (if Any) Town of Hinsdale Selectman  
Address 85 Highland Ave Hinsdale NH 03451  
Phone 603 336 6115

I WISH TO SPEAK AT THIS HEARING:

Name Bob Harcke  
Organization (if Any) Hinsdale Commercial and Industrial Development Corp.  
Address 243 Monument Rd. Hinsdale, NH 03451  
Phone (Optional) 603-381-4100

I WISH TO SPEAK AT THIS HEARING:

Name Linda Rubin  
Organization (if Any) MRTMA  
Address 610 West St. Keene  
Phone (Optional)

Keene  
10/18

I WISH TO SPEAK AT THIS HEARING:

Name Rhett Lamb  
Organization (if Any) City of Keene  
Address 3 Washington St. Keene  
Phone (Optional)

**Monadnock Region  
Transportation  
Management  
Association**

October 30, 2013

William E. Watson, P.E.  
Bureau of Planning and Community Assistance  
NHDOT  
7 Hazen Drive  
PO Box 483  
Concord, NH 03302-0483

Ellie Cook-Venezia  
*WorkReady NH Program*

Peter Hansel  
*Filtrine Corporation*

Jennifer Risley  
*Monadnock Food Co-op*

Nancy Brigham  
*Transition Keene*

Susan Thielen  
*Heading for Home*

Joshua Lipkowitz  
*Antioch University*

Susan Ashworth  
*Home, Healthcare Hospice  
and Community Services*

Charles Redfern  
*Pathways for Keene*

Ellen Avery  
*Contoocook Valley  
Transportation Company*

Michael Goudzwaard  
*Keene State College*

Corrado Paramithiotti  
*Keene Resident*

Linda Rubin  
*Healthy Monadnock 2020*

Dear Mr. Watson:

The Monadnock Region Transportation Management Association (MRTMA) is a coalition of over twenty organizational and individual partners interested in a sustainable transportation future for the Monadnock Region. The MRTMA recognizes the broad impacts that our transportation system has on us as individuals and as communities - everything from our jobs to our cost of living to our health. It is for this reason that we advocate for transportation planning and investments that address multiple issues where possible. We hope that our transportation planning and programming will not only seek to preserve our existing infrastructure, but also improve safety, accessibility, personal health, air quality, and offer more affordable transportation choices for our residents where possible. We respectfully submit the following comments relative to the draft Ten Year Transportation Improvement Plan (Plan) for 2015-2024.

1. We respectfully request that the State keep its original commitment to construct Keene bypass project #10309 P, "Construction of Multi-Use Trail Bridge Over NH 12/101" according to its original schedule. This project was deferred from FY 2013 in the FY 2011-2020 TYP and is currently scheduled for FY 2021 in the FY 2015-2024 draft Plan. The deferral of "South Bridge" is a major setback to a City that is making significant progress towards a sustainable transportation system. South Bridge is a terrific example of the innovative projects that the MRTMA supports in that it allows the City and Region to meet multiple goals at once. It will improve safety where the bike path crosses the bypass, shift demand away from the bypass and the City street system and, help the successful downtown effectively manage its limited parking. It will improve accessibility for individuals and families of all incomes as well as improve the personal health of area residents. It will make a key visible investment that we believe will attract community-minded employers and a high skill labor force. It is perhaps one of the most high-return investments that we can make in the local and regional transportation system.
2. Intercity bus service needs to be addressed in the Monadnock Region. There is currently one intercity bus service that runs through Keene by Greyhound Bus Lines. It travels between intermodal bus centers in White River Junction, VT and Springfield, MA seven days a week. Going southbound it arrives in Keene at 9:45 am and going northbound arrives in Keene at 11:35 am. A bus trip from Boston to Keene is currently 15 hours and 30 minutes. A bus trip from Manchester to Keene is currently 19 hours. This is not acceptable and we need leadership from the State to address the inadequate intercity transportation options. If a service like Dartmouth Coach works so well for Lebanon and Hanover, we know that it will work well in Keene.

**Monadnock Region  
Transportation  
Management  
Association**

Ellie Cook-Venezia  
*WorkReady NH Program*

Peter Hansel  
*Filtrine Corporation*

Jennifer Risley  
*Monadnock Food Co-op*

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*Contoocook Valley  
Transportation Company*

Michael Goudzwaard  
*Keene State College*

Corrado Paramithiotti  
*Keene Resident*

Linda Rubin  
*Healthy Monadnock 2020*

- 3. We would like to speak to the matter of insufficient state support for public transportation. We are encouraged that the State Department of Transportation wants to continue “flexing” \$800,000 per year of flexible federal Surface Transportation funds in order to maintain minimal public transportation services for seniors and people with disabilities living in the State. In the current two year period, transit operators in the Monadnock Region expect to provide over 10,000 new rides to our citizens, allowing them to reach medical appointments, grocery stores, pharmacies and other critical destinations. A continuation of the flex funding will help make up for the State’s limited public transportation investment as well as provide basic transportation to the many people that cannot drive in our State. However, this is not enough. The American Association of Retired Persons reports that currently one in five seniors age 65 or older today do not drive a personal vehicle. New Hampshire is rapidly aging and the State needs to begin seeing transportation less as a problem in which “you are on your own” and more “we are in this together.” The Ten Year Plan needs to find revenue to help local communities, already struggling with high property taxes, to fund public transportation. This is a serious problem and the State is long overdue for some leadership on this issue.

We understand that NHDOT, on its own, has limitations in what it can do with many of these recommendations. However, our hope is that this information will be communicated broadly to the New Hampshire Executive Council and New Hampshire Legislature who we feel should carefully review public comments in deciding the contents of the Ten Year Plan. Thank you for this opportunity to weigh in on transportation policy and programming in New Hampshire.

Sincerely,

The Monadnock Region Transportation Management Association Steering Committee

## Bill Watson

---

**From:** J. B. Mack <jbmack@swrpc.org>  
**Sent:** Friday, October 11, 2013 8:58 AM  
**To:** Bill Watson; Bill Cass  
**Subject:** RE: Jaffrey Dog Leg

Thank you Bill. Have a good day

J. B.

---

**From:** Bill Watson [<mailto:BWatson@dot.state.nh.us>]  
**Sent:** Friday, October 11, 2013 8:48 AM  
**To:** 'J. B. Mack'; Bill Cass  
**Subject:** RE: Jaffrey Dog Leg

Good Morning JB –

It is the Department's intent to correct the listing for the Jaffrey Dog Leg project (16307) to the following:

PE will be shown in 2015 and 2017 (instead of 2017 and 2019)  
ROW will be shown in 2018 (instead of 2021)  
No change in construction.

Please let me know if you have any questions. We can answer this as well at the remaining GACIT meetings if the question comes up.

Regards -  
Bill

---

William Watson Jr., PE Administrator  
P - 603-271-3344 C - 603-419-0103 F - 603-271-8093  
[bwatson@dot.state.nh.us](mailto:bwatson@dot.state.nh.us)

NH Department of Transportation  
Bureau of Planning and Community Assistance  
7 Hazen Drive  
Concord NH 03301



---

**From:** J. B. Mack [<mailto:jbmack@swrpc.org>]  
**Sent:** Thursday, October 10, 2013 9:06 AM  
**To:** Bill Watson; Bill Cass  
**Subject:** RE: Jaffrey Dog Leg

Thanks Bill

J. B.

---

**From:** Bill Watson [<mailto:BWatson@dot.state.nh.us>]  
**Sent:** Thursday, October 10, 2013 9:02 AM  
**To:** 'J. B. Mack'; Bill Cass  
**Subject:** RE: Jaffrey Dog Leg

JB –

We will work with the project manager to determine the appropriate PE and ROW schedule to meet the Construction FY as shown.

Once we have a better idea, we will let you know.

Regards -  
Bill

---

William Watson Jr., PE Administrator  
P - 603-271-3344 C - 603-419-0103 F - 603-271-8093  
[bwatson@dot.state.nh.us](mailto:bwatson@dot.state.nh.us)

NH Department of Transportation  
Bureau of Planning and Community Assistance  
7 Hazen Drive  
Concord NH 03301



---

**From:** J. B. Mack [<mailto:jbmack@swrpc.org>]  
**Sent:** Thursday, October 10, 2013 9:01 AM  
**To:** Bill Watson; Bill Cass  
**Subject:** Jaffrey Dog Leg

Good morning gentlemen,

Thanks for coming out to Keene the other night. I received a call this morning from Don MacIsaac, Select Chair from Jaffrey asking if you have pinpointed a row and construction year for the Jaffrey Dogleg project since construction comes before row in the current plan. I know you are aware of this discrepancy, but wondering if you could tell me what the "official" years for those phases should be?

Thanks,

J. B.

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# Pathways for Keene South Bridge

October 8, 2013

[tlaorg.org/pathways](http://tlaorg.org/pathways)

# South Bridge

---

- NH DOT is required to build South Bridge
  - Directed by court order
  - 100% of cost paid by NH DOT
  - Design and completion date are not specified
- Draft TYP - \$4.3M total
  - Smaller than North Bridge at \$2.3M
  - Grasshopper design is expensive
  - Requires relocation of major sewer line
  - Wetlands infringement – forces mitigation project
- New - \$2M total?
  - Based on “north bridge” design
  - Probably concrete deck instead of pressure treated lumber
  - Should not require relocation of sewer line
  - Doesn’t infringe on wetlands

# South Bridge

---

- We are strongly in favor of South Bridge construction as soon as possible
  - Heavy traffic
  - Someone will be injured
  - Described in publications as “the most dangerous pedestrian crossing in New Hampshire”
- We suggest that NH DOT divide the project into smaller pieces
  - Design – complete detailed design ASAP
  - Implementation – construct when funding is available
  - Approach would have “shovel ready design” ready to go whenever funding is available



# Summary

---

- Congratulations NH DOT on taking the imitative
  - Consider alternate design
  - Reduce cost of project
  - Speed implantation
- We think North Bridge is a great model for South Bridge and thank NH DOT for considering it
- Contact PFK if we can help make this project happen

# Pathways for Keene

---

- 501c3 corporation
- Prime focus for pathway improvement
- Very familiar with
  - North Bridge project
  - South Bridge project
- More information
  - [www.tlaorg.org/pathways](http://www.tlaorg.org/pathways)
  - [pfk@tlaorg.org](mailto:pfk@tlaorg.org)
  - 603-357-7567

Pathways for Keene, Inc.

PO Box 226

Keene, NH 03431-0226 USA

---

[tlaorg.org/pathways](http://tlaorg.org/pathways)



# City of Keene

3 Washington Street

New Hampshire 03431

October 3, 2013

South Bridge Multi-use Trail Bridge

Honorable Councilors,

Mr. Colin Van Ostern & Mrs. Debora Pignatelli

Dear Councilors,

The City of Keene Bicycle Pedestrian Path Advisory Committee would like to reiterate its support for South Bridge Multi-use Trail Bridge project listed in New Hampshire Department of Transportation's Ten Year Plan. Furthermore the committee would like to take this opportunity to remind NHDOT and Executive Council of Keene City Council's recommendation that the South Bridge Project design concept be similar to that of the North Bridge Multi-use project, recently completed. This question was posed to the City of Keene by NHDOT's Highway Design Bureau in February 2012 the recommendation was approved by City Council at their regular meeting on April 5, 2012.

Should you have any questions or comments please feel free to contact the City of Keene, Planning Department at 603 352 5474.

Regards,

Ed Guyot, BPPAC Chairman

cc: Will Schoefmann, City of Keene Planning Department

*Keene, designated as one of America's Dozen Distinctive Destinations by the National Trust for Historic Preservation.*

#### Area Code 603

#### Phone

Airport 357-9826 • Assessment 352-2125 • City Attorney 357-9806 • City Clerk 352-0133 • Code Enforcement 352-5440 • Facility Maintenance 357-9844  
Fire Services 357-9831 • Fire 357-9861 • Finance 352-1013 • Health 352-5440 • Human Resources 357-9858 • Human Services 357-9803 • Information  
Management Services 357-9802 • Library 352-0157 • Mayor 357-9804 • Manager 353-9804 • Recycle Center/Transfer Station 352-5739 • Parks, Recreation  
& Facilities 357-9829 • Planning 352-5474 • Police 357-9815 • Public Works 352-6550 • Purchasing 357-9800 • Revenue Collection 357-9801  
Water Treatment Facility 357-8483 • Wastewater Treatment Plant 357-9836 • Water & Sewer 352-3239 • Youth Services 357-9810

#### FAX

Airport 357-9853 • Assessment 357-9857 • City Clerk 357-9884 • City Hall 357-9847 • Fire 358-3420 • Recycle Center/Transfer Station 357-0106  
Revenue Collection 357-9898 • Library 352-1101 • Parks, Recreation & Facilities 357-9859 • Police 357-9823 • Public Works 357-9848  
Water Treatment Facility 358-7808 • Wastewater Treatment Plant 357-9854

#### Website

[www.cityofkeene.com](http://www.cityofkeene.com)

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 23, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Keene**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
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Cheshire County	14.71%	4.64%	10.04%	0.34%
New Hampshire	13.54%	7.70%	7.81%	1.33%
REMARKS:				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Autumn Leaf Village 50 Ivy Dr Keene, NH 03431	Low-Income	603-352-9105
Bentley Commons At Keene 197 Water St Keene, NH 03431	Seniors	603- 499-4546
Central Square Terrace 5 Central Square Keene, NH 03431	Seniors/Low-Income	603-352-6161
Cheshire Homes 745 Pearl St Keene, NH 03431	Low-Income	603-352-5459
Cheshire Housing Trust 39 Central Square Suite 202 Keene, NH 03431	Low-Income	603-357-7603
Cleveland Place 21 Roxbury Plz Keene, NH 03431	Seniors/Low-Income	603-352-9105
Keene City Hall 3 Washington St Keene, NH 03431		Patricia Little 603-352-0133
Greater Keene Chamber of Commerce 48 Central Square Keene, NH 03431		Julia Kowalski 603-352-1303 <a href="mailto:info@keenechamber.com">info@keenechamber.com</a>
Cheshire TV 76 Winter St Keene, NH 03431		L. Perkins 603-283-6621

Keene Public Library  
60 Winter St  
Keene, NH 03431

Nancy Vincent  
603-352-0157

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Epping Town Hall Upstairs Auditorium  
157 Main Street  
Epping NH**

**Wednesday, October 9, 2013  
7:00 PM**

**AGENDA**

1. Executive Councilor Christopher Sununu
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)







# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 3**

**October 9, 2013**

**Location: Epping Town Hall, Upstairs Auditorium  
7:00 PM**

Councilor Sununu opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of the last of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Councilor Sununu also provided his own philosophy and approach to the Ten Year Plan. He looks closely at funding, and the ability of the state to afford the work that is being discussed. For him, with limited funding, the focus is most importantly on health and safety. All forms of transportation infrastructure need to be supported. The draft Ten Year Plan, as presented needs to be reviewed closely as it is over programmed when looking across all of the anticipated funding revenue sources.

Bill Cass, Director of Project Development presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, but as continuation of existing programs at present levels. While there are many more needs than resources, as reflected in the long lists of recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a

balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Bill went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to be level at the current amounts of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for I93 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state funds in the program, with continued reliance on Turnpike toll credits. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities. Bill discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased funding has remained constant for many years that fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads are prioritized over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

Dave Walker, Transportation Program Manager from Rockingham Planning Commission (RPC), provided regional perspective into the Ten Year Plan process. In January the MPO began a project prioritization and ranking process. The MPO used regional project selection criteria to short list projects within the budgetary target of \$21.2 million per year provided by NHDOT. The resulting list of projects submitted to NHDOT represented RPC top priorities for inclusion in the State Ten Year Plan. It included proposals that addressed roadway capacity and safety improvements, transit service and bike/pedestrian needs, as well as bridge maintenance and preservation. RPC staff met one on one with NHDOT in July to discuss a preliminary list of funded projects for the region and provided further data and input regarding priorities. RPC input was considered by NHDOT staff and further changes and refinements were made in the Draft Ten Year Plan. For the first time in many Ten Year Plan cycles the communities that make up this MPO feel that they truly have input into the outcome of the plan. We also have increased insight into how DOT makes decisions about which projects to include. The amount of information being exchanged between RPC and DOT during the development of the Ten Year Plan was greater than

ever, and has resulted in a better understanding of the purpose and need of projects being proposed.

The RPC continues to believe strongly that funding for the maintenance and improvement of the transportation system in New Hampshire remains inadequate and must be addressed by state policy-makers. DOT is attempting to work in the twenty-first century using twentieth century resources to maintain the roads and bridges of the state. The RPC is currently developing a "complete streets" policy to ensure that the transportation network in the RPC region is designed and operated with all users in mind. All projects proposed by the RPC will include accommodations for appropriate users including motor vehicles, cyclists, pedestrians, and transit riders. Transit also remains chronically underfunded in New Hampshire with a system in place that requires fulfilling regional needs with annual contributions from individual towns and no state support. In particular, resources are needed to provide service to the growing population of non-drivers in the state. They suggested a CMAQ set aside specifically for Transit. Given limited funding for improvement projects it is more important than ever to ensure that decisions are made with good information and local, regional, and state support. Feasibility studies and corridor plans are very effective tools for achieving both of these goals. In the RPC region, corridor studies have been completed on US 1 and on NH 125 and many of the best defined projects proposed for the Ten Year Plan come from those efforts. They also said it is important, if not already being done, that NHDOT require that all transportation projects are being funded with Federal or State dollars, including all bridges roads, and other transportation infrastructure, be designed to account for increased flood risk that is likely to arise from increased stormwater flow, and, in areas affected by tidal waters, anticipated sea level rise.

Ten projects from the region have been newly added to the draft Ten Year Plan. This is substantially more than in the last several rounds. This is the result, at least in part, of the budgetary targets provided by NHDOT, the more robust information available regarding projects, and the common project selection criteria and process. The new projects in the RPC region include funds to:

- Address serious capacity deficiencies on US 1 in Hampton Falls and Portsmouth.
- Address capacity and safety issues on NH 125 in Epping.
- Continue the transition of the B&M Railroad "Hampton Branch" to a bike and pedestrian corridor.
- Address red list bridges in the region
- Rehabilitate the NH 1A bridge between Hampton and Seabrook, which should include significant safety improvements
- Replacing bridge on US 1 over B&M RR in North Hampton
- Replacing the Westville Road bridge over the Little River in Plaistow
- Replacing the deck and rehabilitating the NH 107A Bridge over the B&M RR in East Kingston
- Replacing the Martin Road bridge over the Piscassic River in Fremont
- Replacing the Hodgson's Brook culvert on the US 1 Bypass

In response to questions from Councilor Sununu, RPC and NHDOT staff offered additional information:

- Cliff Sinnott, Executive Director of Rockingham Planning Commission noted that the existing gas tax level is an issue for all to deal with.

- Bill Cass noted that the Draft Ten Year Plan does not include \$250M to finish the widening of I-93 from Salem to Manchester.
- The Sarah Mildred Long Bridge is now the #1 red listed bridge in the state, with a total construction price tag of about \$140M. This is a gateway bridge for Maine. The federal government has not shown an interest in funding rail improvements associated with the bridge construction.
- The cost to rehabilitate the old General Sullivan Bridge to make a bicycle/pedestrian connection from Dover to Newington is approximately \$24M.

Comments from those in the audience were raised and discussed included:

- Senator Nancy Stiles commented on a number of projects in her District.
  - She asked for details and engineering to be done for the US 1/NH 88 project in Hampton Falls. She also noted there is confusion about what is going to be done, how it will be done and how it will be solved.
  - She also noted that the proposed Ocean Boulevard project in Hampton needs to be in the Ten Year Plan. In previous efforts to secure funding for the project through TIGER/TCSP funding, she was of the understanding that the project would not be competitive without being identified in the State's capital plan.
  - The Underwood Bridge is not wide enough and does not provide enough safety protection for those walking and bicycling. It needs to be replaced. She recommends moving funds from the Bridge to Ocean Boulevard and then do an engineering study of the bridge to figure out both scope and cost.
  - She noted the causeway to New Castle should be looked at and suggested a study to determine what should be done there.
  - She also supported removal of the NH 111 bridge over the former railroad in North Hampton.
- North Hampton Police Chief Brian Page presented a package of information regarding NH 111 (Atlantic Ave) near the Town's current safety and Town Hall complex. The town is requesting that NHDOT consider removing the existing bridge (which is in good condition) and to provide an at grade crossing from NH 111. This will alleviate safety and sight issues, at the Town Hall complex shared driveway.
- Representative Fred Rice noted that the projects at Hampton Beach will have a return on investment. He believes that it is critical to invest in both reconstructing Ocean Boulevard and the replacement of Underwood Bridge and recommends delaying the US1/NH 88 project which is just an inconvenience. Both projects in Hampton will provide safer infrastructure, opportunity for more economic development, and a better return on investment for both the Town and the State.
- Representative Chris Muns noted that the success of the Hampton area is the tourism industry that drives the economy. He recommended adding the Ocean Boulevard project to the Ten Year Plan – it was the #2 project priority of the

RPC. He felt that if it were possible to do a cost/benefit analysis of improving the roadway, that the value of the project would be clearly seen.

- Ms. Sylvia von Aulock, Exeter Town Planner suggested that there needs to be a commitment to update and increase revenue sources. She also discussed the recent tragedy in Hampton where 2 bicyclists were killed by a driver. She suggested the State a Complete Streets policy for providing bike and pedestrian facilities on the state's entire infrastructure to reduce between different modes.
- COAST Executive Director Rad Nichols directed the following comments towards elected state officials that can make policy changes:
  - CMAQ funds should be used as flexibly as possible and set aside to replace capital purchases of all intercity public owned fleets as well as operations of those fleets as much as the law may allow.
  - Restoration of state general funds (approximately \$188K per year) will allow federal transit funds to be much better leveraged.
  - That solutions need to be explored to address the increasing costs of providing senior and disabled services. Rad certainly continues to support the services themselves, but the business costs continue to climb to extraordinary levels.
  - He does not believe the public even begins to understand how delicate our funding resources are and that our education efforts need to continue.
- Mr. Tim Moore from Plaistow thanked NHDOT for their support of the widening of NH 125 and for the MBTA rail study. He noted a particular bridge carrying NH 107A over the railroad in East Kinston that does not allow for double stack trains that should be addressed. He also believes we need to continue working hard to create a true intermodal system and vision.
- Mr. Jamie Steffan, Hampton Town Planner and RPC TAC Chair noted the improved process in this Ten Year Plan update round. He agrees that the Ocean Boulevard project is a priority for the area, and does naturally tie with work on the Underwood Bridge as well. He believes the Town needs both projects.
- Mr. John Nyhan, Chairman of the Hampton Beach Area Commission spoke in favor of adding the Ocean Boulevard project to the Ten Year Plan. Partnership efforts in the beach area have increased in the last 5 years. He believes that the local and state government has stepped up and now it is time for the federal government to step up with FHWA funds to make this project happen. He also believes the Beach area of Ocean Boulevard is the only place in NH where hundreds of people are walking on the State Highway.

The hearing was adjourned at about 9:30 PM.



# New Hampshire Seacoast Community Rail

A proposal to stimulate Intra & Inter-town local passenger rail service along the New Hampshire Seacoast.



North Hampton, NH Atlantic Ave Station (pvt business)



## Several scenarios:

- Hampton to Portsmouth
- Seabrook to Portsmouth
- Salisbury to Portsmouth
- Newburyport to Portsmouth
- Newburyport MBTA to Portsmouth
- Hampton to Hampton Beach

## Additions:

- Portsmouth to Kittery ME / Shipyard
- Hampton Falls & Parking to Hampton Beach
- Seabrook Power Plant Bypass into Seabrook
- Seabrook to Seabrook Beach transport
- Amesbury MA Branch & Parking

## Purpose:

- Provide transportation for residents and vacationers separate from drastic traffic jams and delays on the paved surface corridors
- Relieve surface motor traffic on paved corridors
- Reduce carbon footprint along the seacoast.
- Leisure / recreational / social travel facilitation and opportunities {hiking, walking, running, nature experience, bicycle, horse trail rides, Caboose parking, jitney car rides
- Necessary life activities travel (shopping, medical, business)
- Facilitate natural trail implementation and use
- Increase visitor business traffic to Hampton & Hampton beach absent street vehicles
- Facilitate opportunities for other rail services (Winter train, passenger service, freight service, etc)

## Cooperative Venture:

- Join with Trails, Horse Activities, Cross Country Skiing and rail organizations to initially establish a great plan and design
- Join with towns for support, building and/or contributing to stations and parking.
- Establish maintenance goals and plans now, join towns and Trails in cooperative activities for components within their borders.
- NH State owned & operated fiberoptic Corridor, pre-installed conduit & initial fiber, junction for each town.
- Current removal of rails and ties will facilitate cleanup and new construction of rail and trail pathways and lower the cost of each.
- Fiberoptic corridor for commercial, town and state networks



**Hampton Beach Area Commission  
100 Winnacunnet Road  
Hampton, New Hampshire 03842**



**Town of Hampton**



**NH Dept of Resources  
& Economic Development**



**NH Dept of  
Transportation**



**Hampton Beach  
Village District**



**Hampton Area  
Chamber of Commerce**



**Rockingham Planning  
Commission**

October 9, 2013

William Watson, Jr. P.E., Administrator  
Bureau of Planning and Community Assistance  
New Hampshire Department of Transportation  
7 Hazen Drive  
Concord, NH 03302

Dear Mr. Watson,

On behalf of the Hampton Beach Area Commission, I am writing this letter to formally request that you support adding the reconstruction of Ocean Blvd, Hampton Beach, NH to the NH DOT Ten Year Transportation Plan.

The Hampton Beach Area Commission (HBAC) was established in June, 2003 by the New Hampshire legislature under RSA 216-J: 1-J: 5 to assist in the implementation of the Hampton Beach Area Master Plan. Its duties include consultation and advice to the town and to state agencies to accomplish the goals set out in the 50-year plan.

The Commission is comprised of representatives of all major stakeholders in the Hampton Beach area. There are two members each from the Town of Hampton and the Hampton Beach Village District, and one member each from the Hampton Area Chamber of Commerce, the Rockingham Planning Commission, the NH Department of Resources and Economic Development (DRED), the NH Department of Transportation (NH DOT) and one member at large selected by the other eight Commissioners.

Over the last five years, the HBAC has been very active in working with public officials at all levels along with the private sector to follow through with recommendations establish in the Hampton Beach Master Plan. To date, over \$40 million has been invested with public funds and over \$80 million has been invested by the private sector (beach businesses and new developers). The State has done its part in redeveloping the State Park, the Town has done its part with new public safety facilities, public works improvements and the reconstruction of town owned roads at the beach. What now needs to be done is Ocean Blvd.. One of the major recommendations within the plan is for Ocean Blvd to be reconstructed to address safety and drainage problems that can be clearly seen all along the roadway.

Presently, the road itself is nine layers higher than the original roadway which has caused significant drainage issues and flooding of west side businesses and the disappearance of sidewalks on the west side of the road.

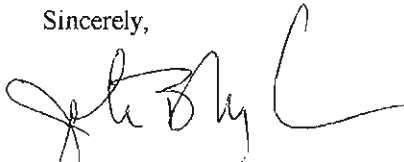
A few years ago, the HBAC submitted in a funding proposal to the US Federal Highway Agency in hope to secure \$10 million to reconstruct Ocean Blvd and to not only repair the road itself but to put in a new drainage system and new side walks on the west side of the street. Our proposal was one of many that was submitted by various groups in New Hampshire during that period and was selected by the State as the number one priority within the State when it was submitted to Federal Highway. Unfortunately we did not get selected for funding. We were told by Federal Highway that one of the reasons was because this project was not within the Ten Year NH DOT Transportation Plan.

The HBAC truly believes for us to continue to advocate and facilitate transportation related improvements at the beach, it is imperative that Ocean Blvd road conditions be recognized as a top priority going forward and the best way for this to be recognized is for it to be placed within the Ten Year Plan.

We recognize that there are many projects within our county that deserves consideration but we feel that in the best interest of the County and State – what is best for our region, what project can clearly show additional revenue opportunities for the State by improving the tourism jewel of the State and for us to continue to move forward with our responsibility to implement the Hampton Beach master Plan, it is essential that we secure NH DOT support in placing the reconstruction of Ocean Blvd as a new project within the NH DOT Ten Year Transportation Plan.

Thank you in advance for your consideration and support.

Sincerely,



John B. Nyhan, Chairman  
Hampton Beach Area Commission

# Exhibits











TOWN OF NORTH HAMPTON  
LAVALLEE BRENSINGER ARCHITECTS  
TOWN of North Hampton







09/27/2013 12:31













NORTH HAMPTON  
FIRE DEPARTMENT













## Removal of railroad bridge deemed a priority

### North Hampton officials lobby to get project on state's 10-year plan

By Shir Haberman

hamptonunion@seacoastonline.com

October 04, 2013 2:00 AM

NORTH HAMPTON — Town officials are working hard to get the removal of the railroad bridge on Atlantic Avenue on the state's 10-year transportation plan, Town Administrator Paul Apple said this week.

"The town has undertaken to lobby for the removal of the Atlantic Avenue overpass," Apple said. "We plan to speak in favor of adding the removal to the 10-year plan at the Department of Transportation's public meetings on Oct. 9 and Oct. 16, in Epping and Portsmouth (respectively)."

Apple said Police Chief Brian Page will speak on the town's behalf at the Epping meeting. The Select Board's decision to have Page attend the meeting was made based on a recommendation by state Sen. Nancy Stiles, R-Hampton, the town administrator said.

"We met with Sen. Stiles and two representatives of the Department of Transportation two weeks ago to discuss the town's safety concerns, which are several," Apple said Tuesday.

Among those concerns Apple listed the fact that drivers are virtually blind to traffic on the other side of the bridge as they begin to climb the incline.

"This is dangerous (for three reasons)," the town administrator said. "First, there are emergency facilities (located in the town municipal complex just west of the bridge on Atlantic Avenue), the traffic patterns for which are unpredictable.

"Second, there is significant commercial traffic at noon-time at Joe's Meat Shop (which is located) just at the foot of the bridge (to the east), and, third, there are oil trucks entering and leaving the site at very slow speeds," Apple pointed out.

Another concern is the bridge is an impediment to pedestrian traffic generally, the town administrator said. Specifically, it is dangerous for children to walk from the North Hampton School, located to the east of the bridge, to the library that is across the bridge to the west.

Apple said the bridge creates a significant dip on the west side into which west-bound traffic disappears as one looks east. Drivers turning onto Atlantic Avenue from Alden Avenue, for example, can easily lose sight of smaller vehicles in that dip, he said.

"These safety concerns are significant, but are even more (so) because, now that the rail line has been abandoned, there is no need for an overpass," the town administrator said.

At the Sept. 23 Select Board meeting, Page was tapped to go to Epping to present the town's case. He said, at that time, that he was a proponent of the removal of the railroad bridge.

"Since the rails are gone, there is no reason to have the bridge there," the chief said.

Page cited a recent study that confirmed the seriousness of the safety problems the bridge creates for the town's citizens, as well as visitors to the area.

Select Board Chairman Jim Maggiore said the town's Heritage Commission has looked closely at any possible detrimental ramifications of the removal of the bridge.

"The Heritage Commission's work showed nothing of historical significance in the area of the bridge," Maggiore said at the board meeting.

New Hampshire law requires the state Department of Transportation propose a plan for improvements to the state's transportation system every two years, the DOT web site indicates.

"The purpose of the 10-Year Plan is to develop and implement a plan allowing New Hampshire to fully participate in federally supported transportation improvement projects as well as to outline projects and programs funded with state transportation dollars," the site stated.

Ultimately, that plan must be approved by both chambers of the Legislature, as well as the governor and executive council.

## **Motivation:**

The 40th annual Granit State Wheelmen Seacoast Century Ride started on a beautiful fall Saturday morning at 7:00 am with bicyclists from many surrounding states ready to enjoy the spectacular views along the coastal roads of MA, NH, and ME. The ride was planned for many months and everything seemed to be in good order. However, barely 90 minutes later, tragedy struck when a motorist plowed into four bicyclists riding single-file in the opposite direction. The result was two fatalities plus two cyclists seriously injured. Needless to say, participants and the seacoast cycling community were shocked by such a horrific and needless crash. Police say excessive speed and inattention while driving contributed to the accident, causing the driver to cross the double yellow line and hit the bicyclists.

Killed were Elise Bouchard, 52, of Danvers, Mass. and Pamela Wells, 60, of South Hamilton, Mass.

**Bridge Improvements:** According to NHDOT Project Manager Dave Scott, the Neil Underwood Bridge is slated for two rehab projects, one \$6.9M and the second \$1.5M dollars. Structural repairs, painting of the steel, modernizing the lift mechanism are some of items described in the projects. Neither project addresses any safety issues for pedestrians or bicyclists. While I'm sure these projects are much needed, I would request that the bridge design be revisited and that sites such as these in which a fatality has occurred be put on a fast-track program for safety improvements

Email excerpts from Dave Scott: The first is Hampton 15904, which is intended to perform structural repairs to the steel that support the concrete deck, which was installed in 2009/2010. The project also intends to paint the steel. The budget for Hampton 15904 is in line with the \$6.915M that is shown in the Draft Ten Year Plan under the Seabrook-Hampton RPC22 project. The second is Hampton 14188C, which is intended to replace/modernize the lift mechanism's control panel in the lift house. This project was originally budgeted at \$1.5M for the construction items. Regarding timeline, we anticipate a project to be advertised in the spring of 2018. Regarding driving lanes, bike lanes, and pedestrian sidewalks, no changes are proposed to the current configuration.

For their sake and for ours, adopt a Complete Streets policy requiring every project and program from this point forward to be safe for all users.

2013 GACIT Public Hearing Epping, NH

NHDOT Request: To adopt a "Complete Streets" Policy for all programs and projects.

From: Sylvia von Aulock, Town Planner Exeter

**Complete Streets are streets for everyone!** (from Concord's web site) They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Street programs make it easy to cross the street, walk to shops, and bicycle to work.

**Facts:**

- one third of Americans don't drive, we all were and will be again part of that third that doesn't drive or no longer can drive
- Complete Streets Policy has been adopted by agencies on the municipal level as well as state. (Minnesota,, Michigan, California, New Jersey, North Carolina, New York to name some of the states, large cities such as Chicago, New York and Boston, and smaller cities like our own Concord)
- Complete Streets policies are encouraged by multiple agencies that are concerned with creating safe streets for all users, some may seem obvious, such as "Smart Growth America" , but others are joining in on this crusade to make streets safer such as AARP.

**Complete Streets can offer many benefits in all communities including:**

- Travel efficiencies and improved connections for all users for employment, education, residential, recreation, retail centers and public facilities.
- Increased economic vitality and more livable communities.
- Improved safety for all users, all ages, and all abilities.
- Promotes healthy lifestyle by encouraging walking and bicycling.
- Reduces traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.



## Bill Watson

---

**From:** David Scott  
**Sent:** Tuesday, October 01, 2013 8:51 AM  
**To:** 'Sylvia VonAulock'  
**Cc:** Bill Cass; Bill Watson; Mark Richardson; Linda Dusenberry  
**Subject:** RE: Seabrook-Hampton Project ID # RPC22 "Rehabilitate NH 1A Bridge between Hampton & Seabrook"

Hi Sylvia,

There are two projects on the books to address this bridge.

The first is Hampton 15904, which is intended to perform structural repairs to the steel that support the concrete deck, which was installed in 2009/2010. The project also intends to paint the steel. The budget for Hampton 15904 is in line with the \$6.915M that is shown in the Draft Ten Year Plan under the Seabrook-Hampton RPC22 project. (The Draft TYP may be viewed at <http://www.nh.gov/dot/org/projectdevelopment/planning/typ/documents/2015-2024DraftTYPv2.pdf>.)

The second is Hampton 14188C, which is intended to replace/modernize the lift mechanism's control panel in the lift house. This project was originally budgeted at \$1.5M for the construction items. The costs for this work are not adequately reflected in the Draft TYP although the description in the Draft TYP is such that it may include this work. The Department continues to evaluate this project in light of our fiscal constraints.

With the understanding that Seabrook-Hampton RPC22 is essentially Hampton 15904, it is shown in the Draft TYP for 2018-2019. Regarding timeline, we anticipate a project to be advertised in the spring of 2018 so that the Governor and Executive Council could award the project to the Contractor in summer 2018 so that the Contractor could be mobilized and ready to begin work the Monday following Hampton's Chowder Festival, which I believe occurs the weekend following Labor Day.

Regarding driving lanes, bike lanes, and pedestrian sidewalks, no changes are proposed to the current configuration.

Please don't hesitate to contact me with any further questions.

David L. Scott, PE  
In-House Design Chief  
Bureau of Bridge Design - NHDOT  
(603)271-2731  
(603)271-2759 fax  
[dscott@dot.state.nh.us](mailto:dscott@dot.state.nh.us)

**From:** Sylvia VonAulock [<mailto:svonaulock@town.exeter.nh.us>]  
**Sent:** Monday, September 30, 2013 10:23 AM  
**To:** David Scott  
**Subject:** Seabrook-Hampton Project ID # RPC22 "Rehabilitate NH 1A Bridge between Hampton & Seabrook"

Hi Dave,

One of your colleagues, Linda Dusenberry, forwarded me your info as I am interested in finding out the details of the 1A Bridge project. I will be attending one of the GACIT hearings and am hoping to know the facts about

the project before saying anything that may be wrong. I'm looking for the project cost, timeline, and scope of work, incl. whether or not there are improvements to the driving lanes, if bike lanes have been added and if ped sidewalks for both sides are included.

thanks, Sylvia

Sylvia von Aulock  
Exeter Town Planner

--

**Please note my new email address is:**  
[svonaulock@exeternh.gov](mailto:svonaulock@exeternh.gov)

>>>>> Notice <<<<<<<  
The Town of Exeter, NH is  
changing its domain name  
from [town.exeter.nh.us](http://town.exeter.nh.us) to  
[exeternh.gov](http://exeternh.gov). Please adjust  
your contacts list accordingly.

## Bill Watson

---

**From:** RR Cushing <rrcushing@earthlink.net>  
**Sent:** Wednesday, October 09, 2013 4:15 PM  
**To:** Chris Muns  
**Cc:** John Nyhan; Bill Watson; Elaine Ahearn; Fred Rice; Tracy Emerick; Nancy (at Home) Stiles  
**Subject:** Re: Ocean Boulevard on the 10 - Year Master Plan -- Epping Public Hearing.

John and Bill,

Unfortunately I won't be able to attend tonight. My 88 year old mother is with us and my wife and daughter have other events so I am staying with my mom.

I hope it goes well.

Of course I am mindful of the fact that we haven't increased the road toll in 2 decades..we need to increase the size of the pie from which to fund road/infrastructure repairs.

Just saying....

Renny Cushing

Sent from my iPhone

On Oct 9, 2013, at 10:41 AM, Chris Muns <[chris.muns@leg.state.nh.us](mailto:chris.muns@leg.state.nh.us)> wrote:

John and Bill,

I have another event that I need to attend from 5:30 to 7:00 PM tonight, but I plan to go to the Epping public hearing right afterwards to lend my support to your efforts to get the Ocean Boulevard project on the 10 Year Master Plan. See you there.

<http://www.seacoastonline.com/articles/20131008-NEWS-310080350>

### **Chris Muns**

State Representative for Hampton (District 21)

<https://www.facebook.com/ChrisMunsforNH>

5 Nersesian Way

Hampton, NH 03842

[chris.muns@leg.state.nh.us](mailto:chris.muns@leg.state.nh.us)

Home:(603) 929-3629

Cell: (603) 493-5775

*If you do not wish to continue receiving these e-mails please click on reply and include "Remove me from your distribution list" in the subject line*

I WISH TO SPEAK AT THIS HEARING:

Name TIM MOORE

Organization (If Any) \_\_\_\_\_

Address 33 SWEET HILL RD, CLAREMONT

Phone 382-5078

I WISH TO SPEAK AT THIS HEARING:

Name Jemie Stoffen

Organization (If Any) Town of Hampton

Address 100 Winnacumet Rd.

Phone (Optional) 929-5913

I WISH TO SPEAK AT THIS HEARING:

Name Terr Paige

Organization (If Any) Cap Bellings - Merrimack Counties Mid-State RCC

Address \_\_\_\_\_

Phone (Optional) 603-225-3295

6/10/03  
Linda

I WISH TO SPEAK AT THIS HEARING:

Name Frank Nichols

Organization (If Any) Contak

Address 42 Sumner Dr. Dover

Phone (Optional) 743-5777

I WISH TO SPEAK AT THIS HEARING:

Name John Nyhan

Organization (If Any) Hampton Beach Food Commission

Address Hampton NH

Phone (Optional) \_\_\_\_\_

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION**

**DATE:** September 23, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Epping**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
<b>Epping</b>	<b>10.45%</b>	<b>4.94%</b>	<b>5.16%</b>	<b>0.00%</b>
Rockingham County	12.68%	5.83%	4.73%	0.72%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>• The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Town of Epping 157 Main Street Epping, NH 03042		Linda Foley 603-679-5441
Harvey-Mitchell Memorial Library 151 Main St Epping, NH 03042		Bradley Green 603-734-4587
ETV 157 Main St Epping, NH 03042		
Epping Head Start 213-B Main St Epping, NH 03042		603-679-2892
Greater Raymond Area Chamber of Commerce PO Box 425 Raymond, NH 03077		Maura Mele 603-895-2254



**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Nashua City Auditorium – 3<sup>rd</sup> Floor  
229 Main Street  
Nashua NH**

**Thursday, October 10, 2013  
6:30 PM**

**AGENDA**

1. Executive Councilor Debora B Pignatelli
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 5**

**October 10, 2013**

**Location: Nashua City Hall, City Auditorium – 3rd  
Floor  
7:00 PM**

Councilor Pignatelli opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of the last of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Tim Roache, Assistant Director with the Nashua Regional Planning Commission (NRPC) discussed the role of the Regional Planning Commission in providing assistance to communities in the area of zoning, land use, transportation and related topics. As a Metropolitan Planning Organization, the NRPC also has responsibility for federal transportation tasks including the development of the long range Metropolitan Transportation Plan, covering the years 2015-2040. He indicated support and approval of many of the process improvements in communication, transparency and consistent with Ten Year Plan prioritization efforts. NRPC's priority areas included transit opportunities, especially for an aging population and east-west travel through the region, which includes both NH 101 and 101A.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very

uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very much a work in progress. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

NHDOT Director of Aeronautics, Rail and Transit, Patrick Herlihy provided a quick summary of the ongoing Capital Corridor Study. This study, covering the area from Concord NH through Manchester and Nashua and into Massachusetts is looking at level of support for various combinations of bus, rail, bus on shoulder, etc. Issues that have been heard in meetings and listening sessions to date include:

- Trying to alleviate congestion between NH and Boston
- Young professionals in high technology positions want to be able to locate and live without reliance on the automobile.

In response to a question from City Councilor Diane Sheehan, Mr. Herlihy indicated that the Capital Corridor project should be completed in the fall of 2014.

Comments from those in the audience were raised and discussed included:

- Mayor Donnalee Lozeau spoke about the need and priority within the City for the East Hollis Street project, the Broad Street Parkway project, and potential improvements to Exit 36. The City is ready to take on a role to promote and implement rail in the City and there is a great opportunity between it and the potential Exit 36 improvements. They would like to push forward the Exit 36 study and see the project listed in the Ten Year Plan so that it can move forward.
- Ms. Rebecca Harris, speaking on behalf of Transport NH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring to 2009 funding level of \$188,000 in state general funds for the purpose of matching existing federal funding for public transportation.
- City Councilor Mary Ann Melizzi spoke about the need to make improvements to Exit 36. This will reduce the burden of the existing Exit 1/Spit Brook Road area and is a top priority of the residents.
- Tim Roache provided a quick update on the Exit 36 Study, including the following:
  - Preliminary traffic analysis showing current and projected conditions has been completed for the Exit 36 ramp.
  - There is a land use and development white paper under development for the area
  - More information to be released in the spring 2014.

The hearing was adjourned at about 7:15 PM.









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COMMISSIONERS OFFICE

OCT 22 2013

**TOWN OF HUDSON**

**Board of Selectmen**

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

12 School Street Hudson, New Hampshire 03051 603/886-6024 FAX 603/598-6481



October 18, 2013

Commissioner Christopher D. Clement, Sr.  
State of New Hampshire  
Department of Transportation  
7 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

Dear Commissioner Clement:

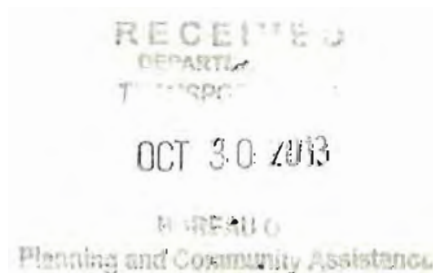
Please accept this letter as the Hudson Board of Selectmen's unanimous endorsement for the design and construction of the southern half of the long planned Circumferential Highway between NH 3A and NH 111. The Board of Selectmen fully supports the project and the possibility of funding the project via tolling and bonding. The Selectmen are requesting that the Department of Transportation work with State officials in an effort to include the project in the upcoming 2015-2024 Ten Year Transportation Plan.

Thank you for your assistance in the matter.

Sincerely,

HUDSON BOARD OF SELECTMEN

Richard J. Maddox, Chairman



CC: Executive Councilor Debora Pignatelli  
State Senator Sharon Carson  
State Representatives – District 37



DTB DJE, 10/20/13



**TOWN OF HUDSON**  
Board of Selectmen



12 School Street Hudson, New Hampshire 03051 603/886-6024 FAX 603/598-6481

October 15, 2013

Commissioner Christopher D. Clement Sr.  
State of New Hampshire  
Department of Transportation  
7 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

RECEIVED  
OCT 30 2013

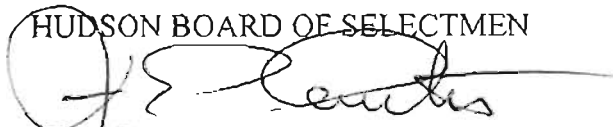
BUREAU OF  
Planning and Community Assistance

Dear Commissioner Clement:

On behalf of the Town of Hudson Board of Selectmen, I wish to thank you for meeting with Selectman Luszey, Town Administrator Malizia, Senator Carson, members of the Hudson delegation from the House of Representatives and myself regarding Hudson's desire to construct a limited access road between Route 3A and Route 111 Hudson. The Board of Selectmen has determined that this is a critical infrastructure need in the Town of Hudson and we are grateful that you and your senior staff were able to take the time to discuss the options that are available. We look forward to working with you and your staff on this vitally important project and we appreciate your willingness to work with the Town on this critical need.

Again, thank you for taking the time to listen to our issues.

Sincerely,

HUDSON BOARD OF SELECTMEN  
  
Roger E. Coutu, Selectman

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COMMISSIONERS OFFICE  
OCT 1 - 2013  
STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION

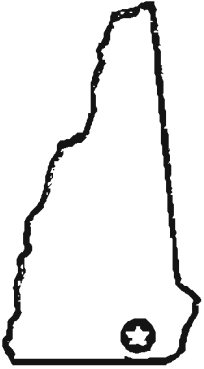
DJB 6/28/13

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COMMISSIONERS OFFICE

OCT 22 2013

TOWN OF HUDSON  
Board of Selectmen

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION



12 School Street Hudson, New Hampshire 03051 603/886-6024 FAX 603/598-6481



October 18, 2013

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State of New Hampshire  
Department of Transportation  
7 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

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Thank you for your assistance in the matter.

Sincerely,

HUDSON BOARD OF SELECTMEN

Richard J. Maddox, Chairman

CC: Executive Councilor Debora Pignatelli  
State Senator Sharon Carson  
State Representatives - District 37

### #1: PROJECT DESCRIPTION

#### Activities

Early in 2013, the New Hampshire Department of Transportation, working in concert with its counterparts in Massachusetts, started the New Hampshire Capitol Corridor Rail and Transit Study, a 21-month project supported by both the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA).

Project activities include:

- Spring/Summer 2013**
  - Evaluating Existing Conditions:** The project team is engaging with public and private stakeholders in New Hampshire and Massachusetts to understand the problems they hope to address with public transportation improvements and the constraints they face in solving these problems. This fact-finding mission is also documenting current and future conditions within the corridor to guide the development of alternatives that respond to current and future market conditions and infrastructure constraints.
- Fall 2013**
  - Developing Alternatives:** The project will develop a mix of rail and bus alternatives that respond to opportunities and constraints along the corridor to address stakeholder concerns. Alternatives will include a variety of routes, stations, and schedule options.
- Spring/Summer 2014**
  - Defining and Evaluating Alternatives:** For each proposed development option, the team will estimate the cost to develop and operate the service, as well as the likely ridership. Parallel efforts will evaluate how the alternatives can be financed and managed and how they will affect the environment, economic development, the existing transportation network, and the region's high quality of life.
- Late Fall 2014**
  - Project Completion**

#### Engaging Stakeholders

Stakeholder input will be a critical component of the entire project, and will be consistently sought and comprehensively incorporated into all aspects of alternative development and evaluation. Please visit the project website ([www.nhcapitolcorridor.com](http://www.nhcapitolcorridor.com)) for information about public input opportunities.

#### Overview

The New Hampshire Capitol Corridor Rail and Transit Study is defining and evaluating opportunities to address transportation needs and preferences that involve transit and rail options in the 73-mile corridor between Boston, MA and Concord, NH. While MBTA commuter rail service currently operates between Boston and Lowell, there has not been commuter rail passenger service north of Lowell since it was discontinued in 1967. A public-private partnership, supported by the State of New Hampshire, operates roughly 50 daily bus roundtrips within the corridor between New Hampshire and Boston; this service typically carries 1,800 passengers per day.



Increasing transportation demand and growing concerns about mobility, economic development and quality of life have led the citizens and officials in New Hampshire and Massachusetts to explore options to improve transit service along the northern end of the Capitol Corridor. The NH Capitol Corridor Study is evaluating a diverse set of rail and bus options for improving connectivity in the Capitol Corridor by leveraging existing transportation infrastructure, including Pan Am Railway, Route 3, and I-93.

#### Outcomes

The study, which will be completed in late 2014, will result in the recommendation of a preferred investment strategy that is responsive to local transportation need and the region's economic, social, financial, and environmental context, and that will be competitive for federal construction funding.



STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION

**DATE:** September 24, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Nashua**

RECEIVED  
SEP 24 2013

SEP 24 2013

DEPARTMENT OF  
PLANNING AND COMMUNITY ASSISTANCE

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance



**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Nashua	12.69%	21.02%	7.34%	4.68%
Hillsborough County	11.86%	12.35%	7.24%	2.88%
New Hampshire	13.54%	7.70%	7.81%	1.33%
REMARKS:				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Ahepa 35 Manor 681 W. Hollis ST Nashua, NH 03062	Seniors/low-income	603-594-4001
Amherst Park 525 Amherst St Nashua, NH 03063	Family/low-income	781-849-0011
Avnsley Place 80 Lake St. Nashua, NH 03060		603-881-4190
Coliseum Seniors 7 Coliseum Ave Nashua, NH 03063	Seniors/low-income	603-641-2163\
Davidson Landing 143-145 Ledge St Nashua, NH 03060	Seniors/low-income	603-668-8010
Gatewood Manor 27 Will St Nashua, NH 03060	Seniors/Low-Income	603-641-2163
Harbor Avenue House 60 ½ Harbor Ave Nashua, NH 03060	Disabled/Low-Income	603-889-0652
Harbor Homes – Group Homes 3 Winter St Nashua, NH 03064	Disabled/low-income	603-881-8436
Harbor Homes II 30 Allds St Nashua, NH 03060	Disabled/low-income	603-881-8436

Hunt Community 10 Allds St Nashua, HN 03060	Seniors	603-882-6511
Langdon Place of Nashua 319 East Dunstable Rd Nashua, NH 03062	Seniors	603-888-7878
Nashua Crossings 674 West Hollis St Nashua, NH 03062	Seniors	603-204-2161
Pratt Homes 583 W Hollis St Nashua, NH 03062	Elderly/Low-income	603-886-9211
Streeter Shores 76 Temple St Nashua, NH 03060	Low-Income	603-668-8010
Vencor 55 Harris Rd Nashua, NH 03062	Seniors	603-888-7523
Wagner Court 101 Burke St Nashua, NH 03060	Seniors/Low-Income	603-595-0316
Xavier House 25 Morgan St Nashua, NH 03060	Seniors/Low-income	781-598-1260
Nashua Housing Authority 40 East Peal St Nashua, NH 03060		603-883-5661
Nashua Public Library 2 Court St Nashua, NH 03060		Jennifer Hinderer 603-589-4600
Southern New Hampshire Services 145 Ledge Street Nashua, NH 03060	CAP	1-800-322-1073 E-mail: <a href="mailto:rsvp@snhs.org">rsvp@snhs.org</a>

Nashua City Hall  
PO Box 2019  
229 Main St  
Nashua, NH 03061

603-589-3000

Town of Hudson  
12 School Street  
Hudson, NH 03051

Steve Malizia  
603-886-6000

Rodgers Memorial Library  
194 Derry Road  
Hudson, NH 03051

Charles Matthews  
603-886-6030

Nashua Community TV  
11 Riverside St  
Nashua, NH 03062

Peter Johnson  
603-589-3130



**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Terminal at Pease Transit Center  
185 Grafton Drive  
Portsmouth NH**

**Wednesday, October 16, 2013  
7:00 PM**

**AGENDA**

1. Executive Councilor Christopher Sununu
  - o Welcome
  - o Explain why we're here and the process
  - o Introduce presenters
  - o GACIT process
  - o Councilor philosophy
2. Regional Planning Commission
  - o Regional philosophy
  - o Regional priorities
3. NH Department of Transportation
  - o Statewide philosophy
  - o Statewide prioritization process
4. Public Comments
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 3**

**October 16, 2013**

**Location: Pease Intermodal Facility, Grafton Drive  
Portsmouth NH  
7:00 PM**

Councilor Sununu opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of the last of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Councilor Sununu also discussed his own approach to the Ten Year Plan. He looks closely at funding, and the ability of the state to afford the work that is being discussed. For him, with limited funding, the focus is most importantly on health and safety. All forms of transportation infrastructure need to be supported. The draft Ten Year Plan, as presented needs to be reviewed closely as it is over programmed when looking across all of the anticipated funding revenue sources.

Bill Cass, Director of Project Development presented a general overview of the Ten Year Plan, summarizing the major funding categories and highlighting many changes and additions. He noted the previous Ten Year Plan contained approximately \$2.75B in projects and programs, and this update contains approximately \$3.5B which reflects incremental growth and consideration of an expanded Turnpike capital program. For the most part there are no major changes, but as continuation of existing programs at present levels. While there are many more needs than resources, as reflected in the long lists of recommendations received from the 9 Regional Planning Commissions, maintaining a financially constrained approach remains a cornerstone of the plan. Prioritization of the projects within the limited available resources is important, and this plan update strikes a

balance of maintaining the status quo with existing programs, preservation and maintenance, and the highest priorities identified by the Regional Planning Commissions.

Bill went through the details of federal programs, noting that, as the largest component of the Ten Year Plan comprising almost half of the plan, it drives the Department's transportation program for roadways and bridges. Federal funding is assumed to be level at the current amounts of about \$150M per year. The federal program includes an average approximate amount of \$75M for preservation and maintenance activities, \$28M for mandated federal programs, \$16M for I93 GARVEE bond debt service payments, \$11M for engineering and ROW activities and about \$25M for individual, non-programmatic projects. He also noted there were no state funds in the program, with continued reliance on Turnpike toll credits. The remaining \$250M of I-93 work was not included in the plan, and there were federal program changes that consolidated and reduced funding available for transportation alternative type activities. Bill discussed several other programs as well. The Betterment Program, which comprises the bulk of DOT's maintenance type activities, is projected to remain at current funding levels of about \$22M per year. He noted that as costs have increased funding has remained constant for many years that fewer miles are being paved and maintained, resulting in an overall decline in pavement conditions. This trend is projected to continue and more heavily traveled roads are prioritized over the secondary and unnumbered routes which will continue to decline. The State Aid Bridge program is likewise level funded with a resulting backlog of municipal bridge projects and long lead times. State Aid Bridge projects are being programmed through 2023. The Ten Year Plan also includes the expanded turnpike capital program. This represents approximately \$530M of turnpike system improvements (several of which are under design) that are contingent upon a turnpike toll increase. Lastly, the funding levels and program structure for the Public Transportation/Transit and Aeronautics funding were reviewed. The transit program (FTA funding approximately \$15M per year), is distributed between direct apportionments to urban system operators and more discretionary rural transit projects. Aeronautics funding for public use airport improvements is primarily discretionary/grant based per the airport's five year master plan and FAA designated priorities both nationally and regionally.

Scott Bogle, Transportation Program Manager from Rockingham Planning Commission (RPC), provided regional perspective into the Ten Year Plan process. In January the MPO began a project prioritization and ranking process. The MPO used regional project selection criteria to short list projects within the budgetary target of \$21.2 million per year provided by NHDOT. The resulting list of projects submitted to NHDOT represented RPC top priorities for inclusion in the State Ten Year Plan. It included proposals that addressed roadway capacity and safety improvements, transit service and bike/pedestrian needs, as well as bridge maintenance and preservation. RPC staff met one on one with NHDOT in July to discuss a preliminary list of funded projects for the region and provided further data and input regarding priorities. RPC input was considered by NHDOT staff and further changes and refinements were made in the Draft Ten Year Plan. For the first time in many Ten Year Plan cycles the communities that make up this MPO feel that they truly have input into the outcome of the plan. We also have increased insight into how DOT makes decisions about which projects to include. The amount of information being exchanged between RPC and DOT during the development of the Ten Year Plan was greater than

ever, and has resulted in a better understanding of the purpose and need of projects being proposed.

The RPC continues to believe strongly that funding for the maintenance and improvement of the transportation system in New Hampshire remains inadequate and must be addressed by state policy-makers. DOT is attempting to work in the twenty-first century using twentieth century resources to maintain the roads and bridges of the state. The RPC is currently developing a “complete streets” policy to ensure that the transportation network in the RPC region is designed and operated with all users in mind. All projects proposed by the RPC will include accommodations for appropriate users including motor vehicles, cyclists, pedestrians, and transit riders. Transit also remains chronically underfunded in New Hampshire with a system in place that requires fulfilling regional needs with annual contributions from individual towns and no state support. In particular, resources are needed to provide service to the growing population of non-drivers in the state. Given limited funding for improvement projects it is more important than ever to ensure that decisions are made with good information and local, regional, and state support. Feasibility studies and corridor plans are very effective tools for achieving both of these goals. In the RPC region, corridor studies have been completed on US 1 and on NH 125 and many of the best defined projects proposed for the Ten Year Plan come from those efforts. We believe it is important, if not already being done, that NHDOT require that all transportation projects are being funded with Federal or State dollars, including all bridges roads, and other transportation infrastructure, be designed to account for increased flood risk that is likely to arise from increased stormwater flow, and, in areas affected by tidal waters, anticipated sea level rise.

Ten projects from the region have been newly added to the draft Ten Year Plan. This is substantially more than in the last several rounds. This is the result, at least in part, of the budgetary targets provided by NHDOT, the more robust information available regarding projects, and the common project selection criteria and process. The new projects in the RPC region include funds to:

- Address serious capacity deficiencies on US 1 in Hampton Falls and Portsmouth.
- Address capacity and safety issues on NH 125 in Epping.
- Continue the transition of the B&M Railroad “Hampton Branch” to a bike and pedestrian corridor.
- Address red list bridges in the region
- Rehabilitate the NH 1A bridge between Hampton and Seabrook
- Replacing bridge on US 1 over B&M RR in North Hampton
- Replacing the Westville Road bridge over the Little River in Plaistow
- Replacing the deck and rehabilitating the NH 107A Bridge over the B&M RR in East Kingston
- Replacing the Martin Road bridge over the Piscassic River in Fremont
- Replacing the Hodgson’s Brook culvert on the US 1 Bypass

In response to questions from Councilor Sununu, RPC and NHDOT staff offered additional information:

- The Sarah Mildred Long Bridge is now the #1 red listed bridge in the state, with a total construction price tag of about \$140M. This is a gateway bridge for Maine. Councilor Sununu noted the federal government has not shown an interest in

funding rail improvements associated with the bridge construction which provides rail access to the shipyard.

- The cost to rehabilitate the old General Sullivan Bridge to make a bicycle/pedestrian connection from Dover to Newington is approximately \$24M.

Comments from those in the audience were raised and discussed included:

- Resident Kathy Bates spoke of the lack of affordable transportation options for those confined to wheelchairs. The infrastructure is not built for wheelchairs – sidewalks have tree roots, telephone poles and such, and are not promptly plowed in the winter time. Crosswalks timings do not allow for her to cross. When she requires a ride purchased through Medicare, it costs \$75 each way. Cities need to be more walkable and accessible. Accessibility to transit is something that needs to be addressed.
- COAST Executive Director Rad Nichols spoke next. COAST provided 506,000 trips last year. In response to the previous speaker and follow-up questions from Councilor Sununu, he offered the following:
  - COAST is happy to provide paratransit trips. His billable cost per ADA requirements is \$3 per trip (twice the fixed route cost)
  - His true cost for same ride is \$52
  - Funding must be made available to allow providers like himself help those that need his assistance the most. It is not sustainable as is.

In addition, he directed the following comments towards elected state officials that can make policy changes:

- CMAQ funds should be used as flexibly as possible to replace capital purchases of all intercity public owned fleets as well as operations of those fleets as much as the law may allow.
  - Restoration of state general funds (approximately \$188K per year) will allow federal transit funds to be much better leveraged.
  - That solutions need to be explored to address the increasing costs of providing senior and disabled services. Rad certainly continues to support the services themselves, but the business costs continue to climb to extraordinary levels.
  - He does not believe the public even begins to understand how delicate our funding resources are and that our education efforts need to continue.
- Portsmouth Mayor Eric Spear noted three priorities for Portsmouth:
    - Attention to bridges
    - Sound barriers in the I-95/Colonial Drive/Panaway Manor area
    - Need for additional revenue
  - Aaron Garganta and a number of others, including Mr. Tom O’Leary, Mr. Bill St. Laurent, Ms. Joan Hamblet, and Mr. Rick Becksted spoke up for the need for sound barriers in the Colonial Drive/Panaway Manor area. They noted the impacts to their quality of life, the economic impacts to their property values, and the unsuccessful attempts to legislate building noise barriers at this location. All of the residents of the neighborhood that spoke up believe that their sound

concerns were never addressed by the Department when I-95 was originally built and that it is time for the Department to act. NHDOT has tested areas in the neighborhood, and the area does meet required noise levels for abatement. However, until policy changes at NHDOT, barriers are not built as standalone projects but only under major rehabilitation projects. Residents are asking for a change.

- Esther Kennedy, Portsmouth City Council member, echoed the need and support for sound barriers in the Panaway Manor area and the need for additional affordable community transportation services.
- Jim Boyle, representing Toyota of Portsmouth, expressed frustration that the Department had not allowed him to build a right in/out lane from US 1 Bypass to his business.
- Representative Timothy Horrigan expressed support for transit and multi-modal transportation, as well as a gas tax increase for additional revenue.
- Mr. Dave McGuckin, representing the New Castle Selectboard recommended/requested the Department work on improving and raising the Route 13 causeway to widen it for safe bicycle and pedestrian travel, and protect from future rise in sea levels.
- Mr. Fred Roberge, Vice President of Transportation for Easter Seals noted support for the Department's continued flex funding to allow for more federal funds for point of service transportation. He noted that community transportation is the backbone of most access for the population and urged continued support for community transportation.
- Mr. Rich Matthes, representing Seacoast Area Bike Routes, spoke in favor of the Safe Routes to School Program, bike/ped funding and the need to maintain the General Sullivan Bridge as a major commuting connection for bicyclists.
- Ms. Susan Hatfield noted the need for additional transportation facilities, such as bus shelters, turnouts, sidewalks and such along NH 108 between Hilltop Chevrolet and the Medical Building between Dover and Rochester.
- Ms. Ellie Kimball, representing Granite State Independent Living, supported the previous statements made representing the continued need for community transportation services.
- Ms. Rebecca Harris, speaking on behalf of Transport NH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring to 2009 funding level of \$188,000 in state general

funds for the purpose of matching existing federal funding for public transportation.

- Mr. Roger Vachon, representing an organization named EngAGING NH, discussed the need for livable communities within NH to assist our aging population.
- Mr. Derrick Hill of Pike Industries noted the need for additional revenue within the state to address transportation infrastructure needs.
- Mr. Jeff Lattimer, owner of Gus' Bike Shop in North Hampton spoke of the need for additional bike/ped accessibility and the need to keep bike/ped funding at prior levels. He noted that about 10% of all daily trips are bike/ped related.
- North Hampton Deputy Police Chief Mike Maddox provided information regarding NH 111 (Atlantic Ave) near the Town's current safety and Town Hall complex. The town is requesting that NHDOT consider removing the existing bridge (which is in good condition) and to provide an at grade crossing from NH 111. This will alleviate safety and sight issues, at the Town Hall complex shared driveway.
- Mr. Craig Welch, Executive Director of the Portsmouth Housing Authority, noted the importance of investing in both public transit operating and capital efforts.
- Councilor Ruth Griffin spoke of the need to ensure that improvements to the Sarah Mildred Long Bridge include provisions for larger ship traffic in order for area businesses on the river to stay competitive.
- Mr. Jim Jalbert, representing C&J Trailways, noted that in order to provide for all of the needs identified during this meeting and at others, there needed to be additional revenue in the form of gas tax and other sources. Until the public and the Legislature are willing to accept that, then many projects will remain incomplete.

The hearing was adjourned at about 10:30 PM.



Governor's Advisory Commission on  
Intermodal Transportation (GACIT) Meeting  
Wednesday, October 16, 2013  
7:00 PM

Terminal at Pease Transit Center  
185 Grafton Drive  
Portsmouth, NH

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Name / Organization	Email	Phone Number
TOM O'LEARY	TOLEARY17@comcast.net	603-205-5143
Eloise H Kimball		603-948-2544
Brenna Cavanaugh	bccv11@yahoo.com	
Debra Vachon	DSHEETER4US@aol.com	
Esther Kowwon	ESTHERSMANUA@GMAIL.COM	603-431-2944
LEONIE RENICK	LRENICK-KIKKONSTANTIN@GMAIL.COM	603-819-5445
Rick & Leslie Kole	rkole@comcast.net	501-0462
JAMES BOYLE <sup>TOYOTA of PORTSMOUTH</sup>	freedomleasing@aol.com	431-6100
Cliff Sinnott, RPC/MPO	csinnott@rpc-nh.org	778-0885
DAVID ALLEN, City of Portsmouth	DSALLEN@CITYOFPORTSMOUTH.COM	610-7297
Chris Dwyer, City Council	cdwyer@smcres.com	422-8888
Brian Deguzis, COAST	bdeguzis@coastbus.org	743-5777
Jeff Vallet <sup>City</sup>	JEFF@VALLET.COM	430-1100
Ed Dupont	edupont@dupontgroup.com	228-3322
Craig W. Welch	craigwelch@panh-pharm.com	436-4310
Aaron Garganta	sheeburnecivicsassociation@gmail.com	603-686-1521
Joan Hamblet	jhamblet@earthlink.net	205-4925
Debbie Hill		603-522-5000
Jeff LaMotte	Jeff@Cushinc.com	964-5445
Carol Gulla	coordinator@fasc-rides.org	603-793-2646
Bill St. Laurent	BILLSTL60@AOL.COM	603-436-1378

*[Handwritten signature]*

Governor's Advisory Commission on  
Intermodal Transportation (GACIT) Meeting  
Wednesday, October 16, 2013  
7:00 PM

Terminal at Pease Transit Center  
185 Grafton Drive  
Portsmouth, NH

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Name / Organization	Email	Phone Number
Jessie Hatfield NHEHP	Blessed576@Yahoo.com	603 978-4481
Marc Ambrosi	Mambrosi@gmail.com	603 994 3500
Mr Timothy Horiga	TIMOTHY.HORIGAR@Mesa	603 868 9342
Michael J Griffin	mjggipper@aol.com	603-436-6546
Rebecca Harris Fred Roberge	RHarris@TransportNH.org Froberge@eastersealsNH.org	315-6683
JACK THORSEN <small>PORTSMOUTH CITY COUNCIL</small>	sdtd@mind.net	601-4015
Michael Maddocks	mmaddocks@northhampton-nh.gov	964-2198
Kevin Russell	Krussell@dot.state.nh.us	868-1133
Rich Matthes / SABR	matthes.rich@gmail.com	603 373 8074
RICK BECKSTED	RBECKSTED1@comcast.net	603-817-1912
Chris Delish	Chris@flea-marketing.com	603.969.7020
DAVID BARNETTE	dave-barnette@hotmail.com	603-431-7232
NOYCE BARNETTE		" "
Thomas Smart / SABR	tomsmart123@msn.com	436-8306
Peter Newbury	peter.ac.newbury@gmail.com	206-218-7134
Eric Spear	ericspearportsmouth@gmail.com	603 436 8060
John + Jannette	hathornec@AOL.com	431-8670
Larry Clow	news@wirenh.com	427-0403
Jim Medlock	Jim-mt-radio@comcast.net	391-0755
Phyllis Brookes	wpb@tds.net	603.875.2866

I WISH TO SPEAK AT THIS HEARING:

Name Kathy Bates

Organization SALT SELF Advocacy Leadership  
(If Any) Team

Address Somersworth

Phone \_\_\_\_\_  
(Optional)

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I WISH TO SPEAK AT THIS HEARING:

Name RAD Nichols

Organization Coast  
(If Any)

Address \_\_\_\_\_

Phone \_\_\_\_\_  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Eric Spear

Organization City of Portsmouth  
(If Any)

Address 49 Mt Vernon St Portsmouth

Phone 603 436 8060  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name JACK THORSEN  
Organization (If Any) PORTSMOUTH CITY COUNCIL  
Address 120 RICHARDS AVE  
Phone (Optional) 601 4015

I WISH TO SPEAK AT THIS HEARING:

Name AARON GARGANTA  
Organization (If Any) Sheeburne Civic Association  
Address 423 Colonial Drive, Portsmouth NH  
Phone (Optional) 603-686-1521 03801

I WISH TO SPEAK AT THIS HEARING:

Name ESTHER KENNEDY  
Organization (If Any) PORTSMOUTH CITY COUNCIL  
Address 41 PICKERING AVE, PORTSMOUTH,  
Phone (Optional) 603-431-2944

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I WISH TO SPEAK AT THIS HEARING:

Name JAMES BOYLE  
Organization BUSINESS OWNER  
(If Any) TOYOTA OF PORTSMOUTH  
Address 150 GREENLEAF AVENUE, PORTSMOUTH  
Phone 603-431-6000  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Timothy Horrigan  
Organization NH House (Stratford #6)  
(If Any) 7A FACULTY RD, DURHAM NH  
Address 603 868 3342  
Phone   
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name DAVE MCGUCKIN  
Organization NEW CASTLE SELECTMAN  
(If Any) 141 CRANFIELD ST.  
Address   
Phone   
(Optional)

Portsmouth  
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3088



I WISH TO SPEAK AT THIS HEARING:

Name Nancy Borden for David Borden  
Organization New Castle  
(If Any)  
Address 40 Walbach St. New Castle  
Phone 436 4132  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Fred Roberge  
Organization Easter Seals / NH State Coordinating Council  
(If Any) for community transportation  
Address 180 Zachary Rd, Manchester NH  
Phone 603-315-6683  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name RICH MATTHEW  
Organization SABR (SEACOAST AREA RICE RATES)  
(If Any)  
Address 69 SUNSET RD PORTSMOUTH NH  
Phone \_\_\_\_\_  
(Optional)

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I WISH TO SPEAK AT THIS HEARING:

Name Suzanne Watfield  
Organization 67 AFFLUENT COUNTY ELDERS  
(If Any) AHCD  
Address 60 Goldrush Lane Rochester  
Phone 603-978-4481  
(Optional) 603-943-1293

I WISH TO SPEAK AT THIS HEARING:

Name Ellie Kimball  
Organization Granite State Ind. Living  
(If Any) Stratford City Seniors #109  
Address 21 Porch Brookway Rochester  
Phone 603-948-2544 03835  
(Optional)

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I WISH TO SPEAK AT THIS HEARING:

Name TOM O'LEARY  
Organization \_\_\_\_\_  
(If Any)  
Address 316 Colonial Drive Portsmouth  
Phone 603-205-5143  
(Optional)

5088



**TRANSPORT NH**  
GOING PLACES

Rebecca Harris, Director  
125 Airport Road  
Concord, NH 03301  
www.TransportNH.org  
Google Voice: 802-266-0566  
RLHarris@TransportNH.org

I WISH TO SPEAK AT THIS HEARING:

Name BILL ST. LAURANT  
Organization SHERBURN CIVIC ASSO  
(If Any)  
Address 253 COLONIAL DR.  
Phone 603-436-1378  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Joan Hamblet  
Organization Pannaway Manor, Portsmouth  
(If Any)  
Address 447 Colonial Drive, Portsmouth 0380.  
Phone (603) 205-4925  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Roger A. Vachon  
Organization ENGAGING NH + SALT  
(If Any)  
Address 19 Centerwood Dr.  
Phone Concord NH 223-6903  
(Optional)

Portsmouth  
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I WISH TO SPEAK AT THIS HEARING:

Name Derrick Hill  
Organization Pike Industries  
(If Any)  
Address 300 Wentworth Rd New Castle  
03854  
Phone 603-312-6817  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name JEFF LATIMER  
Organization \_\_\_\_\_  
(If Any)  
Address 1115 WASHINGTON ROAD Rye  
Phone 964-5445  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Michael Maddocks Deputy Chief of Pol.  
Organization Town of North Hampton  
(If Any)  
Address 233 Atlantic Avenue, North Hampton  
Phone 964-2198  
(Optional)

Portsmouth  
GACT  
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I WISH TO SPEAK AT THIS HEARING:

Name Carol Gulla  
Organization TASC - Transportation Assistance  
(If Any) For Seacoast Citizens  
Address 200 High St, Hampton NH 03842  
Phone 603-926-9026  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Craig Welch  
Organization Portsmouth Housing Authority  
(If Any)  
Address 245 Middle St, Portsmouth  
Phone 603-436-4310  
(Optional)

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Name RICK BECKETT  
Organization \_\_\_\_\_  
(If Any)  
Address 1395 BUNTING ST / PORTSMOUTH  
Phone 603 87-1912  
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name JIM McBERT  
Organization CIA  
(If Any)  
Address \_\_\_\_\_  
Phone \_\_\_\_\_  
(Optional)



156 Water Street, Exeter, NH 03833  
Tel. 603-778-0885 ♦ Fax: 603-778-9183  
[email@rpc-nh.org](mailto:email@rpc-nh.org) ♦ [www.rpc-nh.org](http://www.rpc-nh.org)

November 4, 2013

William J. Cass, P.E., Director of Project Development  
N.H. Department of Transportation  
14 Hazen Drive  
Concord, NH 03302-0483

**RE: Draft Ten Year Plan Comments**

Dear Bill:

This letter is submitted to formalize the comments made by the Rockingham Planning Commission staff during the recent Ten Year Plan Hearings conducted by Councilor Sununu and NHDOT in Derry, Epping, and Portsmouth. Overall, the Rockingham Planning Commission believes the state is moving in a positive direction with the development of the Ten Year Plan and that bodes well for future community involvement in the process. The addition of a common set of project selection criteria and the implementation of a consistent process for all regions has, in particular, been an important improvement to the process. As this was the first time using both the new process and criteria, there are opportunities to make additional improvements such as refining project selection criteria, establishing common definitions, and providing support for early project development. We look forward to working with NHDOT and GACIT to ensure that process continues to evolve and improve.

The 2015-2024 Draft Ten Year Plan shows continued progress toward the implementation of many of the region's priority projects. The region is pleased to see these projects moving forward:

- Newington-Dover Little Bay Bridges
- I-93 expansion
- Phased NH 125 improvements in Plaistow and Kingston
- Sarah Long Bridge replacement
- Salem "Depot" improvements at the intersection of NH28 and Main Street,
- Red List bridges on the US 1 Bypass in Portsmouth, NH 1B in New Castle, and on I-95 in Hampton/Hampton Falls
- Municipal bridges in Exeter and Salem
- Continued bus service from COAST, CART, and inter-city service on I-93 and I-95.
- Plan for the potential expansion of MBTA service into Plaistow

The draft plan also adds ten projects from the region into the document which is substantially more than the last several rounds. These new projects address capacity issues on US 1 in Hampton Falls and Portsmouth and on NH 125 in Epping, continue the transition of the Hampton Branch Railroad to a bike and pedestrian corridor, and will remove six bridges from the "Red list" in the region. That said, we have the following comments on specific projects both already in the Ten Year Plan and one proposed to be added.

- **US 1 Hampton Falls:** The addition of a project to address congestion in Hampton Falls on US 1 will in particular have regional benefits as this bottleneck regularly causes traffic backups that extend for miles into both Hampton and Seabrook. This has been a long standing congestion problem and will require both ingenuity and a context sensitive approach to solve in a manner that works for all parties. Combined with projects currently underway in Seabrook, addressing this choke point should reduce significantly the congestion experienced on the southern part of US 1 and travel through this area eased.
- **Newington-Dover:** The RPC is concerned that the Dover elements of the Newington-Dover improvements remain unfunded, and that the General Sullivan bridge rehabilitation has been added to the unfunded category. The General Sullivan Bridge is the only bike and pedestrian connection between Newington and Dover and there are no viable alternative routes that can replace it. The MPO is committed to maintaining this connection across Little Bay however, given the high cost of rehabilitating the General Sullivan Bridge, we support investigating other lower cost options and opportunities for maintaining this connection.
- **NH 1A Neil Underwood (Hampton Harbor) Bridge:** With regard to the NH 1A Hampton Harbor Neil Underwood Bridge, we encourage NHDOT to consider making significant improvements to this bridge to increase safety for vulnerable users of the facility. In addition to the two unfortunate cyclists recently killed on this bridge, two bridge operators have been killed over the last ten years after being struck by motor vehicles. The current project in the draft Ten Year Plan calls for a rehabilitation of the structure. We are concerned that rehabilitating the bridge alone will not address the safety deficiencies that exist on this facility for non-motorized users. Four fatalities in ten years reflect a major safety and operational defect. We support expansion of the rehabilitation to include improvements to accommodate safe use of the bridge for operators and for bicyclists, pedestrian and other vulnerable users. If rehabilitation of the structure cannot address the safety problems, replacing the bridge, or developing separate bike and pedestrian facility would be supported by the MPO. In either case, work should begin with a planning process similar to those used for the Memorial and Sarah Long bridges to determine the scope, cost, public support, and schedule for implementation. We recommend adding a study component to precede the rehabilitation component of the project to help evaluate alternatives to improve safety and operations.
- **Ocean Boulevard in Hampton:** The project submitted by the Town of Hampton to reconstruct Ocean Boulevard ranked very highly under the project selection criteria as it was perceived to benefit in the areas of service life, pedestrian and bicycle safety, and access to businesses in a heavily traveled tourist destination with limited alternative access routes. In addition the project was perceived to have minimal impacts on environmental and historic/cultural resources. This is an important project that will address a long-standing deficiency in an area that generates significant tourism revenue for the state. Clearly further work needs to be done on the engineering for this project in order to determine an accurate project scope and cost, especially in the area of storm-water management. We recommend that this project be added to the 10 Year Plan initially to carry out an engineering study to make those determinations. This should be fully coordinated with the major planning study for Hampton Beach (funded by the FHWA TCSP program) that is currently being undertaken by the Hampton Beach Commission and NHDOT.

In addition to the project specific comments above, there are some recommendations and comments that the RPC has regarding funding, certain programs, and the general approach to projects in New Hampshire:

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- **Transportation Funding:** The RPC/MPO continues to believe strongly that funding for the maintenance and improvement of the transportation system in New Hampshire remains inadequate and should be addressed by state policy-makers. The ‘buying power’ of a construction dollar is worth only about 55% of what it was in 1992 when the gas tax was last raised. Increases in federal funding are a thing of the past and no longer making up for those losses. The funding base is not adequate to maintain and preserve the existing transportation system while allowing for significant improvements where needed or replacements where mandated. The situation will worsen over time. The RPC supported the legislation last session (HB617) to increase the road toll (gas tax) by 12 cents and we continue to support efforts to address the transportation funding shortfall both nationally and in New Hampshire.
  - **Transit Funding:** Transit also remains chronically underfunded in New Hampshire with a system in place that requires fulfilling state and regional needs with annual funding contributions from individual towns and no state financial support. In particular, resources are needed to provide service to the growing population of non-drivers in the state. The demographics of NH continue to shift to an older population. The number of elderly is expected to increase by over 50% between now and 2040 with approximately 410,000 individuals 65 or older living in the state at that time. With that increase will come substantial growth in the population of non-drivers that the current system is simply not up to the task of serving. We need to get ahead of this problem by enhancing and expanding demand response and volunteer driver programs throughout the state. As a small first step, we recommend restoration of the \$188,000 in state funding for transit operating support for community transportation to use as matching funds for Federal Transit Administration funding. A long term funding solution needs to be identified to assist public transit operators in meeting the tremendous growth in demand for service for the elderly and disabled. One potential source of additional funding would be a set aside of existing CMAQ funding for eligible capital and operational investments by transit operators. This should be separate from and in addition to the set aside for replacement of intercity coaches already listed in the Ten Year Plan but would provide transit operators around the state with additional capital that has a smaller match requirement.
  - **MUPCA Program:** RPC supports NHDOT’s proposed elimination of the Municipal Urban Projects in Compact Areas (MUPCA) Program. This program caps Federal funding (STP) on roadway improvements in state-designated urban compact areas making it difficult to fund transportation improvements on some of the most heavily traveled roadways in the state. As we understand it, NHDOT is considering a proposal to eliminate this program and allow projects proposed in these areas to compete on equal footing with all other roads eligible for federal funding. We support this approach. Eliminating this program removes barriers for funding projects and increases the flexibility over where federal funds are spent.
  - **Complete Streets Policy:** Federal DOT policy calls for the incorporation of safe and convenient walking and bicycling facilities into transportation projects and charges all transportation agencies with the responsibility to improve conditions for pedestrians and cyclists. The MPO is currently developing a “complete streets” policy to encourage that the transportation network in the RPC region is designed and operated with all users in mind. All projects proposed by the RPC will strive to accommodate all users that are appropriate to the transportation facility and its context, including motor vehicles, cyclists, pedestrians, and transit riders. The MPO encourages the NHDOT to adopt a similar policy and the incorporation of a complete streets approach into design and implementation of projects.
  - **TA and CMAQ Programs:** We are encouraged to see NHDOTs commitment to funding the Transportation Alternatives (TA) and Congestion Mitigation & Air Quality (CMAQ) programs up to the
-

allocation level in current federal legislation. These funds provide opportunities for projects to move forward such as East-West bus service along NH 101, continued commuter bus service on the I-93 and I-95 corridors, the purchase and transition of the B&M RR Hampton Branch to a bike and pedestrian trail, as well as many other locally and regionally important transit, bike and pedestrian projects that have no other source of funding. While funding levels are at the authorized levels, the latest federal funding legislation (MAP-21) reduced the funding for bicycle, pedestrian, trail and scenic byways programs compared to previous iterations by approximately 30%. The RPC supports restoring funding to the prior levels given the high demand for these types of projects.

- **Corridor and Feasibility Studies:** Given limited funding for improvement projects it is more important than ever to ensure that decisions are made with good information and local, regional, and state support. The newly implemented statewide project selection process and criteria requires more information about project proposals than ever before to appropriately use the selection criteria. Feasibility studies and corridor plans are very effective tools for achieving both of these goals and therefore need to be adequately supported and funded. In the RPC region, corridor studies have been completed on US 1, on NH 125, NH 111 (Windham portion) and have helped define and prioritize regional projects proposed for the Ten Year Plan, as well as guide community land use decisions. Feasibility studies are an essential part of the vetting process to determine whether or not a project concepts should move forward, whether they have local support and whether they represent a cost effective use of public funds. Identified needs for this kind of work in the RPC region include the NH 33/108 Corridor, NH 125 between the northern part of Kingston and the southern part of Epping, and NH 111 between Kingston and I-93.
- **Anticipating Increased Flood Risk in Project Design:** In light of increased storm activity and current understanding of expected sea level rise, the RPC believes it is important, if not already being done, that NHDOT require that all transportation projects (and other state funded infrastructure projects) be designed to account for increased flood risk that is likely to arise from greater storm water flow, and, in areas affected by tidal waters, anticipated sea level rise. This will be especially critical for facilities such as bridges that are designed to remain in place for many decades.

As always, please feel free to contact me to clarify or expand on any of the comments above. We look forward to working with NHDOT and GACIT to continue to improve the process of identifying, prioritizing and implementing transportation infrastructure improvements in the state. We sincerely appreciate the opportunity to work with you on this important task.

Sincerely,



Cliff Sinnott  
RPC Executive Director

cc: Executive Councilor Chris Sununu  
Christopher Clement, Jr. PE, Commissioner, NHDOT  
RPC TAC and Policy Committees



October 29, 2013

OCT 31 2013

Mr. William Watson, P.E., Administrator  
Bureau of Planning & Community Assistance  
New Hampshire Department of Transportation  
7 Hazen Drive, PO Box 483  
Concord, NH 03302-0483

Planning and Community Assistance

**RE: Comments regarding the Draft 2015-2024 Ten Year Transportation Plan**

Dear Mr. Watson,

I am submitting these comments on behalf of the Cooperative Alliance for Seacoast Transportation (COAST) and the eleven communities we serve with public fixed-route bus and demand response paratransit van services. COAST is a 501(c)3, incorporated in 1981 to promote and or provide public mass transportation services in southeastern New Hampshire. In 1985 we were further defined by the NH Legislature in NH RSA 239 as an independent public body of the State of New Hampshire. Next spring we will celebrate our 32<sup>nd</sup> anniversary of providing public mass transit services.

Since 2000 COAST has experienced a 153% increase in the use of our rapidly growing public transit system. A large part of that



success is due to our continued expansion of our fixed-route bus services, much through the Congestion Mitigation Air Quality (CMAQ) program (i.e., trolley system, Dover FastTrans, Service Frequency Improvements, Clipper Connection). We are also seeing explosive growth in our services for individuals with disabilities which is mandated under the ADA (+50% growth annually since 2007). All that said, we face stagnant funding at the federal level (with increasing

strings), no state funding support for operations (except for projects mandated through a FEIS) and increasing pressure being passed down to local communities to make up the difference.

It is in this mindset that we offer our comments regarding the Draft 2015-2024 Ten Year Transportation Plan.

### Draft 10 Year Plan

When comparing this draft plan to the DOT's documented vision for our transportation infrastructure in NH it paints a very bleak picture of our future in which critical maintenance of transportation infrastructure continues to be put off until the next budget, next election, next generation. Yet it is the best the NHDOT can project with the resources it has to work with.

Last year COAST was impacted directly by critical bridge maintenance that was put off far too long when the Whittier Street Bridge in Dover was closed for emergency repairs. Unreported in any documents related to the bridge rehabilitation project, it cost COAST approximately \$15,000 to maintain public transit service to an otherwise isolated part of the City of Dover which also houses one of the largest DHA properties. We could not leave our passengers stranded. We are increasingly concerned about multiple areas of the region that we may no longer be able to service in coming years due to the ongoing disrepair of roads and bridges.

This all begs the question; will private businesses stay in NH, or relocate to NH, supporting our local, regional and state economies, if they are not confident their employees and products can get to where they need to be safely, efficiently and affordably?

### COAST Needs

We ask the Commission to recommend the following to the State Legislature:

- set-aside an amount equal to at least \$2M of annual CMAQ funds for NH public transit operators to apply for eligible projects, whether they be for operating, marketing and/or capital project needs.
- restore state operating support for community transportation to its 2009 level of \$188,000 as matching funds for 5311 and 5307 transportation providers (statewide).



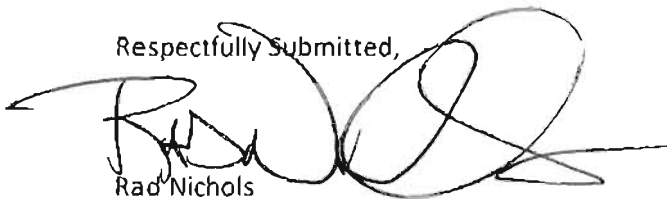
- Exploration of a funding mechanism to help public transit operators meet the explosive growth in demand we are mandated to meet for the disabled/senior communities.

### Closing

At one time we were willing to invest heavily in infrastructure. Today, the continued refusal of elected officials to address how we generate adequate revenue to maintain our state's infrastructure will ultimately blindside the general public, as well as stifle our struggling economy. The residents of New Hampshire expect far greater care and maintenance of our public infrastructure than this Plan allows.

To be sure, these extremely difficult times will result in tough decisions being made. Unfortunately, I am of the strong belief that the general public has not been educated on the near or long-term impacts of adopting this Plan. Last spring Commissioner Clement did an extraordinary job of presenting straight forward and effective messaging on how our DOT was being hamstrung from being able to maintain our transportation infrastructure. Similarly NHPR did a video piece on *NH Roads: How We Got Here* that was equally straight forward and extremely well received. We need more of this type of messaging to support change in how we finance and thus maintain or expand our transportation infrastructure in New Hampshire. A well-educated electorate can be a powerful force.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Rad Nichols', with a large, stylized flourish extending to the right.

Rad Nichols  
Executive Director

## Atlantic Ave North Hampton, NH RR Overpass Removal Request: Rebuttal

William Watson, Jr. P. E. Administrator  
Bureau of Planning and Community Assistance  
NH Department of Transportation  
John O. Morton Bldg.  
7 Hazen Drive, PO Box 483  
Concord, NH 03302-0483

Mr. Watson;

During the two meetings with the public on the NH transportation plans, there were two call for the removal of this RR overpass situated on Rt 111, crossing over the coastal B& M railroad rights of way on North Hampton NH.

This request is seemingly personal in nature and not an improvement to the public in general, but rather a hindrance to improvements in general and an increased negative safety issue. The Rt 111 RoW at this location and continuing to past the North Hampton Public School is too narrow, the shoulder on the South side is essentially non-existent, and there is no sidewalk for pedestrian traffic, which should be facilitated on the north side. Please strongly consider the retention of this overpass with no degradation of its purpose and only improvements to the community and citizens at large.

Removal of the Overpass:

- 1) would cause trail traffic (future intentions) to cross highway vehicular traffic at the same surface level. Clearly a reduction in safety as compared to present situation.
- 2) would cause cessation of plans to rejuvenate passenger local "Trolley" rail traffic in support of the citizens of the seacoast, to facilitate their travel and movement during the summer road traffic blocks, and as an additional transportation corridor supporting the movements and evacuation needs of the Seacoast area.
- 3) would cause cessation of plans for local freight rail traffic supporting the economic growth of the NH Seacoast Area. And would preclude the RR from being included into the STRACNET Federally supported rail system.
- 4) would cause the virtual increase in vehicle velocity in this area, which is comprised of residential dwellings, Public School, retail business, municipal administration, and public Safety facilities & activities.

Reduction in height of the overpass:

- 1) would cause a severe hindrance to the rail trail traffic planned for the Rail RoW
- 2) would cause a severe interruption tho the planned passenger rail trolley service capabilities, hindering citizens movement, increase in retail business, and evacuation capabilities.
- 3) would cause a naturel tendency to increase vehicular velocity in the area, causing a reduction in safety for pedestrians and retail / municipal / residential traffic.

This area of road cannot handle this increase in velocity. It is too narrow and has far too many RoW access points (driveways). The velocity in this area, from Alden Ave. to Pine Road must be reduced to no more that 20 MPH year round, and must be heavily enforced. Also a very

significant improvement in the community safety and comfort can be realized if a sidewalk is installed on the North side of the RoW, from the No. Hampton municipal complex, past Joe's Market, added to the No. Side of the overpass, and continued to the No. Hampton Public School. Surface traffic access to the retail area should be facilitated via an access road in conjunction with the planned Public Safety complex for No. Hampton. The present access-exit way is completely improper, specially in supporting delivery trucks to Joe's Market and fuel delivery and dispensing trucks to the fuel storage facilities behind Joe's Market. The present situation is and remains a detrimental safety issue for all traffic. It is too close to the Rt 111 RoW traffic lane, and any observation would blatantly reveal that the traffic lane is blocked by any vehicle larger than a mid sized passenger vehicle. Everything should be accessed via the rear of the present Police station-Town hall area to the Fuel storage - Joe's Market complex.

Please seriously consider my request and proposals for marked improvement in safety, pedestrian comfort, increase in retail business and accessibility for retail traffic.

Please consider the requests submitted by the Legislator and two Police Officers as anecdotal, and diversionary. The unfortunate youth incidents on this stretch of Rt 11 are related directly to vehicle velocity and restricted RoW shoulder area. The "homeless" camp would be naturally displaced by Rail Trail traffic and commensurate maintenance activities. My evaluation of these incidents shows a direct relation to the lack of enforcement in this road area, and not the presence of a RR overpass.

I offer further discussions with you on this subject. Please contact me.

Jim Medlock

<Jim-M1-Radio@comcast.net>

cc:

C. Sununu

S. Bogle





Attached video of Rt 111 from Pine Rd  
to Joe's Market

Good Evening!

My name is Roger Vachon. I live in Concord, in Region 3 where the Regional Transportation Coordinating Council is doing good work. I have been working with EngAGING NH\*, the Merrimack County Area Committee on Aging, the Belknap Merrimack Community Action Program and its Volunteer Driver Program, and SALT - a Self Advocacy Leadership Team.

\*EngAGING NH is an all-volunteer not-for-profit organization registered with the State of NH. We work to support and promote activities, policies, planning and values that respect and include ALL older adults.

As I prepared for this hearing, I revisited an article in the September 2012 issue of the excellent newsletter that is published monthly by EngAGING NH.

*I excerpted the following to share with you*

According to the US Department of Transportation, “Livable communities are places where transportation, housing and commercial development investments have been coordinated so that people have access to adequate, affordable, and environmentally sustainable travel options.”

A critical component of a person’s quality of life is access to transportation. Whether you are seventeen or seventy, transportation is the link between your home and community, providing both a sense of control and independence. For the necessities of life, and for the social interactions with friends and family, transportation is essential to our overall satisfaction with life. And it is one of our State’s biggest, ongoing challenges.

There comes a time in life when driving a car is not an option. Almost all drivers outlive their driving abilities, yet few consider alternative transportation options prior to “that time”, making acceptance that much harder. And with NH’s limited public transportation options, “no car” can mean a reduced quality of life.

Those now in or entering their retirement years have enjoyed unparalleled freedom of daily travel and movement unknown to previous generations. We will want to remain active and mobile as we age. However, like every other prior generation, abilities such as strength, vision, reaction times, and short-term memory deteriorate, often so slowly that it’s difficult to determine when to stop driving.

There are a number of issues facing individuals including the expense of operating a car, the high cost of taxis, limited public transportation services, and difficulties in accommodating special needs. This may be further complicated by regulations and insurance requirements. For example, the “Good Samaritan” law doesn’t apply to drivers of personal vehicles..

Where public transportation does exist, rules and regulations that come with the funding often limit the service to certain categories of people such as ' for older people over a certain age' or for people with a handicap of a certain type, or for 'people of a specified income range who need transportation to medical appointments'. The same barriers apply to private, not-for-profit organizations that receive federal funding for the provision of transportation to their clients. School buses, for example, are usually limited to transporting school children.

***The newsletter is FREE and it is disseminated electronically.***

***To subscribe, contact: [engagingnh@yahoo.com](mailto:engagingnh@yahoo.com)***

During my thirty-four years with the Bureau of Elderly and Adult Services, I was always keenly aware of the great need for transportation. It was always at or near the top of every list of "Services Needed." There has been improvement, but we still have a very long way to go.

At the recent hearing in Concord, testimony was offered by TRANSPORT NH and we learned that NH residents think policy makers should invest more money to improve transportation and mobility services including roads and bridges, improving availability of senior and special needs transportation, expanding bus service between major cities, improving availability of public transportation, and sidewalks and crosswalk areas. Many of the people surveyed said they would be willing to pay more in taxes.

***For more information, contact [www.TransportNH.org](http://www.TransportNH.org).***

At that same hearing in Concord, one person spoke highly of the volunteer driver programs but emphasized that they should not be viewed as the solution to the problem. I agree.

EngAGING NH strongly supports the effort that has been undertaken by SALT, the Self Advocacy Leadership Team that I referred to earlier. The TEAM is preparing a compilation of the personal stories of each one of its members describing their own experiences with transportation or the lack thereof. They are offering their personal stories with the purpose of educating ALL who need to know - the legislature, the DOT, all of us,- who need to know that we must do a better job in providing the transportation necessary and in dealing with all mobility issues essential to creating the livable communities that we all want and deserve. We hope the NHDOT and others will pay close attention. SALT will disseminate its finished product to the Regional Planning Commissions, the NHDOT, The Executive Council, the Governor's Office, the NH Legislature, and many others.

## In Conclusion

The Department of Transportation should not strive to "present a 10-year plan that might be accomplished within the constraints of an anticipated limited budget in these difficult times". It is not DOT's job to make the legislature's job easy. As suggested by someone at the hearing in Concord, "The 10-year plan should include 11 or more years of real need" in order to urge and encourage greater accomplishment in one of the wealthiest states in the nation.

A colleague of mine recently said: "As a state, we also need to be preparing for the future, which encompasses not only adding rail, but also retooling roads to be "complete streets" friendly to all modes of transportation-*pedestrian, Segway's, bikes, cars, and wheel chairs*-and projecting even further out to roads modified to handle driverless cars - we might possibly see them in our lifetime. So we must be smart in our planning to keep current modes up to date, but use some resources for prepping for the future."

Roger Vachon  
223-6903  
skeeter4us@aol.com



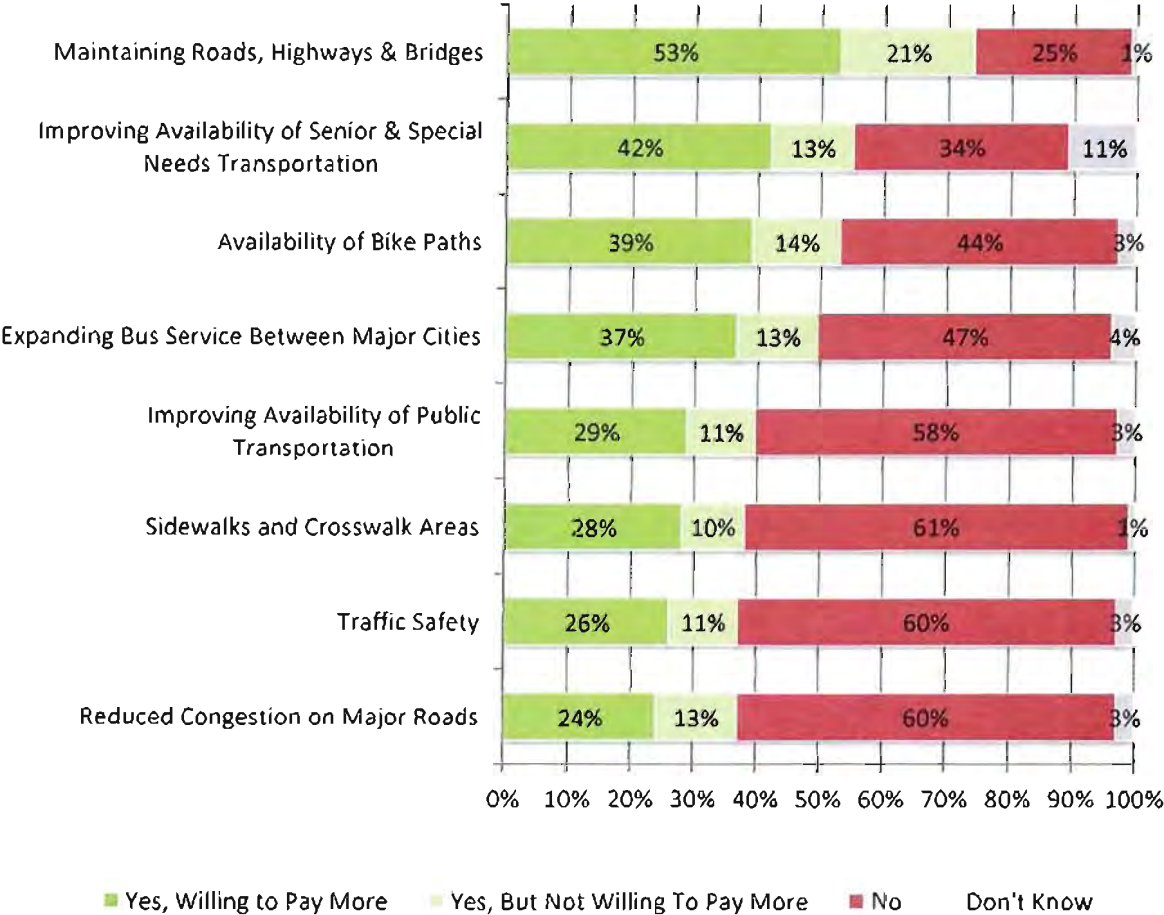
# GSF Survey Transportation Investment Question – Statewide Sample

Q:Q2

"I am going to read you a list of aspects of the transportation system in your community. Based on what you see now in your community, do you think policy makers should invest more money on each the following aspects of the transportation system in the next 5 years?"

Nearly three-fourths (74%) of residents think that policy makers should invest more money in maintaining roads, highways and bridges (with 53% willing to pay more in taxes to do so), followed by improving availability of senior and special needs transportation (55%), availability of bike paths (53%), expanding bus service between major cities (50%), improving the availability of public transportation (40%), sidewalks and crosswalk areas (38%), traffic safety (37%), and reduced congestion on major roads (37%).

- Those in the Northern and Upper Valley/Southwest regions are *less* likely to see reducing congestion as worthy of investment.
- Households earning less than \$40,000 are *more* likely to want investment in improving the availability of public transportation.



Portsmouth 10/16/13

My name is Tom O'Leary and I live at 316 Colonial Drive, in the Pannaway Manor neighborhood, in Portsmouth, N.H. My parents moved into this house in the late 40's and it has been in the family ever since.

The Pannaway neighborhood was built in the mid-forties and is made up of about 150 homes. It's made up of a diverse, hardworking and resilient group of people. Over the years it has had very little crime and it is a terrific place for a child to grow up in or for parents to raise a family. It's a great neighborhood.

The route 95 highway was built in 1953. Initially it was four lanes and was about 100 yards from our property. In the early 70's the high rise Piscataqua Bridge was built. Twenty-five years ago in 1988 there was a major building project that bottlenecked traffic, north and south from Maine, the Spaulding Turnpike and the Route 1 By-pass that reduced our buffer zone to forty yards. The number of lanes increased from 4 to 12.

In over 60 years we have been there, the NH Department of Transportation (NH DOT) has not shown one instance of concern with any type of correspondence for our health and quality of life from the excessive noise and exhaust pollution of Route 95. Any questions from residents to the NH DOT has been met with resistance and stonewalling.

A couple of years ago I helped a friend who was moving to Florida. What I saw on that trip really astounded me. There was literally hundreds of state of the art, 20 foot high, some higher, concrete noise barriers, from Massachusetts through Connecticut, Virginia, Pennsylvania and the Carolina's. The only state in this 1200 mile trip that didn't have this type of noise barrier was N.H. On this trip I didn't notice one example of a highway being so close to a major neighborhood such as we experience at Pannaway.

The NH DOT always pleads poverty when asked about noise barriers. "We can't afford them" they say. Yet, the toll rates per mile are the highest in the U.S. for this 16 mile section. 30 million vehicles pass through the Hampton tolls annually raising 60 million dollars. These figures are from 2011 and I've heard the figures this year are higher. NH has over 300 miles of toll roads and

this 16 mile stretch of route 95 brings in over 50% of all toll revenue in the state.

The NH DOT likes to build 8 foot high, 3/4 inch pine fences as noise barriers. An example of this would be in the Rockingham Avenue area in Portsmouth. I didn't see another state that used this type of noise barrier on my Florida trip. We don't want this type of fence! It's time for NH DOT to come into the 21<sup>st</sup> century on the issue of noise barriers. It's time for them to become a good neighbor.

I would like to invite anyone of you to come to my house, preferable during the day, to get a first-hand experience on what I am talking about. It's OK if I'm not there - you can walk the street or go into my backyard.

Tom O'Leary  
603-205-5143  
316 Colonial Drive  
Portsmouth, NH 03801

# What do NH residents think about transportation?

Residents think policy makers should invest more money in...

*Maintaining roads, highways and bridges - 74%*



*53% would be willing to pay more in taxes*

**Improving availability of senior and special needs transportation - 55%**

*42% would be willing to pay more in taxes*



**Availability of bike paths - 53%**

*39% would be willing to pay more in taxes*

**Expanding bus service between major cities - 50%**

*37% would be willing to pay more in taxes*



**Improving availability of public transportation - 40%**



*29% would be willing to pay more in taxes*

**Sidewalks and crosswalk areas - 38%**

*28% would be willing to pay more in taxes*



Results are from a recent University of New Hampshire survey of almost 3,000 residents.

For more information:



[www.TransportNH.org](http://www.TransportNH.org)



# New Hampshire Seacoast Community Rail

A proposal to stimulate Intra & Inter-town local passenger rail service along the New Hampshire Seacoast.



North Hampton, NH Atlantic Ave Station (pvt business)



## Several scenarios:

Hampton to Portsmouth  
Seabrook to Portsmouth  
Salisbury to Portsmouth  
Newburyport to Portsmouth  
Newburyport MBTA to Portsmouth  
Hampton to Hampton Beach

## Additions:

Portsmouth to Kittery ME / Shipyard  
Hampton Falls & Parking to Hampton Beach  
Seabrook Power Plant Bypass into Seabrook  
Seabrook to Seabrook Beach transport  
Amesbury MA Branch & Parking

## Purpose:

- Provide transportation for residents and vacationers separate from drastic traffic jams and delays on the paved surface corridors
- Relieve surface motor traffic on paved corridors
- Reduce carbon footprint along the seacoast.
- Leisure / recreational / social travel facilitation and opportunities {hiking, walking, running, nature experience, bicycle, horse trail rides, Caboose parking, jitney car rides
- Necessary life activities travel (shopping, medical, business)
- Facilitate natural trail implementation and use
- Increase visitor business traffic to Hampton & Hampton beach absent street vehicles
- Facilitate opportunities for other rail services (Winter train, passenger service, freight service, etc)

## Cooperative Venture:

- Join with Trails, Horse Activities, Cross Country Skiing and rail organizations to initially establish a great plan and design
- Join with towns for support, building and/or contributing to stations and parking.
  - Establish maintenance goals and plans now, join towns and Trails in cooperative activities for components within their borders.
  - NH State owned & operated fiberoptic Corridor, pre-installed conduit & initial fiber, junction for each town.
  - Current removal of rails and ties will facilitate cleanup and new construction of rail and trail pathways and lower the cost of each.
  - Fiberoptic corridor for commercial, town and state networks

To: DOT re hearing on 10 year plan, October 16, 2013

From : David Borden, State Representative, New Castle, Rye

I urge that you consider raising and widening the causeway to New Castle in the Ten Year Highway Plan for two reasons:

First, rising sea levels and increasingly violent coastal storms with flood conditions are putting increased pressure on our coastal roads.

Second, traffic patterns on the length of 1B through New Castle have changed greatly in the last 20 years. More cars are fighting for space with more runners, walkers and bicyclists.

These two conditions are most dramatic on the causeway between the Great Island and Goat Island. Several times in the last ten years storm waters have crossed over the causeway making it impassable at high tide. And a new guard rail along this stretch of road has made the road safer for automobiles but gives pedestrians and cyclists no place to get off the road in heavy traffic.

The solution is to raise the causeway and create a pedestrian walkway at least to the outer edge of the rip rap to the south of the causeway. The Department of Environmental Services has assured us that no further permitting would be needed as long as the sea bottom beyond the riprap remains undisturbed.

I will continue to work with New Castle, DES and DOT on this plan.

2013 GACIT Public Hearing Epping, NH

NHDOT Request: To adopt a "Complete Streets" Policy for all programs and projects.

From: Sylvia von Aulock, Town Planner Exeter

**Complete Streets are streets for everyone!** (from Concord's web site) They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Street programs make it easy to cross the street, walk to shops, and bicycle to work.

**Facts:**

- one third of Americans don't drive, we all were and will be again part of that third that doesn't drive or no longer can drive
- Complete Streets Policy has been adopted by agencies on the municipal level as well as state. (Minnesota,, Michigan, California, New Jersey, North Carolina, New York to name some of the states, large cities such as Chicago, New York and Boston, and smaller cities like our own Concord)
- Complete Streets policies are encouraged by multiple agencies that are concerned with creating safe streets for all users, some may seem obvious, such as "Smart Growth America" , but others are joining in on this crusade to make streets safer such as AARP.

**Complete Streets can offer many benefits in all communities including:**

- Travel efficiencies and improved connections for all users for employment, education, residential, recreation, retail centers and public facilities.
- Increased economic vitality and more livable communities.
- Improved safety for all users, all ages, and all abilities.
- Promotes healthy lifestyle by encouraging walking and bicycling.
- Reduces traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.

## **Motivation:**

The 40th annual Granite State Wheelmen Seacoast Century Ride started on a beautiful fall Saturday morning at 7:00 am with bicyclists from many surrounding states ready to enjoy the spectacular views along the coastal roads of MA, NH, and ME. The ride was planned for many months and everything seemed to be in good order. However, barely 90 minutes later, tragedy struck when a motorist plowed into four bicyclists riding single-file in the opposite direction. The result was two fatalities plus two cyclists seriously injured. Needless to say, participants and the seacoast cycling community were shocked by such a horrific and needless crash. Police say excessive speed and inattention while driving contributed to the accident, causing the driver to cross the double yellow line and hit the bicyclists.

Killed were Elise Bouchard, 52, of Danvers, Mass. and Pamela Wells, 60, of South Hamilton, Mass.

**Bridge Improvements:** According to NHDOT Project Manager Dave Scott, the Neil Underwood Bridge is slated for two rehab projects, one \$6.9M and the second \$1.5M dollars. Structural repairs, painting of the steel, modernizing the lift mechanism are some of items described in the projects. Neither project addresses any safety issues for pedestrians or bicyclists. While I'm sure these projects are much needed, I would request that the bridge design be revisited and that sites such as these in which a fatality has occurred be put on a fast-track program for safety improvements

Email excerpts from Dave Scott: The first is Hampton 15904, which is intended to perform structural repairs to the steel that support the concrete deck, which was installed in 2009/2010. The project also intends to paint the steel. The budget for Hampton 15904 is in line with the \$6.915M that is shown in the Draft Ten Year Plan under the Seabrook-Hampton RPC22 project. The second is Hampton 14188C, which is intended to replace/modernize the lift mechanism's control panel in the lift house. This project was originally budgeted at \$1.5M for the construction items. Regarding timeline, we anticipate a project to be advertised in the spring of 2018. Regarding driving lanes, bike lanes, and pedestrian sidewalks, no changes are proposed to the current configuration.

For their sake and for ours, adopt a Complete Streets policy requiring every project and program from this point forward to be safe for all users.



**Modernizing the Infrastructure of Our Cities and Towns  
Including Public Transportation**

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**Self Advocacy Leadership Team  
(SALT)**

**October 2013**



NEW HAMPSHIRE

COUNCIL ON DEVELOPMENTAL DISABILITIES



We are the Self Advocacy Leadership Team (SALT) and we are writing to ask that you designate more money in the state budget towards solving critical issues with our transportation infrastructure. Our group serves as consultants to the New Hampshire Council on Developmental Disabilities and other Advocacy organizations. All of our board members experience disability in one form or another, and we are committed to addressing the issues that keep citizens with disabilities from living quality lives in the community. But today we write to you on behalf of all New Hampshire citizens because the issue of transportation is one that effects everyone.

EngAGING NH is an all-volunteer not-for-profit organization registered with the State of NH. We work to support and promote activities, policies, planning and values that respect and include ALL older adults. According to the US Department of Transportation, transportation is a critical component of a Livable Community. EngAGING NH strongly supports the SALT (Self Advocacy Leadership Team) initiative to compile the personal stories of its members. The initiative is intended to underscore the importance of transportation and mobility issues that must be addressed in order to progress toward the development of Livable Communities, where all people would have access to adequate, affordable, and environmentally sustainable travel options.

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## Something to think about

The Transportation for America - Dangerous by Design report states:

“Between 2000 and 2009 100 people were killed while walking in New Hampshire, which cost the state \$430.0 million. Reducing pedestrian fatalities just 10% would have saved New Hampshire \$43.00 million over 10 years.”

67% of all pedestrian fatalities occur on federally funded road ways. Only 1.5% of the federal funds put aside for making these roadways safer is being used.

<http://t4america.org/resources/dangerousbydesign2011/>

## Introduction

Thriving communities are safe and support full inclusion by responding to the diverse needs of the citizens. People have a strong need to belong and be productive. This can be particularly challenging when you choose not to or are unable to drive. Due to rising gas prices research shows that Americans are driving less than they were just a few years ago. The media is constantly bombarding us with stories about the obesity epidemic and the need to increase our physical activity. Walking and biking would be the simplest and less costly form of exercise but it can be risky getting around on dangerous streets without enough crosswalks and too few sidewalks. The sidewalks that do exist are often in disrepair. If walking or riding a bike is difficult or impossible then safe sidewalks are essential in order to access the community and public transportation. Redesigning the infrastructure in our cities and towns, including full access to public transportation would allow everyone to safely get around the way they wanted to. This would create a stronger

economy, greater energy security, a cleaner environment, and healthier citizens.

There comes a time in life when driving a car is not an option. Almost all drivers outlive their driving abilities. Given NH's limited public transportation, "no car" can mean a reduced quality of life. Many older people are faced with a number of transportation and mobility issues in every town across the state. To name a few, they include: the expense of operating a car, the high cost of taxis, limited public transportation services, difficulties in accommodating special needs, curbs where they should not be, poorly maintained roads and sidewalks, snow and ice-covered walkways.

Those now in or entering their retirement years have enjoyed unparalleled freedom of daily travel and movement unknown to previous generations. We will want to remain active and mobile as we age. However, like every other prior generation, abilities such as strength, vision, reaction times, and short-term memory deteriorate, often so slowly that it's difficult to determine when to stop driving.

Where public transportation does exist, rules and regulations that come with the funding often limit the service to certain categories of people such as 'for older people over a certain age' or 'for people with a disability of a certain type', or 'for people of a specified income range who need transportation to medical appointments'. The same barriers apply to private, not-for-profit organizations that receive federal funding for the provision of transportation to their clients. School buses, for example, are usually limited to transporting school children. This may all be further complicated by regulations and insurance requirements.

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## Our Stories

**Our member, Roberta who is a resident of Concord, slipped one winter and came very close to injuring herself. As a result she now is forced to ride a taxi to work in the winter months.**

*"One of the many issues we face within our communities occurs in the winter. The Americans with Disabilities Act allows for temporary interruptions of snow and ice removal. This law permits private businesses to become temporarily inaccessible to people with physical disabilities. Unfortunately, the ADA in no way defines "temporary". As a result, many businesses do not remove snow and ice from their walkways and allow the snow piles to build up. This is a safety risk not only for people in wheel chairs but for everyone."*

**Another issue that needs to be addressed is the disrepair of our sidewalks or complete lack thereof. The following is testimony from our group leader, Kathy.**

*"I use a motorized wheelchair to get around though I have an accessible van I have never been able to drive. I use my wheelchair for errands, work and social activities, the same way other people use their cars. It is not always very easy to get where I need to go. There are not that many sidewalks in my town, except for the main streets. The sidewalks that do exist are in really bad shape. This is due to frost heaves, and trees that are planted in the path of the sidewalk. The large roots make it hard to travel on them. My town is built on a very large hill which also makes the terrain very difficult to travel on. I am a teacher and all of the schools in my town are located within a couple of miles of where I live. The location is great as far as distance but I often get stuck just trying to get to work. I don't often take the bus because the closest bus stop to me is right near where I work and not that far from where I have to shop. Often there is not a safe place to be dropped off if I did use the bus. The three bus stops near me are on the busiest streets in Somersworth.*

*On those occasions when I don't have a driver to take me to a medical appointment I may have to use a Medicaid covered van service. The cost to the*

state is astonishingly high. My dentists' office is approximately 2 miles away from my home.

It is located on a very busy street with no sidewalks and no safe place to be dropped off. For these reasons, I can't drive my wheelchair to my appointment. Just to get picked up no matter where you are going, it costs \$30 to go one way with an additional \$3 per mile. For a four mile round trip from my house it costs \$72. This is the standard rate for all medical van services.

New England weather in general can make it very difficult to get around let alone in a wheelchair. Snow, sticks, and pot holes are just a few of the obstacles I face every day. It would be nice to have structures to shelter people from the elements while waiting for the bus. I can drive my motorized wheel chair at about 7 miles per hour at its top speed (I always drive the top speed when I'm outside). That is like a jog for most people. With that said I still do not have enough time to use the crosswalk within the allotted time to cross the street. The streets I have to cross have the highest traffic volume in my town. One way to solve this is to put longer end caps wherever there is a crosswalk.

**Even in towns where we are fortunate to have bus service, we often find that they are more limiting than we would like. Almost all busses stop running in the early evening, but our lives don't end between 6 and 7:00 pm. Here is Peter's story.**

*"The current bus schedule is not very useful to me. I would really appreciate being able to ride the bus to go and visit my friends in the evening after work. The problem is, that's not possible because buses stop running at 6 pm. I walk just about everywhere I need to go. It doesn't matter if it's the middle of winter or dark out. I have fallen at night on the ice. Luckily I live very close to stop and shop, where I work. It only takes me a few minutes to get there. The only reason I ever ride the bus is to get to my medical appointments. My friends are very important to me and sometimes I have to walk 3 to 4 miles one way just to spend time with them. My life would be a lot easier if the buses ran later at night. I would not have to spend half my evenings walking to visit my friends and back."*

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Milford Town Hall – Banquet Room  
1 Union Square  
Milford NH**

**Thursday, October 17, 2013  
6:30 PM**

**AGENDA**

1. Executive Councilor Debora B Pignatelli
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
  
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
  
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 5**

**October 17, 2013**

**Location: Milford Town Hall – Banquet Room  
7:00 PM**

Councilor Pignatelli opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, one of the last of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Tim Roache, Assistant Director with the Nashua Regional Planning Commission (NRPC) discussed the role of the Regional Planning Commission in providing assistance to communities in the area of zoning, land use, transportation and related topics. As a Metropolitan Planning Organization, the NRPC also has responsibility for federal transportation tasks including the development of the long range Metropolitan Transportation Plan, covering the years 2015-2040. He indicated support and approval of many of the process improvements in communication, transparency and consistent with Ten Year Plan prioritization efforts. NRPC's priority areas included transit opportunities, especially for an aging population and east-west travel through the region, which includes both NH 101 and 101A.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very much a work in progress. It is important to get public feedback on the priorities that are



being established, and to help identify and document the additional transportation needs and unfunded liabilities.

Comments from those in the audience were raised and discussed included:

- Mr. Jack Flanagan questioned status of a local bridge in Brookline being on the Red List. He spoke about his trust of his local road agent regarding bridge safety versus the inspection information that the Department provides.
- Mr. Guy Sciafe, Town Administrator for the Town of Milford noted that many people have misunderstanding of the definition of what a red listed bridge actually is. He is very supportive of the work that the Department has done in helping the Town of Milford understand their bridge needs and costs.
- Mr. Buddy Daugherty noted that in 2009, the NHDOT tried an experimental pavement treatment on NH 13 with a commitment to fix it if it did not work. The Department met that commitment. He also commented that recent work at the interchange of NH 101 and NH 101A should have included setting curbing back further from its current location. The curbing is not pancaked due to truck traffic that keeps running over the curbing. He noted that people in Merrimack would be likely to pay a toll for the opportunity for a southbound exit off the FEET at Exit 12.
- Ms. Rebecca Harris, speaking on behalf of Transport NH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring to 2009 funding level of \$188,000 in state general funds for the purpose of matching existing federal funding for public transportation.
- Ms. Janet Langdell spoke of the work done by Souhegan Valley Transportation Company as the result of the funds made available from NHDOT transfer of FHWA funds for purchase of services. SVTC's focus is on transportation assistance for the elderly and disabled. There are still gaps that prevent services from going as far as needed.
- Mr. Daugherty also commented on the Nashua to Bennington Rail line, suggesting that it may be a very effective corridor for active rail with trail services.
- Mr. Flanagan noted the concern about the east-west corridors between Nashua and Keene. Tim Roache indicated that options and broader bypasses have been discussed and looked at for years. Focus has been on improvements within the existing NH 101 and NH 101A corridors.

The hearing was adjourned at about 7:45 PM.

Governor's Advisory Commission on  
Intermodal Transportation (GACIT) Meeting  
Thursday, October 17, 2013  
6:30 PM

Milford Town Hall – Banquet Room  
1 Union Square  
Milford NH

Name / Organization	Email	Phone Number
Jack Flanagan		
Rebecca Harris	RHarris@TransportNH.org	
Guy Scaife - TA	gscaife@milford.nh.gov	249-0602
IRINA OWENS	irina-owens@Ayotte.senate.gov	622-7979
Kathy Cleveland	KCleveland@Cabinet.com	673-3100
Janet Langdell	Langdell508@comcast.net	860-1202
Jon Jarvis	jon.jarvis@shahen.senate.gov	647-7500
Buddy Douglas	CLD5771@yahoo.com	620-5772

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION

REC'D  
SEP 24 2013

DEPT. OF  
Planning and Community Assistance

**DATE:** September 24, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Milford**

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic  
Kevin Nyhan; Administrator, Bureau of Environment  
Bill Oldenburg Administrator, Bureau of Highway Design  
Bill Watson, Administrator, Bureau of Planning and Community Assistance  
Sharon Allaire, Bureau of Planning and Community Assistance

**EJ Population Analysis for GACIT Meeting:**

STUDY AREA	AVG% Elderly Population	AVG % Minority Population	AVG % Low-income Population	AVG% LEP
Milford	11.88%	6.68%	6.14%	1.51%
Hillsborough County	11.86%	12.35%	7.24%	2.88%
New Hampshire	13.54%	7.70%	7.81%	1.33%
<b>REMARKS:</b>				
<p>* The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken.</p> <p>LEP Definition: Where there is a population of people who speak English as a second language less than well ("not well" or "not at all" as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.</p>				

**Impacted Area:** The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

**Surrounding Area:** All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

**Special Considerations:**

**Outreach Recommendations:** In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project.

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Crestwood Center 40 Crosby St Milford, NH 03055	Seniors	603-673-7061
Ledgewood Bay 43 Ledgewood Rd Milford, NH 03055	Seniors	603-672-5037
Pillsbury Home 95 High St Milford, NH 03055	Seniors	603-672-1232
SunBridge Healthcare 71 Elm St Milford, NH 03055	Seniors	603-673-2907
The Elms Center 71 Elm St Milford, NH 03055	Seniors	603-673-2907
Milford Mill Apartments 40 Bridge St Milford, NH 03033	Senior Housing	603-672-5303
Wadleigh Memorial Library 49 Nashua St Milford, NH 03055		Michelle Sampson 603-249-0465
Milford Town Hall 1 Union Square Milford, NH 03055		Guy Scaife 603-673-3514
Town of Milford Office of Community Media 1 Union Square Milford, NH 03055		Michael McInerney 603-249-0670

**Governor's Advisory Commission on Intermodal Transportation  
(GACIT)  
2015-2014 Ten Year Plan Public Hearing**

**Peterborough Town Hall – Upper Hall  
1 Grove Street**

**Monday, October 21, 2013  
6:30 PM**

**AGENDA**

1. Executive Councilor Debora B Pignatelli
  - Welcome
  - Explain why we're here and the process
  - Introduce presenters
  - GACIT process
  - Councilor philosophy
  
2. Regional Planning Commission
  - Regional philosophy
  - Regional priorities
  
3. NH Department of Transportation
  - Statewide philosophy
  - Statewide prioritization process
  
4. Public Comments
  
5. Closing Comments

Written Comments should be addressed to:

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  
and should be received no later than **October 31, 2013**

**Ten Year Plan Documents can be found on the internet at:  
[www.nh.gov/dot/org/projectdevelopment/planning/typ](http://www.nh.gov/dot/org/projectdevelopment/planning/typ)**

# **STATE OF NEW HAMPSHIRE**

## **INTER-DEPARTMENT COMMUNICATION**

### **Draft 2015-2024 Ten-Year Plan GACIT Public Hearing Executive Council District 5**

**October 21, 2013**

**Location: Peterborough Town Hall – Upper Hall  
7:00 PM**

On behalf of Councilor Pignatelli, NHDOT Administrator of Planning and Community Assistance Bill Watson opened the meeting with an overview of the 2015-2024 Ten Year Plan process and schedule. The Governor's Advisory Commission on Intermodal Transportation (GACIT), comprised of the five Executive Councilors and the NHDOT Commissioner, are responsible for updating the Ten Year Plan every two years. This meeting's purpose, the last of 25 meetings scheduled throughout the state in September and October 2013, is to receive public input on the proposed draft 2015-2024 Ten Year Plan. Public input can also be forwarded to the NHDOT until the end of October, 2013. GACIT is scheduled to meet again on November 6, 2013 and November 20, 2013 to consider the plan in light of input received from these meetings and follow-up comments. GACIT will also make final recommendations for the Ten Year Plan to the Governor in December, who in turn will review and present the plan to the Legislature in January for their action. By June 2014, there should be a legislatively approved 2015-2024 Ten Year Plan.

Tim Murphy, Executive Director with the Southwest Regional Planning Commission (SWRPC) discussed the importance of the RPCs Technical Advisory Committee in the regional development of Ten Year Plan priorities. He commended the critical review process that has been developed, the use of consistent criteria, frequent and effective communication between the RPCs and the Department, and the development of regional budget allocations. JB Mack, Transportation Planner with the Southwest Regional Planning Commission (SWRPC) gave an overview of transportation for the region, noting that there is still at least \$120M more in needs than funding allows for the region. The top three projects in the SWRPC region are improvements to the Jaffrey dog-leg, improvements to the bridge system between Hinsdale NH and Brattleboro VT, and the need for pedestrian bridge improvements in Keene.

A number of points were made by the SWRPC to be passed along to Councilor Pignatelli. They include:

- The longer that federal funds are not being matched with state funds and are replaced by turnpike toll credits, the state loses leverage for those funds. There needs to be legislative discussion to address this issue.
- The number of red listed bridges that the state continues to be a concern. The SWRPC has about 21% of the municipal red listed bridges. There needs to be legislative discussion to address this issue.
- There is a need to lift transportation discussions to more than just about roads and bridges to include transit as part of the discussion.
- Many communities in the SWRPC continue to be hit by storms at a disproportionate amount as compared to other parts of the state, and require assistance to make necessary infrastructure improvements.

Bill Cass, NHDOT Director of Project Development noted a detailed presentation handout was available for review by all. He focused his comments to the message that there are more needs than available resources for transportation projects. It is critical to strike a balance, and that the Department's approach to preservation and maintenance was maintaining the status quo as compared to past updates. No major funding or program changes are anticipated in this update. Federal funding levels are still very uncertain but level funding at existing level is assumed. The draft Ten Year Plan is very much a work in progress. It is important to get public feedback on the priorities that are being established, and to help identify and document the additional transportation needs and unfunded liabilities.

Comments from those in the audience were raised and discussed included:

- Ms. Rebecca Harris, speaking on behalf of Transport NH, indicated that in survey work recently completed by UNH to over 3000 households, there is support and willingness to pay for additional highway maintenance, bike/ped projects, senior transportation and other services not being provided today. She specifically asked the State to consider restoring to 2009 funding level of \$188,000 in state general funds for the purpose of matching existing federal funding for public transportation.
- Mr. Bob Harcke spoke about the need to advance the Hinsdale-Brattleboro bridge project in the Ten Year Plan. It is a crucial connection for commercial and economic development in Hinsdale. Hinsdale has developed a Tax Increment Finance (TIF) District in anticipation of this project, identifying more than 400 acres of land for commercial development. If there were problems on the bridges or at the at grade railroad crossing in Brattleboro, also known as "malfunction junction", then detours result in an additional 30+ miles of driving. The towns rely on each other for mutual aid, hospital services, coordinated school activities, etc. It was also noted that the existing wood plank sidewalk was in disrepair.
- Ed Smith spoke also about the need to address the Hinsdale-Brattleboro bridge project. He noted that if a detour were needed, the approximately 9700 vehicles



per day would be rerouted onto NH 63, creating a maintenance nightmare. It was also noted that there is a large amount of commuter traffic to/from both Towns.

- Mr. Franklin Sterling spoke in favor of and advancing the Jaffrey dog-leg project to improve traffic flow and safety through the downtown area of Jaffrey. He also suggested that broadband internet opportunities should be considered as an alternative to improving transportation infrastructure.
- Mr. Don MacIsaac also spoke in great detail about the need to improve and advance the Jaffrey dog-leg area of the town, citing the following information:
  - 50% of the town's population lives in the downtown area
  - 5 schools representing 1400 students are within a ½ mile radius of the dog-leg. All students located within 1 mile of school walk to school.
  - Traffic is at a level of service F at peak periods
  - The project will address safety, congestion and improve economic development opportunities.
  - It was noted that there are five world class companies also located in the immediate vicinity of the downtown area.
- Ms. Ellen Avery, Executive Director of the Contoocook Valley Transportation Company spoke about her organization and the community transportation services that they provide. They provide rides in 13 towns using 35 volunteer drivers. In 2012 these drivers donated about 3590 hours of service and drove almost 54,000 miles.
- Mr. Tim Murphy spoke about the need to provide ROW corridor protection along NH 9 through Stoddard, Antrim and Hillsborough.

The hearing was adjourned at about 8:00 PM.

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION

RECEIVED  
DEPARTMENT

SEP 24 2013

**DATE:** September 24, 2013  
**FROM:** Jay Ankenbrock, Chief of Labor Compliance  
**TO:** Bill Cass, Director of Project Development  
**RE:** Environmental Justice Population Analysis Relevant to GACIT Public Hearings: **Peterborough**

Planning and Community Assistance

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Kevin Nyhan; Administrator, Bureau of Environment  
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<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Home Healthcare, Hospice & Community Services Community Lane Peterborough, NH 03458		603-532-8353
Pheasant Wood Care & Rehabilitation Center 50 Pheasant Rd Peterborough, NH 03458		Kathleen Nichols 603-924-7267
Robin Hill Farm 19 Granite St Peterborough, NH 03458		Lois Normandin 603-924-6531
RiverMead 150 RiverMead Rd Peterborough, NH 03458		Jan Daly Eaton 603-924-6507
Scott-Farrar Home 11 Elm St Peterborough, NH 03458		Johanna Kennedy 603-924-3691
The River Center 46 Concord St Peterborough, NH 03458		Andrea Gilbert 603-924-6800
Town of Peterborough 1 Grove St Peterborough, NH 03458		Pamela Brenner 603-924-8000
Peterborough Town Library 2 Concord St Peterborough, NH 03458-1511		Michael Price 603-924-8040
Town of Peterborough Channel 22, Attn: Fash 1 Grove St Peterborough, NH 03458		Fash Farashahi 603-924-8000 fash@townofpeterborough.us



