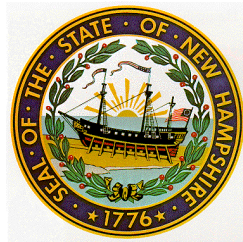


**THE NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION'S
RECOMMENDATIONS FOR THE
TEN YEAR TRANSPORTATION IMPROVEMENT PLAN
2017-2026**

**Public Hearing Summary Information
September-October 2015**



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

**PREPARED BY THE NEW HAMPSHIRE DEPARTMENT OF
TRANSPORTATION
NOVEMBER 12, 2015**

SUMMARY OF GACIT PUBLIC HEARINGS SEPTEMBER – OCTOBER 2015

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Fall 2015

Public Hearing Schedule for 2017 - 2026 Ten Year Plan

Executive Councilor	Date	Town/City	Time	Location
District 1 Cnclr. Joseph D. Kenney	(Tue) 9/15/15	Lebanon	7:00 PM	City Council Chambers 51 North Park Street 5 th Floor
District 1 Cnclr. Joseph D. Kenney	(Wed) 9/16/15	Berlin	6:00 PM	City Hall Auditorium 168 Main Street
District 2 Cnclr. Colin Van Ostern	(Thur) 9/17/15	Rochester	6:00 PM	*Frisbie Memorial Hospital Community Education & Conference Center Strafford Room 11 Whitehall Road
District 2 Cnclr. Colin Van Ostern Co-Hosted with District 5 Cnclr. David K. Wheeler	(Fri) 9/18/15	Keene	12:00 NOON	Keene Parks and Recreation 312 Washington Street, Room 14
District 2 Cnclr. Colin Van Ostern Co-Hosted with District 1 Cnclr. Joseph D. Kenney	(Fri) 9/18/15	Charlestown	3:00 PM	Town Hall 19 Summer Street
District 4 Cnclr. Christopher C. Pappas Co-Hosted with District 5 Cnclr. David K. Wheeler	(Mon) 9/21/15	Bedford	7:00 PM	Bedford Cable TV Meeting Room 10 Meetinghouse Road
District 4 Cnclr. Christopher C. Pappas	(Wed) 9/23/15	Manchester	7:00 PM	Aldermanic Chambers – 3 rd Floor City Hall, 1 City Hall Plaza
District 2 Cnclr. Colin Van Ostern Co-Hosted with District 4 Cnclr. Christopher C. Pappas	(Thur) 9/24/15	Concord	5:30 PM	NH Department of Transportation 7 Hazen Drive, Room 114
District 3 Cnclr. Christopher T. Sununu	(Tue) 9/29/15	Hampton	7:00 PM	Seashell Complex Ocean Front Pavillion Room 170 Ocean Blvd.
District 3 Cnclr. Christopher T. Sununu	(Thur) 10/1/15	Kingston	7:00 PM	Kingston Community Library 56 Church Street by GPS Actual address 2 Library Lane
District 4 Cnclr. Christopher C. Pappas Co-Hosted with District 3 Cnclr. Christopher T. Sununu	(Thur) 10/8/15	Londonderry	7:00 PM	Town Office Council Chambers Moosehill Room 268B Mammoth Road
District 5 Cnclr. David K. Wheeler	(Tue) 10/13/15	Merrimack	6:30 PM	Merrimack Town Hall – West Wing Matthew Thornton Room 6 Baboosic Lake Road

District 1 Cnclr. Joseph D. Kenney	(Mon) 10/26/15	Conway	8:00 AM	Town Hall, Upstairs 1634 East Main Street
District 1 Cnclr. Joseph D. Kenney	(Mon) 10/26/15	Wakefield	11:30 AM	Sanbornville Public Safety Building 2017 Wakefield Road
District 1 Cnclr. Joseph D. Kenney	(Mon) 10/26/15	Plymouth	3:00 PM	Town Hall – Upstairs 6 Post Office Square
District 1 Cnclr. Joseph D.. Kenney	(Mon) 10/26/15	Laconia	6:30 PM	Belknap Mill 25 Beacon Street East Third Floor Meeting Room

- **Denotes Meeting moved from Community Center Room 1A to Frisbie Memorial Hospital, Community Education & Conference Center, (Strafford Room) 11 Whitehall Road, Rochester, NH**

**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**City Council Chambers
51 North Park Street 5th Floor
Lebanon, NH**

**September 15, 2015
7:00 PM**

AGENDA

1. Executive Councilor – Joseph Kenney
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Public Comments
 - Regional Planning Commission – Philosophy and Priority
 - Elected Officials
 - Open Comment Period
4. 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 **November 5, 2015**

**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**City Hall Auditorium
168 Main Street
Berlin, NH
September 16, 2015
6:00 PM**

AGENDA

1. Executive Councilor – Joseph Kenney
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
 - Open Comment Period
5. Closing Comments

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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Frisbie Memorial Hospital
Community Education and Conference Center
Strafford Room
11 Whitehall Road
Rochester, NH**

**9/17/15
6:00 PM**

AGENDA

1. Executive Councilor – Bill Cass, Assistant Commissioner DOT on behalf of Councilor Colin Van Ostern
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation – Christopher Waszczuk
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
 - Open Comment Period
5. Closing Comments

Written Comments should be addressed to:

William E Watson, P.E.
Administrator
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New Hampshire Department of Transportation
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P.O. Box 483
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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Keene Parks and Recreation
312 Washington Street
Room 14
Keene NH**

**9/17/15
12:00 Noon**

AGENDA

1. David Wheeler, Executive Councilor District 5 on behalf of Colin Van Ostern, Executive Councilor, District 2
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
 - Open Comment Period
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
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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

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

**9/18/15
3:00 PM**

AGENDA

1. Executive Councilor, Joseph Kenney, District 1 on behalf of Councilor Colin Van Ostern, District 2
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
 - Open Comment Period
5. Closing Comments

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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Bedford Cable TV Meeting Room
10 Meetinghouse Road
Bedford, NH**

**9/21/15
7:00 PM**

AGENDA

1. Executive Councilor – Christopher Pappas, District 4
Co-Hosted with – Councilor David Wheeler, District 5
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
 - Open Comment Period
5. Closing Comments

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Concord, NH 03302-0483
and should be received no later than **November 5, 2015**

**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Aldermanic Chambers – 3rd Floor
City Hall, 1 City Hall Plaza
Manchester, NH**

**9/23/15
7:00 PM**

AGENDA

1. Executive Councilor – Christopher Pappas
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
 - Open Comment Period
5. Closing Comments

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New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483
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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**NH Department of Transportation
7 Hazen Drive – Room 114
Concord, NH
9/24/15
5:30 PM**

AGENDA

1. Executive Councilor – Colin Van Ostern
Co-Host – Councilor Christopher Pappas
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Seashell Complex
Ocean Front Pavillion Room
170 Ocean Boulevard
Hampton Beach, NH**

**9/29/15
7:00 PM**

AGENDA

1. Executive Councilor – Christopher T. Sununu
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
 - Open Comment Period
5. Closing Comments

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Concord, NH 03302-0483
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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Kingston Community Library
2 Library Lane
Kingston, NH
10/1/15
7:00 PM**

AGENDA

1. Executive Councilor – Christopher T. Sununu
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
 - Open Comment Period
5. Closing Comments

Written Comments should be addressed to:

William E Watson, P.E.
Administrator
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New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483
e-mail address: bwatson@dot.state.nh.us
and should be received no later than **November 5, 2015**

**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

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

**10/8/15
7:00 PM**

AGENDA

1. Executive Councilor – Christopher C Pappas – Co-Hosted with Executive Councilor Christopher T Sununu
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
 - Open Comment Period
5. Closing Comments

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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Merrimack Town Hall – West Wing
Matthew Thornton Room
8 Baboosic Lake Road
Merrimack NH**

**10/13/15
6:30 PM**

AGENDA

1. Executive Councilor – David K. Wheeler
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
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 - Elected Officials
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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Town Hall, Upstairs
1634 East Main Street
Conway, NH**

**10/26/15
8:00 AM**

AGENDA

1. Executive Councilor – Joseph D. Kenney
 - Welcome
 - Introduce presenters
 - GACIT process
2. NH Department of Transportation
 - Statewide philosophy
 - Statewide prioritization process
3. Regional Planning Commission – Philosophy and Priority
4. Public Comments
 - Elected Officials
 - Open Comment Period
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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Sanbornville Public Safety Building
2017 Wakefield Road
Wakefield, NH**

**10/26/15
11:30 AM**

AGENDA

1. Executive Councilor – Joseph D. Kenney
 - Welcome
 - Introduce presenters
 - GACIT process
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 - Statewide prioritization process
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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Town Hall - Upstairs
6 Post Office Square
Plymouth, NH**

**10/26/15
3:00 PM**

AGENDA

1. Executive Councilor – Joseph D. Kenney
 - Welcome
 - Introduce presenters
 - GACIT process
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**Governor's Advisory Commission on Intermodal Transportation
(GACIT)
2017-2026 Ten Year Plan Public Hearing**

**Belknap Mill – Third Floor Meeting Room
25 Beacon Street East
Laconia, NH**

**10/26/15
6:30 PM**

AGENDA

1. Executive Councilor – Joseph D. Kenney
 - Welcome
 - Introduce presenters
 - GACIT process
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P.O. Box 483
Concord, NH 03302-0483
e-mail: bwatson@dot.state.nh.us
and should be received no later than **November 5, 2015**

City Council Chambers
51 North Park Street, 5th Floor
Lebanon, NH
9/15/15 – 7:00 PM

GACIT Public Hearing

Name / Organization	Email or address	Phone Number
Honorable Joseph D Kenney	Joseph.Kennedy@nh.gov	271-3632
William E. Watson ✓	NHDOT	271-3344
Glenn Davison ✓	NHDOT	271-7145
Sharon Allaire ✓	NHDOT	271-2107
NATE MILLER	n.miller@wvkrpc.org	448-1680
Sean Knox	Sean_Knox@ayotte.senate.gov	247-4309
MIKE CAVALLA	MIKE.CAVALLA@LEB.CITY.COM	448-3112
Richard Abel	berntrabel@aol.com	448-5831
Chris Turgem	CTurgem@dot.state.nh.us	448-2654
Jim Taylor	jtaylor@enfield.nh.us	632-4605
Dennis Luttrell	dennis.luttrell@leb.city.com	603 448 4220
VAN CHERNUT	VAN CHERNUT@ADVANCEDTRANSMISSION.COM	802-285-1824/20
GEORGIA TUTTLE, MAYOR	counc.lor.tuttle.ward1@mysaintpoint.net	603-448-1071
Dan Nash, AGD	advancedgeometrics@comcast.net	448-6295

City Council Chambers
51 North Park Street, 5th Floor
Lebanon, NH
9/15/15 - 7:00 PM

GACIT Public Hearing

Name / Organization	Email or address	Phone Number
Rebecca Harris	RLHarris@TransportNH.org	603-562-5452
ERLING HEISTAD	ERLING HEISTAD @GMAIL.COM	603-448-4955
David Brooks	David.Brooks@lebcity.com	603-448-1457
Carl N. Porter	carlporter@gmail.com	603-448-2983
Patricia Higgins	patricia.higgins@leg.state.nh.us	
TIM BLAGDEN	TIM@BWA/NH.ORG	603-748-0340
Susan W. Almy	Susan.Almy@comcast.net	603-448-4769
Clifton Below	cliftonbelow@gmail.com	448-2519
DAWA KEY	DRKEYCORP603@GMAIL.COM	603-448-3000
Karen Lot Hill	Karen.lothill@gmail.com	603-252-2542

City Hall Auditorium
 168 Main Street
 Berlin, NH
 9/16/15
 6:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Executive Councilor Joseph Kenney	Joseph.Kenney@nh.gov	271-3632
Sharon Allaire	sallaire@dot.nh.gov	271-3344
Glenn Davison	gdavison@dot.nh.us	271-1745
Mary Poesse	mpoesse@nccouncil.org	444-6303
Rebecca Harris		
EDITH TUCKER	edith.tucker@ne.rr.com	
NORMAN A BROWN	COOSJG@msn.com Town of JEFFERSON	603-586-7918
Chuck Henderson	Chuck.Henderson@shahen. Senate.gov	
Mike Scala	michael_scala@nybble.sect. .gov	
Bill Cass	NH DOT	271-1484
Bill Watson	NH DOT	271-3344
Kevin McKinnon	Colebrook kevincpw@myfcirprint.net	237-8019
Christina Fran	afrost@nccouncil.org	444-6303

City Hall Auditorium
 168 Main Street
 Berlin, NH
 9/16/15
 6:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Brian Bresnahan Congresswoman Kuster Office	23 Main St Littleton	449 7700
Paul Robitaille	Robitaille@NE.no.com 50 Washington St, Gorham	466-2655
Bob Tedrow	Berlin Daily Sun	326 6100
Pam Laplante City of Berlin	plaplante@berlinnh.gov	752-8587
Philip Beaulieu Dot / Dist 1	pbeaulieu@dot.state.nh.us	708-4641
Jim McMahon Dot / District 1	jmcmahon@dot.state.nh.us	708-4641
TIM BLAGDEN	TIM@BWAH.ORG	603-748-0340

Frisbie Memorial Hospital
 Community Education and Conference Center
 Strafford Room
 11 Whitehall Road
 Rochester, NH

9/17/15

6:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
GLENN DAVISON NH DOT	GDAVISON@DOT.STATE.NH.US	603-271-7145
Bill Watson NH DOT	BWATSON@DOT.STATE.NH.US	603-271-3346
Sharon Allaire NH DOT	sallaire@dot.state.nh.us	271-3344
Bill Cass NH DOT	Bcass@dot.state.nh.us	271-1484
Chris Waszczuk NH DOT	Cwaszczuk@dot.state.nh.us	271-1486
[Signature]	cjc@strafford.org	994-3500
Colin Lentz (SRPC)	clentz@strafford.org	994-3500
Meri Schmalz	INFO@READYRIDES.ORG	244-8719
Rebecca Harris	RHarris@TransportNH.org	332-5200
Kevin Ryan	Kevin@kevinryaninsurance.com	
Michael Sch	Sen. Dylotte	
SANDRA B KEANS	sandra.keans@rochester.nh.com	332-3472
Sen. David Watters	david.watters@nh.gov	

Frisbie Memorial Hospital
 Community Education and Conference Center
 Strafford Room
 11 Whitehall Road
 Rochester, NH
 9/17/15
 6:00 PM
GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
JENNIFER DECKER GSIL COAST BOB	jdecke@gsil.org	410-6578
MICHAEL BEZANSON CITY ENGINEER CITY OF ROCHESTER	michael.bezanson@rochester-nh.net	335-7578
Elaine Lauterborn City Councilor City of Rochester	elauterborn@aol.com	(603)332-9444
TIMOTHY HORRIGAN STH M	TIMOTHY.HORRIGAN@ME.COM	603 868 3347
ANN RUGG COAST	arugg@coastbus.org	
IRENE CRETEAU ROCAESTER	IRENE CRETEAU WORLD PATH.NET	332-1773
TIM BLAGDEN BIKE-WALK ALLIANCE OF NH	TIM@BWANH.ORG	603-748-0340

Frisbie Memorial Hospital
 Community Education and Conference Center
 Strafford Room
 11 Whitehall Road
 Rochester, NH
 9/17/15
 6:00 PM
GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Betsey Andrews Parker Community Action Partnership	bandrewsparkere@straffordcap.org of Strafford County	435-2500 X 8135
Peter Nelson	pete-nelson@comcast.net	603-817-1857
Jeffrey FRIARS Payline FRIARS	487 Old Rochester Rd Somersworth NH	603 749 3580

Frisbie Memorial Hospital
 Community Education and Conference Center
 Strafford Room
 11 Whitehall Road
 Rochester, NH
 9/17/15
 6:00 PM
 GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
NANCY MAYVILLE	NHEDOT	603-271-1609
Chris Scott	SENATOR Shaheen's office Chris_Scott@Shaheen.Senate.gov	603-647-7500
DIVE CARPENTER	CITY OF DOVER PLANNING DEPT	
JAMES P GRAY State Rep	JAMES.GRAY@LEG.NH.STATE.NH.US	603.332.7144
Brandi Chagnon Community Action Partnership of Strafford County	bchagnon@straffordcap.org	435-2506 x8151
John Storer City of Rochester	john.storer@rochesternh.net	335-7577
Katy Nichols	knichols@coastlaw.org	743-5777

Frisbie Memorial Hospital
Community Education and Conference Center
Strafford Room
11 Whitehall Road
Rochester, NH
9/17/15
6:00 PM
GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
City of Somersworth	CSoutter@SOMERSWORTH NH	692-9516

Keene Parks and Recreation
 312 Washington Street
 Room 14
 Keene NH
 9/18/15
 12:00 Noon

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Neva Varsalovic, ^{Sen. Betty's Office}	NeVa_Varsalovic@nytte.senate.gov	(603) 622-7979
MICHAEL LORIG	m.lorig@njinc.com	225-2978
BECKY BROWN KSC Health Science	r.brown@keene.edu	
Michael Abbott House of Representatives	amsabbott@hutmail.com	(603) 336-7098
Dan Connell	Richmond N.H.	233-3033
John Kallfelc NH DOT District 4		352-2302
Chris Waszcuk	NH DOT	271-1484
Bill Cass	NH DOT	271-1484
Staron Alkire	NH DOT	271-3344
Bill Watson	NH DOT	271-3344
Carol Macuch	NH DOT	271-3280
David Wheeler	David.Wheeler@NH.gov	271-3732

Keene Parks and Recreation
312 Washington Street
Room 14
Keene NH
9/18/15
12:00 Noon

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
FRANK LEMMENSINGER VH DOT DISTRICT 4	49 BASE 174 CLARK ROAD WINCHESTER, NH	239-6569 352-2302

Keene Parks and Recreation
 312 Washington Street
 Room 14
 Keene NH
 9/18/15
 12:00 Noon

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Denise Karapfa Bob Hancock	vhancock@nyfair.org 4att	603-381-4100
J.B. Mack	jbmack@surpc.org	357-0557
Rebecca Harris	RLHarris@TransportNH.org	
Chelley Tighe	info@fitzwilliaminn.com	603-585-9100
Tom Powers Keene City Council	tfpowers3@gmail.com	
JoAnn Carr Town of Jaffrey	jacarr@townofjaffrey.com	
Michael Acerno Home Healthcare Hospice & Community Services	macerno@hcsservices.org	352-8494
Rhett Lamb City of Keene	rkumbaci.keene.nh.us	352-5474
M. Kopczynski City of Keene	mkopczynski@ci.keene.nh.us	352-5440
Fire NH	John Holman	242-3640
Tom Little	KEENE	357-7327
R. Schultz	schultzres@gmail.com	

Keene Parks and Recreation
 312 Washington Street
 Room 14
 Keene NH
 9/18/15
 12:00 Noon

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
JIM TALBERT TOWN OF FITZWILLIAM		
Don Mae Isaac Town of Jaffrey		
TIM BLAGDEN BIKE WALK ALLIANCE OF NH	TIM@BWAH.ORG	603-748-0340
Tim Murphy, SWRPC	tmurphy@swrpc.org	603-557-2857
Ed Merrill SWRPC	MAIN10@MYFAIRPOINT.NET	532-8738
LARRY MAJOR Pike Industries	lmajor@pikeindustries.com	
SUZANNE GRAY TOWN OF FITZWILLIAM	Suzanne.gray@comcast.net	585-3110
FRANK BEQUAERT TOWN OF FITZWILLIAM	FBEQUAERT@GMAIL.COM	585-3448
Franklin Sterling SWRPC TAC		
KATHRYN LYNCH TOWN OF ANDOVER	cdhaxdale.nh@nyjpurpart.net	3365710
Nancy Bligh Monadnock Alliance for Sustainable Transp	NPblighnrc@gmail.com	652-5154
Pam Slack Senator Shaheen's Office	Pam_Slack@shaheen.senate.gov	

Town Hall
 19 Summer Street
 Charlestown NH
 9/18/15
 3:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Jeff Whight		588-2419
Thomas U Laware	WPS704@hotmail.com	
Susan Laware		826-3137
Scott Sweet	SSWEET@CLAREMONTNH.COM	542-7020
Jim McClammar	McClammar@johncorn	
Perrick Connors Charlestown Police Dept.	chick@charlestown3d.com	826-5747

Town Hall
 19 Summer Street
 Charlestown NH
 9/18/15
 3:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
FRANK LINNENBRINGER NH DOT DISTRICT 4	719 Base Hill Rd Swansea, NH	352-2302
Nora Doyle-Burr Valley News	West Lebanon ndoyleburr@vnews.com	727-2213
Mark Sorenson	36 Millstone Dr Concord, NH 03301	568-5002
Rep. John R. Cloutier	10 Spruce Ave, Apt. #1 Claremont, N.H. 03743	542-6290
John Bruno	PO Box 1273 Charlestown, NH 03603 jbruno76@gmail.com	603-445-2307
TIM BLADEN - BURNIT	CONCORD	603-748-0340
Albert St. Pierre	jeremy@stpierreinc.com	
Pam Slack Senator Shaheen	Pam_Slack@shaheen.senate.gov	
Aare Ilves	PO Box 1496 Charlestown aareilves@comcast.net	826-3126
Steven Neill - Charlestown Southwood - Chair	PO Box 385 Charlestown, NH 03603	826-4400

Town Hall
19 Summer Street
Charlestown NH
9/18/15
3:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Rebecca Harris	RHarris@TransportNH.org	
NATE MILLER	NMILLER@uvicrpc.com	
Dave Edkins	dedkins@charlestown-nh.gov	

Bedford Cable TV Meeting Room
 10 Meetinghouse Road
 Bedford, NH
 9/21/15
 7:00 PM
 GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
✓ Executive Councilor Christopher Pappas	Christopher.pappas@nh.gov	271-3632
✓ Executive Councilor David K. Wheeler	David.Whiiler@nh.gov	271-3632
TIM BLAGDEN	TIM@BWANA.ORG	410-5848
Rep. DAVID ANSELSON	Bedup7@gmail.com	
Tim White	twhite@smhpc.org	669-4664
Chris Bandizian	Chris.bandizian@bedfordnh.org	627-3459
Rebecca Harris	RLHarris@Transport.NH.org	
Nelsia Ortiz	LORTIZ_ORTIZ@SHAHEEN.SENATE.GOV	
Bud Fitch US SENATOR Kelly Ayotte	bud_fitch@Ayotte.senate.gov	
Lama Scott Town of Windham	lscott@windhamnh.gov	432-5806
T Wolf	61 Bracken Circle	

Bedford Cable TV Meeting Room
 10 Meetinghouse Road
 Bedford, NH
 9/21/15
 7:00 PM
 GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Rick Sawyer Town of Bedford	RSawyer@bedford.nh.org	792-1319
Jim Scanlon		
John Schneller	holdenf@yahoo.com	
Rebecca Hebert	rhebert@bedfordnh.org	792-1317
MARY Ann Senatro	msenatro@bedfordnh.org	472-2300
John Bryfonski	jbryfonski@bedfordnh.org	792-1330
Bob Hudson	RHUDSON@dot.state.nh.us	271-7866
Sharon Allaire	SAllaire@dot.state.nh.us	271-3344
Bill Watson	BWatson@dot.state.nh.us	271-3344
Glenn Davison	gdavison@dot.state.nh.us	271-7145
Chris Waszczuk	cwaszczuk@dot.state.nh.us	271-1484
Bill Cass	bcass@dot.state.nh.us	271-1484

Bedford Cable TV Meeting Room
10 Meetinghouse Road
Bedford, NH
9/21/15
7:00 PM
GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
MICHAEL LONG	m.lord@maine.com	225-2978
Jim Aguir	jaguir@bedfordnh.org	

Aldermanic Chambers – 3rd Floor
 City Hall, 1 City Hall Plaza
 Manchester, NH

9/23/15

7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
GLENJ DAVISON NHDOT	GDAVISON@DOT.STATE.NH.US	603-271-7195
Bill Watson NHDOT	bwatson@dot.state.nh.us	603-271-3344
Sharon Allaire	sallaire@dot.state.nh.us	271-3344
DAVID SMITH	dssmitz@dot.state.nh.us	485-3806
Gene McCarthy	gmccarthy@mjincl.com	225-2978
Leigh Levine	leigh.levine@dot.gov	603-410-4844
Sylvia von Aulock	svonaulock@suhpc.org	603-669-4664
Rebecca L. Harris	RLHarris@TransportNH.org	
Rosa Valentin / Sen. Shaheen's Office	rosa-valentin@shahcen.senate.gov	
Rich Rowanski	RRowanski@dot.state.nh.us	603-3336
Andrew Beaulac	abeaulac@hoptetmner.com	603-669-5555

Aldermanic Chambers – 3rd Floor
City Hall, 1 City Hall Plaza
Manchester, NH

9/23/15

7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Patrick Peterson America Rising	Ppeterson@AMERICARISING11C.COM	(605)553-5737
Matthew Flanders Senator Kelly Ayotte	matthew.flanders@ayotte.senate.gov	(603)880-3335

NH Department of Transportation
 7 Hazen Drive
 Room 114
 Concord, NH

9/24/15
 5:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Eric Thibodeau NH DOT	EThibodeau2@dot.nh.us	491-0417
Juliana Dapice CAP-BMC - Volunteer Driver Program	jdapice@bm-cap.org	224-8043
Tim Dunn NH DOT	Tdunn@dot.state.nh.us	515.231.3111
Jed Merrow McFarland-Johnson	jmerrow@mjmc.com	603 225 2978
Dean Williams CAHIPC	Dwilliams@cahipc.org	603 226-6020
Tim Harmon NH DOT	THarmon@dot.state.nh.us	603 781 8298
Neva Varsalovic, Sr. Kelly Ryalls's Office	NEVA_VARSALOVIC@Apptec- services.gov	602-7979
Sharon Allaire	NH DOT	271-3344
Glenn Davison	NH DOT	271-7012
James Taylor	NH DOT	271-3344

NH Department of Transportation
 7 Hazen Drive
 Room 114
 Concord, NH

9/24/15
 5:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
DARRIN BENOIT	DBENOIT@NJINC.COM	603-229-8087
Terica Lambert	tlambert@dot.state.nh.us	603-271-1674
Buc D'Amore	DUS-5-MINUT NHDOT	603-666-3356
Shelley Winters	NH DOT Rail + Transit	271-2468
Linda Brossen	NHGail@CONCORD.NH	207-0445
Brianna Brossen	SS SS	207-0445
Leigh Levine	leigh.levine@dot.gov	410-4844
Melodie Esterberg	mesterberge@dot.state.nh.us	271-2297
Laura Aibel City of Concord	laibel@concordnh.gov	725-8520.
Daniz Brossen	daniz.nh057@concordnh.net	27-0445

NH Department of Transportation
 7 Hazen Drive
 Room 114
 Concord, NH

9/24/15
 5:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Rebecca Harris	RHarris@TransportNH.org	603-562-5452
CAROL MACUCH	CMACUCH@DOT.STATE.NH	
TOM KENDRICK	TKENDRICK@MTINC.COM	
Bill Lambert	wlambert@dot.state.nh.us	603-271-1617
Paul Ken	204 Henslow Rd Brent	435 7642
GEORGE SAUNDERSON	615 LOVEJOY LONDON, N.H.	783-4750
STEPHEN STEPHEN HENDINGER	CHARPC - CONCORD	226-6020
Patrick Healy		
Bruce Crawford	ATRAOFNH@GMAIL.COM	603-796-624
LAKISA DUVEREK- RUGGIERO	LRUGGIERO@NM-CAP.ORG	225.3295
Chris Scott Senator Shaheen	chris_scotte@Shaheen.Senate.gov	647-7500
Pam Jolivet	pjolivet@nm-cap.org	225-3295
Amy Moore	amoore@ascentria.org	410-3303

Kingston Community Library
 2 Library Lane
 Kingston, NH

10/1/15
 7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
GLENN DAVISON NHDOT	GDAVISON@DOT.STATE.NH.US	
REPRESENTATIVE JOHN POTUCKER	JOHN.POTUCKER@LEG.STATE.NH.US	
CHRIS SCOTT Office of Senator Shaheen	CHRIS_SCOTT@Shaheen.Senate.NH.US	603-647-7500
DAVID WALKER Rockingham Planning	dwalker@rpc-nh.org	603-778-0885
Scott Pease Rockingham Planning Commission	spease@rpc-nh.org	603-778-0885
GLENN COPPELMAN KINGSTON PLANNING BOARD	GCOPPELMAN@GMAIL.COM	772-5355
RICHARD HARTUNG	RICHARD.HARTUNG@COMCAST.NET	603-329-5319
REP. NORMAN MAJOR	NMAJOR@COMCAST.NET	603-382-5429
Senator Regina BIRDSELL	rbirdsell@comcast.net	603-489-1539
Carol Gulla	coordinator@tasc-rides.org	603-926-9026
James Harris	Harris146@Comcast.NET	603-289-3621
MARK NELSON CART	director@cart-rides.org	603-548-6087

Seashell Complex
 Ocean Front Pavillion Room
 170 Ocean Boulevard
 Hampton Beach, NH

9/29/15

7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Rebecca Harris	RHarris@transportNH.org H.B.A.C.	
RICHARD RENIERE		
Kevin Pesser	K.Pesser@nh.gov	
Ann Rugg	arugg@coastbus.org	
Nancy & Jim Waddell	jwaddell46@gmail.com nwaddell47@hotmail.com	603-601-6108
CONNOR JENNINGS	Senator Jeanne Spadea	647-7500
Scott Bogle	sbogle@rpc-nh.org	778-0885
Kara Schaack	main.sailmotelnh@gmail.com	603-944-1315
Fred RICE	frice@comcast.net	603-512-4146
STEPHEN PESCI	UNIVERSITY of NH spesci@unh.edu	603-862-4207
Seth McNilly	Seth.McNilly@gmail.com	740-971-4667
Rick FRIBERG	RFRIBERG@THEENGINEERINGCORP.COM	603-601-8154
Rebecca Perkins	perkinsre@gmail.com	

Seashell Complex
 Ocean Front Pavillion Room
 170 Ocean Boulevard
 Hampton Beach, NH

9/29/15

7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
BRIAN LAPHAM vice chair BUBCO	hamptonbeach.us @yorkoo.com	926-1386
CHARLES RAGE Chairman Village Dist	rags@comcast.net	926-3364
Juliet Walker City of Portsmouth	jtwalker@cityofportsmouth.com	610-7296
Dave Martlett Maine Sail Hotel	dbh58@aol.com	765-8037
Ant Ditto Self/Town of Bye	6 Fern Ave	603- 964-8596
STEVE POST	511 OCEAN AVE	603-929- 1205
TONY COLFI	33 MORNINGSIDE DR HAMPTON	546-4437
Charlie Pessan	47 CLAVE PATH	
Brian Deguzis COAST	bdeguzis@coastbus.org	603-743-5777
Lily Berger	lberger@gmail.com	603-689-6882
Ray Turello	rturello@mortgagemaster.com	603-842-6276

Seashell Complex
 Ocean Front Pavillion Room
 170 Ocean Boulevard
 Hampton Beach, NH

9/29/15

7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Robin H LeBlanc / Plan NH	r_leblanc@plannh.org	452-7526
John Nyhan / HBAC	Nyhan7@aol.com	502 5411
Brendan McNamara	TOWN OF HAMPTON PLANNING BOARD brendanmcnamara1@comcast.net	603-918-1084
Don Woodward	RPC/TAC EXETER	
Sean Knox	Sean_Knox@ayonh.state.nh.gov	603-247-4304
Nancy Stiles	NancyStiles@deg.state.nh.us	603-918-0553
Rick Luff	selectgpiFFin@gmail.com	603 926 3175
Russell Bridle	rbridle@coastlines.org	743-5771
Doc Noel	CAPT. HFD@nyfrnfo.nj.net	926 8694
Doc Noel	doc@hwytrchamber.com	926-8718
Tom Higgins	harrisrental@aol.com	926-2100
Cliff Sinnott	csinnott@rpc-nh.org	778-6885
Bob President	PRESIDENT Bob.President@REAL-ESTATE.com	474-3453

Kingston Community Library
 2 Library Lane
 Kingston, NH

10/1/15
 7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Rebecca Harris	RLHarris@TransportNH.org	
Alison Ratay	Alison.ratay@unh.edu	(603) 862-5409
Blair Porter	BlairPorter@comcast.net	6036427326
Matt Flanders	mattflanders@nyohc.state.nh.gov	
Dana Trahan	28 Wayland Circle Exeter 03833	
Rep Joe Yuthas	15 Madison Dr Hampton NH 03841	603-499-1228
TIM BLAGDEN BWA NH	TIM@BWA.NH.ORG	603-410-5848

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

10/8/15
 7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
DAVID MILZ (Housing Rep)	12 BONNIE LN DERRY	603 437-0030
TIM RAUSCH	65 GALT RD DERRY	898-0080
Brian Chirchello	6 ROLLINS ST DERRY	432-0799
George SIMAS	14 MANNING RD DERRY	432-6100
NILES HARRIS	NILES HARRIS @ STATE SENATE	
Chris Bean / AD	chrisb@cldeengineers.com	603 668 8223
Senator Carson	DIST 14	661-4555
DAVID WALKER / RPC	156 WATIN STREET EXETER, NH	778-0785
Linda Smith	lsmith@northwoodnh.org	942-5586 x205
Jim MacEachron	4 Brookline Dr Derry	437-2379
Deidre Pelt	24 Canis Ct Auburton NH	603 8354

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

10/8/15

7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Jen Cuzey, NRPC	jecc@nashuarpc.org	
Sean Knox	Sean_Knox@ayrnh.serve.gov	603-247-4304
Thomas Cardon	tcardon@tshu.com	603-437-4400
ARI POLLACK	pollack@goglaw.com	228-1181
PAUL WORSOWITZ	worsowitz@goglaw.com	228-1181
David Peere	sdpeere@snipe.org	609-4664
Paul Worsowitz Rep	Gallogher Callahan + Bertoldi	228-1181
AL Baldasaro	mbaldasaro@concess.net	425-6997
Kevin Smith	ksmith@londonderrynh.org	432-1100
Beverly Ferrante	bev.ferrante@yahoo.com	434-8974
Nicole Ferrante Rep	nicole.ferrante@demynh.org	845-7494 603
John T. O'Connor Rep	john.oconnor@leg.state.nh.us	434-8393
Pat McKernin	3 Indymedia	432-65232

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

10/8/15
 7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Kaitlyn G. Woods	Londonderry Times	
MARK NELSON	C.A.R.T.	603-458-6887
TIM BLANDEN	GONCORDA TIM@BLANDEN.ORG	603-748-0340

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

10/8/15

7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
STATE LP + PELHAM TRASH INC CHARLINE TANCISIA	TRASH@PELHAMNH.COM	603-508-3400 XT 3071
Hof Lynde - Pelham Board of Selectmen - charging	hof@rocketmail.com	635-7215

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

10/8/15

7:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Rebecca Harris	R.Harris@TransportNH.org	603-562-5452
Rep She Pugh		
Martin Strongis	Director 1182@MyFairpoint.net	437-3540

Merrimack Town Hall
 West Wing
 Matthew Thornton Room
 6 Baboosic Lake Road
 Merrimack, NH

10/13/15

6:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Nancy Mayville	NHoot - nmayville@dot.state.nh.us	271-1609
Rep Marty Jack	leg. martin.jack@leg.state.nh.us	318-0457
Tim Roache	NRPC	424-4224
Jen Cuzz	NRPC	424-2240
Jon Jarvis	jon-jarvis@shahen.senate.gov	607-7500
Chris Baker	cbaker@hardesty-hanover.com	603 548-6363
James Vayo	James.vayo@gmail.com	603 712-2831
Pamela Sway	SSpml7@aol.com	377-6414
Sharon Allaire	salkire@dot.state.nh.us	271-3344
CARL SEIDEL	CARL.W.SEIDEL@MINDSPRING.COM	598-2795
Thomas Galligan	galliganit@nashuamh.gov	599-3260
Mark Bensen	MASENSEL@MILFORD.NH.GOV	801-3336

Merrimack Town Hall
 West Wing
 Matthew Thornton Room
 6 Baboosic Lake Road
 Merrimack, NH

10/13/15
 6:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Adam Jacobs TOWN OF GOFFSTOWN DEL	ajacobs@goftstownnh.gov	603 660 4476
Sen. Gary Daniels	gary.daniels@leg.state.nh.us	603860 4482
Steve Dawksen	dawksens@nashua.nh.gov	603-589-3134
MICHAEL LONG	M.LONG@MLINC.COM	225-2978
John W. Carney	jcarney@dot.state.nh.us	271-1980
Chris Waszczuk	cwaszczuk@dot.state.nh.us	271-1484
Bill Cass	Bcass@dot.state.nh.us	271-1484
Bill Watson	BWatson@dot.state.nh.us	271-3344

Merrimack Town Hall
West Wing
Matthew Thornton Room
6 Baboosic Lake Road
Merrimack, NH

10/13/15

6:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Rebecca Harris	RLHarris@TransportNH.org	
David Wheeler	Executive Councilor	2713632

Conway Town Hall – Upstairs
 1634 East Main Street
 Conway NH

10/26/15
 8:00 AM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Bill Ballou mww Recycling Club	PO Box 52 Glen, NH 03838	383-6613
NANCY D'AMVILLE NH DOS	—	—
Pat Higgins MWWBC	pat@higginslocation.com	383-4581
John Higgins MWWBC	john@higginslocation.com	383-4581
Sarah Boudreau ECHO	sarah.boudreau@aburns.com	603-7820
Wendy Macdonald-mores ECHO	wendy.mores@gmail.com	452-4518
Rob Waizer 1st Bay VLL Res	rob@regentmountain.com	356-3042
Mary Poesse NCC	mpoesse@ncouncil.org	444-6303
Tony Piercigallini ECHO	tpiercigallini@gmail.com	774-250-5874
ANDREW CHEHAYL ECHO	andrew.chehayl@gmail.com	603 3147 7117
Rep TOM Bucco	tom Bucco @ York.co.nh.us	603 786- 5629
Susan Bush	sc-bush@hotmail.com	603 367 1125

Conway Town Hall – Upstairs
 1634 East Main Street
 Conway NH

10/26/15

8:00 AM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
The Echo Elizabeth Barker	beth.barker@echocon.com	
Echo Joe O'Leary	nhjoe883@roadrunner.com	
GEORGE PASTERNAK ECHO	GEORGE@ECHOCON.COM	447-8600
Allan Normandin ECHO GRP	allan.normandin@echocon.com	447-8600
Douglas M Sweet	3002 East Conway Rd Conway NH 03813	
Karen Wambacher State Rep	P.O. Box 186 Keausauke, NH 03847	356-6881
Mike & Denise Lachse MNV Bicycling	P.O. Box 511 Jackson NH	603-383-7997
Stacey Anderson Echo		603-447-8600
Dagmar Steer	Conway Daily Sun	733-5819
Alan Hauscom	NHDOT D3	504-6667
Major Victor David EDGERTON	idedgerton 320 POTTER ROAD P. Conway	447-8520
Chet Lucy		

Conway Town Hall – Upstairs
 1634 East Main Street
 Conway NH

10/26/15

8:00 AM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Chuck Henderson Senator Shubert		
Ann Niblett Echo Group		
Bob Hansen ALBANY		
Sara Yang-Knox Albany		
Benjamin Fraser	BFRASER2000@YAHOO	
Ashley Gore	ashley.gore@echoman.com	
JOAN COLBATH	Conway	
Rebecca Harris		
Joe Perez	Ash St. North Conway NH	
Christina Connelly	Senator Kelly Ayotte CHRIS_CONNELLY@AYOTTE.SENATE.NH.GOV	603-678-1011
Elise K. Edgerton	City Conway	603-4478520

Conway Town Hall – Upstairs
 1634 East Main Street
 Conway NH

10/26/15

8:00 AM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Ted Powers MT WASHINGTON VALLEY BICYCLING CLUB	ted.powers@mac.com	203 917 5806
HARRY MANNA MT WASHINGTON VALLEY BICYCLING CLUB + Rec PATH	HStoneManna@gmail.com	603/986- 7411
SUSAN REEVES MT WASHINGTON VALLEY BIKECOURT REC PATH	sme.reeves@gmail.com	207.462.0205
Sally McMurdo Mount Washington Valley Bicycling Club + MWV Rec Path Committee	srmmurdo@yahoo.com	603-383-9405
David Weathers Chairman Conway Selectman	PO Box 787 Conway NH	603-447-5469
Stevan D'Arcidia	P.O. Box 2478 North Conway, NH	860 908 9275
Sharon Allaire	sallaire@dot.state.nh.us	271-3344
Carol MacCutt	CMAcCutt@DOT.STATE.NH.US	271-3280
LINDA KEARNEY	bythesalco@yahoo.com	356-2361
JACK ROBE	JACK R CONSULTING -mwv.com	449-6611
RICHARD CHARNOCK	1905 ARGENT RD	452-5335
Frank HUSBELL	BEACHUSSELL@AOL.COM	387-5752

Sanbornville Public Safety Building
 2017 Wakefield Road
 Wakefield NH

10/26/15

11:30 AM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Cynthia Copeland SEPC - Strafford MPO	cjc@strafford.org	994-3550
Colin Lentz SRPC - Strafford MPO	clentz@strafford.org	994-3500
Sharon Allaire	sallaire@dot.state.nh.us	271-3344
Carol Maewch	cmaewch@dot.state.nh.us	271-3280
Rebecca Harris		
BRAD HARRIMAN	BHARRIMAN@OSSIPEE.ORG	539-8417
Chris Scott	Chris.Scott@shahen.senate.gov	647-7320
David Ford <small>Town of Wolfeboro</small>	pwr.director@wolfeboronh.us	603 569-8176
JOHN MULLEN <small>MEMBER OF NH STATE REP</small>		
Asha Kenney		374-3333

Sanbornville Public Safety Building
2017 Wakefield Road
Wakefield NH

10/26/15

11:30 AM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Glenn Cordelli State Rep	glenn.cordelli@ ny.state.nh.us	
Timothy Eldridge Town of Safford	timothy.eldridge@safford.org	603-387-9452
Kavanaugh Field Wareham PD	henry.park@warehampublicsafety.com	508 288 2

Plymouth Town Hall – Upstairs
 6 Post Office Square
 Plymouth, NH

10/26/15

3:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Rebecca Harris		
Sharon Alkire	salalriver@dot.state.nh.us	603-271-3544
Randy Subject	130 RT 10 Dorchester, NH	
Colin Stubbings	cstubbings-selectmen@gmail.com	603-272-9181
Frank Taylor	flht5@juno.com	968-3846
Chris Targeon	ctargeon@dot.state.nh.us	603-2654
Sharon Pappas	Tennis Campers pepper@eagle1st.com	536-1299
Chuck Henderson	Sen. Shaheen	
George Tuttle	gtuttle@gmail.com	744-6883
Patsy Kendall	prkendall7@gmail.com	556-4101
Peter Lantieri	p.lantieri@gmail.com	254-9791
Kathyrack / Genesis Behavioral	kstack@geneticbh.org	

Plymouth Town Hall – Upstairs
 6 Post Office Square
 Plymouth, NH

10/26/15

3:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Chairman Selectmen Town of Piermont Robert Lang		603-272-9181
Frank Rodman	piemont_highway@gmail.com	603-359-4059
Tink Taylor	Holderness	
Christophe Connolly	SENATOR Kelly Ayotte	603-628-1011
W. Downey	wdowney@downey.com	
Doug Grant	dgrant116@gmail.com	444-6982
Barbara McCahan	bmccehan@plymouth.nh.edu	603-535-2578
Sharon Penney Plymouth Town Planner	spenney@plymouth.nh.nh.gov	536-1731
Manuka Dhakal	manukadhakal03@gmail.com	
Beth Geever	bgeever1@gmail.com	503-313-8831
Bill Bolton	wbolton@qual.com	

Plymouth Town Hall – Upstairs
 6 Post Office Square
 Plymouth, NH

10/26/15

3:00 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
TIM BLANDEN/BWANHT	TIM@BWANHT.ORG	748-0340
Robert de Foyter	11 Quarry Lane N. Conway 03860	356-3843
MARTIN BIRNIE	greyaudiomom@upbee.com	651 1411
Judy Perry	JPERRY260@ROADRUNNER.COM	978 257 0631
Mike Conklin/Plymouth	mikecont@gmail	603 417-2418

Belknap Mill – Third Floor Meeting Room
 25 Beacon Street East
 Laconia, NH

10/26/15

6:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
REP VALERIE FRASER	Valerie.Fraser@leg.state	455-7344
David Reilly	278 Winton Rd Center Harbor	969-4420
Harry Viens Town of Center Harbor	HViens@Earthlink.net	253-6740
Rep MARE McCancey	McCancey 2 @ hotmail.com	530-5275
Wes + James Hoff	New Hampton NH	
Sen Andrew Hogue	8 Summit Ave LACONIA	496-2078
Heather Shank	hshank@concordnh.gov	225-8515
Robert W. Pallely	R.Pallely@netrust.net	603- 714 612-3421
Luke Powell Laconia DPW	PowellL@city.laconia.nh.us	528-6379 x306

Belknap Mill – Third Floor Meeting Room
 25 Beacon Street East
 Laconia, NH

10/26/15

6:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
David Ben Town of Bowstead	204 Hartwick Rd Bowstead	435-7692
Rebecca Harris		
MITCH MANISAU	Mitch@NewFoundFarms.org	744-2332
TOMY PUNTINI	APUNTINI@COMCAST.NET	
Peta D'ourse	peter.nourse@gilfordnh.org	527-4774
Steve Monier	steve_monier@agotte.senate.gov	628.1012
RICHARD FIORE	19 Depot Alton NH 03809	534-7589
John Ayer / Gilford DEP	jayer@gilfordnh.org	527-4727
Bill Rollins NH DOT DIST 3	wrollins@dot.state.nh.us	524-6667
Gretchen Gordini	info@wowtrail.org	520-8952
DAVID ENOCH	David.Enoch@NH.gov	
Leigh Levine	leigh.levine@dot.gov	

Belknap Mill – Third Floor Meeting Room
 25 Beacon Street East
 Laconia, NH

10/26/15

6:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Warren Hurlburt	Whitcomb @ belwood.net Laconia	366-4982
Steve Wiggins		
Wayne Craft		
Don's Road		
John Cotton	jt.cotton@gmail.com	
Mickey O. McLean	MICKEY - McIVER@MSY.COM 71 ASPEN LANE DANVER	768-5501
SCOTT BARTLETT	SCOTT.BARTLETT@gmail.com	253-64114
TIM BLAGDEN	2 WHITNEY RD, CONCORD	748-0340
PAD PONTIER	CH. INIP@YALCO.COM	(63-415-3123)
ROBERT SWELLING	swelling@roadrunner.com	962-9809
HAMILTON McLEAN	HAMMCLLEAN@GMAIL.COM	914-582-3841
Rosee Murray	Wolfeboro, NH	

Belknap Mill – Third Floor Meeting Room
 25 Beacon Street East
 Laconia, NH

10/26/15

6:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
Harold Bothwick	03809 8 Old Wolfebore Rd ALTON	603-875-6262
Larisa Djuvelich Ruggiero	CAPBMC1 / MID-STATE RCC larisa.djuvelich@capbmc1.org	603 225 3295 x120
Jeffrey Hayes	LRPC	707-9250
Frank Tilson	franktilson@gmail.com	528-8466
Chris Sutt	Chris_Sutt@shabecn.sente.gov	647-7120
Maureen A Criasica	moecc@metrocast.net Maureen A Criasica	968-3062
Bob Durfee	54 Windmill Lane Laconia	528-6906
Ruth Mooney	Belmont Board of Selectmen	581-4110
Sadie Thompson	Bike Walk Alliance	387-4843
Carrie Chandler	cchandler@genesishb.org	524-1100 x205
Werner D. Horn	Werner.Horn@hotmail.com	603 470 9667
Doug Gosling	Almondite, NH	603 520 8911

Belknap Mill – Third Floor Meeting Room
25 Beacon Street East
Laconia, NH

10/26/15

6:30 PM

GACIT Public Hearing

Name / Organization	Address or Email	Phone Number
PAUL MONAHAN CITY OF LACONIA	monahanp@city.laconia.nh.us	520-7894
BOB SHAYIN	robert.slayin@gmail.com	508-9154

I WISH TO SPEAK AT THIS HEARING:

Name Georgie Tuttle
Organization Lebanon City Council & local
(If Any) business
Address 129 Mechanic St owner
Phone Lebanon, NH
(Optional) 603-448-1071

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLADEN
Organization BIKE-WALK ALLIANCE OF NH
(If Any)
Address 2 WHITNEY RD, SUITE 11, CONCORD, NH 03301
Phone 603-410-5848
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Karen Lot Hill
Organization City of Lebanon
(If Any) City Councilor
Address 24 Messenger St
Phone 603-252-2542
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Dan Nash
Organization self
(If Any)
Address 587 Poverty Lane, Lebanon
Phone 448-6295
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name DANA KEY
Organization _____
(If Any)
Address 26 FABLE RIDGE
Phone 448-3060
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name MIKE LAVALLA
Organization CITY OF LEBANON
(If Any)
Address _____
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rep. Susan Almy
Organization NH House
(If Any)
Address 266 Poverty Ln 4B, Lebanon
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name ERLING HEISTAD
Organization Lebanon City Council
(If Any)
Address 7 FOREST AVE LEBANON 03266
Phone 603-448-9955
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Representative Richard Abel
Organization NH House of Representatives
(If Any)
Address 112 Bank St, Lebanon, NH 03766
Phone 603-448-5831
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris
Organization Transport NH
(If Any)
Address 125 Airport Rd., Concord, NH 03301
Phone 603-562-5452
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Clifton Belou
Organization Lebanon City Council
(If Any)
Address 25 Perley Ave, Lebanon NH 03766
Phone 603 448-2519
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name VAN CHESNUT
Organization ADVANCE TRANSIT
(If Any)
Address _____
Phone _____
(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)

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLAGDEN
Organization BIKE WALK ALLIANCE OF NH
(If Any)
Address CONCORD
Phone 603-748-0340
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Norm Brown

Organization Town of Jefferson
(If Any)

Address _____

Phone 603-738-2400
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Paul Robitello

Organization Gorham citizen
(If Any)

Address 50 Danforth Ave. Gorham N.H.

Phone 603-466-2655
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Kevin McKinnon

Organization Colebrook NH
(If Any)

Address 17 Bridge St.

Phone 237-8019
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Senator Watters
Organization District 4
(If Any)
Address 19 Maple St, Dover
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Had to leave

Name Kevin Ryan
Organization Rochester Economic Development
(If Any) Commission (volunteer)
Address 197 Columbus Ave Rochester
Phone 603 332 5200
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Anne Rugg
Organization COACT - Commute SMART Seacoast
(If Any)
Address 42 Sumner Dr. Dover NH
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name DAVE CARPENTER

Organization CITY OF DOVER -
(If Any) 288 CENTRAL AVE

Address DOVER NH 03820

Phone _____
(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)

I WISH TO SPEAK AT THIS HEARING:

Name MERI Schmalz^m

Organization READY RIDES
(If Any)

Address PO BOX 272 NORTHWOOD NH

Phone 244-8719
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Christine Soutter
Organization City of Somersworth
(If Any)
Address One Govt. Way Somersworth
Phone 603 692-956 / 03878
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLAUGEN
Organization BWAN.H
(If Any)
Address CONCORD
Phone 603 - 748-0340
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Kenn Ortman
Organization COAST SAAC SRP from the Dept. of Labor, Civil
(If Any) SRPC WAC Workforce Learning Coalition
Address 147 Rochester Hill Rd, Rochester
Phone 603-332-6012
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name JAMES P. GRAY

Organization (If Any) STATE REP / ROCK CITY COUNCIL

Address 21 POOLY DR, ROCHESTER

Phone (Optional) 603 332-7144

I WISH TO SPEAK AT THIS HEARING:

Name RANDY NICHOLS

Organization (If Any) COAST

Address 42 SUMNER DR. DOWEL

Phone (Optional) 743-5777 x 100

I WISH TO SPEAK AT THIS HEARING:

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

I WISH TO SPEAK AT THIS HEARING:

Name Tom Bulls
Organization Keene City Council
(If Any)
Address 3 Washington St Keene
Phone 357-3738
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Michael Acerno
Organization Home Healthcare Hospice
(If Any) Community Services
Address 564 Marlboro St,
Keene, NH 03431
Phone 352-8494
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name J.B. MALK
Organization SWRPC
(If Any)
Address 37 Ashuelof St, Keene, NH
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Michael Abbott
Organization NH House of Representatives
(If Any)
Address PO Box 174, Hinsdale, NH 03451
Phone (603) 336-7090
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Edwin Smith
Organization Hinsdale Subboard
(If Any)
Address Hinsdale
Phone 603.398.9011
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Bob Harkke
Organization Hinsdale Development
(If Any) Co.
Address 243 Monument Rd.
Hinsdale, NH 03467
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLADEN
Organization BIKE-WALK ALLIANCE of NH
(If Any)
Address CONCORD
Phone 603-410-5848
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Don MacIsaac
Organization Team of Taffey
(If Any)
Address 19 Stony Brook Rd
Phone 532-6353
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name SUZANNE GRAY
Organization TOWN OF FITZVILLIAN
(If Any)
Address Suzanne.Gray@comcast.net
Phone 603 585-3110
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Nancy Brigham
Organization Mound Neck Alliance For Sustainable Transport
(If Any)
Address 37 Heaven St Keene
Phone 603-840-5134
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Steven Neill
Organization (if Any) Town of Charlestown selectboard
Address Po Box 385 Charlestown, NH
Phone (Optional) 826-4400
Charlestown

I WISH TO SPEAK AT THIS HEARING:

Name Chief Patrick Connor
Organization (if Any) Charlestown Police Dept.
Address 2 Claremont Rd Charlestown, N.H.
Phone (Optional) _____
Charlestown

I WISH TO SPEAK AT THIS HEARING:

Name Jeff Albright
Organization (if Any) none
Address 3 Mc Donough Road, #3775, Ryeport
Phone (Optional) 558-2419
Charlestown

I WISH TO SPEAK AT THIS HEARING:

Name Mark Saylor
Organization Portsmouth Coach
(If Any)
Address 7 London Street, Concord, NH
Phone 568 5502
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLADEN
Organization BUSWALK BIKE-WALK ALLIANCE OF NH
(If Any)
Address CONCORD
Phone 603-748-0340
(Optional)
Charlestown

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)
Charlestown

I WISH TO SPEAK AT THIS HEARING:

Name Rep. John Cloutier

Organization N.H. House of Representatives
(If Any)

Address 20 Spruce Ave, Apt. #2 Charlestown

Phone 542-6290
(Optional)

Charlestown

I WISH TO SPEAK AT THIS HEARING:

Name Jim Scanlon
Organization Bedford Town Council Chairman
(If Any)
Address 24 N. Amherst Rd
Phone 284-5206
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name John Schneller
Organization Bedford Town Council
(If Any)
Address 86 Brick Mill Rd.
Phone 917-225-8041
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rick Sawyer
Organization Town of Bedford, Acting Town Manager
(If Any)
Address 24 N. Amherst Rd
Phone 792-1319
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Leura Scott
Organization Town of Windham
(If Any)
Address 3 N. Lowell Rd
Phone 432-3806
(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)

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLADEN
Organization BIKE WALK ALLIANCE OF NH
(If Any)
Address 2 WHITNEY RD, SUITE 11, CONCORD
Phone 603-410-5848
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name DAVE DANIELSON

Organization Representative - Bedford
(If Any)

Address 9 Dackhouse Blvd

Phone 603 714 5720
(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)

I WISH TO SPEAK AT THIS HEARING:

Name Sylvia von Aulock
Organization (as citizen)
(If Any)
Address 40 Elm St Newmarket
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rick Griffin
Organization Town of Hampton
(If Any)
Address 529 Ocean Blvd Hampton 03842
Phone 603 263 175
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Brian Lapham
Organization Vice Chair Budget Com.
(If Any)
Address 27 I Street Apt 6 Hampton
Phone 926-1386
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name FRED RICE
Organization State Rep - Hampton
(If Any)
Address _____
Phone 603-512-4146
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Art Ditto

Organization
(If Any)

Address 6 Fern Ave, Rye NY

Phone
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Bob Preston

Organization HBAC
(If Any)

Address 339 O.B. #404, HB

Phone 474-3453
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Anne Rugg

Organization COAST/commute Smart
(If Any)

Address 42 Summer Dr. Dover

Phone
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Seth McNelly
Organization (If Any) NH Seacoast Greenway/Friends of the Rail Trail
Address 226 Exeter Rd, Hampton, NH 0384
Phone (Optional) 740-971-4667

I WISH TO SPEAK AT THIS HEARING:

Name ANTHONY CIOLEFI
Organization (If Any) Hampton Rep Safe Routes to School Hampton Rep NH Seacoast Rail Trail
Address 33 MORNINGSIDE DRIVE Hampton
Phone (Optional) 548-4437

I WISH TO SPEAK AT THIS HEARING:

Name Lily Beys
Organization (If Any) _____
Address 218 Rockland St Portsmouth NH
Phone (Optional) _____

I WISH TO SPEAK AT THIS HEARING:

Name RICK FRIBERG

Organization TEC, INC
(If Any)

Address 169 OCEAN BLVD HAMPTON

Phone (603) 601-8154
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Robin H LeBlanc

Organization Plan NH
(If Any)

Address 56 Middle St. Ports.

Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Juliet Walker

Organization City of Portsmouth
(If Any)

Address 1 Junkins Ave, Portsmouth

Phone 603-610-7296
(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)

I WISH TO SPEAK AT THIS HEARING:

Name RAD [Signature]
Organization Coast
(If Any)
Address 42 Summer Dr Dover
Phone (603) 743-5777
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name John Nyhan, Chairperson
Organization Hampton Beach Area Comm.
(If Any)
Address 100 Winnacunnet Rd / Hampton
Phone 603 502 5411
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Cliff Sinnott
Organization Rockingham Planning Commission
(If Any)
Address 156 Water St, Exeter NH
Phone 603-778-0885
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name BRENDAN McNAMARA
Organization TOWN OF HAMPTON
(If Any) PLANNING BOARD - CHAIR
Address P.O. Box 1334 HAMPTON, 03843
Phone 603-918-1084
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Chuck Rago Chairman
Organization Hampton Beach Village Dist
(If Any)
Address 121 Ocean Blvd
Phone 926 3364
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Nancy Stiles
Organization Senate Dist. 24
(If Any)
Address 1 Hayden Circle, Hampton
Phone 603-878-0553
(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)

I WISH TO SPEAK AT THIS HEARING:

Name GLENN COPPELMAN
Organization KINGSTON PLANNING BOARD
(If Any)
Address 108 EXETER ROAD - KINGSTON
Phone 772-5355
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Regina BIRDSELL
Organization State Senate
(If Any)
Address 24 Larson Dr., HAMPSHIRE
Phone 603-489-1537
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Joe Guthrie
Organization State Rep
(If Any)
Address 15 Madison Dr Hampstead
Phone 603 489-1228
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name REP. NORMAN MAJOR
Organization ROCK 14 PLAISTOW-ATKINSON
(If Any)
Address 12 KINGSTON RD PLAISTOW
Phone 603 382-5429
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLADDEN
Organization BIKE-WALK ALLIANCE OF NH
(If Any) (STATEWIDE)
Address CONCORD, NH 03301
Phone 603-410-5848
(Optional)

PDF

I WISH TO SPEAK AT THIS HEARING:

Name ~~Dana~~ Dana Trahan@comcast.net

Organization (If Any)

Address Send

Phone (Optional) pack via email

I WISH TO SPEAK AT THIS HEARING:

Name Bruce Bode

Organization (If Any) Rockingham Planning Commission

Address 156 Slater St, Exeter

Phone (Optional) 603-778-0885

I WISH TO SPEAK AT THIS HEARING:

Name MARK NELSON

Organization (If Any) C.A.R.T.

Address 33 Geremonty Dr., Salem, NH 03079

Phone (Optional) 603-548-6087

I WISH TO SPEAK AT THIS HEARING:

Name Alison Ratay
Organization UNH Center on Aging + Community Living
(If Any)
Address 62 Hunt Rd. Kingston, NH
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name CAROL GULLA
Organization Transportation Assistance for Seacoast Citizens (TASC)
(If Any)
Address 200 High St, Hampton NH 03842
Phone 603-926-9026
(Optional)

PDF

I WISH TO SPEAK AT THIS HEARING:

Name ~~Dana~~ Dana Trahan@
comcast.net

Organization
(If Any)

Address

Phone
(Optional)

Send
pack
via email

Londonberry

I WISH TO SPEAK AT THIS HEARING:

Name Nicole Ferrante
Organization Board of Director, New Hampshire
(If Any) Association of Senior centers.
Address + Local Program Coordinator
Special Olympics NH.
Phone 603-845-7494
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name HAL LYNDE
Organization PELHAM BOARD OF SELECTMEN CHMN
(If Any)
Address ~~123~~ 6 VILLAGES GREEN
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name RAY BRASLIN
Organization CITIZEN
(If Any)
Address 3 GARY DR. LONDONBERRY NH
Phone 603-548-5750
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name MARK NELSON
Organization COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION
(If Any)
Address 33 Geremonty Dr. Salem, NH 03079
Phone 603-458-6087
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLAGDEN
Organization BIKE-WALK ALLIANCE OF N.H.
(If Any)
Address 2 WHITNEY RD, CONCORD
Phone 603-410-5848
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name COONAN STORAS
Organization TOWN or DOWNTOWN Planning Dept.
(If Any)
Address 14 Manning St, DOWNTOWN, NH 03058
Phone 603-~~243~~ 432-6110
(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)

I WISH TO SPEAK AT THIS HEARING:

Name Brian Chirchiello
Organization Town of Derry
(If Any)
Address _____
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Rep. John T. O'Connor
Organization State Rep
(If Any)
Address 13 Arrowhead Rd Derry
Phone 603-434-8393
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Jim Raesch

Organization (If Any) Retired State Senator

Address 65 Guffrd Derry

Phone (Optional) _____

I WISH TO SPEAK AT THIS HEARING:

Name Kevin Smith

Organization (If Any) Town of Londonderry

Address _____

Phone (Optional) _____

I WISH TO SPEAK AT THIS HEARING:

Name Thomas Cardon

Organization (If Any) DERRY TOWN COUNCIL CHAIRMAN

Address _____

Phone (Optional) 603-437-4847

I WISH TO SPEAK AT THIS HEARING:

Name James Vayo
Organization (If Any) Renaissance Downtowns
Address 6 Main St. Nashua, NH
Phone (Optional) 617-908-4608

✓

I WISH TO SPEAK AT THIS HEARING:

Name STEPHEN DOOKRAN
Organization (If Any) CITY OF NASHUA
Address 9 RIVERSIDE ST, NASHUA 03062
Phone (Optional) (603) 589-3134

✓

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

G:

✓

I WISH TO SPEAK AT THIS HEARING:

Name Tom Galligan

Organization City of Nashua
(If Any)

Address 229 Main St, Nashua NH

Phone 603.589.3260
(Optional)

✓

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLADEN Lobbyist Badge

Organization BIKE-WALK ALLIANCE OF N.H.
(If Any)

Address 2 WHITNEY RD - SUITE 11, CONCORD

Phone 603 - 410 - 5848
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name David Selectman Weathers

Organization (If Any) Conway Selectman

Address P.O. Box 787 Conway NH 03818

Phone (Optional) 603-447-5469

I WISH TO SPEAK AT THIS HEARING:

Name Douglas Sweet

Organization (If Any) Citizen

Address East Conway

Phone (Optional) _____

I WISH TO SPEAK AT THIS HEARING:

Name LINDA KEARNEY

Organization (If Any) _____

Address 88 PO Box 3103

Phone (Optional) N Conway, NH 03860

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris

Organization Transport NH
(If Any)

Address 125 Airport Road, Concord NH

Phone 603 562 5452
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLACDEN

Organization ~~Bike~~ BIKE-WALK ALLIANCE OF NH
(If Any)

Address CONCORD

Phone 748-0340
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name HARRY MANN

Organization MT. WASHINGTON TOP BICYCLING CLUB + REC PATH
(If Any)

Address 278 ELLIS RIDGE RD, CLER, NH

Phone 603/986-7411
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name ANDREW CHEHAYL

Organization ECHO GROUP
(If Any)

Address 1779 VILLAGE RD. SILVER LAKE

Phone _____
(Optional)

JOHN EDGERTON
I WISH TO SPEAK AT THIS HEARING:

Name ^{MAYN} JOHN DAVID EDGERTON

Organization _____
(If Any)

Address 320 POTTER ROAD C. CONWAY NH

Phone 447-8520
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name DAYMOND STEER

Organization CONWAY DR. DSVN
(If Any)

Address SPAVEN ST N CONWAY

Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Bill Ballou
Organization m w v Bicycling Club
(If Any)
Address PO Box 52 Glen. NH
Phone 383-6613
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name MIKE STENZEL
Organization SELF
(If Any)
Address 409 CARTER NORTH RD, JACKSON NH
Phone 603-383-7997
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name GEORGE B. EPSTEIN
Organization BECHO
(If Any)
Address 15 WASHINGTON ST
Phone 447-8600
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Ray Tom Bucco
Organization NH House
(If Any)
Address PO Box 3149 Concord, 03818
Phone 603 986-5629
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Sally McMurto
Organization Mount Washington Valley Bicycling
(If Any) Club
Address PO Box 801, Glen, NH 03838
Phone 603-383-9465
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name RICHARD CHARBONNEAU
Organization _____
(If Any)
Address 190 SARGENT RD CENTER CONWAY
Phone 603 452 5333
(Optional)

I WISH TO SPEAK AT THIS HEARING:

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

I WISH TO SPEAK AT THIS HEARING:

Name Glenn Cardelli
Organization State Rep
(If Any)
Address Tuftonboro
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name David Ford
Organization Town of Wolfeboro
(If Any)
Address PO Box 629 Wolfeboro NH
Phone 603-569-8176 03894
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Kenneth F. Field

Organization Warefield Police Dept.
(If Any)

Address 2017 Warefield Rd. Sanbornville

Phone 505-3232
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name BRAD HARRIMAN

Organization TOWN OF OSSIPEE
(If Any)

Address Box 67 CTR. OSSIPEE, NH 03814

Phone 539-8417
(Optional)

Plymouth

I WISH TO SPEAK AT THIS HEARING:

Name Rebecca Harris

Organization Transport NH
(If Any)

Address 125 Airport Road, Concord, NH

Phone 603 562 5452
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Katsy Kendall

Organization Transport Central
(If Any)

Address 14 Emerson St Plymouth

Phone 536-410
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name FRANCES Taylor

Organization _____
(If Any)

Address 1103 NH Rt 113 Holderness

Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Peter Lautenberg

Organization (If Any) Town of Campton

Address _____

Phone (Optional) 284-9791

I WISH TO SPEAK AT THIS HEARING:

Name Bill Dowey

Organization (If Any) Newfound Pathways

Address 141 Gollahad Ln

Phone (Optional) Bristol NH 03222
603 244 3839

I WISH TO SPEAK AT THIS HEARING:

Name George Tithiss

Organization (If Any) _____

Address 420 Washburn Rd, Alexandria NH 03222

Phone (Optional) 744-6883

I WISH TO SPEAK AT THIS HEARING:

Name Robert Lang Selectman (Chair)
Organization Town of Piermont
(If Any)
Address P.O. Box 67 Piermont, NH
Phone 603-272-9181
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Barbara McCahan
Organization Center for Active Living
(If Any) & Healthy Communities PSK
Address 46 Parker St
Phone 603 535-2578
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name Doug Grant
Organization TRANSPORT CENTRAL
(If Any) dgrant116@gmail.com
Address _____
Phone 603 444-6982
(Optional)

I WISH TO SPEAK AT THIS HEARING:

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

I WISH TO SPEAK AT THIS HEARING:

Name Paul Puntunieri
Organization Maldenboro Selectboard
(If Any) _____
Address 22 Nelson Rd, Maldenboro, NH
Phone _____
(Optional) _____

I WISH TO SPEAK AT THIS HEARING:

Name Tony Puntim
Organization NH SECTION - AMERICAN SOCIETY OF CIVIL ENGINEERS
(If Any) _____
Address _____
Phone _____
(Optional) _____

I WISH TO SPEAK AT THIS HEARING:

Name Mickey McIVER
Organization -
(If Any)
Address 71 ASPEN LANE, DANBORO
Phone 768-5501
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name TIM BLADEN
Organization BIKE-WALK ALLIANCE OF NH
(If Any)
Address _____
Phone _____
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name PETER NOURSE
Organization TOWN OF GILBAND
(If Any)
Address 55 CHERRY VALLEY RD.
Phone 527 4778
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name REP. VALERIE FRASER

Organization State Rep
(If Any)

Address 348 Pinnacle Hill Rd New Hampton

Phone 603 455 7344
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name ROBERT POLLOCK JR

Organization TOWN OF NEW HAMPTON
(If Any)

Address 41 HILLSIDE DR NEW HAMPTON

Phone 603 512-3421
(Optional)

I WISH TO SPEAK AT THIS HEARING:

Name RICHARD FIORE

Organization _____
(If Any)

Address PO BOX 838 ALTON NH 03809

Phone 603 534 7589
(Optional)



Town of Enfield

Office of the Town Manager
23 Main Street, P.O. Box 373
Enfield, New Hampshire 03748
VOICE/TDD 603-632-5026 * FAX 603-632-5182
EMAIL townhall@enfield.nh.us

RECEIVED
DEPARTMENT OF
TRANSPORTATION

OCT 05 2015

BUREAU OF
Planning and Community Assistance

September 30, 2015

William Watson, Jr. P.E.
Administrator 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: NH DOT 2017-2026 Ten Year Transportation Improvement Plan

Dear Mr. Watson:

I would like to offer the following comments regarding the recently published NH DOT 2017-2026 Ten Year Transportation Improvement Plan. The plan once again offers no State funding towards the maintenance and rehabilitation of the 900 hundred of miles of Tier 4 State owned roadways. Statewide 72%, or approximately 650 miles of Tier 4 roadways are listed by NH DOT as either in poor or very poor condition. Enfield is home to approximately five miles of Tier 4 roadway, including our Main Street. Of the five miles of Tier 4 roadway in Enfield, 70% is listed as by NH DOT either in poor or very poor condition.

The Town of Enfield assumes the winter maintenance of these roadways. The condition of the roadways in the winter months impacts our organization and citizens in many ways. Vehicle repair, unsafe driving conditions, and increased emergency response time are just a few of the impacts that Enfield experiences on a daily basis during the winter season. Our trucks and equipment routinely need repairs as a result of maintaining the poor and very poor condition of the Tier 4 roadways in Enfield. It is not uncommon for the roadways to heave more than 12" during the winter. Ice heaves of that size severely limit our ability to respond to emergency events in our community. Ice heaves of that size also make it difficult for citizens to operate their own personal vehicles in a safe manner.

The Town of Enfield respectfully asks that the State reconsider their lack of funding for Tier 4 roadway maintenance and rehabilitation. We are requesting that the State maintain their

Assessing 632-5026 * Building & Health 632-4343 * Library 632-7145 * Planning & Zoning 632-4067
Police (non-emergency) 632-7501 * Public Works 632-4605 * Selectmen's Office 632-5026
Tax Collector 632-4201 * Town Manager 632-5026 * Town Clerk 632-5001
Water & Sewer Billing 632-4201 * Welfare 632-5026

resources and recognize that the lack of funding has a direct impact not only on the Cities and Towns of New Hampshire, but also on our private citizens that travel over the poor and very poor sections of the hundreds of miles of Tier 4 roadways.

Thank You,



Steven P. Schneider
Town Manager

Cc: Enfield Selectboard
Upper Valley Lake Sunapee Regional Planning Commission

Bill Watson

From: Shawn Lee <shawn_lee_72@yahoo.com>
Sent: Monday, October 26, 2015 6:43 AM
To: Bureau 04 District 4; Bill Watson; Nancy Mayville
Subject: Re: Rt 63 North Hinsdale Resident Complaint

To whom it may concern,
I just wanted to comment on the work that was completed on the culvert in front of my house. It was promptly addressed by district 4 and the work looks great. Excellent job.

Thank You so much for addressing the issue!!!

Respectfully,

Shawn Lee
Integral Construction
487 Chesterfield Rd
Hinsdale, NH 03451
(603)336-8908 Cell (603)762-9459

On Saturday, September 19, 2015 3:17 PM, Shawn Lee <shawn_lee_72@yahoo.com> wrote:

To Whom it may Concern,

I am a NH resident that lives on Rt 63 North in Hinsdale heading to Chesterfield. I have a complaint about the lack of maintenance on this highway, particularly in front of my residence. We all know that Rt 63 North from Hinsdale to Chesterfield is almost impassable in the winter months, but what really gets to me is the lack of maintenance on the culverts. In my front yard is a culvert that failed two (2) winters ago. The current solutions to fix the problem is to drive cold/hot patch into the hole in the highway, to remove the hazard of a sink hole. But by doing this it has created an issue with my driveway. I have attached photos so you all can see. Right now i have a standing pond next to my driveway, and when it rains it over flows and washes out pavement and my driveway. There is a stream across the street in the Pisgah state park, that when it rains it over flows and crosses the street, and at one time the culvert in question would divert the over flow. NOT ANYMORE. I have seen the NHDOT personnel stop and look at the issue, even went to the extent of saw cutting the road, but nothing has been done. I am afraid that when winter comes and it is has not been fixed, that the entire bottom of my driveway will be a giant slab of ice. Maintenance of my driveway as well as the damage to my vehicles is going to be a bear this year. Please Help.

Respectfully,

Shawn Lee
Integral Construction
487 Chesterfield Rd
Hinsdale, NH 03451

City of Lebanon



51 North Park Street
Lebanon, New Hampshire 03766

October 9, 2015

RECEIVED
DEPARTMENT OF
TRANSPORTATION

OCT 13 2015

BUREAU OF
Planning and Community Assistance

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

Re: 10-Year Transportation Plan (2017 – 2026)

Dear Mr. Watson:

The City of Lebanon was dismayed to learn that the long sought US 4 (Mechanic Street) Reconstruction Project (LEBANON, M-5253(008), #10034B and formerly #10034-A) had been excluded from the current draft 10-Year Transportation Plan currently being considered by the New Hampshire Department of Transportation (NHDOT). This project had been originally requested by the City for consideration by NHDOT in 1987, and was formally included in the State's 10-Year Transportation Plan in 1993. The City has been diligently working in accordance with the FHA's approval to delay the project until this time.

During the Governor's Advisory Commission on Intermodal Transportation's (GACIT) public hearing conducted at Lebanon City Hall on the evening of September 15, 2015, the NHDOT's representatives listened to speakers speak to the region's interests in the project. The region's interests were well represented when the committee heard testimony provided from Mayor Tuttle, City Councilors Heistad, Hill, and Below, Public Works Director Lavalla, and local residents and business owners as to the importance of the project to the region's transportation, public safety, and commerce. Some of the many topics covered by the testimony were the importance of a well-maintained, safe local/regional east-west transportation corridor between the City's two commercial centers and the regional airport; the current poor condition of the roadway due to high truck traffic; lack of adequate bike lanes and sidewalks; the need for bridge improvements; the need for mitigating dangerous intersections at High Street, Mascoma Street & Slayton Hill Road; and the need for suitable local emergency response corridor for police, fire and medical calls.

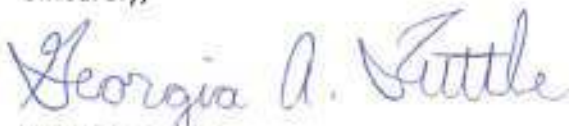
The City was delayed in completing the project due to the requirements of a federal consent decree to address the City's combined sewer overflows (CSOs) and this was understood by the parties. To date more than \$50 million dollars has been spent remediating the City's CSOs. When the project was closed in 2008, it was done with the expectation by the Federal Highway Administration (FHA) that the project could be reopened when it was expected to once again

become active between 2013 to 2015. (Please see the attached letter from Kathleen O. Laffey, Division Administrator.) In accordance with the understanding that the project would later be allowed to move forward, the City requested that the project be reopened in 2012 and the FHA did reopen the project in June of that year upon the NHDOT's request that it do so. In June of 2013 the NHDOT issued a Notice to Proceed for the engineering study for the project. In his letter to the New Hampshire Division Environmental Programs Manager dated June 11, 2015, NHDOT Program Manager C.R. Willeke, PE, noted that the City had been following FHWA's previous direction to move the project forward as it was making reasonable progress and was on a time line that was consistent for a project of the magnitude such as this one. (Please see the attached letter.)

The 10 – 20 year rule was mentioned at the hearing by department officials as justification for the removal of the Mechanic Street Project from the draft 10-Year Plan. Given the 2008 understanding amongst the City, NHDOT, and the FHA, we believe that the time line was reset in 2012, when the City, in accordance with the mutual understanding, requested that the project commence once again. The department's interpretation of this rule appears to be arbitrary and capricious. The City has appropriated more than \$3.6 million since 2012 for the project and is prepared to appropriate an additional \$11.8 million over the next three years to complete the Mechanic Street Project with expected proportional reimbursement from NHDOT.

The City recognizes the daunting task that the department faces with prioritizing the numerous projects with inadequate funding. However, the City believes that the Mechanic Street Project should be considered a higher priority than the proposed resurfacing of a section of Route I-89 (Project# 15880), which is also within the City, and that the Mechanic Street Project be included in the current draft 10-year Plan as it is in the best interests of regional transportation, public safety, and commerce. Your consideration of this request is greatly appreciated.

Sincerely,



Georgia Tuttle
Mayor

Enclosures

CC: Governor Hassan
Representative Kuster
Senator Ayotte
Senator Shaheen
Representative Able
Representative Almy
Representative Sykes
Representative White
Senator Pierce
Executive Councilor Kenney



U.S. Department
of Transportation
**Federal Highway
Administration**

New Hampshire Division

July 9, 2008

19 Chenell Drive, Suite One
Concord, NH 03301

In Reply Refer To:
HDA-NH

William P. Janelle, P.E.
Assistant Director of Project Development
The State of New Hampshire
Department of Transportation
Concord, New Hampshire 03302

Dear Mr. Janelle:

Your April 30, 2008 request for a ten year time extension for the Lebanon, M-5253(008), 10034A project has been denied. Based on discussion with Jim Marshall, we understand that no activity is expected on this project until at least 2013 or 2016. Therefore, the project should be closed now, with the understanding that it could be reopened when it is about to become active, possibly in 2013 or 2015.

Should you have any questions, please contact Terri Marcelli at 228-3057, ext. 104.

Sincerely,

Kathleen O. Laffey
Division Administrator

cc: Brigitte Mandel, FHWA
Bill Cass, NHDOT
J. Marshall, NHDOT
C Waszczuk, NHDOT
Tom Martin, NHDOT

RECEIVED
DEPARTMENT OF
TRANSPORTATION

JUL 10 2008

BUREAU OF
Planning and Community Assistance

**MOVING THE
AMERICAN
ECONOMY**





THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



WILLIAM CASS, P.E.
ASSISTANT COMMISSIONER

June 11, 2015

Jamison S. Sikora
NH Division Environmental Programs Manager
Federal Highway Administration
53 Pleasant Street, Suite 2200
Concord, NH 03301

RE: LEBANON, M-5253(008), #10034B (formerly 10034-A)
US 4 (Mechanic Street) Reconstruction
Extension of Time (EOT) Request

Dear Jamic:

I am writing in response to your email dated February 5, 2015, (enclosed) requesting a formal time extension for the above-referenced Local Public Agency (LPA) project. Enclosed is the City of Lebanon's letter dated May 18, 2015, that formally requests a time extension for the Mechanic Street project. I would also like to provide a brief background and history from my perspective to supplement the City's EOT request as follows:

This project originally began as an NH Department of Transportation (NHDOT) "in-house" design project at the request of the City of Lebanon. The project was transitioning to become a municipally-managed LPA project when it was closed by Federal Highway Administration (FHWA) in 2008 due to inactivity. As the enclosed July 2008 FHWA letter indicates, the project was closed with the understanding that it could be reopened in approximately 2013 when activity was expected. In 2012, the City sent the NHDOT an official request to reactivate the project and provided a time line for future activities. The NHDOT forwarded this request to FHWA and the project was re-opened by FHWA in June of 2012.

Since 2012, the City has been actively working on the project by completing the following actions:

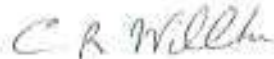
- Executing an updated municipal agreement in 2012
- Hiring a consultant thru the QBS process (June 2012 – June 2013),
- Developing the Engineering Study for this complex reconstruction project (2013 to Present), and
- Submitting reimbursement requests (ongoing)

The City has been following FHWA's previous direction from 2008 and 2012 to move this project forward. Although the City's current schedule noted in their attached EOT letter is extended from the City's original schedule presented in 2012, the project is making reasonable progress and on a time line that is consistent for a project of this magnitude.

The City and the NHDOT are willing to execute an updated local project agreement that reflects the revised schedule should this time extension be granted. In addition, the City has recently added an Assistant Public Works Director to their staff to help support this and other City infrastructure projects.

If there are any questions, please do not hesitate to contact me.

Sincerely,



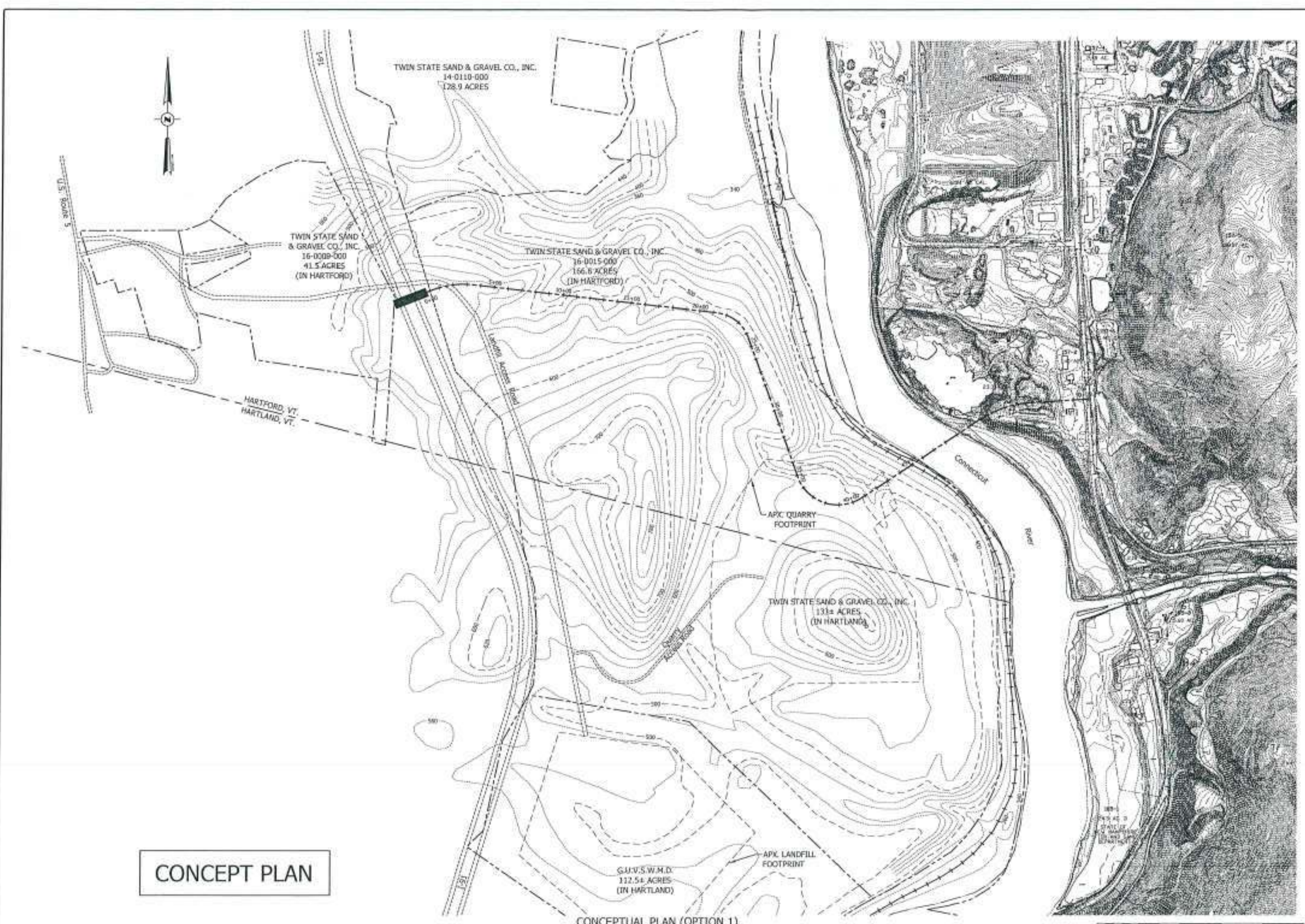
C.R. Willeke, PE
Project Manager
Bureau of Planning and Community Assistance
(603) 271-6472

CRW/dmp

Enclosures: City of Lebanon EOT request letter dated May 18, 2015
July 2008 FHWA closure letter
June 2012 FHWA re-open e-mail
FHWA time extension request Email

cc: Greg Lewis – City Manager, City of Lebanon
Mike Lavalla – Director of Public Works, City of Lebanon
Bill Cass – Assistant Commissioner
Bill Watson – Administrator, Planning and Community Assistance

2022_09_01 10:51:40 AM C:\OPT.1\CONCEPT\FIG. C1.OPT.1.DWG 11/21/14



CONCEPT PLAN

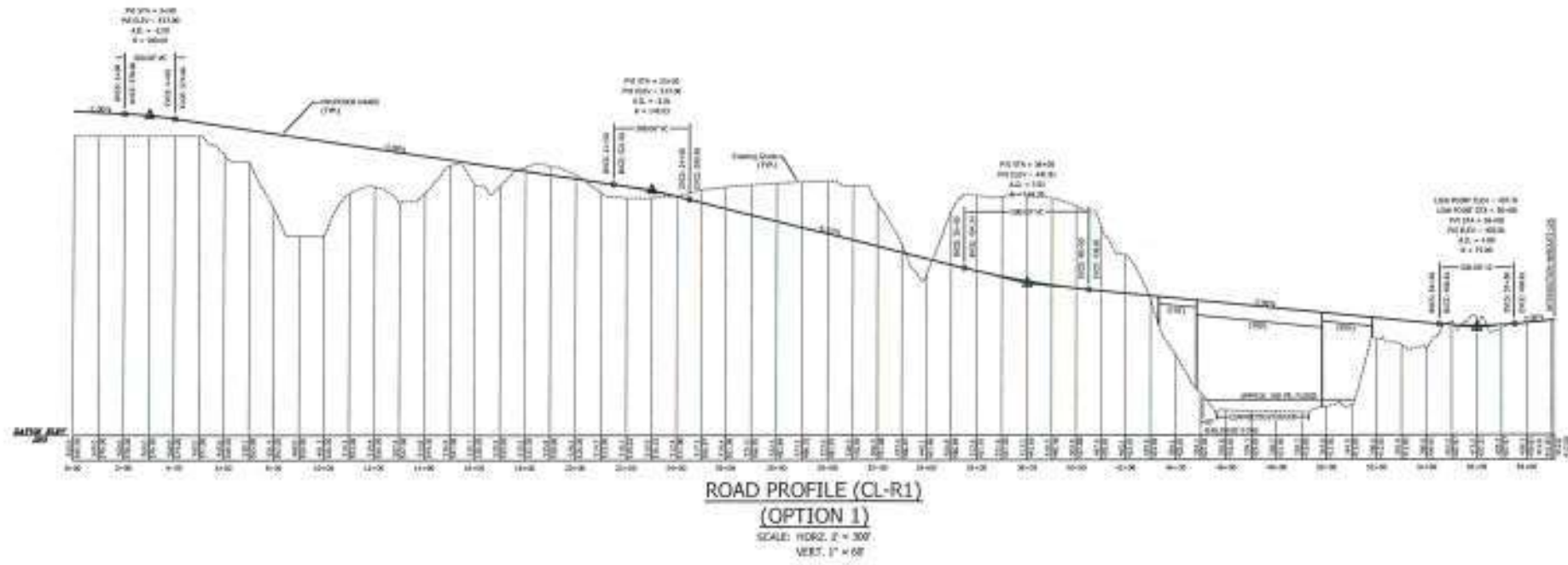
CONCEPTUAL PLAN (OPTION 1)

NO.	REVISIONS	DATE

CONCEPTUAL PLAN (OPTION 1)
 FOR
 CONNECTICUT RIVER CROSSING
 IN
 HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
 18 BANK STREET - PO BOX 512
 LEBANON, NEW HAMPSHIRE 03766
 PHONE: (603) 448-6294 FAX: (603) 448-0031
 E-MAIL: info@advancedgeomatix.com

DRAWN BY: DEANNO
DESIGNED BY: DAN
SCALE: AS SHOWN
CHECKED BY: DAN
DATE: 11/20/14
CONNECTICUT RIVER CROSSING
CONCEPTUAL PLAN (OPT. 1)
C-1
ADVANCED GEOMATICS & DESIGN



CONCEPT PLAN

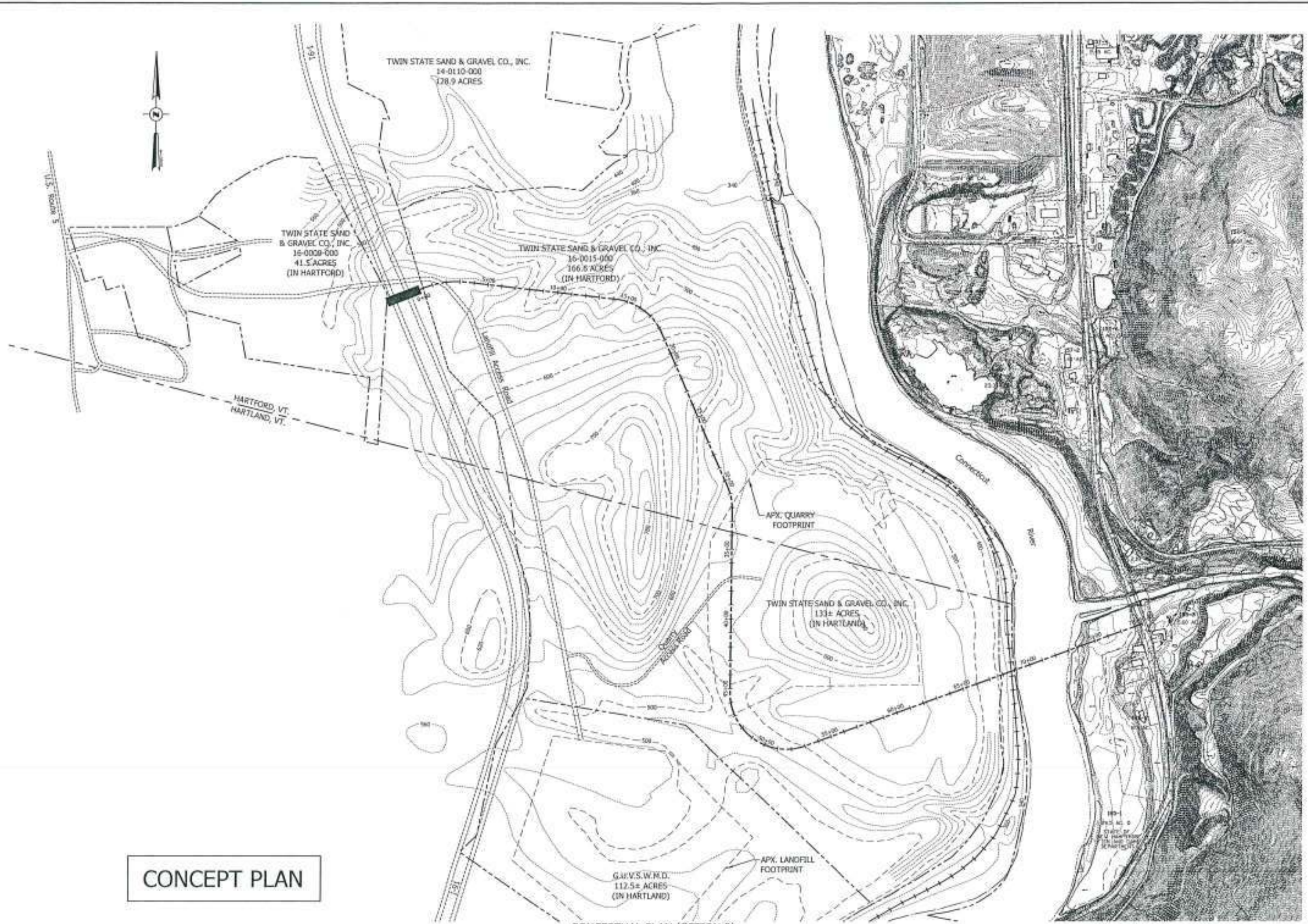
NOTE:
PROFILE IS TO SCALE ONLY WHEN PLOTTED ON
24"x36" SHEET.

DATE	
REVISIONS	

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

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 513
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448-6356 FAX: (603) 448-8831
E-MAIL: advancedgeomatics@sigarra.net

SUBMITTED	02/14/2013
DESIGNED BY	DM
CHECKED BY	DM
DATE	02/14/2013
CONNECTICUT RIVER CROSSING	
ROAD PROFILE (OPTION 1)	
C-2	
ADVANCED GEOMATICS & DESIGN	



CONCEPT PLAN

CONCEPTUAL PLAN (OPTION 2)

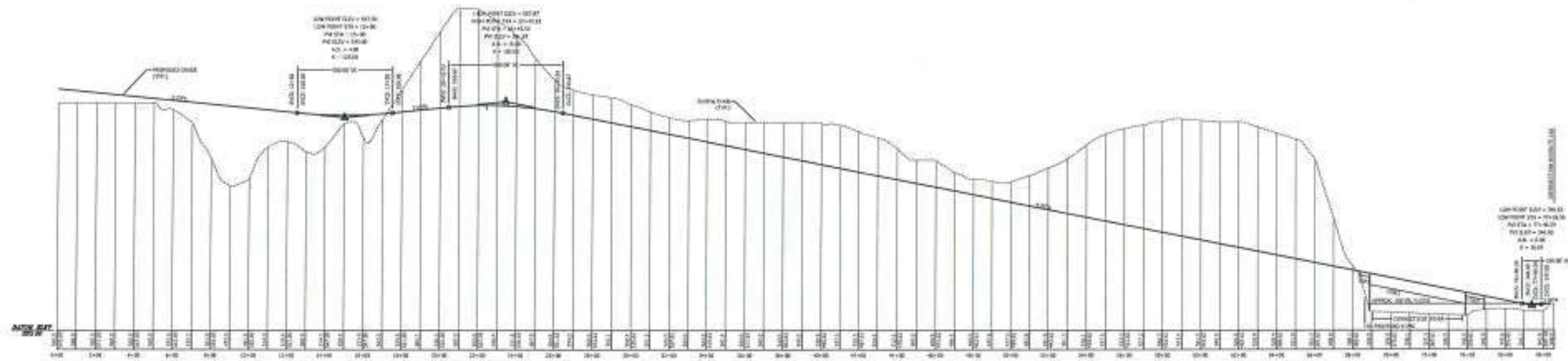
NO.	DATE	REVISIONS

CONCEPTUAL PLAN (OPTION 2)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6395 FAX: (603) 448 0331
E-MAIL: advgeom@att.net

DESIGNED: DS/AR/02
DRAWN: DAB
CHECKED: RB
DATE: 10/09/13

CONNECTICUT RIVER CROSSING
CONCEPTUAL PLAN (OPT. 2)



ROAD PROFILE (CL-R2)
 (OPTION 2)
 SCALE: HORIZ. 1" = 300'
 VERT. 1" = 80'

CONCEPT PLAN

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

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

ADVANCED GEOMATICS & DESIGN
 28 BANK STREET - PO BOX 512
 LEBANON, NEW HAMPSHIRE 03766
 PHONE: (603) 448-2395 FAX: (603) 448-0031
 E-MAIL: advancedgeomat@aol.com

DESIGNED BY: GSK/SKB
 CHECKED BY: DWR
 DRAWN BY: DWR
 DATE: 02/20/13
 CONNECTICUT RIVER CROSSING
 ROAD PROFILE (OPTION 2)

C-4

ADVANCED GEOMATICS & DESIGN

NO.	REVISIONS	DATE

CONCEPT PLAN

CONCEPTUAL PLAN (OPTION 3)

NO.	REVISIONS	DATE

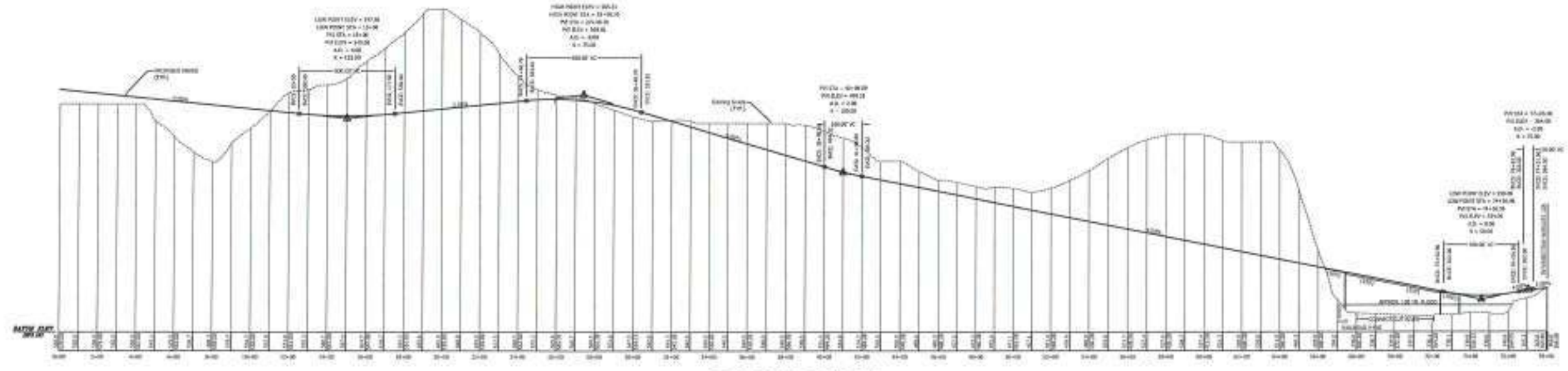
CONCEPTUAL PLAN (OPTION 3)
 FOR
 CONNECTICUT RIVER CROSSING
 IN
 HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
 18 BANK STREET - PO BOX 512
 LEBANON, NEW HAMPSHIRE 03766
 PHONE: (603) 448-0295 FAX: (603) 448-0331
 E-MAIL: info@advancedgd.com

DRAWN BY	DESIGNED BY
CHECKED BY	DATE
CONNECTICUT RIVER CROSSING	
CONCEPTUAL PLAN (OPT. 3)	
C-5	
ADVANCED GEOMATICS & DESIGN	

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Page 135 of 341



CONCEPT PLAN

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

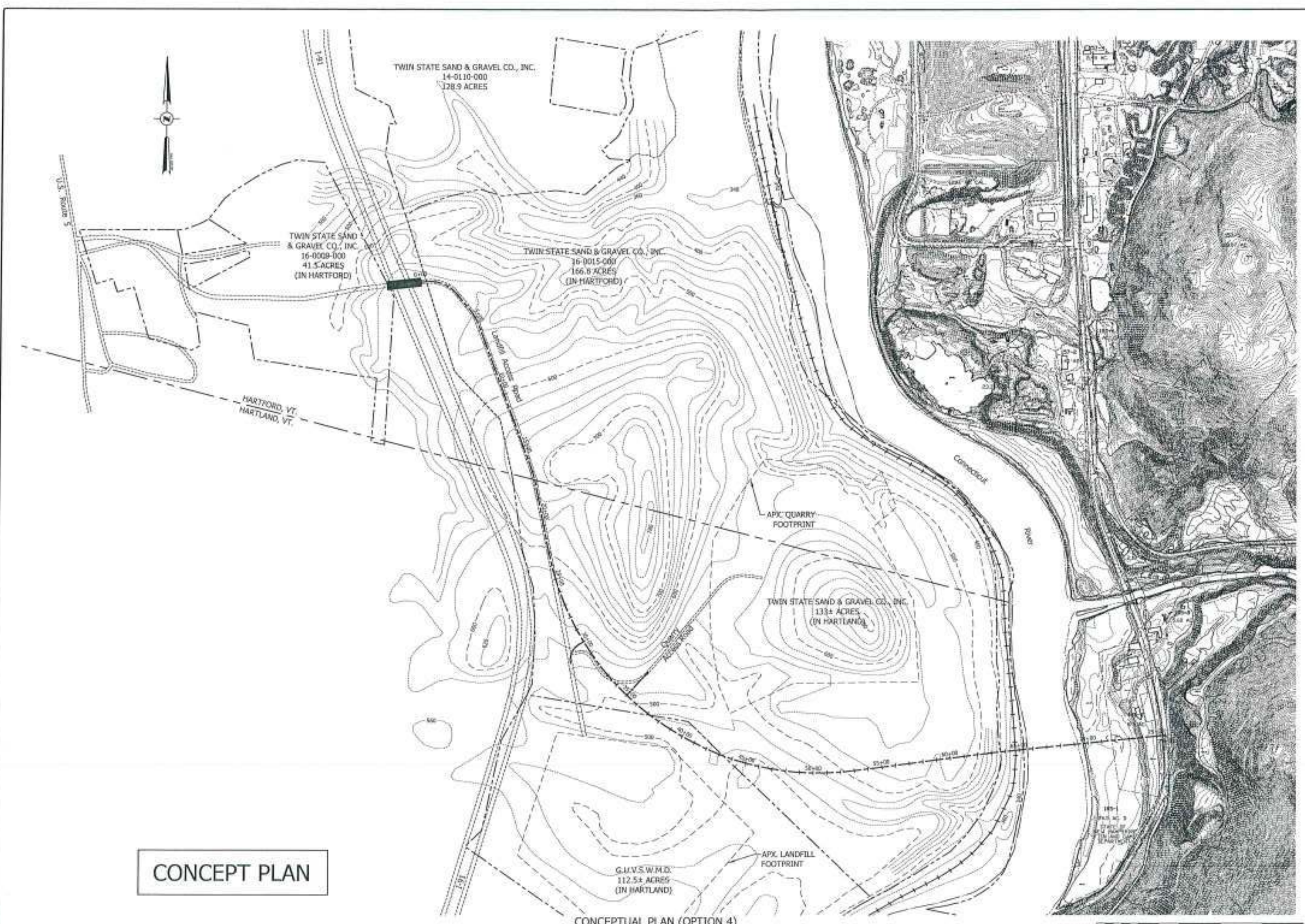
NO.	REVISIONS	DATE

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

ADVANCED GEOMATICS & DESIGN
 18 BANK STREET - PO BOX 512
 LEBANON, NEW HAMPSHIRE 03766
 PHONE: (603) 448-8375 FAX: (603) 448-0031
 E-MAIL: info@advancedgeom.com

DATE: 12/01/13
DESIGNER: OAR
DRAWN: OAR
CHECKED: OAR
DATE: 12/01/13
CONNECTICUT RIVER CROSSING
ROAD PROFILE (OPTION 3)
C-6
ADVANCED GEOMATICS & DESIGN
18 BANK STREET - PO BOX 512
LEBANON, NH 03766

3/10/2011 10:00:00 AM - 10:00:00 AM - 10:00:00 AM - 10:00:00 AM - 10:00:00 AM - 10:00:00 AM - 10:00:00 AM - 10:00:00 AM - 10:00:00 AM - 10:00:00 AM



CONCEPT PLAN

CONCEPTUAL PLAN (OPTION 4)

NO.	REVISIONS	DATE

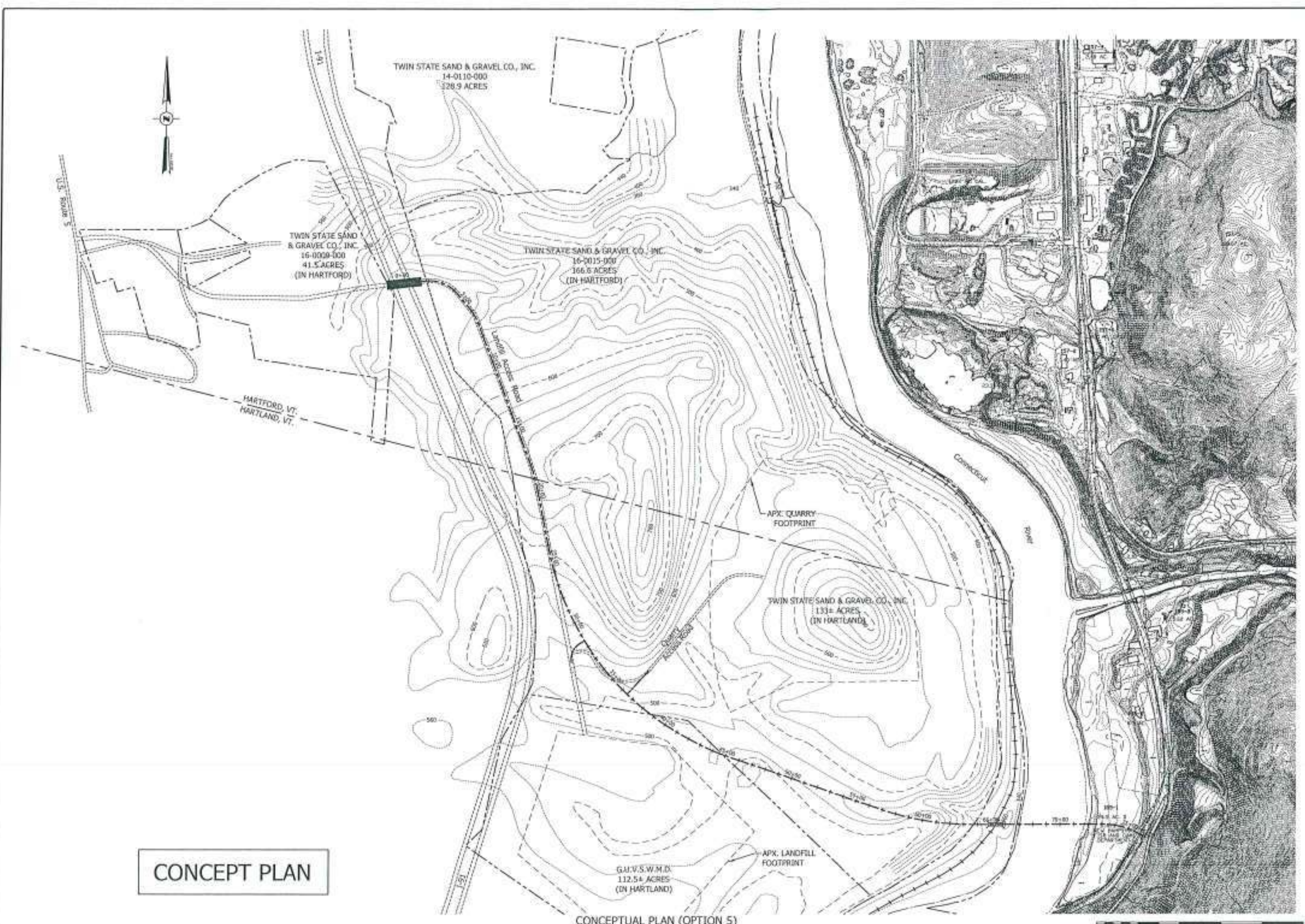
CONCEPTUAL PLAN (OPTION 4)
 FOR
 CONNECTICUT RIVER CROSSING
 IN
 HARTFORD, VT/LEBANON, NH

ADVANCED GEOMATICS & DESIGN
 18 BANK STREET - PO BOX 512
 LEBANON, NEW HAMPSHIRE 03766
 PHONE: (603) 448 8335 FAX: (603) 448 0031
 E-MAIL: info@advancedgeomat.com

DRAWN: EGGES
 DESIGN: SAH
 CHECKED: SAH
 DATE: 12/01/11
 CONNECTICUT RIVER CROSSING
 CONCEPTUAL PLAN (OPT. 4)

C-7
 Page 137 of 341
 ADVANCED GEOMATICS & DESIGN
 18 BANK STREET - PO BOX 512
 LEBANON, NH 03766
 PHONE: (603) 448 8335 FAX: (603) 448 0031
 E-MAIL: info@advancedgeomat.com

2025_11_19 10:51:40 - 2025-CONCEPT.dwg, CO-OP1A, 2025/11/19 10:51:40



CONCEPT PLAN

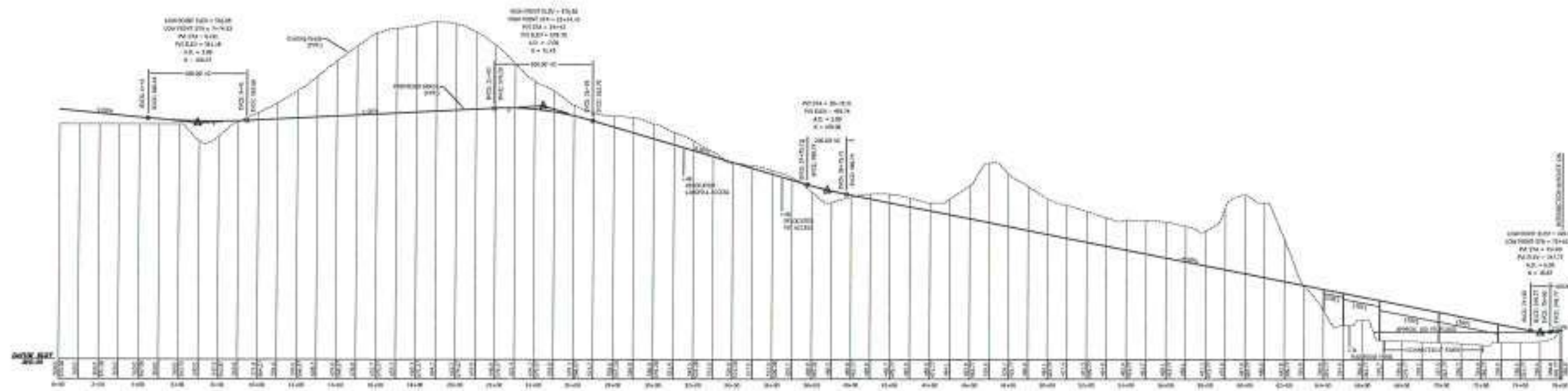
CONCEPTUAL PLAN (OPTION 5)

NO.	REVISIONS	DATE

CONCEPTUAL PLAN (OPTION 5)
FOR
CONNECTICUT RIVER CROSSING
IN
HARTFORD, VT/LEBANON, NH

ADVANCED GEOMETRICS & DESIGN
38 BANK STREET - PO BOX 512
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E-MAIL: advancedgeometrics@subpoa.net

DRAWN: CDM
DESIGNED: DM
CHECKED: DM
DATE: 12/18/24
CONNECTICUT RIVER CROSSING
CONCEPTUAL PLAN (OPT. 5)



ROAD PROFILE (CL-R6)
 (OPTION 5)
 SCALE: HORIZ. 1" = 20'
 VERT. 1" = 8'

CONCEPT PLAN

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

NO.	REVISIONS	DATE

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

ADVANCED GEOMATICS & DESIGN
 38 BANK STREET • PO BOX 512
 LEBANON, NEW HAMPSHIRE 03766
 PHONE: (603) 449-6296 FAX: (603) 448-0331
 E-MAIL: advancedgeomat@comcast.net

DESIGNED: DS/ARZ
DRAWN: DS
CHECKED: DS
DATE: 02/01/13
CONNECTICUT RIVER CROSSING
ROAD PROFILE (OPTION 5)
C-10
ADVANCED GEOMATICS & DESIGN



GASIT Hearing Sept. 17, 2015

CommuteSMARTseacoast – TMA (Transportation Management Association) launched April 2014.

Public/Private partnership to reduce traffic congestion by promoting sustainable transportation such as carpooling, transit, bicycling & walking, and teleworking. Part of Little Bay Bridge mitigation project.

- **Goal: Reduce the number and frequency of people driving alone to work.**
- **Inform, encourage, and incentivize smart commuters** thru B2B Challenges and tabling events at member employer work sites.
- **Use social marketing**, a niche of traditional marketing, **to change travel behavior** for benefit of the individual and society as whole. Addresses commuters' perceived barriers and provides rewards.

Significant success in two years!

- **Recruited 32 employer members representing over 10,000 employees** including Thermo Fisher Scientific, City of Portsmouth, Sig Sauer, Lonza, LTC Partners, Newmarket International, Timberland, and Lindt
- 625 people registered in ride matching data base

Commuter B2B Challenges effective tool to change behavior. (Received award from Assoc. Commuter Transportation for 2014 Pease B2B Challenge.)

Key to success: internal champions, competition, rewards, formal commitment for 2 week period. Participants discover they like it for numerous reasons (save \$, reduce vehicle wear and tear, exercise, help environment, improve well-being, fun, use time productively)

- Pease B2B Commuter B2B Challenge (October, 2014). 160 participants, 9 companies, 1,100 sustainable trips
- Seacoast B2B Commuter Challenge (June, 2015). 282 participants, 12 companies. 1,700 sustainable trips
- Pease B2B Commuter Challenge (Sept, 2015). 257 participants, 10 companies

REMARKABLE RESULTS

June 2015 Seacoast Challenge - Pre Challenge, 79% reported driving alone. **Post Challenge, only 7% said they would continue to drive alone exclusively.**

Participants report willingness to continue sustainable commuting post Challenge:

- **teleworking** increase of 211%
- **taking transit** increase of 183%
- **carpooling** increase of 164%
- **bicycling** increase of 85%
- **walking** increase of 84%

THE PROBLEM

CommuteSMARTseacoast is funded by CMAQ and NH Turnpike Authority. CMAQ funds similar programs throughout the country.

CMAQ committed \$441k for first three years, NH DOT Turnpike Authority committed 20% match for five years.

If current plan passes as proposed, funding for years four and five (\$314K total) will be eliminated.

We have no alternative funding sources. The program will cease without this small investment of CMAQ funds.

CommuteSMARTseacoast is a cost effective program with proven results in reducing single occupancy vehicle (SOV) travel.

Thank you for your consideration.

For more information, visit www.commuteSMARTseacoast.org

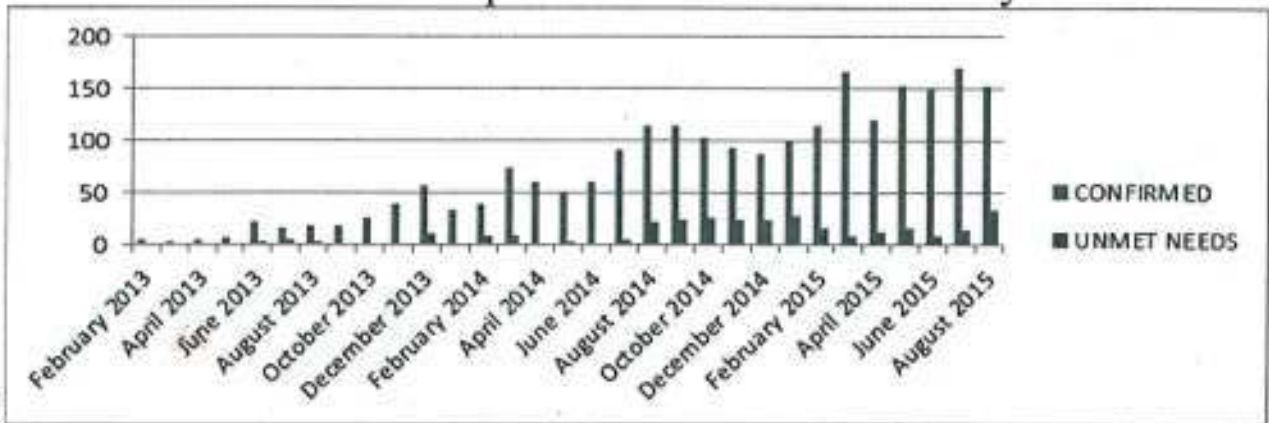


Bill Watson

From: Meri Schmalz, Ready Rides <info@readyrides.org>
Sent: Thursday, September 17, 2015 9:39 PM
To: Bill Watson
Subject: Re: GACIT presentation
Attachments: RR brochureupdated.pdf

Thank you Bill! We appreciate you allowing time for public comment. Below is a chart to show you how we have grown in the past 2 1/1 years. Also attached is our brochure explaining what we do.

If you need more information please contact me. Thank you



again!

MERI SCHMALZ
(603) 244-8719
Ready Rides in New Hampshire
Serving residents in:
Barrington, Durham, Lee, Madbury,
Newmarket, Northwood, Nottingham, and Strafford

On Thu, Sep 17, 2015 at 7:23 PM, Bill Watson <BWatson@dot.state.nh.us> wrote:
Hi Meri -

Thank you for attending the GACIT meeting in Rochester tonight. In case I do not catch up with you (please ignore if I did), would you send us a copy of your notes from your presentation? We want to make sure to include many of the stats in the meeting notes.

Thank you.

Regards,
Bill Watson



**Serving the residents of Barrington, Durham, Lee,
Madbury, Newmarket, Northwood,
Nottingham & Strafford**

Ready Rides volunteer drivers offer rides to adult residents for medical appointments. If you are 55 or better or have a disability that prevents you from driving, *Ready Rides* can help with some of your transportation needs.

Do you need Transportation

Assistance? Follow these steps:

1. To learn more about the program call us at **244-8719** or check web at readyrides.org.
2. Submit a completed *Ready Rides* registration form—you can find the form at readyrides.org, we can mail you a copy, or we can help you fill out the form over the phone!
3. *Ready Rides* will review the form to confirm eligibility.
4. **ONCE REGISTERED**—call at least 1 week in advance to request a ride.
1-855-SENH-BUS (1-855-736-4287)

Volunteer!

Ready Rides is a great volunteer opportunity for active people who have minimal amount of time to volunteer. *Ready Rides* volunteer drivers choose when they'll provide rides -once a week, once a month or once in a blue moon.

Ready Rides volunteer drivers must be at least 25 years old, possess a valid driver's license and a favorable driving record. You must have a legally registered, inspected and insured vehicle. You will need to complete a volunteer application that includes a motor vehicle and criminal background check. For more information on volunteering, call *Ready Rides* at **(603) 244-8719** or email info@readyrides.org.



THANK YOU

Ready Rides would like to thank our volunteer drivers, Northwood Congregational Church, UCC, our donors, and the communities that support our work.

If you would like to make a donation to support *Ready Rides*' work, checks should be made out to *Ready Rides* and mailed to PO Box 65, Northwood, NH 03261.

Like us on Facebook!

Ready Rides
PO Box 65
Northwood, NH 03261
readyrides.org

Barrington - Durham - Lee - Madbury
Newmarket - Northwood - Nottingham - Strafford

READY RIDES

Transportation Assistance
For Residents In

BARRINGTON

DURHAM

LEE

MADBURY

NEWMARKET

NORTHWOOD

NOTTINGHAM

STRAFFORD



Ready Rides
PO Box 65
Northwood, NH 03261

Bill Watson

From: Meri Schmalz, Ready Rides <info@readyrides.org>
Sent: Thursday, September 17, 2015 9:45 PM
To: Bill Watson
Subject: Re: GACIT presentation

In addition Ready Rides covers residents that live in the areas of; Barrington, Durham, Lee, Madbury, Newmarket, Nottingham, Northwood and Strafford. In the first year of business we provided 115 rides to doctors appointments. Now in our 3 year we have provide 1500 rides to area residents in one year. We have 200 registered riders.

We are called everyday from surrounding areas asking if we could provide the same service in their area. Sadly I have to decline, the hardest part of my job. We hope and strive to provide everyone that needs a ride. With your help perhaps someday we will.

Thank you!

MERI SCHMALZ

(603) 244-8719

Ready Rides in New Hampshire

Serving residents in:

Barrington, Durham, Lee, Madbury,

Newmarket, Northwood, Nottingham, and Strafford

On Thu, Sep 17, 2015 at 7:23 PM, Bill Watson <BWatson@dot.state.nh.us> wrote:

Hi Meri -

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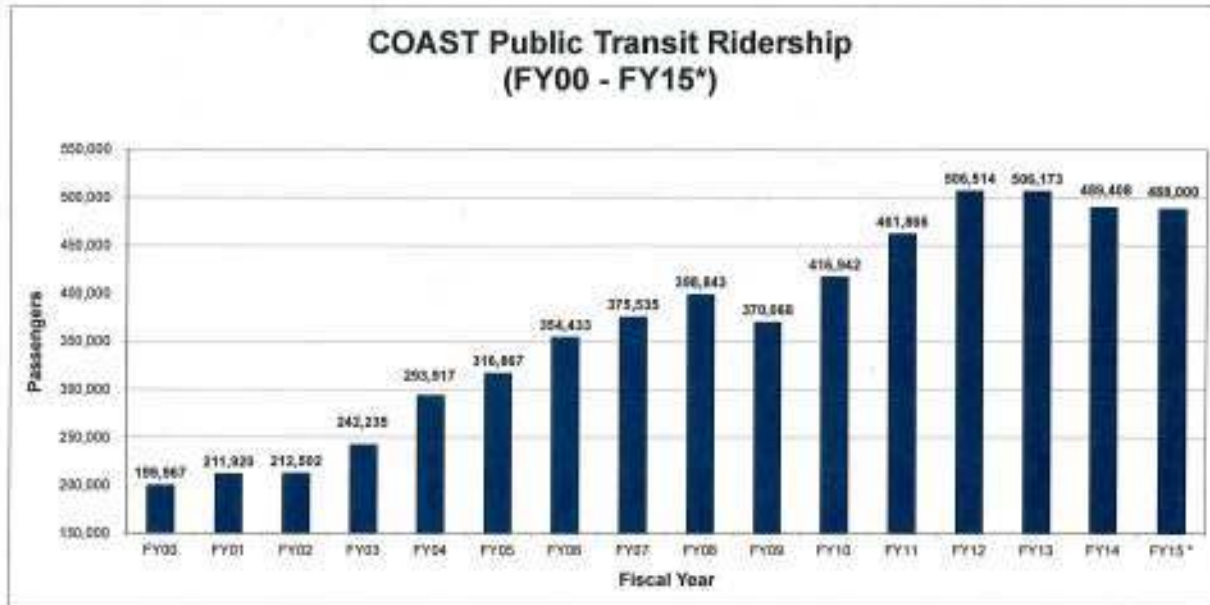
Regards,
Bill Watson
(603) 271-3344

this email sent using GOOD.



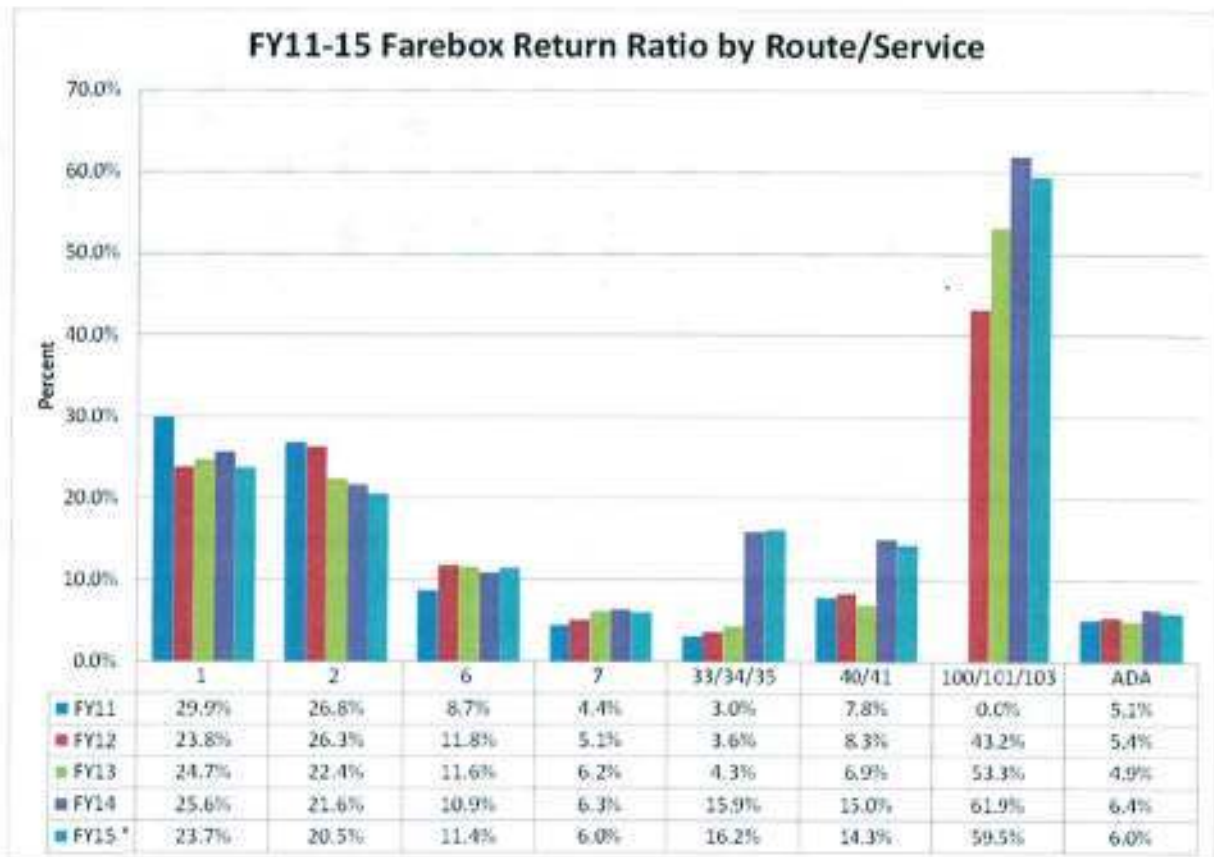
Ridership Performance

- Since FY00, ridership on COAST is projected to increase by 144% by the end of FY15.

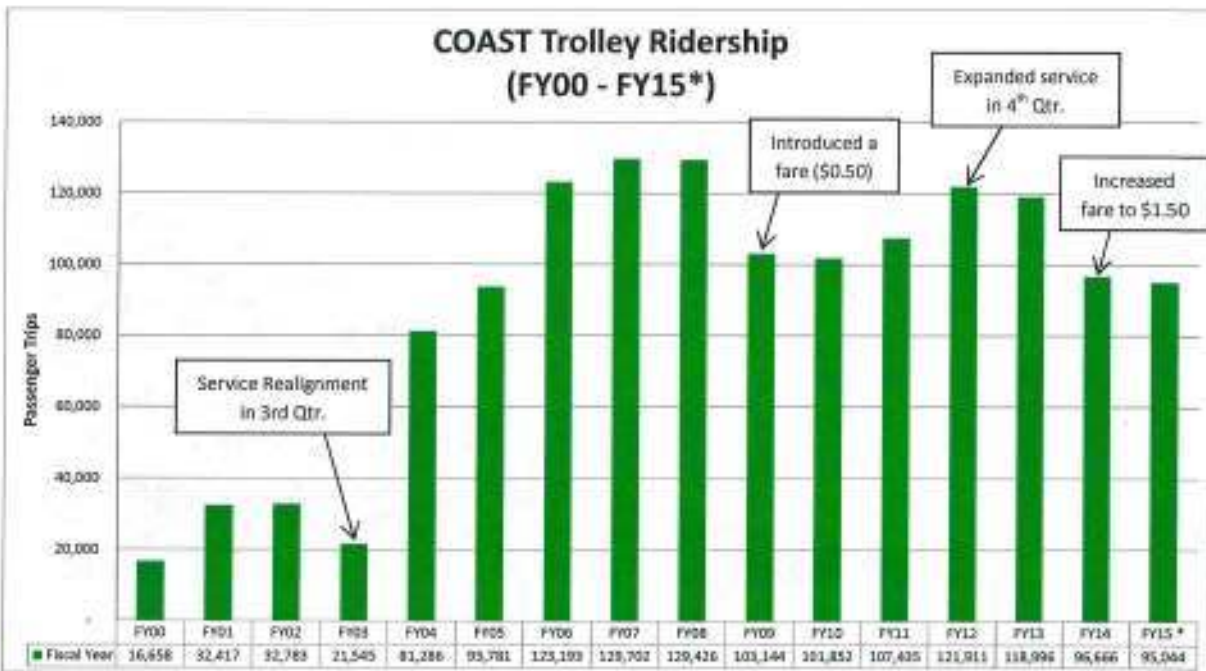
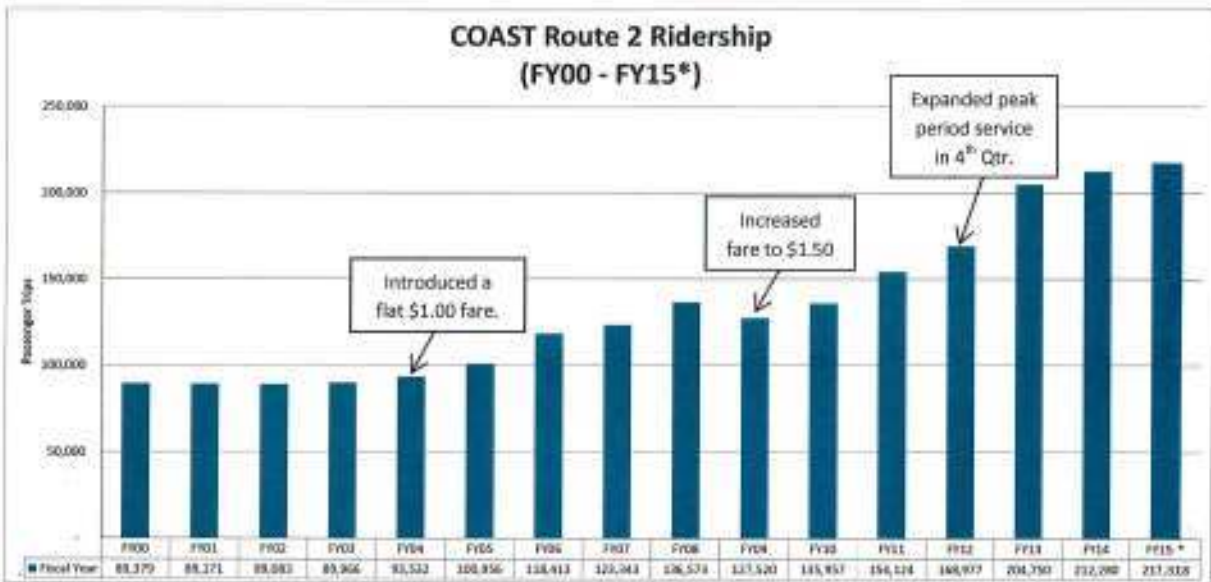


- Since FY00 COAST has seen significant changes in the level and set of services it has offered and continues to offer:
 - 2/1/00 Implemented Year-Round Trolley Service in Portsmouth & at the Pease Tradeport
 - 8/27/02 Introduced Dover Community Routes (30/31/32)
 - 5/1/03 Major Year-Round Trolley Route Realignment
 - 7/1/08 Piloted Beach Bus Route (for the summer season)
 - 12/1/08 Introduced Dover FastTrans Rte. 33
 - 3/2/09 Introduced Dover FastTrans Rte. 34
 - 10/15/09 Introduced Dover FastTrans Rte. 35
 - 4/18/11 Introduced North Bus Service
 - 12/1/11 Introduced Rte. 1 Saturday Service & Route 6 Service Extension in Rochester
 - 1/9/12 Introduced Clipper Connection Commuter Express Rtes. 100 & 101
 - 6/25/12 Introduced Rte. 2, 40 & 41 Service Expansions
 - 6/25/12 Cut Dover FastTrans (34 & 35) & Community (30, 31, 32) Routes
 - 1/2/13 Introduced Clipper Connection Commuter Express Rte. 103
 - 9/30/13 Scaled Back Rte. 33 Service Levels
 - 6/1/14 Introduced Rte. 20 (Express - Rochester to Pease)
 - 6/30/14 Ended Contractual Operating Relationship with Lamprey Health Care
 - 6/29/15 Scaled Back Rte. 7 Service (Geographically and in Service Days)

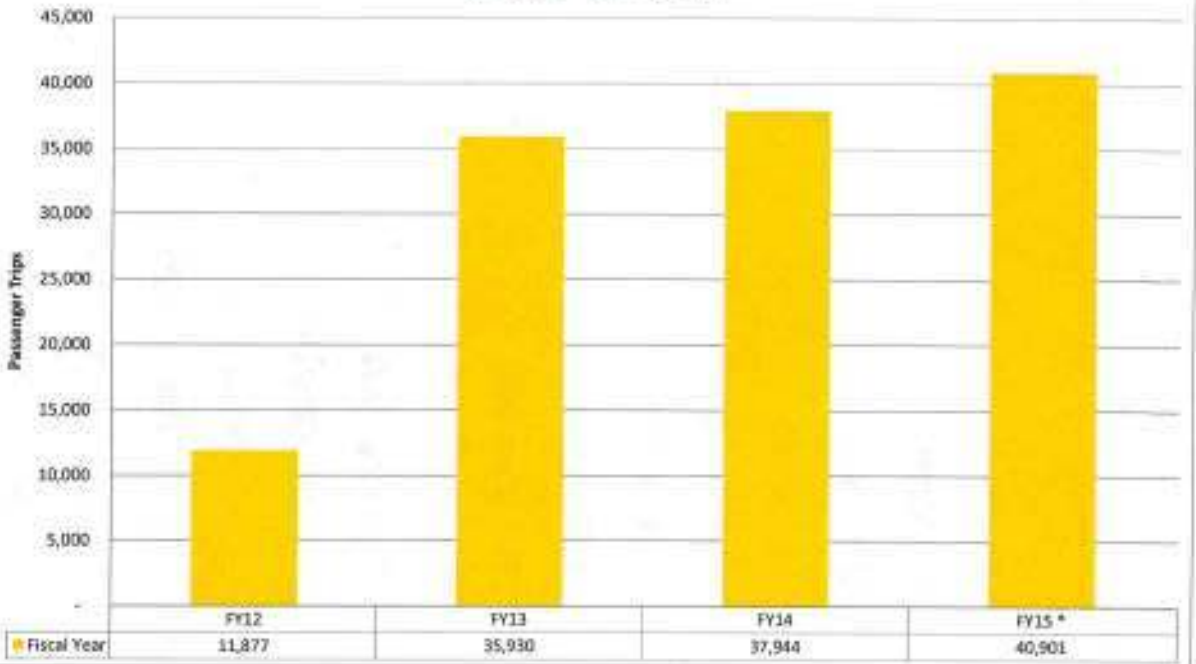
- Since FY00 COAST has revamped the entire fare structure (Jan. 2004) and increased fares 3 times. Each time fares have been raised, it has had an initial negative impact on ridership. In the end, the result has been that COAST's farebox recovery ratio (the percentage of expenses covered by riders) is climbing annually and is the highest it has ever been (18.4%).
 - 1/2/04 Introduced a Flat Fare of \$1.00 vs. distance based fares.
 - 1/2/09 Increased Base Cash Fare to \$1.50 & Introduced a 50¢ Trolley Fare
 - 3/2/09 Established a new Local (intracity) Route Base Cash Fare of 50¢
 - 1/9/12 Introduced a new Commuter Express Route Base Cash Fare of \$3.00 Cash
 - 9/30/13 Implemented Single Flat Fare (\$1.50) on All Non-Commuter Express Bus Routes
 - 6/1/14 Increased Clipper Connection Base Cash Fare to \$3.25/\$130 Monthly Pass.



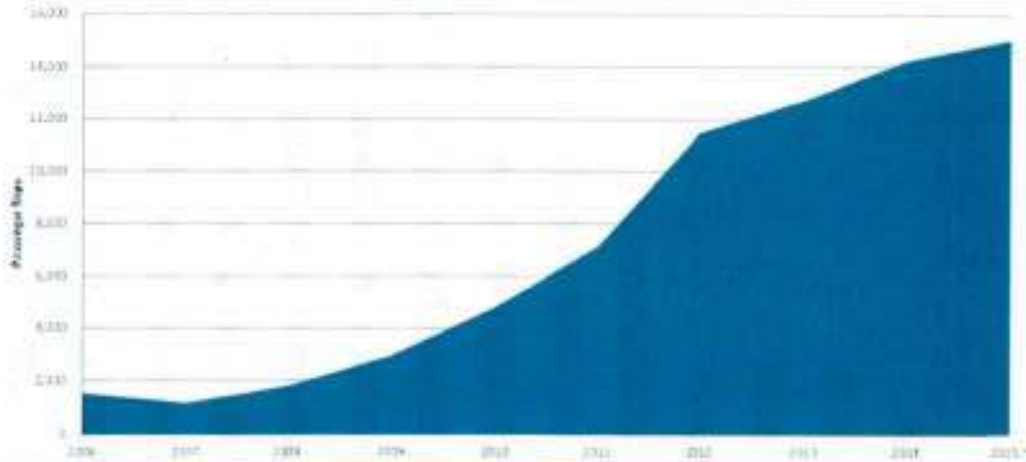
- Some more notable ridership charts showing ridership performance and impacting changes between FY00 and FY15 (FY15 is estimated as final YE figures are yet to be determined).



COAST Clipper Connection Ridership to PNSY (FY12 - FY15*)



COAST ADA Program: Annual Passenger Trips FY06 - FY15 *



	Fiscal Year									
Measure	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 *
Ridership	1,408	1,188	1,770	2,844	4,777	7,004	11,477	12,803	14,728	18,022
% Growth Rate	-	-14.2%	37.9%	61.5%	62.5%	48.7%	61.9%	12.0%	12.6%	22.4%

PKM ← CMW ✓



The Senate of the State of New Hampshire

107 North Main Street, Concord, N.H. 03301-4951

RECEIVED
COMMISSIONERS OFFICE

SEP 22 2015

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

September 9, 2015

Dear Commissioner Cass: *CC*

During the development of the existing Ten Year Plan two years ago, there was much discussion about the capital improvement needs on the Turnpike System. In the seacoast area there was particular interest in completing the Newington-Dover improvements as quickly as funding would allow, and in reviving the Exit 10 project. We in the seacoast are looking forward to the expeditious completion of the Dover/Exit 6 improvements and the completion of the overall Newington-Dover project. At the same time, it would be prudent now to consider the other turnpike improvement needs, including Exit 10 and the other unfunded turnpike priorities listed in the Ten Year Plan, such as open-road and/or all-electronic tolling and Everett Turnpike projects, and evaluate how they could be accomplished.

Therefore, as the update of the Ten Year plan commences, we ask that the Department of Transportation provide information during the GACIT hearing process about funding needed to advance and complete the unfunded turnpike priorities as part of and within the next Ten Year Plan cycle. For projects currently funded, if an increased stream of revenues could expedite completion, that information should also be provided. These improvements are vital to the growth and economic development needs of the regions served by the turnpike system. We believe the extended timeframes to complete these projects under the current revenue structure will not serve our State well and will create difficulties for the travelers, regions, and communities served by them. An enhanced toll revenue structure that accomplishes this goal should be part of the public discussion and would be very informative to us, as policy makers, especially the members of GACIT.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author details the various methods used to collect and analyze the data. This includes a combination of direct observation, interviews with key personnel, and the use of specialized software tools. The goal was to gather comprehensive information from multiple perspectives.

The findings of the study are presented in the third section. It highlights several key trends and patterns that emerged from the data. For example, there was a significant increase in certain activities over the period studied, which may be attributed to changes in market conditions or internal organizational factors.

The fourth section discusses the implications of these findings for future research and practice. It suggests that the insights gained from this study could be valuable for other organizations facing similar challenges. Additionally, it identifies areas where further investigation is needed to fully understand the underlying causes of the observed trends.

Finally, the document concludes with a summary of the main points and a statement of the author's appreciation for the support and assistance provided throughout the project. The author expresses hope that the information shared here will be helpful and informative.



The Senate of the State of New Hampshire

107 North Main Street, Concord, N.H. 03301-4951

In particular, we request that you provide calculations over the duration of the plan of revenues generated by potential toll increases across the system, as phased increases across the system, and at specific tolls related to funding individual projects.

Thank you for your consideration of this matter and I look forward to the discussions as part of the Ten Year plan process.

Very truly yours,

A handwritten signature in blue ink that reads "David H. Watters".

David Watters
Senator, District 4

A handwritten signature in blue ink that reads "Nancy F. Stiles".

Nancy Stiles
Senator, District 24

Cc: GACIT; Governor Hassan; Senate Transportation Committee; House Transportation Committee

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

To: Governor's Advisory Commission on Intermodal Transportation

From: Senator David Watters, District 4

Subject: Ten Year Transportation Improvement Plan 2017-2026

September 17, 2015

As a member of the Senate Transportation Committee, I want to thank DOT and the Regional Planning Commissions for drafting a reasonable and fiscally sound Draft Ten Year Transportation Improvement Plan for 2017-2026. I also want to thank the Executive Councilors for holding hearings across the state and for this hearing in particular Councilor Van Ostern for this hearing for citizens to comment on projects in Council District 2. The comments below concern projects serving residents in Senate District 4, Barrington, Dover, Rollinsford, and Somersworth, but I will also conclude with a request to consider additional revenues for the New Hampshire Turnpike system to fund unfunded projects and to expedite the completion of all projects. A modern and efficient intermodal transportation system undergirds the growing economy of the seacoast and provides an essential corridor for the tourist economy. With the dramatic economic growth in District 4, including advanced manufacturing, downtown businesses, medical services, and housing, we must provide the needed resources for construction of roads and bridges.

A project in Barrington for the Green Hill Rd. bridge over the Isinglass River (p. 10), is slated for 2022 at a cost of \$351,543. As Town Manager Scruton has communicated to Commissioner Cass, the town's preferred alternative route is at a substantially higher figure, so there needs to be an effort to secure additional funds, possibly federal funding through the Statewide MOBRR program. I urge GACIT to support the preferred alternative for this heavily traveled road between Rtes. 125 and 202.

The Whittier Street bridge replacement over the Cocheco River planned for 2017 using MOBRR funds is long overdue. The City of Dover did repairs to the bridge, but this important route around the city that permits drivers to reach the County Complex and other points north of the city from downtown and from the Spaulding Exit 8 must be replaced soon.

The Dover-Somersworth-Rochester Rte. 108 Complete Streets project, included on p. 46, will bring desperately needed relief for traffic on this busy corridor. It is heavily traveled by

commuters and by COAST buses, so I support its inclusion in the Plan and urge that the proposed schedule be kept. In noting the importance of this project, it must be noted that this projects, and the ones discussed in the next few paragraphs, are part of an integrated transportation system involving state roads and the Spaulding Turnpike. We must use this Ten Year period to complete all of these projects to avoid leaving a missing link that will undermine the success of the system.

For example, on p. 134, the Somersworth project for 2022-25 for safety improvements at the NH 108 (High St.) and Blackwater Rd. and Indigo Rd., totaling \$3,290,670, will help alleviate traffic and increase safety on a route that is related to the flow of traffic through Somersworth to Dover and to points in Maine. It is important to include intersection project as it is related to the Rte. 108 Complete Streets project, since commuters and businesses use both routes. These routes are fed by and feed into the Spaulding Turnpike.

Turning our attention to the Newington-Dover Spaulding Turnpike Little Bay Bridges and General Sullivan Bridge Rehabilitation, on pp. 98-100, I want to applaud DOT for its excellent management of this complex project. We are seeing dramatic results this fall with the completion of much of the work on the Newington side, the opening of the southbound bridge, and work commencing on the northbound bridge reconstruction. The DOT is also to be commended for securing the bonding for the Dover side turnpike work, from the bridges to Exit 6, the sound walls, and the toll both construction. As you will see in the letter from Dover City Planner Chris Parker, Dover endorses the concept of moving the toll booths northward to facilitate open-road tolling, or, in my recommendation, all-electronic tolling.

A major question concerns the feasibility of the plan to rehabilitate the General Sullivan Bridge, currently projected to cost \$31,700,000. This estimate from 2007 did not take into account future maintenance costs, and last year's evaluation of the structure determined that is serious deterioration of the understructure of the bridge. I support DOT's decision to hire a firm to reevaluate the condition of the bridge to determine costs. If it is no longer prudent to support rehabilitation of the structure, I will support requesting a renegotiation of the Federal agreement to permit demolition, construction of a new bridge, and historical resources mitigation funding. I urge DOT to complete the review by early May, 2016, so the legislature can make a recommendation in the Ten Year Plan.

current schedule is later. (July?)

In referencing open road tolling, it seems essential that the project for conversion of the tolls in Dover and Rochester proceed in conjunction with the completion of the Little Bay Bridges project so traffic won't jam up at the toll booths. This system cannot function as intended without open road tolling, and all-electronic tolling is a better option which will require legislative action. Knows it will require legislation to allow AET.

The remaining project to complete the upgrading of the Spaulding Turnpike is Exit 10, listed on p. 46. As you will recall, the case was made at hearings two years ago for this project by the Strafford Regional Planning Commission, city officials in Dover and Somersworth, and by

businesses in the region, such as Albany Safran. It was included at that time as an unfunded project. It is essential that the \$2,000,000. needed for the updated feasibility study be included in the plan, and I urge GACIT to move the study up to 2020 so it can be studied in the context of the engineering and construction of the Rte. 108 corridor upgrade and the turnpike projects mentioned above. City officials in Dover and Somersworth confirm their support for this project.

Senator Stiles and I have sent a letter to you and DOT Commissioner Cass requesting an evaluation a potential increase in toll rates for the Turnpike system that would cover the costs for unfunded projects and potentially expedite the completion of existing projects. It is our belief that the future maintenance of the Turnpike system, the completion of the Ten Year Plan, including unfunded projects, will be jeopardized without additional revenues. Truly, with the Turnpike system, New Hampshire residents will get what they pay for, and the 52% of drivers on the system who are from out of state will make their contribution to traveling to work and vacation on safe and efficient roads in New Hampshire. 1

include Brit 10

CHRISTOPHER G. PARKER, AICP
Assistant City Manager
Planning & Strategic Initiatives
c.parker@dover.nh.gov



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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 16, 2015

The Honorable Colin Van Ostern
Governor's Advisory Commission on Intermodal Transportation (GACIT)
PO Box 193
Concord, NH 03302

Re: Ten Year Transportation Improvement Plan (2017-2026)

Dear Councilor Van Ostern,

I am writing this letter to support the proposed NHDOT recommendations for the State's ten year plan for transportation improvements. Through the City's involvement with the Strafford Metropolitan Planning Organization (SMPO), I have had an opportunity to review the process that has gone into developing this plan, and I appreciate the time, and effort as well as the balance that needs to be struck between infrastructure needs and fiscal constraints.

As I noted at the August 26th roll out of the plan, the City is in support of the projects proposed in the plan located fully or in part in Dover. Those projects include:

- The relocation/improvement of the Dover toll station facilitating "open road" tolling
- The completion of the Little Bay Bridge rehabilitations and accompanying turnpike work, including reasonable rehabilitation of the General Sullivan Bridge
- The Complete Street upgrade of Route 108 (U-3 Alternative)

Finally, while I understand that the feasibility study for the construction of Exit 10 is contained in the plan, that the planning and engineering for the project is not fully funded. Proper planning and design is required for this project so that this transportation link can be finalized.

I am happy to discuss any of these projects or the full plan, should you or other members of the GACIT have any questions.

Sincerely,



Christopher G. Parker, AICP
Assistant City Manager, Planning and Strategic Initiatives

CC (via email): J. Michael Joyal, City Manager
Senator David Watters, NH Senate District 4
William Watson, Jr. PE, Bureau of Planning & Community Assistance

NH Route 119
An Overview of Fitzwilliam Local Concerns

Suzanne E. Gray, on behalf of the Fitzwilliam NH 119 Ad Hoc Committee

NH 119 between the Rindge and Richmond town line is of great concern

- Serious adverse effects on travelers and businesses
- We believe that the usage of NH 119 has changed significantly
- Creates safety issues
- Please consider rebuilding of NH 119 in the 10 year plan

Overview

- Rindge to the Mass Line is in excellent condition, and is used by less drivers according to DOT data
- Our piece of the roadway is the gateway to the Monadnock Region, Mt Monadnock the most climbed mountain in North America and in Fitzwilliam we have Rhododendron State Park-the largest natural stand of rhododendrons north of the Carolinas.
- Rte119 is the major east west thoroughfare for those travelling from or to I-91. This is a major access for truckers, tourists, parents dropping off students at Franklin Pierce University
- Fitzwilliam has antiques shops, inns and small retail or eating establishments. We have artists and potters and furniture makers.
- Tourists and summer residents provide significant revenue to Fitzwilliam and the surrounding towns.
- The condition of NH 119 is a detraction for visitors, adversely affecting tourism and housing market
- The traffic use is what would be expected on a Tier 2 road

Safety

- More than 50% of our residents live on or just off NH 119; large elderly population
- Emerson Elementary School is accessed by NH 119
- The Fitzwilliam Town Hall and Public Library are accessed by NH 119
- Both churches in town are located on NH 119
- Fire, Police and EMT are located on NH 119
- Fire Trucks and ambulances must travel slowly in responding to emergencies; losing equipment off truck
- Vehicles swerving, going left of center to avoid potholes
- Road condition creates danger for motorcyclists

Results

- Reduction in property values in the town of Fitzwilliam are 8-10% greater than in surrounding towns
- Residents are avoiding NH 119 whenever possible, putting the burden on other area roads
- Tourists will travel over NH 119 initially, then find other places to visit; many tourists and visitors complain about the road to our biz owners
- Increased wear and tear on personal and business vehicles

Summary

- Part of route is on DOT list to shim (weather permitting)
 - Not a permanent solution
 - Not repairing the entire length of the problem area
 - Frost heaves and heavy truck use will cause deterioration over next few years; returning road to current condition
- Please consider adding the Rebuild of NH 119 from Rindge line to Richmond line as part of the 10 Year Plan
- Review the need for safety features on the roadway. Design of the road in several areas necessitates the installation of guardrails for safety.

TOWN OF FITZWILLIAM

13 Templeton Turnpike
PO Box 725
Fitzwilliam, N.H. 03447
Phone: 603-585-7723
Fax: 603-585-7744
Email: fitzwilliamnh@fitzwilliam-nh.gov

To: Governor's Advisory Commission on Intermodal Transportation

Subject: Rebuilding of State Route 119 in Fitzwilliam

Date: September 17, 2015

Introduction

Route 119 in Fitzwilliam has deteriorated to a point where much of it requires rebuilding. This document describes what needs to be done to bring it up to a useable condition, the current condition of the road, and our justification for the State of New Hampshire to make the necessary repairs. An important part of this justification are the testimonials of local residents which are included in a separate document.

Requested Work

We request that the State of New Hampshire put in place a viable plan to rebuild those sections of Route 119 from the Rindge Town Line to Richmond Center that are classified by the DOT as having a Ride Comfort Index (RCI) of 2.5 or lower and/or display significant frost heave damage during winter months. This work should be committed to by the DOT as part of the 10 Year Plan starting in 2016 and being completed within 8 years. The sections with the lowest RCI or show the worst frost heave damage should be completed first. Work should begin on this rebuilding in 2016. We also feel that the section of Route 119 between Rindge and Route 12 in Fitzwilliam should be reclassified to a Tier 2 road.

Description of Route 119

New Hampshire Route 119 is an extension of Massachusetts Route 119 that begins at the Massachusetts border in New Ipswich NH and runs west through Rindge, Fitzwilliam, Richmond, Winchester and Hinsdale to the Vermont State Line. From the MA border to Rindge it is classified as a Tier 2 Road. Beyond Rindge through Fitzwilliam and Richmond it is classified as a Tier 3 Road. From the MA border through most of Rindge the road is broad with wide margins, mostly straight and level and well paved and maintained. A mile from the Fitzwilliam Town Line the pavement degenerates and continues in that poor condition through most of Fitzwilliam to the Richmond line. In Richmond and beyond there are still sections where the road condition is poor but in general the condition is better.

Actual Road Condition

The NHDOT checks road condition on all State roads and determines a Road Condition Index (RCI) for road sections. Here is a breakdown of measurements made in 2014 for Rt. 119 in Fitzwilliam.

1. Pavement conditions range from 1.53 to 3.19
2. Average pavement conditions are 2.13
3. .9 miles are in Fair condition; the remaining 6.75 miles are considered in Poor Condition

These numbers do not take into account the state of the road in late winter when frost heaves on a number of sections deteriorate the road conditions even further.

Justification for Rebuilding Portions of Rt. 119 in Fitzwilliam

As the above data and the testimonials of road users show, there can be no question that Route 119 in Fitzwilliam needs repair. The question is whether the use of the road justifies rebuilding portions of the road or merely repaving it. We feel that rebuilding at least the worst portions of the road are justified for the following reasons.

Traffic Statistics

Here are some numbers from the NHDOT on daily traffic at a number of locations on Route 119. All numbers are from measurements taken in 2013 unless noted otherwise. Numbers are from the on-line listings of the DOT Traffic Volume Reports.

1. Rindge at New Ipswich Town Line: 2600
2. Rindge at Fitzwilliam Town Line: 3700
3. Fitzwilliam East of NH Rt. 12: 4100
4. Fitzwilliam East of Rhododendron Rd: 3000
5. Richmond at Fitzwilliam Town Line: 1400 (2012)

What can we gather from these numbers?

1. While the traffic on Rt. 119 between Rt. 12 in Fitzwilliam and Rt. 101 in Rindge is at least 40% higher than the traffic at the eastern end of Rt. 119 in Rindge, the Rindge portion is classified as a Tier 2 Road and the Fitzwilliam portion is classified as a Tier 3 Road. The portion in Rindge is a broad well maintained highway. The portion in Fitzwilliam is in poor condition.
2. As almost all traffic on Rt. 119 west of Rt. 12 is either local traffic to or from destinations in Fitzwilliam or through traffic going West through Richmond, items 4 and 5 above indicate that roughly 1600 vehicles are local. For a town with a population of roughly 2000, this indicates that a significant number of residents use Rt. 119 on a daily basis.

One final note: As the testimonials at the end of this document show, a significant number of people simply are not using Rt. 119 in Fitzwilliam because of its condition. Thus the numbers for traffic in Fitzwilliam need to be modified upward to indicate what the traffic would be if the road were in better condition.

How Necessary is Route 119 in Fitzwilliam as a Through Route?

If the portion of Rt. 119 in Fitzwilliam between were abandoned as a through route or allowed to deteriorate to a point where it had little usage, where would the 1400 vehicles a day who use it as a through route go instead? An analysis using Google Maps or Mapquest gives some idea of alternate routes.

If a driver in Hartford CT wants to climb Mt. Monadnock he or she is given two choices by Mapquest:

1. I91 to Rt. 10, through Northfield MA and Winchester NH then via Rt. 119 to Fitzwilliam to Mt. Monadnock. 106 miles. 2 hours.
2. I91 to Brattleboro then NH 9 to NH 101 to NH 124 to Monadnock. 115 miles 2 hours.

Note that the route through Brattleboro is 9 miles longer.

If a driver in Brattleboro VT wants to go to Rindge NH he or she has two choice

1. NH Route 9 to NH 12 to NH 119 to Rindge 38 miles 54 minutes
2. NH Route 119 all the way: 35 miles. 54 minutes.

Note the 119 route is 3 miles shorter.

And finally, if someone in Winchester NH wanted to go to Rindge here are the alternatives:

1. Rt. 119 the whole way: 21.6 miles. 31 minutes.
2. Rt. 10 to Keene, then Rt. 12 and 119 to Rindge. 32 miles, 44 minutes.

Route 119 as a Gateway Road

Route 119 is one of the first roads encountered by many tourists or other drivers coming to New Hampshire from the southwest or west. In its current state, travel on Rt. 119 going east from Winchester NH is not a pleasant experience. Is this the kind of first impression we want new visitors to our state to have? If someone thinking of starting a business in Cheshire Country came via Rt. 119, would that trip change his or her view of the quality of New Hampshire's infrastructure?

Effects on Local Residents

Fitzwilliam with a population of over 2000 is now larger than Troy, the next town to the north. According to the SWRPC, its predicted future growth percentage-wise is higher than any other town in the region. Its inhabitants have the highest average age in the region. However, it has practically no local manufacturing business left. In addition, in the last town-wide re-evaluation there was a reduction of property values by 18%. (Swanzy had a reduction of 9% in values in their 2014 re-evaluation., Troy had a reduction in value of 17%.)

How does the poor condition of Rt. 119 affect our citizens? Here are some of the effects:

1. With a larger than average percentage of retired people, we need roads that are accessible by handicapped persons who would suffer pain or injury if jarred when driving on rough roads. In addition, if you are being rushed to a hospital in an ambulance, do you want to be on a road where it is impossible to drive over 30 mph.
2. As there are essentially no industries in town, most workers must commute long distances to work. They don't appreciate having to get up 10 to 15 minutes earlier each day because the conditions of Rt. 119 make it impossible to drive the speed limit.
3. The condition of Rt. 119 impacts local businesses that rely on out of town customers. How many customers who had to drive Rt. 119 to get to Fitzwilliam will come back a second time?

4. The condition of Rt. 119 has probably made it more difficult to sell properties in Fitzwilliam. Note the 18% reduction in town wide property values after the last re-evaluation.
5. The poor condition of Rt. 119 has seriously damaged the vehicles of residents who must drive the road. From the testimonials of several residents, the cost of repairs for this damage has been significant.

Summary

The poor condition of Route 119 in Fitzwilliam is not in dispute. The data given above from the NH Department of Transportation prove that fact. In writing this report, we have tried to be as factual as possible and to present evidence on all aspects of the effects of a poor quality highway on the local community and the State. The results are a strong case for immediately starting a long term program for rebuilding the worst sections of a dangerously deteriorated State highway.

This report was written by Frank Bequaert for the Fitzwilliam New Hampshire Board of Selectmen. All comments about or responses to this report should be directed to them. However please also copy any responses to Mr. Bequaert at fbequaert@gmail.com or P.O. Box 775, Fitzwilliam NH 03447.

E-Mails and Letters Concerning Condition of Rt. 119 in Fitzwilliam

As part of our investigation into the condition of Route 119 in Fitzwilliam we requested comments from local residents through a notice in the Fitzwilliam Newsletter. In reply, we received the following e-mails and letters. I have included all messages I received and copied the text of these messages verbatim, only eliminating what I felt were extraneous material such as e-mail addresses. These messages have not been vetted by the Fitzwilliam Selectmen and do not represent their opinion. However, they do represent the opinions of individuals who believe that their State Government will listen to its citizens and act to provide them with at least the basic infrastructure they require to go about their daily lives.

Frank Bequaert, Fitzwilliam NH, September 17, 2015

(Names of authors of letters available on request)

1. Route 119 needs fixed for sure. It's a hazard to drive on. My Mother-in-law lives with us in Fitzwilliam and she has been handicapped all her life. When we take her for appointments she has to sit on a pillow in the car. On top of that we have to find a road that is in fairly good shape so she doesn't feel the bumps so much. She has a hip that isn't connected. 119 is definitely out of the question. Thanks and I hope it gets fixed. Maybe they will go all the way to Winchester. (W. B., Fitzwilliam 8/6/2015)
2. The routes 119 and 32 are a disaster! I've spent hundreds of dollars in front end repairs on several cars each year as well as alignment problems. The time it takes to travel is increased by anywhere from 20 minutes to a half hour. The psychological impact on driving the road is horrendous; bangs, bumps, etc. My wife drives it from Richmond to Rindge to get to her job in Peterborough and is seriously considering quitting her job because the road is so bad. My wife knows several people who avoid the 119 corridor altogether because of the danger in driving on the road. I have contacted the road engineers and they tell me the \$\$ for repairs/repaving is not available. Ultimately, it is the Governor who decides what roads get fixed, (she appoints the guys/gals who determine what roads to pave) and she has been negligent in her duty for years on this matter. One of the most fundamental duties of the state is to keep the infrastructure sound, that is the roads and bridges drivable and safe. The State of NH has failed miserably in our area. (D. C. Richmond 8/8/15)
3. I just read the article in the Fitzwilliam newspaper. I live on Rt 119 W. I have lived here since about 1994. I have seen Route 119 repaved maybe once since I moved here. My cars have constant repairs because of the condition of the road. I am saddened to hear that Route 119 repair may not be funded. My repairs to my cars over the years is a direct result from having to drive on Route 119 to get to work, shopping, or school events. My children are no longer in school but now drive their own vehicles on this punishing state road. Which now costs my family more money as we have more repairs to more cars.
I was surprised to hear that even 3/4 inch shim was only going to Angier Road because as you drive further down Route 119 towards Richmond town line the road gets worse than that area! I see Route 119 was repaved from Winchester to Richmond then again in Rindge. Both of those seems to hold up OK but in-between it is horrible.
I am very frustrated because my family is paying the extra road tax at the pump but can't get

my area of Rt 119 fixed. Even the shim is a short term fix as the frost heaves come up in the Winter/Spring the road will be right back to the disarray it is now. I call this part of Rt 119 I have to travel on a daily basis frost heave heaven! It also very frustrating in the winter route 119 w is the last to be plowed! I see highways in NH constantly being redone and repaved, but this part of the state is ignored. I have no alternative route to take to avoid this poorly maintained road. If there isn't funds to fix Route 119 maybe I should get a break on the road tax so I can pay to do the extra repairs on my vehicles? (C. S., Fitzwilliam 8/16/2015)

4. As owners of The Fitzwilliam Inn and residents of Fitzwilliam, we would like to voice our concerns regarding the condition of Route 119, which runs directly in front of the Inn. On a daily basis, we witness cars and trucks rumbling over this poorly maintained road, which is filled with unrepaired potholes and frost heaves. Tire rims are lost, truck loads are jostled and the din from bouncing 18wheelers at various points along the road is often deafening. The noise, even inside the Inn, is very disruptive, and seating on the front porch is severely affected. Our guests, trying to cross the road to walk to the Common are often in danger of being sideswiped by cars and trucks trying to avoid flaws in the road or other drivers mystified by the nonsensical traffic pattern. There seems to be no concern at all by the state as to the condition of this road and even less oversight regarding traffic regulation. The signage in the center of town at Rt.119, Richmond Road, and the junction of Upper and Lower Troy roads is inefficient and counterintuitive. We realize that some of these roads are under the jurisdiction of the town and not the state, but there seems to be no effort by the state to evaluate the need for effective signage and speed control on 119, which it is supposed to maintain.

Along with many other citizens of Fitzwilliam, we would like to request that our concerns be addressed BEFORE a major incident and costly property damage or, even worse, loss of life occurs.

Thank you for your prompt attention to this matter. David and Chelley Tighe, Owners, The Fitzwilliam Inn

5. Concerning Route 119 --. I live in Troy, and work at the Middle-High School in Hinsdale, NH. I commute to work five days a week on 119 (that segment of my commute is from Fitzwilliam to Winchester). For the four worst winter months of the year (December - March), I don't use 119 because the excessive patching and holes make slippery driving treacherous. Since much of the road is shaded by large trees, salt is not effective -- the roadway is very slow to dry out. In the spring mud season, 119's dips and inclines increase, again making the driving difficult. For these parts of the year when 119 is too difficult to drive, I must travel out of my way -- north to Keene, then south on 10. This adds about 5 miles each way. Ten extra miles per day, times 75 school days, is 750 extra miles on my car. Twenty extra minutes per commute (40 per day) means an extra 50 hours of driving each year! Route 119 is certainly overdue for a major overhaul. It can best be described as a seasonal road. (L. K., Troy, 9/9/2015)
6. A comment on Route 119. We avoid it whenever possible, especially in the winter time. My wife would go to the quilt shop in Richmond more often, but doesn't go because the road is so bad. We have friends and relatives in the Albany area and in Western Mass. We advise them to take alternate routes, especially in the winter. We go to

Brattleboro a few times a month and always go via Keene, even though Route 119 would be 5 miles shorter. Route 119 is horrendously bad and will tear a car to pieces if you had to drive that every day. (H. L., Fitzwilliam, 9/10/2015)

7. My wife frequently uses route 119 to go to Fitzwilliam and Keene. I believe the condition of Route 119 is responsible for the premature failures of her car's ball joints (3 ball joints in 5 years). (J. G, Rindge, 9/6/2015)
8. I am new to Fitzwilliam and only a resident for a few months now.
PROBLEMS: In just this short amount of time, I have become so frustrated/concerned about all the cars/trucks/work-trucks with equipment that cut through our road (Richmond Rd) to get to 119.
There is a lot of speeding and flying around the curves, NO SIGNS regarding "SLOW, Children", there are portions of our road that constantly need repair as a result of the constant cars/trucks, there is a lot of litter from those passing through, and there is even a sign at one end of Richmond (closest to the FW cemetery) that says "NO Through Trucks" ... we continuously have truck with trailers/equipment flying through our small area. One day, they're going to hit a kid, pet, or person walking.
POSSIBLE SOLUTION(S):NEED speed bumps, stricter/enforced rules for speeders and large vehicles/equipment, speed trap and road repaired properly. (D. O., Fitzwilliam, 9/3/2015)
9. I am writing to express my concern about State Route 119 between Fitzwilliam and Richmond. For almost 11 years I have commuted from the state line area of Fitzwilliam on Route 12 to the Richmond Public Library via Route 119. Recently I had the opportunity to change my employment, and the difficult commute on Route 119 was one of the deciding factors in taking the new position.
For years, I have had difficulty getting to the Library in the wintertime and have had to close the Library in bad weather. Patrons who live in Richmond were angry that the Library was not open, and did not understand that Route 119 from Fitzwilliam was so hazardous. Over the years, I have seen numerous accidents with cars off the road, especially at the sharp curves at Holman Road, Karl Lane, and at the Fitzwilliam Common. During the winter months, it was always with a sense of relief when I reached Route 12 since I knew it would be plowed and safe.
The frost heaves also present a significant problem in the spring. I needed to add almost 10 minutes to my 20 minute commute in order to not only protect my own car, but to allow time for when I got behind a fuel truck or other large vehicle. The commute would slow to a crawl as the trucks navigated the bumps.
It is my hope that greater attention will be paid to Route 119 by the State of NH and that it will be made safe for everyone. (W. O., Fitzwilliam 9/2015)
10. Route 119, running through both the towns of Fitzwilliam and Jaffrey, is in great need of repair. The uneven surface of the road and many, many ruts do not allow drivers to safely travel the speed limit (50 mph), even in the middle of the summer when road conditions should be at their best. I feel like I'm in a rodeo if I dare to travel at 50 mph!

Relatedly, the five-way intersection, (also involving Route 119), in the center of Fitzwilliam is also very hazardous, mostly because of the odd set up of the intersection and lack of stop signs for all of the intersecting roads. Cars just passing through the town center on Lower Troy Road must cross over Route 119 and do not need to stop; they travel at too fast a rate of speed and suddenly appear out of nowhere. Drivers who are stopped at the stop sign on Route 119 take their life in their hands every time they pass through the intersection. We live on Upper Troy Road. When we have visitors, I take special note to caution them about this intersection. I've had comments from every single visitor to my home that this intersection is just plain crazy. Two have had close calls and were nearly blindsided by speeding oncoming traffic. (K. G., Fitzwilliam, 9/1/2015)

11. Letter Written to Governor Maggie Hassan in October 2014

I am writing to add my voice to those concerned over State Route 119 in Richmond and Fitzwilliam. The highway has been allowed to lapse into dangerously poor condition, and now requires major repairs to ensure the safety and economic wellbeing of our community. All of our major services, including Emerson Elementary School, our fire and police departments, and our Town Hall and Library are on or immediately off of State Route 119. Someone is going to get hurt, or worse, dodging the many cracks and gaps and potholes in this highway. Our vehicles are being damaged each time we drive State Route 119. And our community is suffering from low real estate values and empty business sites because we lack decent highway infrastructure.

Please repair State Route 119 fully, and properly, and soon! This road from Richmond four corners to state road 12 in Fitzwilliam should be repaired from the ground up. This highway is travelled by many, including 18 wheel tractor trailers, logging trucks, and many heavy dump trucks. This road is tricky, neglected, and I feel this is an injustice to the many tax payers in this area of our wonderful state of New Hampshire. J. S., Richmond (10/2014)

12. We recently had friends who had been traveling in Vermont come to visit us. Their Mapquest routing sent them over Rt. 119 from Brattleboro to Fitzwilliam. One of their first questions was, "Why are the secondary roads in Vermont so much better than those in New Hampshire?" (F. B., Fitzwilliam, 9/12/2015)

13. I travel Route 119 from Fitzwilliam, NH to Greenfield, MA 2-3 times per week. The section of 119 between Fitzwilliam and the 4 corners in Richmond is in dire need of repair. In some sections the road is windy; narrow and has no shoulders; rarely are the vehicles traveling in the opposite direction on their side of the road; they have crossed over the center line into the oncoming traffic. It is in one of these sections the road inclines, curves/banks and there are numerous repairs resulting in very uneven pavement. It is in this section it feels like the wheels of your vehicle are not making full contact with the road and you lose control as you round the corner. I always need to be under the speed it to safely navigate the corner. When it snows I need to take an alternate route because I feel the road is not safe to commute. This usually adds an addition 10+ miles to my commute. With the number of citizens needing to use Route 119 for their daily commute for employment I don't understand why the state continues to neglect this situation and makes us beg for safe roads. (L. L. Fitzwilliam)

Monadnock Alliance for Sustainable Transportation

Testimony for GACIT Hearing - 9/18/15

My name is Nancy Brigham, and I am here representing Monadnock Alliance for Sustainable Transportation (formerly known as Monadnock Regional Transportation Management Association.)

First, Monadnock Alliance for Sustainable Transportation wants to express our thanks to NHDOT for moving the South Bridge project, over Routes 12 and 101, forward ahead of schedule. This will reduce safety risks resulting from people attempting to cross these highways, and will facilitate connections with existing rail trails. Thank you!

Monadnock Alliance for Sustainable Transportation – a/k/a MAST – has received grant money through the Healthy Monadnock initiative to expand the number of communities with “Complete Streets” – that is, streets that easily accommodate pedestrian and bicycle traffic in addition to motor vehicles.

As MAST and its partners continue this effort, we need NHDOT to implement a “Complete Streets” policy. Many of our communities’ “Main Streets” are also state routes. These communities are therefore in a position in which they have very limited say or control in how their Main Streets accommodate pedestrians and bicyclists, as well as how they look or feel. Adopting a “Complete Streets” policy will break down barriers that are currently preventing NHDOT and local communities from working together on these important streets. */roads,* **THANK YOU!**

Potential Remarks from MAST:

- Thank NHDOT for moving South Bridge project forward ahead of schedule.
- Thank Council, Governor and Legislature for continuing to support allocation of \$800K flexible federal surface transportation funds towards transit needs of the state.
- As New Hampshire implements projects and programs in the draft FY2017-2026 Ten Year Plan, the State should:
 - Continue to allocate 100% of federal Transportation Alternatives Program (TAP) funding towards bicycle and pedestrian oriented projects.
 - Restore TAP funding to levels that were available to bicycle and pedestrian projects before MAP-21, using flexible surface transportation funding. This would increase the amount of federal funding for bicycle and pedestrian projects by about 30%.
 - Examine ways to develop more park and ride lot infrastructure in the State through existing funding programs.
 - Require NHDOT to cooperate with municipalities interested in better accommodating pedestrians and bicyclists on highway, bridge and tunnel projects and look into the feasibility of accommodating those uses through modest improvements.
 - Require NHDOT to maintain paint markings, signs and signals for pedestrians, bicycles, transit and ridesharing transportation on state routes, not just paint markings, signs and signals for motorists.
- Through a grant from CDC, MAST is making considerable progress in implementing several parts of its Action Plan including expanding the number of communities with "Complete Streets" policies. As MAST and its partners continue this effort, need NHDOT to implement a "Complete Streets" policy. Many of our community's "Main Streets" are also state routes. Communities are in a position where they have very limited say or control in how their Main Streets look or feel. Adopting a Complete Streets policy will break down barriers that are currently preventing NHDOT and communities in working together on these important streets.



Town of Hinsdale

HINSDALE, NEW HAMPSHIRE
03451

OFFICE OF SELECTMEN

September 17, 2015

Mr. William Watson
Bureau of Planning & Community Assistance
NH Dept. of Transportation
John D. Morton Building
7 Hazen Drive, PO Box 483
Concord, NH 03302-483

Re: The Inclusion of NH Bridge Replacement Project #12210C on the NH DOT Final 10-Year Plan

Dear Mr. Watson:

Bridge Replacement Project #12210C has a long history. Over the past four decades, various Vermont and New Hampshire state and county agencies, senators, representatives, councilors and committees have spent countless hours researching and working to build a quantitative and narrative case in support of Bridge Replacement Project #12210C connecting Hinsdale, NH and Brattleboro, VT.

This project would replace two functionally deficient and deteriorating existing bridges nearly 100 years old – one from Hinsdale, NH to an island in the Connecticut River, the second from the island to downtown Brattleboro, VT – with a single-span bridge located slightly to the south.

Recently, the project has been listed on the NH DOT Draft 10-Year Plan. It is imperative that this bridge project be placed again on the *NH DOT Final 10-Year Plan* so that it can be back on schedule to final completion.

- The Preliminary Design is done. The Environmental Assessment is done. Vermont is ready to start the project with money allocated in the State Transportation Improvement Program today. Final engineering, the ROW process, and construction remain to be completed.

The project's cost is now approximately \$44,304,245 for New Hampshire and \$8,500,000 for Vermont. As mentioned, Vermont has already allocated money for their portion.

Without placement on *the NH DOT Final 10-Year Plan*, the project will not qualify for funding for the New Hampshire portion, and will not happen.

~ **Transportation, safety, economics, and traffic flow:** Almost 10,000 vehicles cross the Connecticut River on the Route 119 transportation corridor between Hinsdale and downtown Brattleboro on a daily basis, with approximately 13,000 predicted in the near future.

If this 160 year old transportation corridor shuts down, the next nearest bridge crossings driving distances are 30 miles and 29.9 miles, respectively, to reach the opposite sides of the river where the two current bridges now land.

NH Route 63 to these other bridge crossings is not built to handle that amount of traffic without very significant and costly upgrades.

Daily, approximately 550 workers commute westward, and 670 eastward. The two communities share not only a common workforce, but also mutual aid, Brattleboro Memorial Hospital, professional services, school classes, cultural and natural resources, bus transportation, and shopping.

While hard to quantify, economic development in Hinsdale is limited by the current functionally deficient bridges, an at-grade railroad crossing and 5-way intersection on the Vermont side, and severe limitations (size, width, weight) placed on truck traffic.

Some benefits a new, single-span bridge will bring: Completion of a new single-span bridge would sustain the cultural and natural resources, social, economic, health, and safety connections now in place between Hinsdale and Brattleboro.

Completion of a new bridge would eliminate the safety hazards associated with the deficiencies and deterioration of both existing bridges (spalled concrete in abutments, piers and back walls; exposed reinforcing steel; a "holed" gusset plate"; poor sight distance created by an almost 90 degree turn onto the west bridge from the island; deterioration of the deck replaced in the 1980s; the poor condition of the plank sidewalk which is not cleared in winter for pedestrians).

~ Completion of a new bridge would eliminate the at-grade railroad crossing hazard and reduce the 5-way intersection on the Vermont side to a 4-way intersection.

Completion of a new bridge would make possible the rehabilitation of the two existing bridges to provide safe pedestrian and bicycle usage by the public.

Completion of a new bridge would open up the opportunity for a vision of future uses by both communities for the island between the two existing bridges.

Completion of a new bridge would meet the original purposes stated by the Brattleboro-Hinsdale Bridge Committee: *To provide a safe, functionally efficient and cost effective Route 119 transportation corridor across the Connecticut River connecting Hinsdale, NH and downtown Brattleboro, VT, and to preserve the socio-economics and environmental resources associated with the transportation corridor.*

Thank you in advance for your time, attention, and invaluable support.

We look forward to the placement of this bridge project on the *NH DOT Final 10-Year Plan*, and the opportunity to move the project to its completion.

Respectfully Submitted,
The Town of Hinsdale

A handwritten signature in black ink, appearing to read 'Mike Darcy', with a long, sweeping horizontal stroke extending to the right.

Mike Darcy, Chairman
Board of Selectmen

Suzanne Gray

NH Route 119

An Overview of Fitzwilliam Local Concerns

Suzanne E. Gray, on behalf of the Fitzwilliam NH 119 Ad Hoc Committee

NH 119 between the Rindge and Richmond town line is of great concern

- Serious adverse effects on travelers and businesses
- We believe that the usage of NH 119 has changed significantly
- Creates safety issues
- Please consider rebuilding of NH 119 in the 10 year plan

Overview

- Rindge to the Mass Line is in excellent condition, and is used by less drivers according to DOT data
- Our piece of the roadway is the gateway to the Monadnock Region, Mt Monadnock the most climbed mountain in North America and in Fitzwilliam we have Rhododendron State Park-the largest natural stand of rhododendrons north of the Carolinas.
- Rte119 is the major east west thoroughfare for those travelling from or to I-91. This is a major access for truckers, tourists, parents dropping off students at Franklin Pierce University
- Fitzwilliam has antiques shops, inns and small retail or eating establishments. We have artists and potters and furniture makers.
- Tourists and summer residents provide significant revenue to Fitzwilliam and the surrounding towns.
- The condition of NH 119 is detraction for visitors, adversely affecting tourism and housing market
- The traffic use is what would be expected on a Tier 2 road

Safety

- More than 50% of our residents live on or just off NH 119; large elderly population
- Emerson Elementary School is accessed by NH 119
- The Fitzwilliam Town Hall and Public Library are accessed by NH 119
- Both churches in town are located on NH 119
- Fire, Police and EMT are located on NH 119
- Fire Trucks and ambulances must travel slowly in responding to emergencies; losing equipment off truck
- Vehicles swerving, going left of center to avoid potholes
- Road condition creates danger for motorcyclists

Results

- Reduction in property values in the town of Fitzwilliam are 8-10% greater than in surrounding towns
- Residents are avoiding NH 119 whenever possible, putting the burden on other area roads
- Tourists will travel over NH 119 initially, then find other places to visit; many tourists and visitors complain about the road to our biz owners
- Increased wear and tear on personal and business vehicles

Summary

- Part of route is on DOT list to shim (weather permitting)
 - Not a permanent solution
 - Not repairing the entire length of the problem area
 - Frost heaves and heavy truck use will cause deterioration over next few years; returning road to current condition
- Please consider adding the Rebuild of NH 119 from Rindge line to Richmond line as part of the 10 Year Plan
- Review the need for safety features on the roadway. Design of the road in several areas necessitates the installation of guardrails for safety.

Fitzwilliam NEW HAMPSHIRE

AREA ATTRACTIONS

Cathedral of the Pines

<http://www.cathedralthepines.org>

Greenville Fair Grounds

<http://www.greenvillefair.org>

The Friendly Farm

<http://www.thefriendlyfarm.com>

Mount Monadnock State Park

<http://www.statepark.com/monadnock>

Monadnock State Park

<http://www.monadnockstatepark.com>

Windblown Cross Country Skiing & Snowshoeing

<http://www.windblown.com/>

Sharon Arts Center Gallery

<http://www.sharonarts.org>

Monadnock Center for History & Culture

<http://monadnockcenter.org>

Windswept Mountains View Christmas Tree Farm

<http://www.windsweptmountainsview.com>



For more information
online visit us at:

www.fitzwilliam-nh.gov



Come, breathe deeply,
and enjoy our little corner of southern
New Hampshire — only a step away
from the busy world...

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The Fitzwilliam Economic Committee

DINING & LODGING

1. Ashburn House B&B

An intimate bed and breakfast in the heart of Fitzwilliam Village. 20 Upper Troy Road; 603-585-7198; www.ashburnhouse.net

2. Ed's Crossroads

Pizza, subs, salads and pasta dinners. Full liquor license, big screen TVs. Closed Mon. Rte 12 and Rte 119 at Fitzwilliam Crossroads; 603-585-7077; www.edscrossroads.net

3. The Fitzwilliam Inn B&B

Featuring cozy accommodations on the Fitzwilliam Common. Fine dining, pub fare, wood-fired pizza, and full bar. Open Wed-Sun at 4pm, check our website for additional summer hours. 62 Rte 119W; 603-585-9000; www.fitzwilliaminn.com

4. Flip Side Grill

Fun, family dining with daily seafood specials and Annabelle's ice cream! Breakfast and lunch year round, dinner Thurs-Sat in summer. Eat in or take out. 10 Rte 12S; 603-585-7702

GOODS AND SERVICES

5. AEC Computers and Consulting, Inc.

Computer sales, repairs and consultation. Alan Chipura, Fitzwilliam Crossroads Suite #3D; 617-600-8091; www.aecompany.com

6. The Amos J. Blake House Museum & Gift Shop

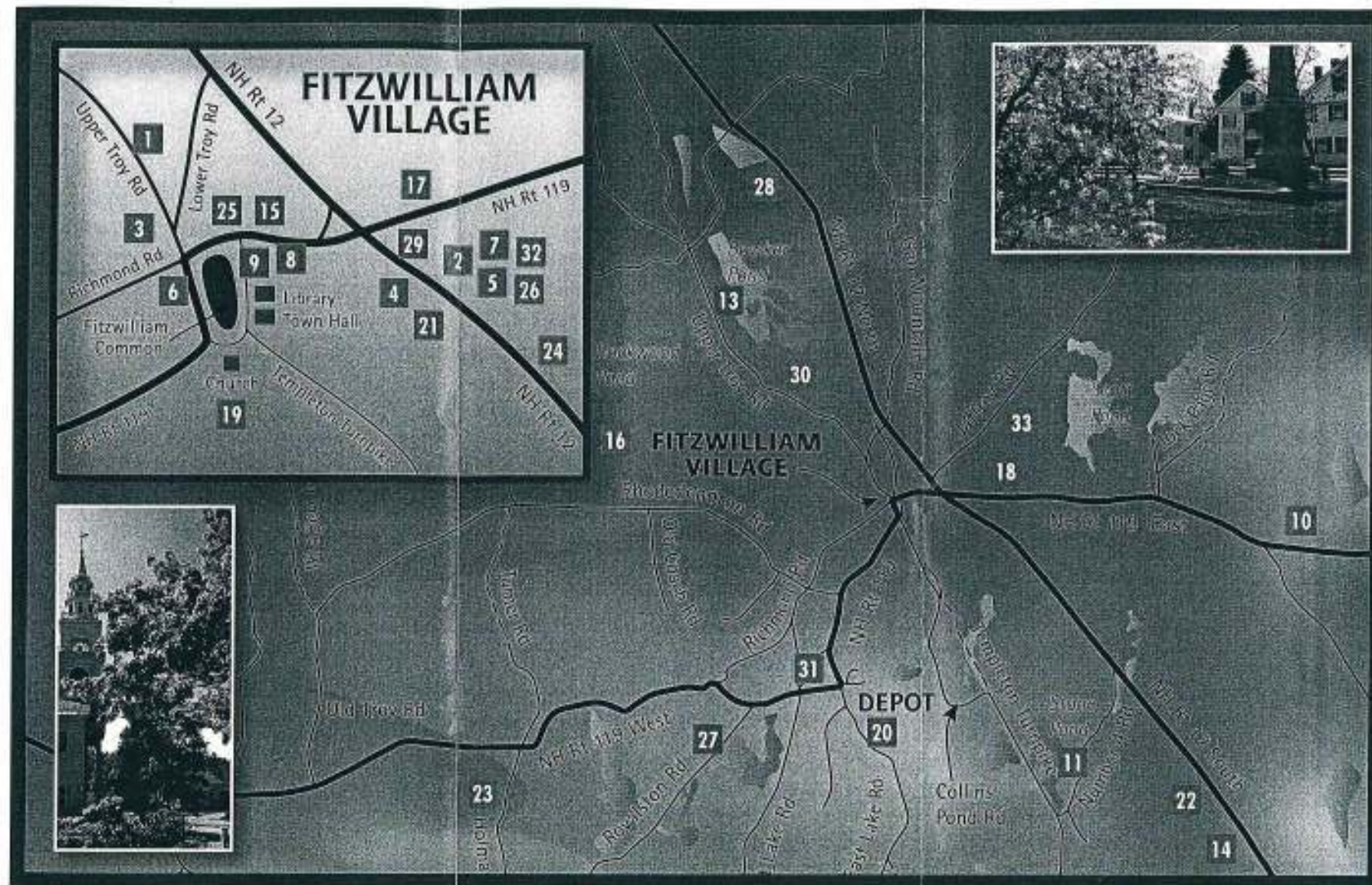
(Seasonal) 13 rooms open to public, 19th-century theme rooms. Tours are free on Sat from 1-4pm. Private tours and Twilight Tours conducted on other days by appt. Donation requested for private tours. Open 1-5pm Sat & Sun; www.fitzwilliamhistoricalsociety.org

7. Bee Hive Hair Salon

A full service salon specializing in haircuts and colors, and shellac nail service. Check out monthly specials on website. Fitzwilliam Crossroads Suite #4A; 603-585-3400; www.beehivenh.com

8. Bequaert Old Books

Antiquarian bookstore with over 50,000 old books, rare books room, prints, and maps. Open April thru Nov, Thurs-Sun 9-5pm, Sat/Sun 12-5pm. Rte 119W, just off the Common; 603-585-3448; www.beqbooks.com



Want to be included here? Email info to: fitzwilliamnh@wvalley.net For the most recent listing information see www.fitzwilliam-nh.gov

9. Bloomin' Antiques

Antique furniture and accessories, art, old toys, weather-vanes, quilts, and pottery. Open Thurs-Sat 10-5pm, Sun 12-5pm. On the Fitzwilliam Common; 603-585-6688

10. The Blueberry House (Seasonal)

Local farm fresh blueberries to buy or pick yourself! Pies and other blueberry treats. Weekends mid-July thru Sept. 479 Rte 119 East; 978-600-8651; www.theblueberryhousenh.com

11. Bullock's Farm Stand (Seasonal)

Fresh picked seasonal vegetables, fruits, plants, and sweet, juicy corn. We also sell homemade sausages. 74 Number 4 Rd; 603-585-6870

12. Chandler's on the Common

Providing your pets with raw food, as nature intended 100% all natural. An Oma's Pride Distributor. Order by phone or website (no retail outlet, mail order only); 617-329-5101; www.mkt.com/muddyriver

13. CJ the DJ

Entertainment experience organizing special events for families, businesses, and communities. Chris Holman, 328 Upper Troy Road; 603-852-6185; www.CJtheDJ.com

14. The Coin Shop

Buy and sell gold/silver coins, silver and bullion pieces, foreign coins. Will take consignments. Open Mon, Wed, Fri 1-5pm. Alan Pinheiro, 850 Rte 125 (inside State Line Campground); 603-562-9214

Founded in 1764, Fitzwilliam thrived throughout the 1800's. Today nearly 2,400 people live here. Little has changed in the past 150 years, leaving much of our 19th century heritage intact.

The village common looks much as it did in 1860's photographs, surrounded by the steepled town hall, stately Fitzwilliam Inn and houses that date back to 1850 and before. The original stone walls that once bordered small local farms are still visible in the woods. We are a living piece of history!

Different industries have defined the town at various stages in history. Earliest settlers farmed the rolling hills, growing mainly vegetables and berries, with limited livestock and poultry. The coming of the railroad in 1848 turned the village into a bustling commercial center. Around our waterways one can still see the remnants of many grist and saw mills which produced lumber and wood products – from carriages, sleighs and wheels to furniture, hat boxes and kitchen utensils.

Beginning in 1845, granite quarrying was also a major industry for more than 50 years. In their free time, early 20th century workers, mainly Italian immigrants, played bocce ball not far from the village common. Beyond that, for more than a century, the town has been a popular tourist destination.

Today Fitzwilliam is home to several charming bed & breakfasts, numerous antique shops, and the annual July Antiques Show on the Fitzwilliam Common. We've been dubbed the antiques mecca of southwestern New Hampshire.

We also offer a host of year-round recreational activities. In winter, there's cross-country skiing and snowshoeing trails, sledding, ice-fishing, and snowmobiling. Fitzwilliam is also home to beautiful Rhododendron State Park, the largest stand of rhododendron north of the Carolinas, and several spring-fed lakes and ponds for summer swimming, canoeing, kayaking, and fishing.

Hiking and mountain climbing attract many to come back year after year. Nearby Gap Mountain offers a short climb with a spectacular view of Mt.

Monadnock at the top. Mt. Monadnock is just 4 miles away in Jaffrey. It's the most climbed mountain in the world without road access to its summit. The Metacomet-Monadnock trail runs through the northwest corner of Fitzwilliam, providing a chance for real backcountry hiking.

*We welcome you
to our little corner of southern
New Hampshire!*



FOUR SEASONS OUTDOORS IN FITZWILLIAM

Laurel Lake

Swimming, fishing, boating, and public boat ramp with parking.

Rhododendron State Park (blooms in mid-July)

Walking and hiking trails in a 2,723-acre park located on Little Monadnock Mt, containing a 16-acre stand of native Great Rhododendron. A 0.6 mile-long universally accessible trail encircles the grove allowing visitors to observe, close up, the fragrant clusters of white and pink blossoms.

The Pinnacle Hiking and Skiing Trails

Only a short walk from the Fitzwilliam Common down Richmond Rd is the old Fitzwilliam ski area. While there is no designated "trail" up the hill, you can easily hike through the field and up the former ski slopes. There is a nice view looking back toward Fitzwilliam village partway up the hill. There are many trails that lead off from the ski slopes for snowshoeing, sledding, back-country XC skiing, and hiking.

Metacomet-Monadnock (M+M) Hiking Trail

The Metacomet-Monadnock Trail is a 114-mile-long hiking trail that traverses the Metacomet Ridge of the Pioneer Valley region of Massachusetts and the central uplands of Massachusetts and southern New Hampshire. It winds through Fitzwilliam, intersecting with trails in the Widow Gage Town Forest and continuing up and over Little Monadnock Mountain.

Widow Gage Hiking Trails

There is a kiosk with trail maps at the parking area on Rhododendron Rd. Walking trails are easy to moderate, and wind past old cellar holes and beautiful ponds. Trails connect with the M+M Trail where it is possible to complete a loop over Little Monadnock, down the Rhododendron Park Trail and back along Rhododendron Rd to the parking area (about 5 miles).

Little Monadnock Hiking Trail to Summit

The Little Monadnock Trail branches from the Rhododendron State Park loop and climbs for one mile, where it joins the M+M Trail on open ledges near the summit. There is a vista of Mt. Monadnock at the junction of the two trails. Turning south on the M+M leads to the true summit of Little Monadnock about a half-mile away.

Fitzwilliam/Cheshire Branch Rail Trail

An old railway right of way from Winchendon, MA to Keene, NH and further north to Walpole, NH (33 miles total) has been transformed into a flat gravel trail. The trail runs past multiple ponds, rivers, and former quarries. Walking, running, mountain bike riding, XC skiing, and snowmobiles are welcome. Parking can be found at Rockwood Pond, the Depot, and where the trail crosses Rhododendron Rd, Royalston Rd, West Lake Rd, East Lake Rd, and NH Rte 12 at State Line Circle.

Other Area Hiking Trails

Mount Monadnock — Many people come to the region to climb Mount Monadnock, "the most climbed" mountain in the world. While there are dozens of trails on the mountain, there are six major routes to the top.

Gap Mountain South Trail and North Trail — Gap Mountain is named for the "gap" between the middle and south peaks. The north and middle peaks provide excellent views of Mount Monadnock and the surrounding area. The best time of year to hike to the summit is in mid-July when the blueberries are ripe.

Mount Watatic Trail — The summit is open ledge with expansive views to the south. The Boston skyline can easily be seen on clear days. The round trip hike is about 2.5 miles and is steep in some sections.

Wopack Trail — The Wopack Trail is a 21-mile trail along a ridge-line that offers spectacular views throughout its distance beginning at Mt. Watatic in MA.





15. Covey House

Offers an array of antique, new and vintage items by dealers and local artisans including furniture, decor, and local handcrafted gifts. Open Thurs thru Sat 10—5pm, and Sun 11—5pm. Rte 119W, just off the Fitzwilliam Common; 617-877-7170; www.facebook.com/CoveyHouseNH

16. CPorter Designs

Where Creative Ideas Inform Visual Design! Marketing graphics for print & web; email: Coni@CPorterDesigns.com

17. Dennis & Dad Antiques

Specializing in 18th & 19th century English ceramics. Anytime by chance or appt. 33 NH Rte 119E; 603-585-9479; www.dennisanddadantiques.com; email: antiques@dennisanddadantiques.com

18. Early American Antiques

Early American country furniture, specializing in treenware and 18th & 19th century accessories and folk art. Open by appointment. Bob Jessen & Jim Hohmwald, 327 Rte 119E; 603-585-9188

19. Fitzwilliam Community Church UCC

No matter who you are or wherever you are in your life's journey, you are welcome in this place! Sunday Worship 10:00am, Rev. Lynda Tolton. 85 Rte 119W; 603-585-3352

20. Five Wings Studio

Fine handmade porcelain: tile murals, tableware, vases, sculptural pieces. Etchings and digital prints. Susan Link Silverman, 67 East Lake Rd; 603-585-6682; www.fivewingsstudio.com

21. Fuzzy Dog

Pet food, agility training, treats, and supplies. 10 Rte 12S; 603-585-7000; www.thefuzzydognh.com

22. Holman Contracting and Landscape Materials

Site work, road repair and construction, tree trimming, brush work. Landscape materials. 590 Rte 12S; 603-585-9600 or 603-242-3660; www.HolmanLandscapeMaterials.com

23. Kerry P. Gagne Remodeling & Restoration

Restoration/repair of historic and older homes. Fine millwork and cabinetry. Fully Insured MA H.I.C. #134173; 603-209-0543 or 603-585-2260; kagagne@myfairpoint.net

24. Little Learners Preschool and Daycare

Infant, toddler and preschool. We believe that every child is unique. Our teachers spend time nurturing children's strengths and encouraging them to reach new heights. Mon thru Fri 7am—4:30pm; 27 Rte 12S; 603-585-3001; www.littlelearnersdaycare.org

25. Macreay Landy Antiques

19th Century Furniture & Accessories, Wrought Iron Specialty. Open Thurs—Mon 10—5:30pm. 56 Rte 119W; 603-585-9581; www.maclandy.com

26. Massage by Jennifer Fay, LMT

Specializing in chronic pain, work-related pain, and athletic performance. Fitzwilliam Crossroads Suite #7; 603-315-1394; www.MakeMyFay.ME

27. Monadnock Septic Design, LLC

Designs for a better environment. Carl and Scott Hagstrom; 603-585-2272; www.monadnocksepticdesign.com

28. Monadnock Timber Exchange and Log Yard

Wholesale/Retail Lumber, Chuck Nolan, 487 Rte 12N; 603-242-7774; www.TommilaBrothers.com

29. Old Glory Antiques and Collectibles

Multi-dealer shop offering a variety of antiques and vintage treasures. Open 10am—5pm (closed Tues). Rte 12 and Rte 119; 603-585-9373; www.oldgloryantiquesnh.com

30. Pioneer Chairs

Available in exotic and native woods, easy to fold and carry, yet comfortable and sturdy. Call 603-585-6444 or 303-946-7253; www.pioneerchairs.com email: pioneerchairs@gmail.com

31. The Pottery Works

Handmade flameware cookware for fry pans, casseroles, coffeepots, and baking pans. 318 Rte 119W, Fitzwilliam Depot; 603-585-6644; www.flamewarepottery.com

32. Southern New Hampshire Vape Shop

Electronic cigarettes/vapes & premium e-liquid. Scott Solvi, Fitzwilliam Crossroads Suite #6; 978-616-9881; www.snhvape.com

33. Trade's Community Farm (Seasonal)

A CSA (Community Sustainable Agriculture) farm serving the Monadnock Region with high quality, chemical-free vegetables, spring plants, and flowers. Also selling locally sourced honey, jam, maple syrup, eggs, ice cream, and cheese. 72 Jeffrey Rd; www.tradesfarm.com

Fitzwilliam NEW HAMPSHIRE





Monadnock Alliance for Sustainable Transportation

An alliance of people and organizations working to improve transportation options in the Monadnock Region.

November 3, 2015

Councilor Colin Van Ostern
Governor's Advisory Commission on Intermodal Transportation
c/o New Hampshire Department of Transportation
PO Box 483
Concord, New Hampshire 03302-0483

Re: Draft FY 2017-2026 Ten Year Transportation Improvement Plan

Dear Councilor Van Ostern:

The Monadnock Alliance for Sustainable Transportation (MAST), formerly known as the Monadnock Region Transportation Management Association, is writing to provide comments regarding the draft FY 2017-2026 Ten Year Transportation Improvement Plan (TYP). We are an alliance of people and organizations based in the Monadnock Region who are interested in diversifying transportation options for the general public. Our alliance has seen proof that investing in multiple modes of transportation will help households save money, help the environment, improve health, and create economic opportunity. Unfortunately the draft TYP continues to approach the key concerns of transportation—mobility and accessibility—by looking at the motor vehicle alone as the solution. To be fair, there are some federal programs contained in the TYP that invest in pedestrian, bicycle and transit needs of our State, but when this funding is compared to our State's investments in motor vehicle infrastructure, the investments are miniscule.

It is difficult to see how projects listed in the TYP prepare New Hampshire for what we know to be some of the biggest challenges of our State in the coming decade. How does this plan help the State address the transportation demands of a new generation of workers that we want to attract? How will projects in the TYP prepare the State for the sharp increase in the population over 65? How will it help us mitigate climate change? We believe the plan should be addressing these questions as it thinks ten years out into the future. Ultimately, the Plan will need to be driven by a much bolder and longer term vision than the overriding policy driving the plan, which is to focus on preserving our existing infrastructure. Though we do not discount infrastructure preservation as an important policy, we think a policy to diversify transportation investments in a variety of transportation modes is a more targeted approach for addressing concerns such as the three listed above. To that end, we request that the GACIT bring the following recommendations to the Governor, Legislature and NHDOT:

1. Develop a policy that supports NHDOT's use of state and federal funds to build "Complete Streets" especially in locations where state routes are the "Main Streets" of New Hampshire communities. Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

Such a policy would require NHDOT to cooperate with municipalities interested in better accommodating pedestrians and bicyclists on highway, bridge and tunnel projects and look into the feasibility of accommodating those uses through modest improvements. It would also require NHDOT to maintain paint markings, signs and signals for pedestrians, bicycles, transit and ridesharing transportation on state routes, not just paint markings, signs and signals for motorists.

2. Develop a plan for "flexing" highway funding or creating new sources of revenue to build local and intercity bus transit services in New Hampshire. The Monadnock Region has only three small fixed transit systems in Keene, Hinsdale and Walpole. Two of the three are operated by a Vermont transit operator, and are partially subsidized by Vermont which is clearly not sustainable. Intercity bus services in the Monadnock Region are very poor. A trip from Keene to Manchester, Concord or Portsmouth is impossible. Access to Boston, New York or other destinations is very limited and inconvenient.
3. Develop a plan for flexing highway funding or creating new sources of revenue to support ridesharing and park and ride lots. The Monadnock Region currently has one park and ride lot in the entire 34 town area, which is merely a parking lot for a State Park at Chesterfield Gorge. Park and Ride lots provide commuters safe locations to carpool or transfer on to bus services. Currently there is no dedicated funding in New Hampshire to build Park and Ride lots.

MAST is well aware that the GACIT has limitations in what it can do on its own to determine the direction of transportation policy in New Hampshire. However, it is important to recognize that the schedule of GACIT hearings is the one and only dedicated time in our State that the general public is given the opportunity to weigh in on the direction of transportation policy. We hope that you will use your role in this unique process to bring these important issues to the attention of the Governor and Legislature.

Thank you for reviewing our comments and thank you for your service representing residents in the Monadnock Region.

Sincerely,

The Monadnock Alliance for Sustainable Transportation Steering Committee

Ellen A. Avery

Linda
Richard J. Allen
Cushing Medical Center
Healthy Monadnock
HCS

cc: Councilor David Wheeler
Bill Watson, NHDOT Bureau of Planning and Community Service



2014 Portsmouth Pedestrian and Bicycle Plan

Read the full plan online at <http://planportsmouth.com/bike-pedestrian-masterplan2014.html> or view printed copies in the City Planning Department, or at the Portsmouth Public Library.

For more information:

Juliet Walker
Transportation Planner
City of Portsmouth
1 Junkins Ave
Portsmouth, NH 03801

(603) 610-7296
jthwalker@cityofportsmouth.com

Example Recommendations

The following are a few examples of the types of recommendations in the plan. See the complete list in the full plan online (<http://planportsmouth.com/bike-pedestrian-masterplan2014.html>), in the City Planning Department, or at the Portsmouth Public Library.

Infrastructure (Engineering)

Lafayette Rd / Middle St Bike Lanes and Spot Improvements: Middle Street and Lafayette Road connect some of Portsmouth's close-in, older neighborhoods to downtown, the Public Library and Leary Field, the Middle School, and the High School. Improvements for this corridor should evaluate a range of options and determine the most effective way to make the route safe and usable for bicyclists and pedestrians of all ages. Buffered bike lanes and/or cycle tracks are recommended for the corridor from Andrew Jarvis Dr to Wibird St. Bike lanes or shared lane markings should be considered from Wibird St to Congress St. New sidewalk should be added to connect the high school entrance to existing sidewalks on Lafayette Rd and Greenleaf Ave. This project should also evaluate pedestrian crossings at intersections along the corridor and identify improvements such as curb extensions and ADA-compliant crosswalks.

Hampton Branch Rail Trail: The abandoned rail corridor, which runs from Portsmouth to Hampton, has potential to be a major regional off-road connection. Pending NHDOT acquisition of the right-of-way which is anticipated in 2015, the Portsmouth portion should be constructed in phases, beginning with paving the 0.8-mile segment between Barberry Lane and Route 33. In addition to paving the entire off-road path in Portsmouth, parking, trailhead amenities, and crossing improvements should be considered at each of the access points at Barberry Lane, Greenland Road, Banfield Road, and Ocean Road.

Maplewood Avenue Complete Street: Considerations for this street include traffic calming and improved safety for bicyclists and pedestrians along this key corridor. The project improvements should occur in phases and in coordination with planned water and sewer improvements to west of the North Mill Pond and private development projects within the downtown. Recommended improvements include bike lanes and improved sidewalks to the east of Route 1 Bypass as well as crosswalk improvements. Within the downtown, sidewalk widening, bike lanes, travel lane reductions, and other traffic calming and pedestrian safety measures are recommended.

Market Street Gateway: This project is a continuation of phased improvements along the Market Street right-of-way as it extends from I-95 to Deer Street. The recommended improvements include a shared-use path on the north side of the street, bicycle lanes on both sides, pedestrian and bicycle connections to the Albacore Submarine Park, and access to a shared off-road path to

Cutts Street. Other City improvements being considered for this corridor including a proposed riverfront park, streetscaping, and other amenities, will enhance the pedestrian experience and increase safety for bicyclists. Traffic calming measures are also being considered including a lane reduction and a roundabout at the Russell Street intersection.

Non-Infrastructure (All Other E's)

Promote Safe Routes to School Program: Safe Routes to School participation can include organizing annual walk and bike to school events, undertaking annual walk and bicycle traffic counts, coordinating walking school buses and bicycle trains to and from school, developing walking and bicycling curricula, and producing safe routes to school maps.

Walking and Bicycle Friendly Community Designations: These programs are nationally recognized designations. About 260 communities have achieved bicycle friendly community (BFC) designation and about 40 communities have achieved walk friendly community (WFC) designation. There is an application process and a set of criteria that must be satisfied, an important component of which is completion of a Bicycle and Pedestrian Plan. The City should work toward achieving BFC and WFC designations by the end of 2015.

Provide Bicycle and Pedestrian Safety Education: Intended audience should include bicyclists, pedestrians, as well as motor vehicles drivers. Topics may include training on safe riding and walking practices, rules of the road and sharing the road, and bicycle safety checks and basic maintenance instruction. In addition, educational materials / brochures should also be developed for distribution via local businesses, schools, public safety agencies, motor vehicle registration locations, and visitor resources.

Organize Open Streets Events: Open Streets events temporarily close the street to motor vehicle traffic and provide an opportunity to celebrate the street as a public space to walk, bike, socialize and recreate. The first Portsmouth Open Streets event was held in the fall of 2014 and should be continued as a collaborative effort between the City, public and private organizations, and neighborhood representatives.

The 5 E's

The recommendations of the plan are categorized into five categories:

- **Education:** Opportunities to inform the public and city staff about walking and bicycling safety and design.
- **Encouragement:** Programs, events, and policies that can make walking and bicycling popular ways of getting around for people of all ages and abilities.
- **Enforcement:** Opportunities to improve compliance with walking and bicycling laws and policies.
- **Engineering:** Citywide policies and initiatives to improve walking and bicycling conditions along streets, sidewalks, and paths in Portsmouth.
- **Evaluation:** Ways to assess the impact of policies and measure the progress towards increasing walking and bicycling in Portsmouth.

The League of American Bicyclists and the Pedestrian and Bicycle Information Center promote use of all E's to foster a walk-friendly or bike-friendly community. These programs and policies build on each other to approach walking and bicycling improvements in a holistic way.





Crossing

Crosswalks indicate to pedestrians the appropriate place to cross the street and inform drivers of potential pedestrian movements in the street.



Curb Extension

An extension of the sidewalk at intersections or mid-block to reduce pedestrian crossing distances and provide greater visibility for pedestrians.



Raised Intersection

A crosswalk or entire intersection raised from street level to sidewalk level increases pedestrian priority and visibility and slows approaching vehicles.



Pedestrian Crossing Island

Raised median or island that provides in-street refuge at a pedestrian crossing.



Pedestrian-Scale Lighting

Light fixtures used to illuminate a sidewalk or pathway typically closer to the ground and placed closer together than roadway lighting.



Gate Access

Gates or removable bollards which accommodate pedestrian and bicyclist passage but limit vehicular access.



Traffic Signal or Beacon

Traffic signals may include full signalization of an intersection or the addition of pedestrian indications.



Bike Signal

Traffic signal intended for the exclusive use of bicycle traffic.



Bike Lane Intersection Striping

Roadway striping used to indicate the intended bicycle path of travel through an intersection.



Traffic Signal Timing

Traffic signal phase adjusted to accommodate bicyclist or pedestrian speeds.



Leading Pedestrian Interval

Permits pedestrian movement to begin 3-7 seconds before a green light is given to motorists in the same direction of travel.



Painted Intersection

Intersection with colorful painted pavement designs that may serve as traffic calming.



Parklet

Permanent or temporary gathering area installed in the street adjacent to the curb as an extension of sidewalk space.



Bike Box

Designated space for bicycles in front of the stop line and behind the crosswalk at an intersection. Facilitates left turns and visibility for bicyclists.



Two-Stage Queue Box

Designated space for bicyclists to make a left turn in two stages.



Bike Detection

Bicycle detectors installed at intersections allow traffic signals to detect bicyclists, which may not be detected by vehicle detectors.

Facility Toolkit

The plan includes recommendations for different types of infrastructure that can improve conditions for walking and bicycling. Some of these facilities are commonly used in Portsmouth, while others are innovative solutions selected for their applicability to the city.



Shared-Use Path

Two-way path open to bicycles, pedestrians, and most other non-motorized uses.



Sidepath

Two-way path, adjacent to a roadway, open to bicycles, pedestrians, and most other non-motorized uses.



Shared Street

A shared space for motorists, pedestrians, and bicyclists.



Pedestrian Street

A street closed to vehicular traffic, used primarily by pedestrians.



Sidewalk

Typically concrete pathway adjacent to roadways for pedestrian travel.



Cycle Track

One- or two-way bicycle facility with vertical separation from motor vehicle traffic.



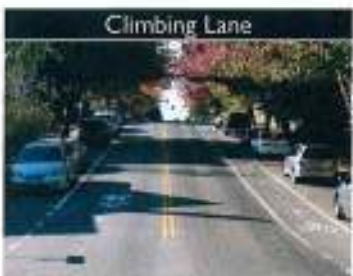
Bike Lane

An exclusive lane for bicyclists designated with pavement markings and signage.



Buffered Bike Lane

A bicycle lane with additional lateral separation from other roadway users.



Climbing Lane

Bike lane located only in the uphill direction of a roadway.



Contraflow Bike Lane

Bike lane for bicycle travel in the opposite direction of vehicular travel on a one-way street.



Shared-Lane Markings

Street markings used to indicate a shared lane for bicyclists and motorists.



Bike Boulevard

Streets with low vehicle volumes and speeds designated to provide priority to bicyclists.



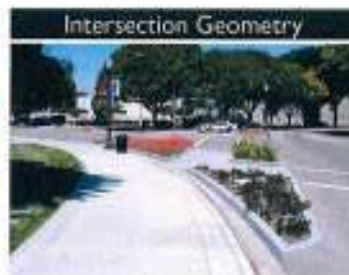
Signed Route

Streets typically with low vehicle volumes and speeds designated by signage as a route for bicyclists.



Bike Maintenance Station

A location providing common bicycle maintenance equipment.



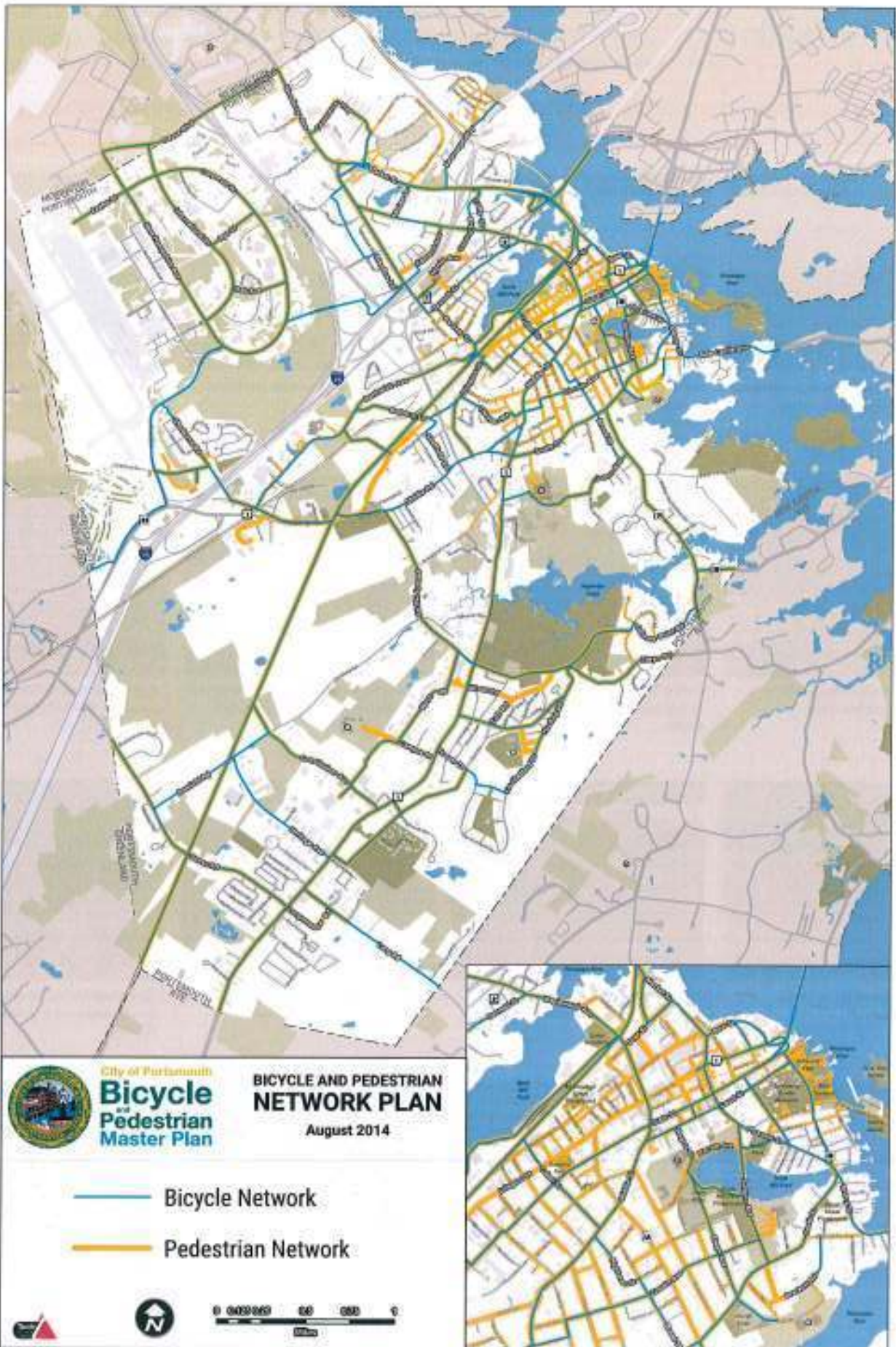
Intersection Geometry

Modifications to curb lines or edges of pavement at an intersection, typically related to decreasing intersection width or turning radii at the intersection corners.



Trailhead

A signed location along a shared-use path providing amenities to users.





The Network

The plan outlines a proposed bicycle and pedestrian network. This network establishes walking and bicycling connections to transit, schools, employment, retail, basic services, and other destinations. Drawing from the plan's vision and goals, the physical network will be designed to improve safety, connectivity, and equity.

Improving safety:

Addressing safety concerns on individual streets as identified in crash data, public input, and through field evaluation.

Enhancing connectivity to increase the number of walking and bicycling trips:

Building an interconnected network that connects people to destinations.

Achieving equity so that walking and bicycling can be possible for everyone, everyday:

Giving special consideration to improving the mobility of vulnerable or limited-choice populations. Vulnerable populations encompass the young, old, and those with sensory or mobility impairments. Residents who rely on transit, walking, or bicycling because they do not have access to a personal car are considered to be limited-choice.

The streets shown in this network include streets and paths that are currently good walking and bicycling routes, streets identified as desired routes by public input, and streets or future paths that can serve as important connections.

Specific infrastructure recommendations were developed to improve corridors and spot locations within this network.

2014



Portsmouth Bicycle and Pedestrian Plan

Walking and Bicycling in Portsmouth —The Vision

Portsmouth residents, workers, and visitors will view walking and bicycling as comfortable and convenient ways to get around the city. Walking and bicycling will be a part of Portsmouth’s culture, making the city a healthy and vibrant place to live.

The City of Portsmouth Bicycle and Pedestrian Plan is a comprehensive strategy to make bicycling and walking safe, comfortable, and convenient for people of all ages and abilities. This Plan builds on the city’s considerable attributes and growing support for walking, bicycling, and “Complete Streets”:

- In 2013, walking and bicycling commute rates in the City of Portsmouth exceeded the national average and are the highest of any community in New Hampshire. (5.7% of commutes were on foot and 2.4% were on bicycle, motorcycle, or taxi).
- In 2014, Portsmouth’s Complete Streets policy was ranked 7th highest in the country by the National Complete Streets Coalition.
- Downtown Portsmouth has a WalkScore® of 86*, which reflects the city’s compact, mixed use neighborhoods, aesthetic quality, and transportation choices.

The Bicycle and Pedestrian Plan will help make walking and bicycling in Portsmouth safer and more convenient citywide through a prioritized set of improvements to streets, sidewalks, and paths. The Plan was developed using data collection and analysis and included broad public and stakeholder involvement.

**Hampton Beach Area Commission
100 Winnacunnet Road
Hampton, New Hampshire 03842**

September 29, 2015



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

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 the State of New Hampshire & NH DOT support adding construction funds to the related project within the NH Ten Year Transportation Plan – Hampton CS4 (9022) – Ocean Blvd. Improvement Project. At the last review period, this project was added to the Ten Year Plan and \$250,000 was approved for PE only for engineering study and preliminary design. Construction funding to be determined.

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 (NHDOT) 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 \$50 million has been invested with public funds and over \$100 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. As stated above, the next major improvement project is the reconstruction of Ocean Blvd and we were very fortunate for this project to be included as a new project in the 2015 -2024 NH Ten Year Transportation Plan. (NOTE: our definition of Ocean Blvd – from the Hampton/Seabrook Bridge up through Ocean Blvd all the way to Winnacunnet Rd.) One of the major recommendations within the plan is for Ocean Blvd to be reconstruct the entire roadway to address safety, traffic flow 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. In reviewing the report put out by the Governor's Advisory Commission on Intermodal Transportation, it is our opinion that Ocean Blvd falls with the 32% of roadways that are in poor/very poor condition. Although not a highway roadway, Ocean Blvd during a 4/5 month period each year is a roadway traveled by thousands of vehicles of all sizes and right along with them you have thousands of pedestrians walking right along with them on non-sidewalk pavement. We have been very fortunate not to have had any serious accidents occur in the middle of the summer where vehicle and pedestrian come together. This is an opportunity to be proactive and not reactive to a sad situation.

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 following year, the HBAC submitted another application to Federal Highway for a much smaller amount (\$375,000) which would help us update the transportation elements of the Hampton Beach Master Plan and work on some small design/implementation transportation related beach projects. With the help and support of local, regional and state officials we were successful and are now in our first year of the grant working directly with NH DOT and their transportation consulting firm – VHB. During that same time period, our project was selected to be with the Ten Year Plan.

Knowing that this is a multi-year plan and process, the HBAC feels very confident that our pre construction activities are moving along quite well and will be ready to move to the preliminary construction stage by 2018/2019.

Our proposal for your consideration:

Based on some study information and detailed data, we would like to request that you set aside \$4 to \$5 million dollars for initial/estimated construction work along Ocean Blvd from the intersection of Ocean Blvd & Ashworth Ave up to C street. These funds would support the total reconstruction of the roadway, add new sidewalks and new drainage. We are also prepared to discuss reducing the covered area (from - to streets) if we are not able to secure full funding. It would not be our first choice since the layout of the roadway really would need creative engineering to do some and not all recommended areas. For this construction stage to start a minimum of \$2 Million would be required and once again we would have to be very creative on where we could start the improvements.

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 continue to be recognized as a top priority going forward and the best way for this to be recognized is to be a continued priority within the Ten Year Plan. We can also guarantee you that we are very willing to work in partnership in seeking additional dollars through Federal Transportation/Highway and will be very aggressive in our application submissions.

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 the reconstruction of Ocean Blvd and adding this very important stage 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

Town of Hampton



September 29, 2015

Hon. Christopher Sununu
71 Hemlock Court
Newfields, NH 03856

Re: Hampton Selectmen's Input on the 10-Year Transportation Plan

Dear Councilor Sununu:

Thank you for conducting a public hearing tonight on the 10-Year Transportation Plan. This was discussed at the recent meeting of the Hampton Beach Area Commission that was held on September 24, 2015.

At this recent meeting, a presentation was made to the Commission by VHB Project Manager Gordon Leedy as consultants to the New Hampshire Department of Transportation regarding major transportation improvements for Hampton Beach.

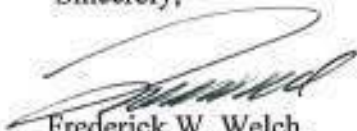
The Hampton Board of Selectmen have discussed Mr. Leedy's presentation and have two major thoughts to share with you at this time:

1. The improvements being studied by Mr. Leedy's group should extend north geographically on Ocean Boulevard beyond Great Boar's Head to at least Winnacunnet Road. This extended area would correspond to the Hampton Beach Village District and would better reflect the changes needed to promote tourism and community vitality.
2. These transportation improvements should be included in the 10-Year Transportation Plan so that their implementation can be planned for in the near future, given the importance of this area to the economic vitality of the State and to better realize the investment that the State and the Town of Hampton have already made to making this area all that it can be for visitors and residents alike.

The Hampton Board of Selectmen was unanimous in support of extending the improvements to the north and wanted to be sure to communicate this to you and the Commission as soon as possible.

Thank you for your attention to these concerns.

Sincerely,



Frederick W. Welch,
Hampton Town Manager

cc. Board of Selectmen
John Nyhan, Chairman,
Hampton Beach Area Commission

Hampton



PUBLIC WORKS DEPARTMENT

CITY OF PORTSMOUTH
680 Peverly Hill Road
Portsmouth N.H. 03801
(603) 427-1530 FAX (603) 427-1539

November 2, 2015

William E. Watson, PE
Administrator
NHDOT, Bureau of Planning and Community Assistance
7 Hazen Dr, PO Box 483
Concord, NH 03302-0483

NOV 04 2015

Planning and Community Assistance

RE: Comments on 2017-2026 Ten Year Plan DRAFT

Dear Mr. Watson,

On behalf of the City of Portsmouth, I would like to submit the following comments to the Governor's Advisory Commission on Intermodal Transportation related to the DRAFT 2017-2026 Ten Year Plan (TYP).

First of all, I would like to thank the GACIT for allocating funds to acquire and construct the recently abandoned Hampton Branch rail corridor from Hampton to Portsmouth for development as a rail trail - part of New Hampshire's segment of the East Coast Greenway. While this draft of the Ten Year Plan includes \$990,000 for construction funding, funds for the right-of-way acquisition and design of the trail are programmed in 2016. The 2017-2026 TYP allocation for construction is critical. While each of the corridor communities will be asked to contribute to the construction of the trail, this project will not be possible without financial support from NHDOT. Portsmouth has included this project in the City's Capital Improvement Plan and plans to supplement the state's resurfacing funding with City funds in order to create a 3.6 mile paved multi-use path extending from the Rye line to Barberry Lane (just south of the Route 1 Bypass).

Another critical Portsmouth project included in the draft TYP is the replacement of the Woodbury Avenue and Stark Street bridges over the US Route 1 Bypass. These bridges are on the red list and this bridge project would complete the upgrades to six bridges along this stretch of the Route 1 Bypass. In the current draft, funding for this project would not be available until 2021. Due to the safety concerns associated with replacement of these bridges and the access to the adjacent New Franklin School, we strongly encourage the GACIT to move the funding year to 2017.

We were pleased to see that the Maplewood Avenue Complete Street improvement project, which was one of the high priority projects recommended from the Rockingham Planning Commission region, has been included in the draft TYP. However, we have secured matching funds from a local developer for this project, which need to be utilized by 2018. With the TYP funding pushed out to 2022, we will lose our ability to secure a local match and, therefore, will not be able to proceed with the project as originally planned. In addition, the increased delay will increase the overall construction cost. I urge the GACIT to move this project up to 2017.

A number of our local projects make use of funding provided by the Congestion Mitigation Air Quality (CMAQ) program. In the draft Ten Year Plan, NHDOT is proposing to divert 50 percent of CMAQ funds to general highway use. While this is allowable under federal law, it takes away funding from important transit, bicycle and pedestrian needs at a time when demand for alternatives to driving is growing. I would encourage GACTT not to divert these funds.

Sincerely,



Peter H. Rice, Director
Department of Public Works

cc: Eric Eby, Parking & Transportation Engineer
Juliet Walker, Transportation Planner



STATE OF NEW HAMPSHIRE
OFFICE OF THE GOVERNOR

MARGARET WOOD HASSAN
Governor

October 14, 2015

Mr. Thomas Cardon
Council Chair
Town of Derry
14 Manning Street
Derry, NH 03038

Mr. John Farrell
Council Chair
Town of Londonderry
268B Mammoth Road
Londonderry, NH 03053

Dear Mr. Cardon and Mr. Farrell:

As you know the Governor's Advisory Commission on Intermodal Transportation (GACIT) has begun its public process for the development of the Ten Year Transportation Improvement Plan for 2017-2026. As part of this process, GACIT will undertake 16 public hearings across the state to receive crucial input and feedback on the importance and prioritization of transportation projects throughout New Hampshire before presenting its recommended Ten-Year Plan to my office in late fall. I will then propose my version of the plan to the legislature in January.

A strong transportation infrastructure is crucial to our economic development, and to the safety and quality of life of our citizens and visitors. I recognize the economic potential that Exit 4A has for our communities, and our state as a whole. As part of my review of the Ten Year Plan, I intend to work with the New Hampshire Department of Transportation (NH DOT) to examine ways to place a higher priority on the Exit 4A project and to accelerate the project, in conjunction with the widening of I-93. I have already directed NH DOT to initiate this process and to recommend ways to fully fund the project earlier than currently proposed.

Dear Mr. Cardon and Mr. Farrell
October 14, 2015
Pg. 2

The bipartisan transportation funding plan that we passed last year is advancing critical road and bridge projects and helping to finish the long-overdue expansion of Interstate 93, and I believe that Exit 4A needs to be included in that context. Exit 4A represents a significant economic development opportunity for the region and the state, and assuring expedient timing for funding and completion of the project will spur economic development and create jobs.

We must continue to work together to ensure a modern, safe transportation infrastructure, which we all know is critical to the success of New Hampshire's people, businesses, and economy. I look forward to working with you and other stakeholders from around the state to ensure that our Ten Year Plan continues to meet that expectation.

With every good wish,



Margaret Wood Hassan
Governor

cc: Senator Sharon Carson
Mr. Galen Stearns, Derry Town Manager
Mr. Kevin Smith, Londonderry Town Manager
Hon. Christopher Pappas, Executive Councilor
Hon. Christopher Sununu, Executive Councilor

Bill Watson

From: Jen Czysz <JenC@nashuarpc.org>
Sent: Tuesday, November 03, 2015 2:41 PM
To: Bill Watson
Cc: Tim Roache; Julie Chizmas
Subject: RE: Next GACIT Meeting Confirmed
Attachments: PelhamSherburneRdProjectProposal.docx

Hi Bill,

Brian McCarthy, Pelham Town Administrator, should be sending along information on the Sherburne Road project requested by Councilor Sununu, if he hasn't already.

I've attached the information that I have at hand in the interim.

Jen

Jennifer Czysz, AICP

Assistant Director
Nashua Regional Planning Commission
www.nashuarpc.org
www.granitestatefuture.org

From: Tim Roache
Sent: Tuesday, November 03, 2015 2:36 PM
To: Jen Czysz
Cc: Julie Chizmas
Subject: FW: Next GACIT Meeting Confirmed

FYI and do we know if Sununu and Bill Watson have the Pelham Proposal?

From: Bill Watson [<mailto:BWatson@dot.state.nh.us>]
Sent: Tuesday, November 03, 2015 2:33 PM
To: cfrost@nccouncil.org; csinnott@rpc-nh.org; Cynthia Copeland; Dpreece@snhpc.org; Jeffrey R Hayes (jhayes@lakesrpc.org); Michael Tardiff; nmiller@uvlsrpc.org; Tim Murphy; Tim Roache
Cc: Sharon Allaire
Subject: Next GACIT Meeting Confirmed

Hi Directors –

We have confirmed that the next GACIT meeting will be held at 12pm, November 12th at Fish and Game HQ on Hazen Drive.

Please see the attached public notice that will be printed in the next 1-2 days.

We will also be posting on our website.

Please note that with the public comment period ending this Thursday November 5th at COB, we expect that the Councilors will be considering this a working meeting based on the input received to date and any topics they ask us to be prepared for.

If you have any questions, please let me 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

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



Town of Pelham – Sherburne and Mammoth Roads Intersection Improvements

Project Description:

Design, permit and install traffic control measures at the intersection of Sherburne and Mammoth Roads, both State roads. Optional solutions identified include the installation of a roundabout, traffic signal with turning lanes, or the addition of defined right hand turning lane with island separator to restrict right hand turns from Sherburne onto Mammoth (southbound). The project would be limited to the area needed for a roundabout or other traffic control measures. Some ROW acquisition from one adjacent abutter would be required.

Purpose, Goals and Objectives:

This problem intersection has been the source of driver and law enforcement complaints for two decades. The primary purpose of this project is to improve public safety by making the intersection safer to navigate, thereby reducing crashes, extending the service life of the roads in the vicinity of the intersection, and reducing congestion at peak hour. Providing traffic controls at this intersection will address local and state concerns by reducing crashes at this intersection. Some improvement to air quality may also result by eliminating the traffic stacking currently experienced at peak AM and PM hours.

Need:

The need for this intersection improvement has been demonstrated by a 2005 NRPC Signal Warrant Analysis which found the intersection to earn an "F" level of service rating for eastbound minor approach on Sherburne during the existing AM and PM peak hours. In 2011 NRPC conducted traffic turning movement counts at the intersection from 7AM to 9AM and again at 4PM to 6PM. These counts clearly show that traffic uses Sherburne Road as a major east-west route in the general area. The study noted that "during AM peak hour there is actually more traffic turning left out of Sherburne Road than there is northbound through traffic on Mammoth Road." Additionally, in 2011 NHDOT conducted a Road Safety Audit of this intersection and found four high risk safety issues that make the intersection dangerous. The report suggests short, medium and long range solutions including a roundabout as the best long-term option. The NHDOT has prepared a preliminary roundabout plan for the intersection. The NHDOT RSA report NRPC Signal Warrant Analysis, and NHDOT roundabout design are being submitted along with this project form.

Estimate:

Phase	Year	Estimate
PE	Year 1	\$50,000
ROW	Year 1	\$50,000
Construction	Years 2 & 3	\$1,000,000
Total		\$1,100,000.00

Estimate prepared in 2011

Planning Status:

This dangerous intersection has been a hot topic for Pelham citizens for years with many complaints being pressed seeking a solution. These concerns are also held by the Pelham Board of Selectmen and land use boards. The NRPC Signal Warrant Analysis and NHDOT Road Safety Audits were conducted at the request of the Pelham Board of Selectmen and demonstrate the project's priority. The intersection is one of the two most dangerous intersections in Pelham. The voters approved funding in 2015 for the Town to work with NRPC to update our Master Plan and this intersection will be prominent as local transportation improvement priorities.

Intersection Current Conditions Data:

Road Service Life:	Mammoth Rd: RCI = 3.17 (fair) and Tier 2 roadway Sherburne Road: RC = 2.59 (fair) and Tier 3 roadway
Crash Reduction Factor:	Depends on selected alternative
Crash History (2002 - 2013):	22 total crashes w/in 250' radius of intersection, (0 fatal, 9 non-fatal injuries, 0 bike-Ped injury)
Crash Rate:	19.4 per mile per year (7.9 injury crashes per mile per year)
Current Traffic Volume:	Mammoth Rd, north of Sherburne Rd: 12,000 AADT (2012) Mammoth Rd, south of Sherburne Rd: 9,000 AADT (2012)
Functional Class:	Urban Minor Arterial (16)
Congestion:	Peak LOS of C north of intersection and B south of intersection
Freight Mobility:	2010 truck traffic 9.5%, not a designated truck route



Bill Watson
Please add to TYF
Public Hrg correspondence
Bill



DonnaLee Lozeau
MAYOR

October 7, 2015

RECEIVED
COMMISSIONERS OFFICE

OCT 13 2015

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

CLW
Christopher Waszczuk
Director of Project Development
New Hampshire Department of Transportation
John O. Morton Building
PO Box 483 / 7 Hazen Drive
Concord, NH 03302-0483

Dear Mr. Waszczuk,

The City of Nashua is seeking the support of the New Hampshire Department of Transportation to keep the East Hollis Street Transportation Improvements project moving forward. The City has positioned this project to be a catalyst for change within the East Hollis Street neighborhood. The project will improve traffic flow and provide crucial access to the Bridge Street Waterfront Development Project and the Crown Street Park & Ride Facility, both of which are ready to launch.

The City has been working collaboratively with the Nashua Business and Industrial Development Authority (BIDA) and our development partner, Renaissance Downtowns of Nashua, to reposition a long underutilized 26-acre parcel located along Bridge Street. Our collective vision is to transform this area into a thriving urban village located at the confluence of the Nashua and Merrimack Rivers. Full buildout will result in over 750 new units of housing, commercial and retail space, as well as dramatic new public access to the waterfront. It is vital that this area blossom into a productive asset as Nashua continues its evolution.

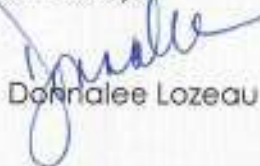
Nashua has worked tirelessly over the past 10 years to bring this redevelopment to the precipice of reality. In 2009, a preferred developer agreement was signed with Renaissance of Nashua, LLC. After careful planning and public outreach, a concept plan was approved in 2010 that articulated the development vision. In 2013, the Nashua Planning Board approved a site plan for the first phase of the project. Concurrently, the City of Nashua planned and completed construction of a multi-million CSO Screening and Disinfection Facility, located underground so as to maximize the site's development potential. On the heels of this progress, Renaissance is poised

to break ground in the spring of 2016 on the project's first phase, which will include 228 market-rate housing units.

The East Hollis Street Traffic Improvements will provide crucial access to the Bridge Street Waterfront Development Project. The City is now finishing up the East Hollis Street Gateway Improvements Planning Study, which will provide a blueprint for needed infrastructure investments in the area. The \$110,000 City-funded study will identify a workable concept for the DOT-funded transportation improvements as well as City-funded long term storm water, wastewater and flood control investments in the vicinity. Upon completion of the study, the City will be in a position to initiate project engineering for the transportation improvements. Engineering project funding in FY 2016 and Right of Way and Construction funding soon thereafter is therefore vital to advance the transportation project in a timely manner. The success of the Bridge Street Waterfront Development Project depends upon it.

Should you have any questions about the project or the City's continued progress, please do not hesitate to reach out to me directly.

Sincerely,



Donnalee Lozeau

cc: William Cass, Acting Commissioner and Chief Engineer
Bill Watson, Planning and Community Assistance
Ronald Grandmaison, Project Manager
Tim Roache, Executive Director, NRPC
Lisa Fauteux, Director of Public Works
Sarah Marchant, Director of Community Development
Thomas Galligani, Economic Development Director
Stephen Dookran, City Engineer

Bill Watson

From: Galligani, Thomas <GalliganiT@nashuanh.gov>
Sent: Wednesday, October 07, 2015 4:56 PM
To: Christopher Waszczuk
Cc: Ronald Grandmaison; Fauteux, Lisa; Dookran, Stephen; Marchant, Sarah; Tim Roache; wcass@dot.state.nh.us; Bill Watson; Cloutier, Brenda
Subject: Nashua: East Hollis Street Project Funding consideration
Attachments: 20151007 Letter to C Waszczuk NH DOT.pdf

Chris,

Please see attached, the electronic copy of a letter from Mayor Lozeau regarding Nashua's East Hollis Street project. The original copy has been mailed to you as well.

Please let me know if you have any questions.

Sincerely,

Tom



Thomas F. Galligani, Jr.
Economic Development Director
Office of the Mayor-Economic Development

galliganiT@nashuanh.gov

City Hall, 229 Main St.
PO Box 2019
Nashua, NH 03061-2019
Phone: 603.589.3260
Fax: 603.594.3450

nashuanh.gov
nashuadares.com

Bill Watson

From: James Vayo <jvayo@renaissancedowntowns.com>
Sent: Thursday, October 15, 2015 10:24 AM
To: Bill Watson; David.Wheeler@nh.gov
Cc: Mr. Ryan Porter
Subject: GACIT 2017-2026 TYP Public Hearing
Attachments: PS_NAS_BridgeStreet_ToBIDA_07-22-15.pdf; Info_NAS_GACIT_Hearing_10-12-15.pdf

Councilor Wheeler,

I am following up with you in regards to the priority of project #16314 (to Construct a multilane roundabout at Bridge and Hollis Street in Nashua, NH) from the DOT Ten Year Plan. In the TYP this project was the highest priority for the city of Nashua and I wish to advocate for it to be returned to the position of top priority. I have attached two PDF's to this e-mail as supporting documentation to the comments I made Tuesday night.

I also want to provide both you and Mr. Watson an open invitation to come to Nashua for a tour of the project site and the various positive impacts this will have on the city.

My deepest thank you for your time in considering this request.

Regards,

James Vayo
APM Renaissance Downtowns
6 Main Street
Nashua, NH 03060
(603) 718-8831

Proposed Roundabout at Taylor Falls Bridge

Route 111 (East Hollis Street) in Nashua, NH

The following content provides justification for the proposal to construct a roundabout at the intersection of Bridge Street and Route 111 (A. K. A.: East Hollis Street) on the Nashua side of the Taylor Falls Bridge. Renaissance Downtowns, a real estate development firm which specializes in the revitalization of downtowns throughout the Northeast is working collaboratively with the City of Nashua in a Public/Private Partnership to create a master plan for the development of a former brown fields site owned by the City of Nashua located adjacent to the Taylor Falls Bridge. This site affords tremendous opportunity for the development of a 26 acre parcel as a traditionally patterned "Infill" neighborhood which is in need of revitalization. The Public/Private Partnership (PPP) worked through a concept planning process resulting in the creation of a Concept Plan through recommendations by professionals in the fields of urban planning, market and economic analysis, engineering, environmental analysis, and downtown revitalization. As a result of the efforts of the Public Private Partnership, the first phase of construction (228 residential units) is set to begin in spring of 2016. For the realization of the complete master plan, improved access at Bridge Street will be needed, in particular, the PPP worked together to coordinate existing and future roadway conditions with the master plan is an effort to make the roundabout a seamless improvement relative to the development access.

The Bridge Street Concept Master Plan shown with the roundabout is described below.

Public/Private Partnership Planning Goals

The following goals for the Bridge Street Development were determined during the initial planning charrette:

- Establish a gateway to Nashua that makes a statement.
- Create an appropriate scale of building context.
- Provide waterfront amenities and access.
- Provide a mix of uses including an assortment of convenience based retail.
- Create a project which can act as a catalyst for downtown revitalization.

New Urbanism

Renaissance has created a plan for the Bridge Street site from a New Urbanist perspective. New urbanism promotes the creation and restoration of diverse, walkable, compact, vibrant, mixed-use communities composed of the same components as conventional development, but assembled in a more integrated fashion.

Proposed Project

The Concept Master Plan illustrates the transformation of the Bridge Street site from an underutilized parcel into a vibrant new neighborhood that will anchor the East Hollis Street Area and serve as a catalyst for further revitalization. The site will be completed in phases. Key features include:

- A broad mix of uses that include housing, retail, office, open space, and parking
- Amenities targeted at empty nesters and twenty-somethings who will define the heart of the market
- Retail storefront uses that are envisioned as a unique environment for convenience shopping, dining, and civic life
- A marina as a distinctive amenity

Fiscal Benefits

The development of this concept plan has the potential to provide, at full buildout, the City of Nashua with significant additional tax revenue on an ongoing, annual basis along with significant job creation opportunities. Considering the plan for this site and the program discussed during submission of the concept plan, it is estimated the following would be generated by the Bridge Street redevelopment:

- \$2 Million+ Annually in Ongoing Tax Benefits
- 300+ Direct Construction Jobs
- 200+ Permanent Jobs
- \$150 Million in Additional Purchasing Power
- \$60 Million in Captured Retail Sales

It must be noted that these benefits do not include indirect and induced tax revenues nor additional jobs created by the catalytic nature of the Bridge Street redevelopment effort.

Proposed Site Plan with Roundabout



Roundabout/Rotary

Small-scale pedestrian-friendly connections will link Belknap Street, D Street and the roundabout main entrance to the waterfront site and will form blocks that are sized to support a variety of mixed-use building types. A new modern roundabout is proposed at the intersection of Bridge Street, East Hollis Street and the main entrance to the Bridge Street site. Roundabouts are safer for drivers and pedestrians than traditional intersections.

Infrastructure Diagram



Benefits of proposed Roundabout At the Taylor Falls Bridge, Nashua NH

The following list of advantages was assembled as a reference tool to be used when determining the validity of a roundabout at Route 111 in Nashua connecting the East & West sides to the Merrimack River. The following list of *Advantages of Roundabouts provided by McFarland Johnson Engineering.*

- Slower yet continuous traffic speeds leading to Reduced number and severity of car accidents
- 75% less injury producing accidents & 90% less fatalities
- Reduced Pollution & Fuel Use & Higher Aesthetic Qualities
- Configuration allows for ease of U-Turn traffic
- Cross walk distances are shorter with few conflict points

The List below is of the Smart Growth Principals as provided by the NH Office of Energy & Planning with commentary provided by Renaissance Downtowns relative to the creation of a roundabout at the West side of the Taylor Falls Bridge.

- Principle #1 - Maintain traditional compact settlement patterns; to efficiently use land, resources, and investments in infrastructure;
 - o Commentary: This is achieved through the roundabout proposal by helping offset the need to create a circumferential highway around the city through better access on existing thoroughfares.
- Principle #2 - Foster the traditional character of New Hampshire downtowns, villages, and neighborhoods by encouraging a human scale of development that is comfortable for pedestrians and conducive to community life;
 - o Commentary: The roundabout will be much more approachable for pedestrians (promoting good neighborhood connectivity) in comparison to a new wide roadway such as the Henri Burque Highway.
- Principle #3 - Incorporate a mix of uses to provide a variety of housing, employment, shopping, services, and social opportunities for all members of the community;
 - o Commentary: The roundabout would accommodate a primary point of access to various sites surrounding the existing road configuration which suffer from inadequate entry points.
- Principle #4 - Preserve New Hampshire's working landscape by sustaining farm and forest land and other rural resource lands to maintain contiguous tracts of open land and to minimize land use conflicts;
 - o Commentary: By accommodating vehicular traffic on existing thoroughfares in the city, there is great potential to minimize the forces which promote the development of undeveloped land which exists along the proposed "North Bridge Crossing", land that is better preserved as working landscape than subdivision.
- Principle #5 - Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle, or in motor vehicles;
 - o Commentary: Renaissance Downtowns feels that this is a vital principal for the city to address when it comes to neighborhood infill redevelopment sites. This will be a significant segment of growth for the city of Nashua into the foreseeable future. The roundabout would be a significant catalyst for such a development to take place at the Bridge Street Redevelopment Site.
- Principle #6 - Protect environmental quality by minimizing impacts from human activities and planning for and maintaining natural areas that contribute to the health and quality of life of communities and people in New Hampshire;
 - o Commentary: As mentioned before, accommodating existing vehicular traffic patterns in lieu of creating a new highway access point to the city will reducing the pressures which can lead to poor development patterns.
- Principle #7 - Involve the community in planning and implementation to ensure that development retains and enhances the sense of place, traditions, goals, and values of the local community;
 - o Commentary: The roundabout could celebrate the entry into the city as a true "gateway"
- Principle #8 - Manage growth locally in the New Hampshire tradition, but work with neighboring towns to achieve common goals and address common problems more effectively.
 - o Commentary: The roundabout could be the first phase of a more comprehensive approach to managing regional traffic problems associated with Route 111 which exist in both Nashua & Hudson.

BRIDGE STREET WATERFRONT REVITALIZATION - JULY 22ND 2015

BUILDING PRIVATE PARTNERSHIPS

Renaissance Downtowns has obtained BIDA approval for the Bridge Street Waterfront Revitalization Master Plan (Right) which allows for the development of over 700 residential units on approximately 26 acres of land. This development master plan is slated for constructed in four independent phases.

Renaissance is ready to enter into a partnership with SMC Management to implement the development of the first phase (Phase One) of the Bridge Street Waterfront Revitalization. This will include the Land at 68 and 70 Bridge Street with the opportunity for participation of the Riverside (Bonnette) Property (As seen to the right). The site plan for Phase 1 is expected to have only minor modifications from the site plan approved by the city planning board in 2013. Renaissance and SMC anticipate submission of the site revisions to the city in the near future.



BIDA Approved Master Plan with Development Phasing Shown

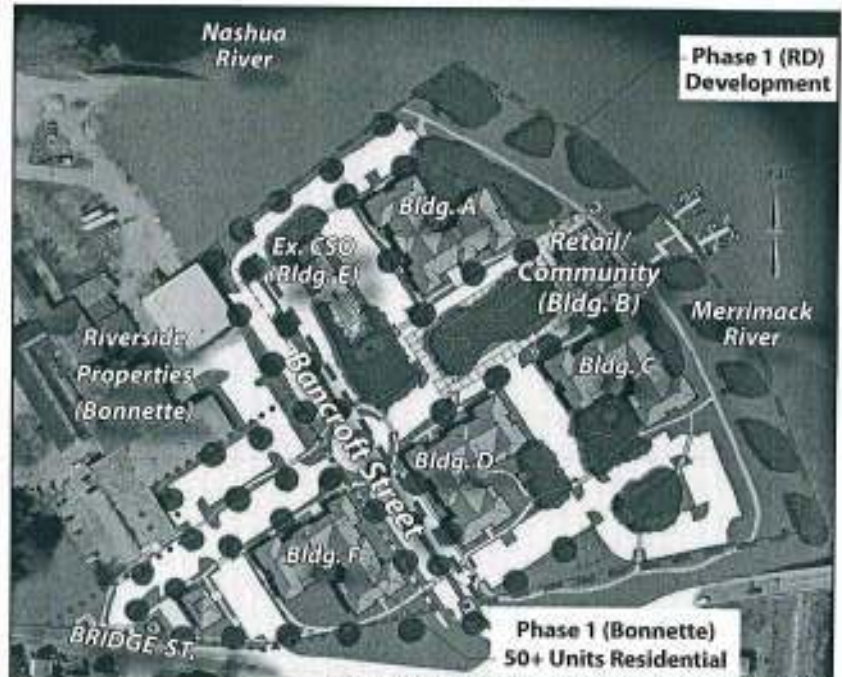
Involved Parties		Estimated Development Milestones		PHASE 1 DEVELOPMENT TIMELINE	
*(CB) City/BIDA				(Completion Milestones for Involved Parties)	
*(RS) Renaissance/SMC					
Milestone	Responsible Party	Collaborating Party(ies)	Estimated Completion	Notes	
Appraisal Update	RS	CB	Aug-15	The appraiser utilized for the original appraisal has begun an appraisal update	
Site Plan Approval	RS	CB	Oct-15	We have begun this process in anticipation of BIDA approval to move forward	
Building Permit Approval	RS	CB	Feb-16	Submitted after Site Plan Approval, conditioned upon for Skate Park and Basin	
Relocation of Skate Park	CB	RS	TDB	Pending collaboration between all parties	
Relocation of Basin	CB	RS	TDB	Pending collaboration between all parties	
Phase I Closing	RS	CB	TDB	Pending clarity of the timing and process relating the the Skate Park and Basin Relocation	
Phase I Groundbreaking	RS	CB	TDB	Pending clarity of the timing and process relating the the Skate Park and Basin Relocation	

SITE PROGRAM FOR PHASE 1 DEVELOPMENT

Phase one involves the development of four buildings on the eastern city parcel (68-70 Bridge Street) as shown to the Right, with the potential for additional building on a portion of the Riverside (Bonnette) property to the west. The site layout and programming remains consistent with the site plan approval from 2013. The primary modification to the site plan being an increase in height on buildings A, B, & C from 4 stories to 5 stories. The intent is to allow "Podium" construction to allow for additional parking under the residential buildings.

Building Tag	SF Area	Units	Floors
Building A	87,000	76	5
Building C	87,000	76	5
Building D	87,000	76	5
Sub-Total Count	261,000	228	
Building F	+50,000	50+	
Total Count	+311,000	278+	

Note: The text above in Red designates the additional private property development opportunity



Bridge Street Waterfront Revitalization; Site Plan for Phase 1

10 year high plan

Mark Hounsell [processandcourier@gmail.com]

Sent: Saturday, October 24, 2015 11:56 AM

To: Kenney, Joseph

Dear Joe,

Below is a copy of comments I have prepared for the GACIT hearing in Conway on Monday 10/26/15. I sending this in the event you do not get the hard copy I have prepared for you and left with Earl Sires' secretary, Karen Hallowell

Best Regards,

Mark Hounsell
PO Box 3081
Conway, NH 03818

TEN YEAR PLAN AS IT IMPACTS CONWAY, NH AND POINTS NORTH

From: Mark Hounsell, Chairman Board
of Trustees
Conway Public Library
Former
Selectman Town of Conway
Former State Senator

To :
The State of NH DOT/ GACIT,
Bill
Watson, Administrator Bureau Planning and Community Assistance

Cc:
The Honorable Executive Councilor, Joseph Kenney
Earl Sires, Conway Town Manager
C. David Weathers, Chairman, Board of Selectmen Town of Conway
Mary Seavey, Board of Selectmen Town of Conway
Carl Thibodeau, Board of Selectmen Town of Conway
John Colbath, Board of Selectmen Town of Conway
Steve Porter Board of Selectmen Town of Conway
Paul DegliAngeli, Director of Public Works /Town Engineer Town of Conway
Karen Hallowell, Executive Secretary Town of Conway
David Smolen, Library Director, Town of Conway

Date: October 26, 2015

Subject: 10 year Highway Plan

Dear GACIT members and Mr. Watson,

Since I am unable to be in attendance

at your scheduled meeting at 8:00 am, Monday, October 26 in Conway I am submitting the following comments regarding the impact on Conway Village the town of Conway and all points north of Albany along Route 16. I respectfully request my comments be made a part of the record.

Although, some vital improvements have

been made locally by the town of Conway regarding intermodal transportation, far too many years have passed without any significant investments to the often times overwhelming flow through Conway Village.

In my 63 plus years, as a lifelong citizen

of Conway Village I have seen the State kick the can down the road, so to speak, since 1975 - over 40 years. State personnel, elected officials and other past participants in this crippling situation have come and gone with relatively nothing to show for

it as far as fixing the problem. Past officials have promised one thing, only to do something different. As frustrating as it is to see no real advancement, rest assured there are some of us who will remain engaged after all these years in the hopes of discovering a remedy.

Be certain of this,

any move on the part of the state to co-op ANY property belonging to the Conway Public Library will be met with strong resistance. The process to place the library building and park on the National Register of Historic Places (NRHP) has recently begun. We anticipate the site placed on NRHP in 2017. The beautiful open space that is the library park, which almost exclusively serves local people, should never be sacrificed to serve tourists from all points south. Any encroachment on the library park would greatly deteriorate the existing buffer that is provides to residents of Conway Village. Due to the uncertainty of a potential taking by the state, I am withholding my support for any "Dog Bone" roundabout at the intersection of Route 16 and Route 113 in Conway.

It is my belief the right course of

action by the state would be to dust off the completed plans for the southern portion of the Conway Bypass and complete that project. Perhaps consideration should be given to making it a toll road? All the

years that Conway has had property taxes lost because
the state took private land for the purpose of constructing the By-Pass is getting up there.

You own the land, you have the plans

and you know this would be the ideal way to proceed for the benefit of the North Country. My position on
this is build the Conway By-Pass and finally after 40 years of haggling fix the problem.

Respectfully Submitted,

Mark Hounsell
PO Box 3081
Conway NH 03818

TEN YEAR PLAN AS IT IMPACTS CONWAY, NH AND POINTS NORTH

From: Mark Hounsell, Chairman Board
of Trustees
Conway Public Library
Former
Selectman Town of Conway
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To : The
State of NH DOT/ GACIT,
Bill
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John Colbath, Board of Selectmen Town of Conway
Steve Porter Board of Selectmen Town of Conway
Paul DegliAngeli, Director of Public Works /Town Engineer Town of Conway
Karen Hallowell, Executive Secretary Town of Conway
David Smolen, Library Director, Town of Conway

Bill Watson

From: Bureau 46 Planning & Community Assistance
Sent: Monday, October 26, 2015 8:01 AM
To: Bill Watson
Subject: FW: Conway Village Roundabout

From: Mark Hounsell [<mailto:processandcourier@gmail.com>]
Sent: Saturday, October 24, 2015 12:52 PM
To: Mark Hounsell; William Marvel; Linda Phillips; Lucy Philbrick; Donna Dolan; David Paige; Debbie Cross; David Smolen
Subject: Conway Village Roundabout

Fellow Trustees,

I am sending this to you since it is the case the State DOT is **considering** taking the north-east corner of the library's park for use for the construction of the roundabout on Route 16 in front of the library.

Given that department's often time habit of saying one thing to the people of Conway and then either not doing what they said or doing what they said they would do differently.

We should be diligent in communicating to our patrons and the Friends of the Conway Public Library our concerns regarding this proposal.

Rest assured, the Library Park at this juncture of the state's planning is at risk. We must not allow the state to *"tear down paradise to put in a parking lot"* (Joni Mitchell).

Mark

TEN YEAR PLAN AS IT IMPACTS CONWAY, NH AND POINTS NORTH

From: Mark Hounsell, Chairman Board of Trustees Conway Public Library
Former Selectman Town of Conway
Former State Senator

To : The State of NH DOT/ GACIT,
Bill Watson, Administrator Bureau Planning and Community Assistance

Cc: The Honorable Executive Councilor, Joseph Kenney
Earl Sires, Conway Town Manager
C. David Weathers, Chairman, Board of Selectmen Town of Conway
Mary Seavey, Board of Selectmen Town of Conway
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Date: October 26, 2015

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You own the land, you have the plans and you know this would be the ideal way to proceed for the benefit of the North Country. My position on this is build the Conway By-Pass and finally after 40 years of haggling fix the problem.

Respectfully Submitted,

Mark Hounsell
PO Box 3081
Conway NH 03818

Bill Watson

From: Earl Sires <esires@conwaynh.org>
Sent: Tuesday, October 27, 2015 8:36 AM
To: Dwight Smith; Bill Watson
Subject: Re: FW: North South Road.

On Monday, October 26, 2015, Dwight Smith <geebud@roadrunner.com> wrote:

Attn Earl Sires:

I'm sorry that I will be unable to attend the Ten Year Transportation Plan hearing on Oct 26th. The article in the Daily Sun re future projects made no mention of an extension of the North South Road to Intervale.

I fail to understand why no one is willing to suggest that an extension of the North South Road from Mechanic St. along the existing NHDOT right of way to Intervale would be an excellent project to include in the ten year plan.

I am a concerned resident living in a quiet residential neighborhood on the unestablished "By Pass" currently heavily used along Kearsarge Rd and Intervale Crossroad by motorists seeking to go between Rte 16 at Mechanic Street and Rte 16 at Intervale.

Dwight Smith

Kearsarge.

--
Sent from Gmail Mobile

Bill Watson

From: Larry Garland <lgarland@outdoors.org>
Sent: Wednesday, November 04, 2015 5:14 PM
To: Bill Watson
Subject: Ten year plan comments

I was unable to attend the DoT hearing on the 10-year plan in Conway on Oct 26; please accept my comments below.

There has been much consternation in recent years about traffic management in the Conway area. Conway has been developed as a car-centric community, adding capacity for vehicles with much less regard for non-motorized alternative transportation and walkable communities.

I strongly advocate for continued funding of the Transportation Alternatives Program (TAP) with priorities for off-road pedestrian and bicycle infrastructure.

I strongly advocate for Complete Streets design, with the additional consideration that state and federal transportation funds be contingent on a process that encourages and prioritizes projects that adopt Complete Streets policy.

With particular reference to the proposed "dog-bone" roundabouts in Conway village, it is noted that there is a very limited footprint available for such a project. This project should not move forward unless it incorporates a Complete Streets design that provides equally for pedestrians and cyclists. This is a village, and it would not be acceptable if the roundabouts prevented safe and enjoyable pedestrian access throughout. As can be observed at the recently built roundabouts on North-South Road near Wal-Mart, pedestrian crosswalks incorporated into the roundabouts are tragic failures: a pedestrian stepping into a crosswalk (whether signalized or not) causes traffic to yield, thereby stopping the flow of traffic and causing bottlenecks which the roundabouts were supposed to prevent. Why not consider a gracefully arched pedestrian overpass. Please keep Conway village a village, a pleasantly walkable community.

Larry Garland
Jackson, NH

Bill Watson

To: ecoplnd@gmail.com
Cc: Christopher Waszczuk; William Boynton; gene.chandler@leg.state.nh.us; Bureau 01 District 1; Bureau 03 District 3
Subject: RE: East Conway Road--Chris Waszczuk

Ms. Copeland –

Thank you for your email.

We will be providing specific answers to your questions shortly.

In addition, we will be including your comments as part of our Ten Year Plan public hearing notes for review by Councilor Kenney and the other Councilors as well.

Regards,
Bill

William Watson Jr., PE Administrator
P - 603-271-3344 C - 603-419-0103 F - 603-271-8093
bwatson@dot.state.nh.us

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



From: William Boynton
Sent: Monday, November 02, 2015 3:27 PM
To: Christopher Waszczuk
Cc: William Oldenburg; Bill Watson
Subject: FW: East Conway Road--Chris Waszczuk

Chris....received via the DOT website.

Bill Boynton
Public Information

From: Eileen Copeland [<mailto:ecoplnd@gmail.com>]
Sent: Monday, November 02, 2015 3:16 PM
To: DOT Info; Bureau 01 District 1; Bureau 03 District 3; gene.chandler@leg.state.nh.us
Subject: East Conway Road--Chris Waszczuk

I wish I had known about the meeting concerning the state of disrepair of East Conway Road. I just read about it in the Conway Daily Sun today. As a long time resident on East Conway Road, I cannot believe that the first 2 miles were repaired so that most motorists would think the road had been fixed only to leave the rest of the road in an awful state. We're going to get "some level of improvement"? That would be a waste of money. FIX IT

CORRECTLY PLEASE!!!! Even if you only do 1 mile a year, that would be better than "some level of improvement". What the heck is "roughness paving" anyway? If you were to take a ride on the road now, that doesn't compare with how it is in January and February (frost heaves). I have had to put thousands of dollars into my cars to fix suspension and undercarriage issues. Who is going to pay for my ticket when I ride down the middle of the road because that is where the smoothest part of the road is? In the winter, riding the shoulder (dirt) of the road is a better ride. Even going 30 MPH, it feels like a roller coaster ride. You paid to reline the road down the middle. What about the white lines to delineate the shoulders?

Frankly, saying there are other roads as bad, I find hard to believe. If you can't take care of the road, give it back to the town. I paid a car registration surcharge a couple of years ago. What was that for? If this would fund repairs to East Conway Road, and others like it, than I would be for a one or two year surcharge. I implore you to correct this and not put a band aid on it.

I would appreciate a real response to this email. Thanks.

Eileen Copeland
1679 East Conway Road (since 1983)

Bill Watson

From: William Dowey <wdowey@gmail.com>
Sent: Tuesday, October 27, 2015 9:58 AM
To: Bill Watson
Cc: michael capone; Jan Collins
Subject: Bristol roads and the GACIT TYP
Attachments: Oct Talk 1.doc

Bill,

Following up on our discussion yesterday afternoon, after the Public Hearing in Plymouth.

As requested, I am submitting my comments that I made during the meeting.

I have modified my comments to reflect that the Supplement Information information package does indicate that the Bristol tier 4 roads (West Shore, North Shore and River) are indicated to have a 'maintenance' level of service carried out sometime in the next ten years.

I would like to reiterate that Newfound Lake and Wellington State Park are attracting much more regional use of these roads, both by motorized and non-motorized transport.

With the increased use, these limited width "very poor condition" roads, aprons and 2 bridges, become dangerous for travelers of any means.

Bristol will pursue the Lakes Regional Planning Commission process as well as direct DOT interaction, to promote the ascension of these roads in the priority list of "Tier 4 road redos", in the time ahead.

Regards,

Bill Dowey

Newfound Pathways liaison to Bristol Administration.

603-744-3839

Comments to William Watson PE on the GACIT 10 year DOT plan.
Bill Dowey Liaison between Newfound Pathways and Bristol Administration
Bristol is the township at the intersection of the Newfound and Pemigewasset Rivers, just below Newfound Lake. It is the home of the NH marathon and the newly revived Lakes District Triathlon. It is the large surrounding steep drainage area that fills the lake with clear water providing up to 40ft visibility, the 4th clearest lake in America. The 80ft average depth gives it the title of the deepest lake in NH.

The geography and the geology of the area, provide a unique area in NH and as such the lake and Wellington State Park attracts a lot of outside enthusiasts that can complete a variety of activities in one day; hiking, cycling and kayaking in the warm seasons and cross country skiing and snowmobiling in the cold season.

Because of this, a lot of short to medium term visitors pursue these activities on the circumference of the lake. The circumferential 17 miles of tier 4 roads and bridges are heavily used by vehicles and mobility users, being accessed from tier 2 connector roads from Plymouth, Bristol, Alexandria, Danbury, Grafton, Concord and Massachusetts.

This tourist jewel and its tier 4 circumferential roads and bridges are in bad shape and are shown in the 2015 GACIT DOT plan as being in Very Poor state. At this time, there is limited planning to upgrade or enhance their safety or mobility use, in the next 10 years. This limited planning is shown in the TYP Supplement Information package for the GACIT, but is confined to maintenance level only for both West Shore, North Shore and River Roads. The 3 miles of West Shore road between Wellington and Rt 3A at the southern end of the lake is particularly dangerous. During the peak weeks of summer, tourists and logging trucks are vying for use of this narrow sections of road with limited shoulders. Grandmothers with grandchildren, mothers with strollers and fathers with junior cyclists, try to use the limited 6-12 inch road aprons but are forced off the road surface (narrow aprons), by logging trucks, boat towing and regular vehicles.

Bristol would like the full 28 foot through the narrowest half mile between the Newfound River and Cummings Beach fully utilized with 10 foot traffic lanes and 4 foot aprons on each side. This could be readily facilitated during the next maintenance or rehailitation cycle. Other half mile sections could be incrementally added in subsequent maintenance cycles. A draft proposal of

this section has been developed by Concord Civil Engineer, Mike Vignally.

At a minimum the granite curbing on the pedestrian pathway on the Red Listed, Newfound River bridge, should have sloping ramps to facilitate strollers. I have seen strollers hit the vertical curb and bounce into the traffic lane of on-coming cars, as mothers with children try to cross this narrow bridge with 19 foot dual way traffic lanes and a 30 inch pedestrian path.

Newfound Lake, the economic jewel of this region has dangerous and unsafe passage ways, the state of which is not recognized by the State or the DOT as to their dangerous conditions in the the face of increasing non motorized, health promoting usage.

Bristol town administration and residents would like these roads moved onto the upgrade list with a "Rehabilitation" or "Maintenance" status in this next ten year plan, with lane narrowing and apron widening to safely accommodate the increasing pedestrian and cycling usage.

Thank you,

Bill Dowey.

603-744-3839. wdowey@gmail.com



TOWN OF BRISTOL
230 Lake Street, Bristol, NH 03222

RECEIVED
DEPARTMENT OF
TRANSPORTATION

OCT 29 2015

BUREAU OF
Planning and Community Assistance

October 21, 2015

Mr. 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

Dear Mr. Watson,

The purpose of this correspondence is to provide comment from the Bristol Select Board in support of the proposed 2017-2026 Ten Year Plan. We appreciate the opportunity to provide input to this important document.

We are very pleased to see the balance this plan draws between major roads and secondary roads. While we understand and expect that the State must focus resources on some of the major arteries such as Route 93, we applaud the emphasis this plan places on those equally important roadways in and around the Lakes Region. As you know, the challenges communities face in providing safe pedestrian and bicycle access along these roadways can be daunting. The projects proposed in this plan will provide much needed safety improvements that will benefit not only the many visitors that come to this region, but also our residents.

As an example, we have the NH104 project in Bristol where the proposed roadway and sidewalk improvements would provide safe access from our Town Center to businesses along route 104. Presently, residents and visitors in the Center must walk along the roadway to reach some of the businesses on Route 104. This project will create the proper separation between vehicles and pedestrians. An examination of many of the other projects included in this current ten year plan will show this to be a common theme.

Once again, we applaud and fully support the States' efforts to address the many challenges faced in maintaining and improving the roads in our great State. We stand ready to work with you to help address those needs. Please feel free to reach out to us at any time by email townadmin@townofbristolnh.org or by phone 744-2528 if you have any additional questions or require additional input.

Best Regards,

Michael R. Capone
Bristol Town Administrator

"Gateway to Newfound Lake"

Comments by George Tuthill, resident of Alexandria

The purpose of the following comments is to encourage the Department of Transportation to include the improvement of roads around Newfound Lake in the upcoming Ten Year Plan.

Newfound Lake is a destination for thousands of tourists each year, and as such helps undergird the economy of southern Grafton County and the western portion of the Lakes Region. It is home to Wellington State Park – acknowledged as one of the state’s finest public beaches – and numerous vacation homes in the surrounding communities of Bristol, Bridgewater, Hebron, and Alexandria.

The roads encircling Newfound Lake are heavily used by pedestrians and cyclists, as well as car and truck traffic. Each fall these roads are used for the New Hampshire Marathon and the newly revived Lakes Region Triathlon. The State has officially designated this circumferential loop as Bicycle Route 403, and it is common to see bicycle clubs from out of state target the area on weekends, just to ride around the lake.

What are the conditions of these roads? Route 3A, on the east side of the Lake is in good shape, especially after the northernmost three miles were resurfaced this year, restriped with 10 foot lanes, and its shoulders filled with gravel to match the road surface. But this is definitely not the case for the roads on the north, west and south sides of Newfound Lake, about ten miles in all. These are designated by the DoT as being in Very Poor condition, and any visitor can observe the cracked, uneven surfaces and poor or nonexistent shoulders. The bridges over the Fowler River and the Newfound River (on West Shore Road) are red listed. There are no bike or pedestrian markings on the surface whatsoever, and certainly no sidewalks.

According to the current DoT projections, North and West Shore Roads are scheduled for maintenance in the near future. But given the heavy non-motorized traffic on these roads, safety considerations and their deteriorated condition should indicate that they be rehabilitated, with traffic lanes narrowed if possible in key areas to permit striping for pedestrian and bicycle use. I urge that the Department of Transportation add such measures to the upcoming Ten Year Plan.

Bill Watson

From: George Tuthill <gftuthill@gmail.com>
Sent: Thursday, October 29, 2015 11:25 AM
To: Bill Watson
Subject: Additional comments re Newfound Area roads
Attachments: TenYearPlanComments.doc

Dear Mt. Watson,

At Monday's Ten Year Plan hearing in Plymouth, I did not deliver my prepared comments - in the interest of time, since they were substantially along the lines of those offered by Bill Dowey, relating to the condition of roads (apart from Rte. 3A) around Newfound Lake. However, I am attaching them to this email so that they may be included in the record.

Regards,
George Tuthill

Representative Valerie Fraser
Belknap 1
603-455-7344

NH DOT
William Cass, Assistant Commissioner

RE: Center Harbor-New Hampton
24579
X-A002(923)
(Br. No. 080/040)

October 25, 2015

Dear Commissioner Cass;

In Belknap 1 district there has been considerable opposition to any major re-construction of the Mosquito Bridge over the Snake River Prime Wetlands. I have received many letters in the mail as well as emails, all in opposition.

The major concerns in no particular order of importance, are:

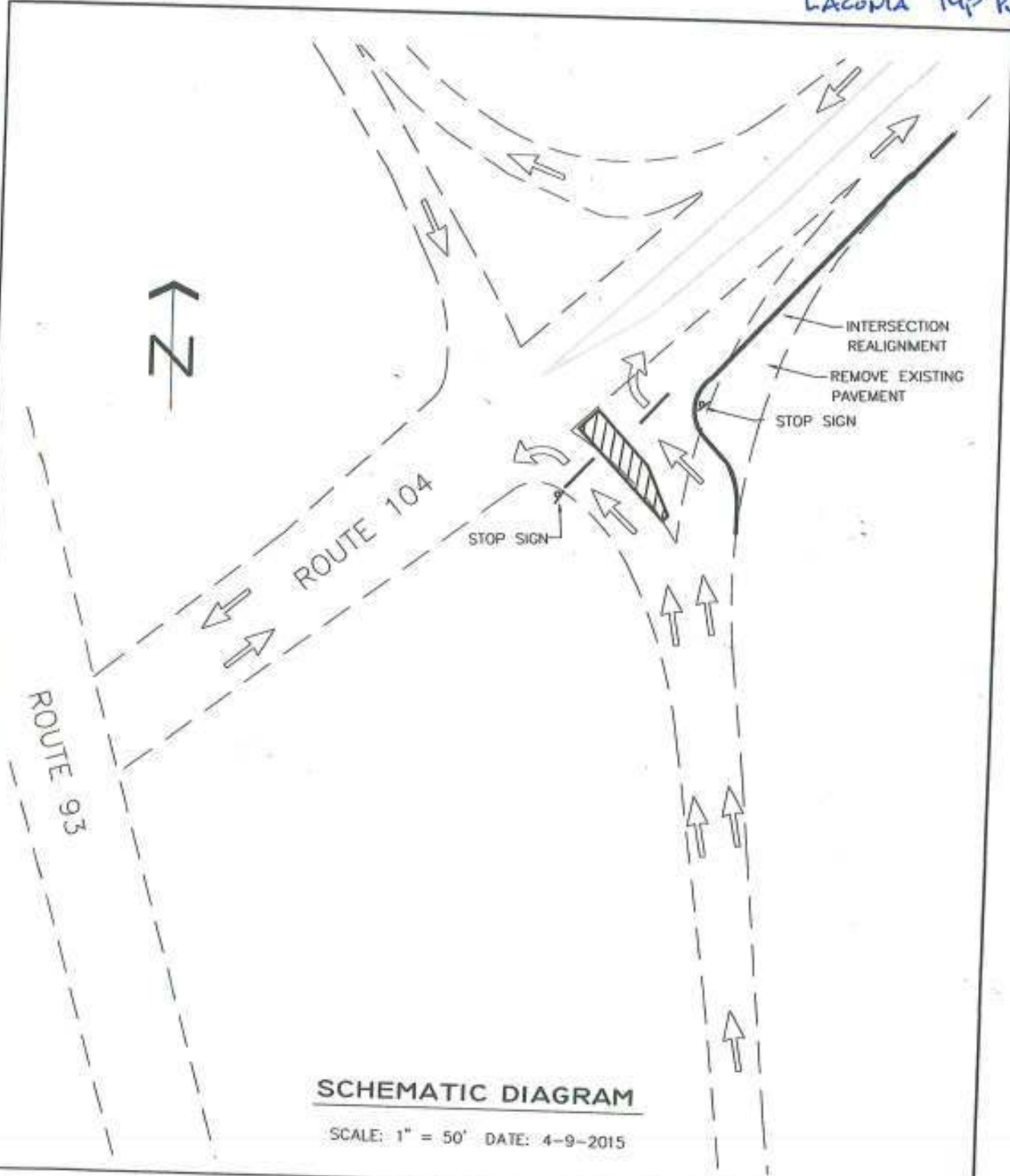
1. With a wider bridge, the speed will increase the number of car accidents on the bridge
2. Increased risk to pedestrians in the area/loss of built in safety at the S curves
3. Increased volume of traffic/noise
4. Need for increased police patrol
5. Disruption of the area recently designated prime wetlands by NH DES
6. Bridge is not weight listed
7. There has been no flood waters cresting over the bridge
8. Increase of road salt into the wetlands and Lake Waukegan
9. Will destroy the rural/residential area
10. New Hampton/Center Harbor Master Plans don't include straightening of Waukegan Road, or widening the Mosquito Bridge
11. New Hampton bought 30 acres for conservation and DES contributed \$ 100,000.00
12. This is an Historic Bridge
13. This area is an example of many rural/residential beautiful areas in NH. It should not be destroyed. New Hampshire's culture should be valued more than any Federal Grant money mandates
14. The Snake River natural slow filtration is what keeps Lake Waukegan so pristine

This list is not all inclusive, as there are many more concerns and over 250 signatures on a petition.

The opposition is to changing the nature and appeal of the prime wetlands area.

The opposition would accept maintenance/replacing of the bridge's 13foot span only, with no removal or replacement of the solid granite abutments.

Sincerely, 
NH Representative Valerie Fraser, Belknap 1



SCHEMATIC DIAGRAM

SCALE: 1" = 50' DATE: 4-9-2015

**PROPOSAL FOR INTERSECTION REALIGNMENT
NORTH BOUND OFF RAMP AT EXIT 23
NEW HAMPTON, NH.**



Google earth

feet
meters



October 26, 2016

Mr. William Watson
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: 2015 – 2024 Ten Year Transportation Plan
Governor’s Advisory Commission on Intermodal Transportation (GACIT)

Mr. Watson,

The New Hampshire Section of the American Society of Civil Engineers (ASCE NH) would like to express our support for the efforts of NHDOT in development of the Ten Year Transportation Plan. It is evident that NHDOT has undertaken the necessary steps to provide a plan that focuses on maintaining the higher priority projects in the state. Unfortunately, there is a significant shortfall in the available funding the entire transportation network as compared to the documents needs. The state currently has hundreds of structurally deficient bridges. While many are removed from this list every year, the same or greater number are added to the list each year. With over 1200 bridges greater than 75 years old, this trend is not likely to change with the current funding levels. Paving and resurfacing of the roadways over the past several years has resulted in approximately 2/3 of these roadways in fair to good conditions. This leaves 1/3 of our roadways in poor or very poor conditions. I think all will agree that this is an acceptable level.

Investing in our infrastructure is of great importance for the economic vitality of our state and for the quality of life of our residents. Federal funding via the gas tax has remained fixed since 1992 and the state has only had a small increase during that time period. NHDOT is continually asked to do “more with less”. Without additional funding it will be difficult to maintain even the current conditions.

We greatly appreciate the efforts of all involved in this process. We ask that you continue to work diligently in the prioritization projects that will provide the most benefit for the available funds. We also ask that you continue to seek additional sources of sustainable funding to address the funding shortfall of our transportation infrastructure.

RECEIVED
DEPARTMENT OF
TRANSPORTATION

OCT 28 2015

OFFICE OF
PLANNING AND COMMUNITY DEVELOPMENT

William Watson

D.O.T.
7 Hazen Dr.
Concord, NH 03301

October 25, 2015

Dear Mr. Watson,

I would like to urge you and the Department of Transportation of NH, to consider the guidelines of the national Complete Streets movement in forming the new 10-year Transportation Improvement Plan.

My understanding is that 30 states have updated their transportation policies to include Complete Streets, while New Hampshire is the only New England state that hasn't done so. This new 10-year plan is our golden opportunity to implement such a plan, which considers the needs of cyclists, pedestrians, and other modes of transportation, as well cars and trucks. I believe that New Hampshire needs to be forward-thinking in this, as we consider the safety, health, and recreational benefits of having streets and roads that are open and safe for all.

I am a cyclist, living in a rural part of the state (Alexandria). There are some beautiful rides around here, hampered in part by the lack of adequate bicycle lanes. I still do my rides, but have had some close calls with vehicles, and have heard many scary stories from other riders, some of whom have been injured, and in some cases, killed. I know that while adequate bicycle lanes won't solve the problems of poor rider or driver behavior, they do provide a badly needed buffer between the two very different, but equally valuable, forms of transportation.

I think this effort needs to be included in statewide planning. I realize that towns and cities need to do their parts, but with the large number of rural state highways, the state needs to lead the way.

Thank you for your time,

John Thompson



64 Patten Rd.
Alexandria NH 03222



Office of Board of Selectmen

143 Main Street, P.O. Box 310, Belmont, New Hampshire 03220-0310
Telephone: (603) 267-8300 Fax: (603) 267-8327

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NOV 05 2015

November 2, 2015

NOV 05 2015

Belmont
Planning and Community Assistance

Mr. William E. Watson, P.E.
Administrator
Bureau of Planning & Community Assistance
NH Department of Transportation
7 Hazen Drive
PO Box 483
Concord, New Hampshire 03302-0483

Dear Mr. Watson:

The Belmont Board of Selectmen would like to thank you, Lakes Region Planning Commission and the members of the TAC Committee for your assistance in reviewing and agreeing to include in the 2017-2026 NH Ten Year Plan projects which are very important to the Town of Belmont, namely Belmont 16203, NH 106 at Seavey Road/Brown Hill Road Intersection Safety Improvement and Belmont 40635 NH 140 and Main Street Intersection Improvements.

We look forward to working with the Department on these projects in the near future and assure you of our cooperation during design and construction.

Sincerely,

Belmont Board of Selectmen


Ruth P. Mooney, Chairman


Ronald Cormier, Vice Chairman


Jon Pike, Selectman

Cc: Lakes Region Planning Commission
TAC Committee

BARRINGTON
BROOKFIELD
DOVER
DURHAM
FARMINGTON
LEE
MADSBURY
MIDDLETON
MILTON



NEW DURHAM
NEWMARRET
NORTHWOOD
NOTTINGHAM
ROCHESTER
ROLLINSFORD
SOMERSWORTH
STRAFFORD
WAKEFIELD

Friday, October 30, 2015

William E. Watson, P.E., Administrator
Bureau of Planning and Community Assistance
N.H. Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

RE: Ten Year Plan Comments

Dear Mr. Watson:

The Strafford Metropolitan Planning Organization is submitting this letter as a formal summary of comments and concerns expressed by TAC and Policy committee members, municipal representatives, and residents during the Ten Year Plan project solicitation process, the GACIT meeting in Dover, and formal GACIT hearings in Rochester and Wakefield.

Project Solicitation Process

In January, February, and March of 2015, Strafford Metropolitan Planning Organization staff met with residents and municipal staff in the region's communities and with transit providers to learn about their transportation planning goals and project priorities. From urban centers like Dover to rural towns like Strafford, six planning areas emerged as the top priorities from a list of twenty priorities that were formalized by NHDOT and Strafford Metropolitan Planning Organization.

- o Maintenance of existing roads (over building new roads)
- o Safety and security
- o Public transportation
- o Bridges
- o Resilience to extreme weather
- o Finding ways to increase local capacity to match federal funds

These planning priorities reflect the goals of residents as well as the persistent and emerging challenges facing local governments. Communities face crumbling roads and bridges, increasing traffic levels and safety concerns, severe threats to infrastructure from extreme weather, and limited local budgets to pay for improvements. Between 2000 and 2010 New Hampshire went from being the 8th oldest state to being the 4th. Demographic analyses for the Strafford region project that by 2030, the population of residents aged 65 or older will double. Municipalities are acutely aware of the need to find ways for their residents to live full lives within their communities even if they are unable to drive. While they're thinking on different scales, both urban and rural communities need expanded public transportation. Improving public transportation accessibility is a vital step as the Strafford region continues to grow; as

the link to the Boston metro area strengthens; as younger generations look for ways to drive less; and as older generations face mobility challenges. Following the project solicitation process, Strafford Metropolitan Planning Organization's Technical Advisory and Policy committees reviewed the project scoring process and results. Both groups voiced three primary concerns about the approach and criteria used to prioritize projects for the Ten Year Plan:

- The lack of consideration for transit and accessibility,
- The need for scoring criteria that promote emissions reduction and environmental stewardship, rather than minimum standards, and
- The need for meaningful consideration of project impacts on local and regional economies. Local economic growth, quality of life, and environmental health are tied directly to transportation investment and the planning process should reflect this linkage.

Policy and Funding

At this stage, two overarching needs have emerged from the Ten Year Plan process:

- The need for improvements to rural road conditions and safety and
- The need for expanded public transportation.

At the surface these needs seem to be mutually exclusive, but the two are linked and are both critical for a quality transportation system in New Hampshire. The Strafford Metropolitan Planning Organization fully supports the draft Ten Year Plan's focus on improving tier 3 and 4 highways in rural areas. A network of quality rural roads is needed to support the growing population of residents 65 or older that is concentrated in rural regions. That said, the Strafford region is growing and ready to move its transportation systems into the next generation of development. The future Strafford region will need quality highways with expanded public transit services, safety-conscious infrastructure in response to growing traffic volumes, and transportation options that provide access to jobs and services for residents and communities. These needs reflect the regional infrastructure and economy, and when planned and implemented as a comprehensive system work to maintain the vital services and job opportunities that maintain residents' quality of life.

Strafford Metropolitan Planning Organization and its committee members acknowledge the difficult budgeting and planning decisions facing NHDOT. But in light of the factors highlighted above, they want to express their concern with the proposal to flex Congestion Mitigation and Air Quality (CMAQ), and Highway Safety Improvement Program (HSIP) funds to focus on fulfilling rural highway improvement goals. The Strafford region continues to grow faster than any part of the state and New Hampshire is beginning a period of significant growth in the population of 65 and older residents. Now is the time to plan for these challenges. In order to provide accessible transportation options for residents, help local economies grow, and ensure quality of life for all residents, New Hampshire needs a balanced approach to transportation funding.

Accessibility for non-motorized transportation in communities is a growing concern throughout the region. In addition to providing safety and accessibility for disabled and elderly residents, pedestrians, and bicycles, municipalities are looking for ways to build complete streets infrastructure that attracts businesses and customers, revitalizes the local economy, and links it to the region. Financial support

from the Transportation Alternatives Program is essential for such efforts; Strafford Metropolitan Planning Organization is currently talking with municipal representatives about desired projects that could be funded through TAP in 2016.

Project-Specific Comments

The roads listed below are part of an extensive network of rural highways in dire need of rehabilitation and maintenance. The Strafford Metropolitan Planning Organization supports NHDOT's proposal to dedicate TIFIA funds to paving these and other rural highways in the Ten Year Plan.

- Project 18302 and 18303 – NH 153 in Wakefield
- Project 18305 – NH 109 in Brookfield
- Project 18601 – NH 152 in Northwood, Nottingham, and Lee
- Project 18602 – NH 236 in Somersworth
- Project 18310 – Governor's Rd in Brookfield and Wakefield
- Project 18311 – Lyford Rd in Brookfield
- Project 18317 – Wakefield Rd in Wakefield
- Project 18318 – NH 16/NH 153 connector in Wakefield
- Project 18607 – Silver St in Rollinsford
- Project 18608 – Somersworth Rd in Rollinsford
- Project 18612 – Old Wakefield Rd in Rochester and Milton

The draft Ten Year Plan also shows continued support for regional and local transportation goals. Several projects retained in the plan highlight the progress and needs of the Strafford region.

- The Strafford Metropolitan Planning Organization is pleased with the addition of the two intersection improvement projects in Somersworth (TYP 40646) and Rochester (TYP 40647) to the Ten Year Plan. These projects were ranked as #1 and #3 in the region, with TAC and Policy support. At project solicitation meetings, municipal representatives prioritized improving safety at these local intersections.
- **Newington-Dover Spaulding turnpike expansion (TYP 11238 [subcontracts L, Q, M, and S]).** As the Newington-Dover project is completed, it will open new economic opportunities for regions on both sides of the Piscataqua River. However, the CMAQ-funded mitigation programs connected to the Newington-Dover project need to continue. Programs like the Clipper Connection and Commute Smart NH have become integral parts of the transportation system in the Seacoast, and reducing or eliminating them will undo significant progress.
- **Durham-Newmarket bike shoulder expansion project (TYP 13080).** This project has been a long-term effort from the Towns of Durham and Newmarket, which are models for the state for downtown revitalization and economic development. NH Rt. 108 along the western shore of Great Bay acts as a critical secondary access route for the Spaulding Turnpike and US 95. Both the Durham –Newmarket and Newmarket-Newfields bike shoulder projects are critical for the continued safety and functionality of this regionally significant corridor.
- **Newfields-Newmarket (TYP 28393) rehabilitation of BMRR bridge over NH108.** Rail freight holds significant potential to reduce freight shipping costs and improve business opportunities. Bridges over rail lines need to be improved to accommodate double-stacked freight rail cars.
- **Dover-Rochester-Somersworth NH108 Complete Streets (TYP 29604).** This project exemplifies the goal of developed municipalities to improve accessibility within and across their borders.

Communities connected by safe, accessible transportation infrastructure have greater capacity to support thriving economies and quality of life for residents, commuters, and health service clients.

- Continued support for CMAQ-funded transit and accessibility programs is key for sustainable growth and prosperity in the region and the state.
 - NH Commute Smart and Commute Smart Seacoast: Public-private partnerships that promote alternative modes of transportation to reduce traffic congestion and improve human health.
 - North Bus: transit services to rural communities.
 - Clipper Connection: commuter bus service that connects rural residents to technical, high-wage jobs at the Portsmouth Naval Shipyard.
 - Expansion of COAST Route 2 (which has carried 16,595 passengers in 2015) and UNH Wildcat's campus connectors and Route 125 from Durham to Rochester.
- Culvert Replacement: Strafford Metropolitan Planning Organization has led the way in culvert assessment through the Statewide Asset Data Exchange System. Quality data combined with local knowledge are both critical factors in building resilient transportation infrastructure. We emphasize the need for culvert improvements based on projections of extreme weather, not just replacement of culverts based on historic models and standards. Extreme weather events are becoming more frequent and impacting the state's transportation system. Efforts to increase resilience require support from all levels of government in New Hampshire.

We at Strafford Metropolitan Planning Organization appreciate the opportunity to contribute to the development of the draft Ten Year Plan and comment on the recent proceedings. We also appreciate the concerted efforts made by NHDOT staff in listening to public comments and concerns, navigating significant financial obstacles, and developing a plan that addresses New Hampshire's transportation needs. Strafford Metropolitan Planning Organization will continue to be a collaborative partner in these efforts.

Please contact me for clarification on any of the comments above.

Sincerely,



Cynthia Copeland, AICP
Executive Director
Strafford Regional Planning Commission

CC:
SMPO Technical Advisory and Policy Committees
Victoria Sheehan, Commissioner, NHDOT
Executive Councilor Kenney
Executive Councilor Van Ostern
Executive Councilor Sununu
Executive Councilor Pappas



Southern New Hampshire Planning Commission

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

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DEPARTMENT OF
TRANSPORTATION

OCT 27 2015

OFFICE OF
PLANNING AND COMMUNITY ASSISTANCE

October 21, 2015

The Honorable Christopher C. Pappas
629 Kearney Circle
Manchester, NH 03104

The Honorable Christopher T. Sununu
71 Hemlock Court
Newfields, NH 03856

The Honorable David K. Wheeler
523 Mason Road
Milford, NH 03055

William Watson, Jr. P.E., Administrator
Bureau of Planning & Community Assistance
NH Department of Transportation
John O. Morton Building
7 Hazen Drive
Concord, NH 03302-0483

RE: Comments on Ten-Year Transportation Improvement Plan 2017 - 2026

Dear Councilor Pappas, Councilor Sununu, Councilor Wheeler, and Mr. Watson:

Thank you for including SNHPC in the Ten-Year Plan process and having our group participate in GACIT Hearings held recently in Bedford, Manchester and Londonderry. In addition to these opportunities, we would like to provide you with a detailed summary of our comments on the Plan. These comments are related to the priorities spelled out in the Ten-Year Plan as well as concerns and requests related to individual projects in the region and the development of the Plan.

1. General Comments Related to the Plan and its Development

- HSIP and CMAQ Programs – The Ten-Year Plan has been developed assuming a shift of 25 percent of HSIP funding and 50 percent of CMAQ funding to the Surface Transportation and Bridge Programs. While we recognize the need for additional funding to address these State priorities, we do not support the use of HSIP and CMAQ funding for these purposes. HSIP funding is currently being utilized in the

SNHPC region to address critical safety issues such as those at the NH 28 Bypass/English Range Road intersection in Derry. Previous projects in the SNHPC region completed through the use of HSIP funding include improvements at the Maple Street/Spruce Street, Maple Street/Hanover Street, Beech Street/Cilley Road and Maple Street/Hooksett Road intersections in Manchester, as well as safety improvements on the Goffstown Rail Trail.

The CMAQ program represents one of the few avenues available to use for the capital replacement needs of the region's public transit providers. The public transit providers in the SNHPC region include the Manchester Transit Authority (MTA) and the Cooperative Alliance for Regional Transportation (CART). MTA provides fixed route public transit services in the Greater Manchester area and CART provides demand response transportation for residents of Chester, Derry and Londonderry in the SNHPC region.

If the shift in funds is completed, we urge NHDOT to ensure that projects utilizing these monies would incorporate either complete streets or complete bridge standards and goals. In other words, any projects receiving the transfer of funds would be designed for all modes of transportation including bicyclists, pedestrians, and transit, as well as vehicles.

- Project Selection in the SNHPC Region – We are encouraged by the progress made by NHDOT and the Regional Planning Commissions regarding a transparent project selection process which reflects input from both parties as well as the public. The Commission hopes that the mutually agreed upon project evaluation criteria, project weighting and Project Application Form utilized for this round will continue to be refined and improved upon in the future. We are also very pleased that three of the four priorities submitted for consideration by our member communities have been included in the Ten-Year Plan. This development is of particular interest to us as, in past rounds of Ten-Year Plan project selection, interest on the part of many of our member communities has not been high. We feel this has been because these communities have not felt there was a high probability that projects submitted for consideration would be included in the Ten-Year Plan. Hopefully our member communities will be encouraged by the results of this Ten-Year Plan process and will begin regular participation.
- Need for Additional Funding for Transportation Improvements – SNHPC recognizes the need for additional revenue for all modes of transportation in the State, as a means to not only address the NHDOT's priorities of pavement maintenance and preservation of Red Listed bridges but also to develop a fully coordinated and multi-modal transportation system for New Hampshire. Information provided by NHDOT has stated that a 28 percent increase in tolls on the Turnpike System will expedite completion of some of the highest priority projects in the SNHPC region. We support NHDOT's recognition of the need for additional revenue to more efficiently meet the increasing needs of New Hampshire's road and bridge systems.

- Demographic Changes in New Hampshire/FTA 5310 Funding – There is a general consensus that New Hampshire will experience a rapid increase in its senior (age 65 and over) population and it is anticipated that this segment of our population will likely double over the next 20 years. Additionally, the *Coordinated Public Transit-Human Services Transportation Plan for the SNHPC Region* has documented very significant increases in the elderly population of many of our member communities. Because a significant portion of this group does not drive, other transportation options must be developed so the State’s seniors will be able to retain their mobility as key to aging in place and maintaining a full and rewarding lifestyle. We feel that a key to the development of these transportation options has been the opportunities made available through the use of FTA 5310 funds provided through NHDOT and administered by SNHPC on behalf of the Region 8 Regional Coordination Council. We are very pleased to see funding for the FTA 5310 program in the Plan and would like to reiterate our continued support for it.

2. Project-Specific Comments on the Plan

- Derry-Londonderry 13065 – SNHPC fully supports NHDOT’s commitment to prioritize completion of the I-93 Exit 4A project in Derry and Londonderry. This project is vital to address existing capacity and safety issues and to promote economic development in the area. To incorporate completion of this improvement into the Salem to Manchester I-93 widening project represents an important opportunity.
- Manchester 16099A and 16099B – Exits 6 and 7 on I-293 in Manchester represent some of the most urgent transportation needs in the SNHPC region. Improvements at these locations are important to address existing capacity and safety issues. Development of improvement alternatives at these locations is already underway through the completion of the Transportation Planning Study and identification of funding for Preliminary Engineering for the improvements. SNHPC fully supports raising additional Turnpike revenue to expedite the completion of these projects.
- New Hampshire Capitol Corridor Rail Service – In December 2014, NHDOT and its counterparts in Massachusetts completed the Capitol Corridor Alternatives Analysis that evaluated rail and bus options to improve connectivity in the corridor by leveraging existing transportation infrastructure and integrating land use planning. SNHPC supports the continuation of the effort to bring passenger rail service to the Manchester-Boston Regional Airport and Manchester Central business district through the completion of the Preliminary Engineering and Project Development for the NH Capitol Corridor passenger rail service.

At the recent Northeast Passenger Rail Summit held in Nashua, Congresswoman Kuster brought together representatives from Vermont, Massachusetts, Maine, Connecticut, Rhode Island, as well as from Washington DC. These experts made it clear that New Hampshire must “get onboard” with rail programs in order to stay competitive in attracting businesses, tourism, and young professionals. It isn’t only

the possibility of “build it and they will come”, but the looming reality of “do nothing and lose business, lose young people, lose it all!”

- Bedford 16100 – SNHPC fully supports this project implementing Open Road Tolling on the F.E. Everett in Bedford. Similar Open Road Tolling improvements opened in 2013 on I-93 in Hooksett have resulted in a dramatic increase in the capacity and safety of tolling facilities at this location. We also support NHDOT’s continuing efforts to resolve the issue of the final location of the mainline toll plaza.
- Bedford 13953 – Along with the Town of Bedford, SNHPC is very appreciative of NHDOT’s efforts to expedite completion of the NH 101 widening between NH 114 and Wallace Road. The completion of this challenging project will address congestion and improve safety on this heavily-travelled corridor.
- Wilton-Milford-Amherst-Bedford 13692 – SNHPC is pleased to see additional safety issues on the NH 101 corridor being addressed through the replacement of a Red List bridge over Pulpit Brook in Bedford (Project #13692C). We would also appreciate any information you may have available on additional projects in the SNHPC region that will be undertaken as part of this project.

If you have any questions or require further information, please do not hesitate to call me or Tim White at (603) 669-4664 or at twhite@snhpc.org.

Sincerely,

SOUTHERN NEW HAMPSHIRE
PLANNING COMMISSION

David J. Preece, AICP
Executive Director

DJP/lm

cc: Tim White, AICP, Principal Transportation Planner, SNHPC
Sylvia von Aulock, Deputy Executive Director, SNHPC



Southern New Hampshire Planning Commission

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

Mister Chairman and members of the Committee, my name is Tim White and I'm the Principal Transportation Planner of the SNHPC. Thank you for the opportunity to be part of this Ten-Year Plan process by speaking here this evening.

As you know SNHPC has been assisting this region's communities for close to five decades. Over these years we have made it a priority to represent our communities' transportation needs.

I'd like to take a few moments to describe the Regional Planning Commission's role in the Ten Year Plan process. The regional process for the development of priorities for the draft Plan began in early 2015. At this time, we requested projects from our member communities for possible inclusion in the draft Plan. This request was also completed as a means to establish and document local priorities for transportation improvements and also to communicate this information to the State. As a result of the project solicitation, the Commission received a total of four new projects from two member communities for consideration in the draft Plan.

The second phase of the regional process was project evaluation. NHDOT made it known early that it was their intention to continue the design of a Ten Year Plan development process that was transparent and which also reflected input from the Regional Planning Commissions and the public. For this most recently completed round of project evaluations, the RPCs collaborated with NHDOT on the development of a mutually-agreed upon ranking methodology. The ranking methodology included six criteria representing a common set of regional and State priorities. The criteria were: mobility, alternative modes, network significance, safety, state of repair and support. The RPCs and NHDOT also developed a mutually agreed-upon weighting system for the use of these criteria. There was also agreement on a Project Application Form designed to provide NHDOT with the project information necessary to complete their own evaluation

of the projects submitted by the RPCs. The evaluation criteria for SNHPC's project ranking were reviewed by our Technical Advisory Committee in March 2015.

Utilizing the agreed-upon methodology, SNHPC staff completed an initial evaluation and ranking of those projects submitted during the solicitation completed earlier this year. This initial project ranking was completed by staff during March and April. The results of the project ranking revealed that, the three projects with the highest scores were:

- 1) The Route 111 corridor engineering study in Windham;
- 2) The US Route 3 widening in Bedford, and
- 3) The intersection improvements at Route 28 and Roulston Road in Windham.

As a follow-up to this process, we are very pleased to report that these three projects are included in the draft Ten Year Plan now under review.

The draft project ranking completed by staff was reviewed by the SNHPC Technical Advisory Committee during a meeting held on April 16th. Following this review, the TAC voted to pass a motion to recommend MPO approval of the Ten-Year Plan project ranking.

The results of the project ranking were reviewed by the MPO at their April 28th meeting and were subsequently approved. Following this approval, the project ranking results were submitted to NHDOT along with completed Projects Forms for each submission on April 29th of this year.

In summary, it's hoped that the work completed by NHDOT and the RPCs during this cycle on the development of a mutually agreed upon project ranking methodology will result in more local priorities from the region being added to subsequent versions of the Ten Year Plan. Now that the draft Ten Year Plan has been released and the public

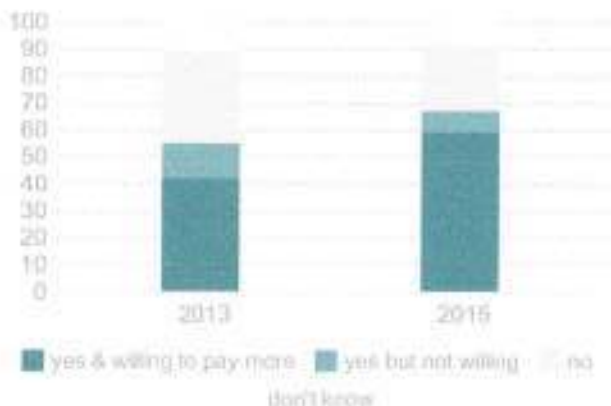
participation phase of the process has begun, the Commission will continue to contribute to this phase by presenting the draft Ten Year Plan to the public through regular meetings of the SNHPC and the Commission's Technical Advisory Committee.

Mr. Chairman, thank you for this opportunity to participate in the Ten Year Plan process. We hope you consider these comments as you look for not only solutions to transportation system issues, but also for viable, thoughtful solutions in ensuring that New Hampshire's livability, creative economy and natural and built environments thrive for decades to come.

NH Wants Transportation Options

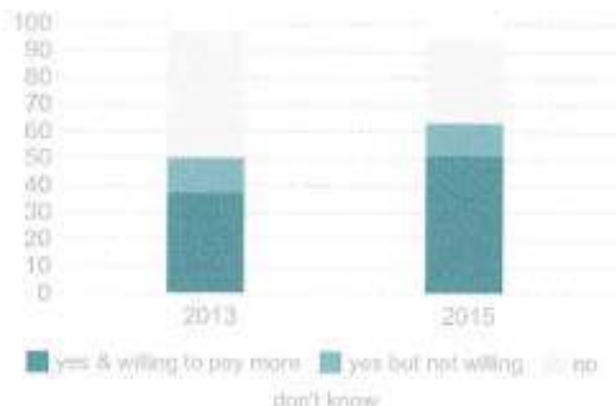
JULY 2015 UNH SURVEY: Should policy makers ...

Invest more money in senior and special needs transportation?



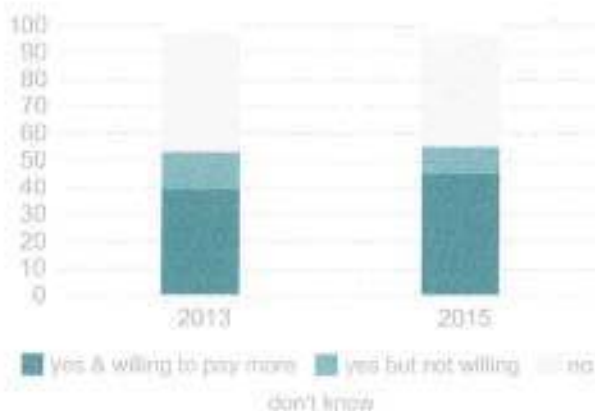
12 point increase in support

Invest more money in bus or rail service between major cities?



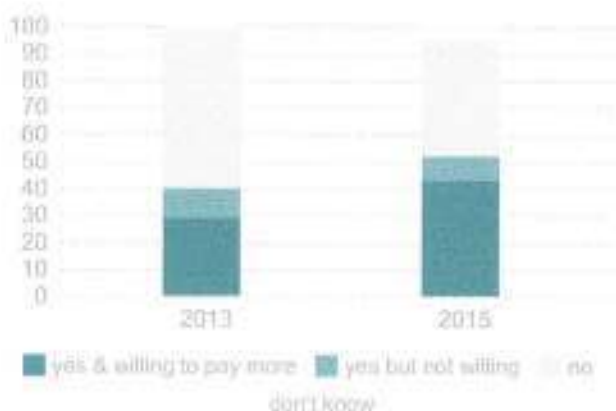
13 point increase in support

Invest more money in bike paths or bike routes?



2 point increase in support

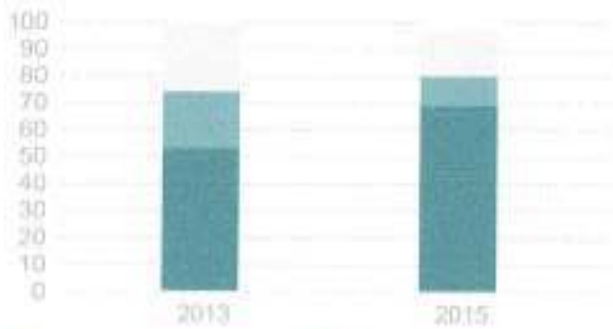
Invest more money in public transportation?



12 point increase in support

Should policy makers ...

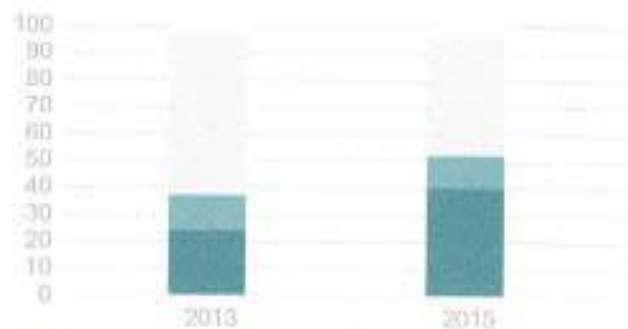
Invest more money in maintaining roads, highways and bridges?



■ yes & willing to pay more ■ yes but not willing ■ no
□ don't know

6 point increase in support

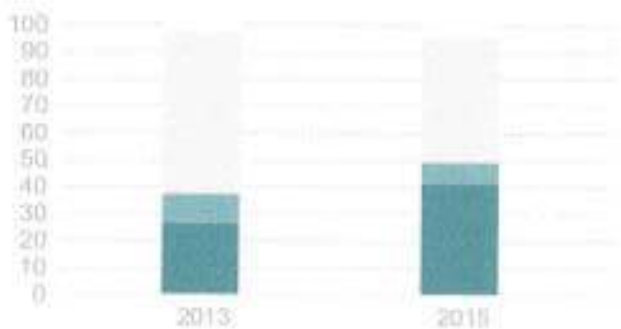
Invest more money to reduce congestion at rush hour?



■ yes & willing to pay more ■ yes but not willing ■ no
□ don't know

15 point increase in support

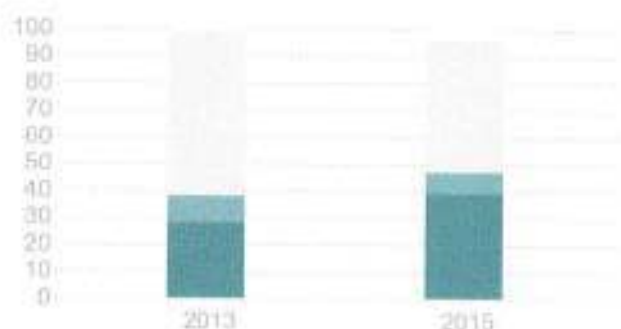
Invest more money to improve traffic safety?



■ yes & willing to pay more ■ yes but not willing ■ no
□ don't know

12 point increase in support

Invest more money in sidewalks and crosswalk areas?



■ yes & willing to pay more ■ yes but not willing ■ no
□ don't know

9 point increase in support

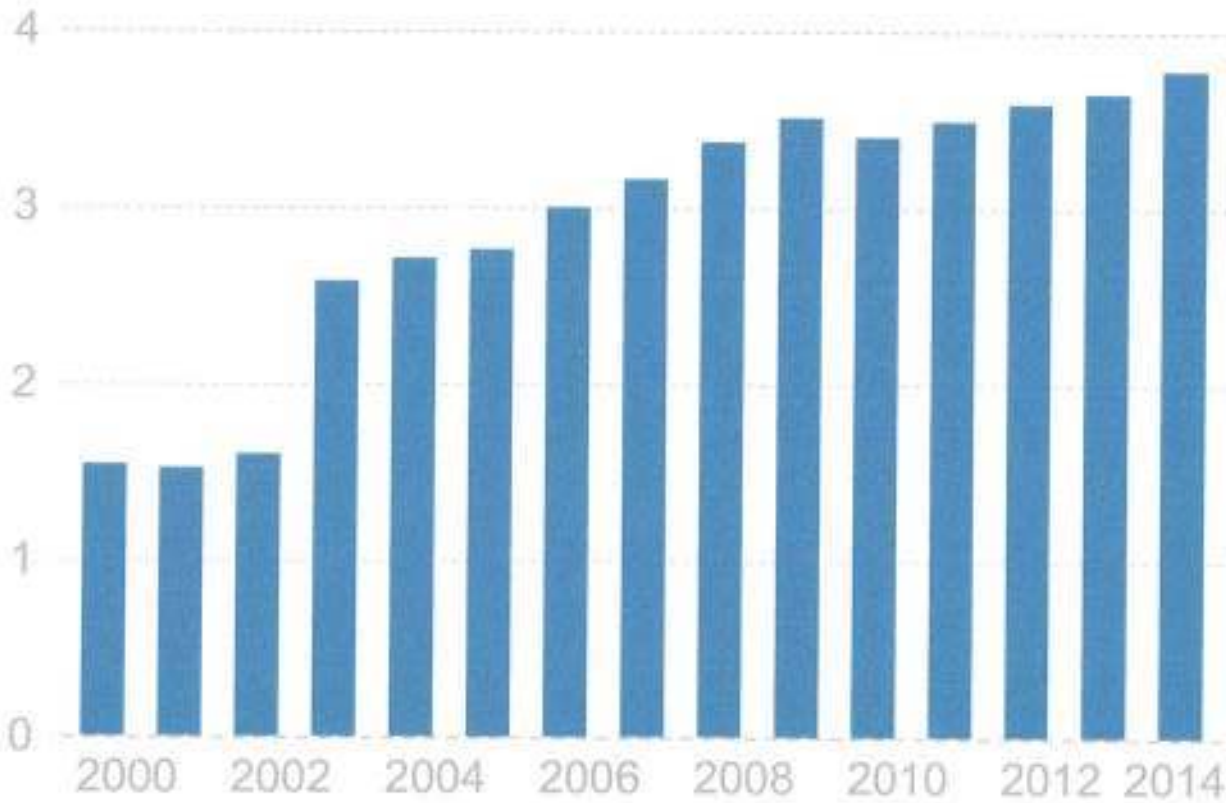
The University of New Hampshire Survey Center included eight questions on its July 2015 Granite State Poll for Transport NH. Three questions were replicated from a survey that the UNH Survey Center conducted in 2013. A survey of five hundred thirty-two (532) New Hampshire adults was conducted by telephone between July 7 and July 23, 2015. The margin of sampling error for the survey is $\pm 4.2\%$.

For a copy of the survey, go to [TransportNH.org/Resources](#)



TRANSPORT NH
GOING PLACES

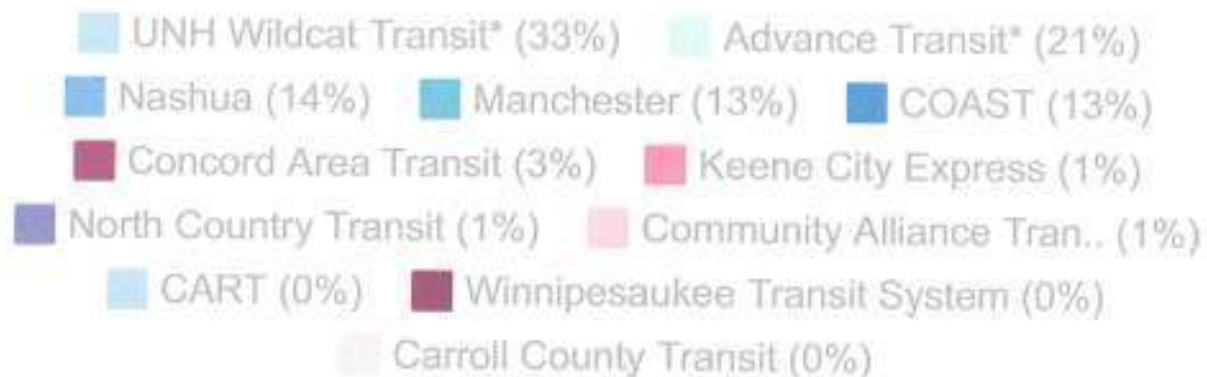
NH TRANSIT RIDERSHIP IS GROWING



Statewide Ridership

Shown in millions of riders annually

2014 Ridership by provider



*Includes employment & campus shuttles

Data provided by NHDOT
Infographic designed by Transport NH



Regional Planning Commission & Economic Development

2015 Ten Year Plan Process - Timeline for North Country Council Region

Information about how North Country Council (NCC) and the Transportation Advisory Committee (TAC) prioritized projects for the 2017-2026 Ten Year Plan (TYP) development.

January 2015	NCC sent letters to towns requesting input on the projects in the Ten Year Plan and asked towns to submit "Project Proposal Sheets" for new and old Projects NCC offered assistance to communities in developing project proposals
March and April 2015	TAC meetings to discuss scoring criteria, to score projects and to prioritize projects for the Ten Year Plan
May 2013	Finalized TYP project priorities and submitted to NHDOT

Other notes:

- The scoring criteria and process that was used by the TAC to score projects is the same as what is used by the New Hampshire Department of Transportation and all NH Regional Planning Commissions

NCC TYP Scoring Strategy - 2015

- 1.) Review current TYP projects.
 - a. Provide TAC with list of projects in the Ten Year Plan.
 - b. Provide TAC with letters of support from communities that submitted them.
 - c. Confirm that all of the projects in the existing TYP are still needs/priorities.
 - d. If there are clearly projects that are NOT supported within NCC communities that are in the approved TYP, NCC will contact communities for a letter from the town so the project can be pulled.

- 2.) Review all new Project Proposals & Attachments
 - a. Provide score sheets, criteria descriptions and rating system information to TAC
 - b. Provide information and data to TAC (traffic counts, if project accommodates a bus route or bike/ped facility, etc.)

- 3.) Ask TAC to Score all new projects
 - a. Score based on information provided to TAC (outlined above).
 - b. Each TAC member should review TYP Threshold Criteria and determine if the project is Feasible and Supported. Guidelines for determining this will be provided to the TAC. TAC members MUST take notes in the Comments section explaining why it is NOT Feasible and/or NOT supported.
 - c. NCC will determine if the project is Eligible for another FHWA funding source

- 4.) TAC submits scores by predetermined deadline
 - a. NCC will compile scores and apply weightings to all new projects
 - b. NCC will provide the scores and discuss the Feasibility, Support, and Eligibility Threshold Criteria with the TAC at the determine if any projects should NOT be sent on to DOT for inclusion in the TYP.
 - i. A draft list of priorities (showing the funding cut-off level allocated to the NCC region) will be provided to the TAC for review.
 - c. NCC TAC will vote on the priorities being submitted to NHDOT for inclusion in the Ten Year Plan.

- 5.) NCC will submit confirmation of existing TYP Priorities and New Project Priorities (with project proposals and attachments) to the New Hampshire Department of Transportation.

Ten Year Plan Project - Rating System-2015

1. Reduce Congestion		
Rating	Value	Scale Definition
Strong Positive Impact	1	The project's main focus is on reducing traveler delay.
Moderate Positive Impact	0.75	The project has a moderate focus on reducing traveler delay.
Minimal Positive Impact	0.5	The project has a minimal focus on reducing traveler delay.
Neutral/No Impact	0.25	The project does not focus on reducing traveler delay.
Negative Impact	0	The project may result in an increase in traveler delay.

2. Freight Mobility		
Rating	Value	Scale Definition
Strong Positive Impact	1	The project has strong consideration for freight mobility.
Moderate Positive Impact	0.75	The project has moderate consideration for freight mobility.
Minimal Positive Impact	0.5	The project has minimal consideration for freight mobility.
Neutral/No Impact	0.25	The project has no consideration for freight mobility.
Negative Impact	0	The project has a negative impact on freight mobility.

3. Alternative Modes		
Rating	Value	Scale Definition
Strong Positive Impact	1	The project's main focus is on the availability of alternative modes/routes and accessibility to employment, goods, services, recreation, etc.
Moderate Positive Impact	0.75	The project has a moderate focus on the availability of alternative modes/routes and accessibility to employment, goods, services, recreation, etc.
Minimal Positive Impact	0.5	The project has a minimal focus on the availability of alternative modes/routes and accessibility to employment, goods, services, recreation, etc.
Neutral/No Impact	0.25	The project does not focus on the availability of alternative modes/routes and accessibility to employment, goods, services, recreation, etc.
Negative Impact	0	The project could negatively impact the availability of alternative modes/routes and accessibility to employment, goods, services, recreation, etc.

4. Traffic Volume		
Rating	Value	Scale Definition
0	0	These figures are based on the NHDOT traffic data management system.
	Between 0 and 1	
	Based on Highest AADT in Region or State	
	Highest AADT in Region or State	These figures are based on the NHDOT traffic data management system.
	1	These figures are based on the NHDOT traffic data management system.

5. Facility Importance		
Functional Class	Value	Scale Definition

Highways		
1 or 11	1	Principal Arterial - Interstate
12	0.9	Principal Arterial - Other Freeways or Expressways
2 or 14	0.75	Principal Arterial
6 or 16	0.6	Minor Arterial
20	0.5	National Highway System [NHS] - Modal Connector
7 or 17	0.35	Rural Collector/Urban Major Collector
8	0.1	Minor Collector
9 or 19	0	Local Street
Other Priority*	1	Project impacts a corridor that is significant to the region

Rating	Value	Scale Definition
No Availability	1	There are no alternative routes of comparable distance.
Low Availability	0.5	There is a single alternative route of comparable distance.
Moderate Availability	0.25	There are a few alternative routes of comparable distance.
High Availability	0	There are multiple alternative routes of comparable distance.

*Other priorities include transportation corridors that are defined in regional planning documents as critical components of the transportation system in that they are an important emergency service route, provide connections between major regional economic centers, or provide important access to employment, or other needs.

6. Safety Measures		
Rating	Value	Scale Definition
Very Significant Focus	1	The project's main focus is in improvements in safety measures.
Major Focus	0.75	The project has a major focus on safety measures.
Average Focus	0.5	The project has an average focus on safety measures.
Limited Focus	0.25	The project has a limited focus on safety measures.
No Focus	0	The focus of the project is not on safety measures.

7. Safety Performance		
Rating	Value	Scale Definition
Very High Frequency	1	The safety performance is indicated by crash frequency as reported by NHDOT.
High Frequency	0.75	The safety performance is indicated by crash frequency as reported by NHDOT.
Moderate Frequency	0.5	The safety performance is indicated by crash frequency as reported by NHDOT.
Low Frequency	0.25	The safety performance is indicated by crash frequency as reported by NHDOT.
No Reported Accidents	0	The safety performance is indicated by crash frequency as reported by NHDOT.

8 & 9. Service Life and Current Asset Condition

Rating	Value	Roadway Definition	Bridge Definition
	1	Existing facility is in very good or good condition.	Bridges where on or more major structural element is rated as "poor condition" or worse, or require weight limit posting. Bridge will be on NH Red List.
	0.75	Existing facility is in fair condition.	Bridges where on or more major structural element is rated as "fair condition" and the Bridge is considered "near NH Red List."
	0.25	Existing facility is in poor condition.	Bridge is in good condition where no major structural element is rated as fair or poor.
	0	New facility construction.	New facility construction.
NOTE: "Keep Good Roads Good"			
NOTE: "Worst First"			

10. Support

Rating	Value	Scale Definition
Ranking	1	Highest ranked project based on region's L RTP Goals and Objectives.
	between 1 and 0	Middle ranked projects based on ranking and scale value of region's L RTP Goals and Objectives.
	0	Lowest ranked project based on region's L RTP Goals and Objectives.



NORTH COUNTRY COUNCIL, INC.

Regional Planning Commission & Economic Development District

The Cottage at the Rocks • 107 Glessner Road • Bethlehem, New Hampshire 03574

PHONE: (603) 444-6303 | FAX: (603) 444-7588

www.nccouncil.org

May 6, 2015

Bill Watson
NHDOT
7 Hazen Drive, PO Box 483
Concord, NH 03302

RE: NCC TYP Projects

Dear Mr. Watson,

The NCC Transportation Advisory Committee recently went through the existing Ten Year Plan projects and found that there were no recommended changes to those projects. The TAC prioritized the "new" projects submitted for consideration for the Ten Year Plan, which is listed below. A packet was mailed on 5/6/15 with hard copies and a disc showing all of the individual TAC scores for each project as well as the project proposals and information the TAC was given. This entire process was explained at the March TAC meeting and there were not many follow-up questions afterwards, meaning that everyone seemed to understand the process fairly well. There are some comments about scoring and projects below.

NCC NEW TYP Project Scores and Rankings					
Ranking	Towns and Projects	total score	average score	total weighted score	average weighted score
1	Conway Roundabout	56.35	7.04	5.667	0.708
2	Colebrook	51.55	6.44	5.119	0.640
3	Groton	41.30	5.16	4.118	0.515
4	East Conway Road	33.65	4.21	3.453	0.432
5	Stratford Rock Wall	23.75	2.97	2.233	0.279
6	Stratford Cemetery Wall	15.05	1.88	1.471	0.184

Scoring Criteria:

Regarding the scoring criteria, the only comments that we received at the March TAC meeting were that Economic and Environmental Impacts should still be a consideration for scoring.

New Project Comments:

There was discussion at both the March and April TAC meetings about how the Town of Stratford had been looking for funds to repair the rock walls on US 3 near the Cemetery and Town Hall for a number

of years. While most members felt that Ten Year Plan funds were not the appropriate solution for these projects, they did feel that the district or some other funding source should assist the community. The rock walls are being deteriorated by plowing along US 3, causing rocks to fall into the road, creating a danger for vehicular traffic.

Letter of Support

Some communities, Albany, Jackson, and Thornton submitted letters of support for projects that are currently in the Ten Year Plan, stating that these projects are still needed to resolve issues. (Sent in mailing on 5/6/15.)

Please feel free to contact us with any questions.

Sincerely,

A handwritten signature in cursive script that reads "Mary Poesse".

Mary Poesse
Transportation Planner

New Ten Year Plan Project Proposals Submitted in FY15

Colebrook Main Street

The Town of Colebrook submitted a proposal to fund the complete rebuild of Colebrook's Main Street in the business district. The project will run from the traffic island at South Main Street to the bridge over the north branch of the Mohawk River commonly known as Beaver Brook (north of NH Route 145 intersection). Work would also include the intersection of Route 3 and Route 26 which is the primary route to Dixville Notch and the Balsams Resort. The purpose of this project is a "complete streets" rebuild of Main Street. The water and sewer lines under Main Street are over 100 years old. The water mains are leaking and this area of Town is presumed to be the primary area of leakage accounting for the majority of Colebrook's 70% water loss. This is the highest leakage of a water system in the State of NH. Infrastructure under the road has deteriorated to the end of service life and beyond. Water Main, Sewer Mains, drainage and sidewalks all need to be addressed. Colebrook has a drastic water leakage rate (65%-77%) and it is believed that several active leaks may be taking place in river crossings on Main Street or under Main Street itself. If the water and sewer mains are replaced, patch paving would result. For the "economy of scale," it only makes sense to correct road deficiencies and drainage problems at the time of water and sewer upgrades. Crosswalk deficiencies also exist and improvements should be made to correct safety concerns.

Proposal and Scope of Work: Reconstruction of 5,000 feet of roadway along route 3 and side streets to the first 50' to include the intersection of route 3 and 26. Project will include curb-to-curb boxout and new asphalt. 24" of bank run gravel, 8" of crushed gravel and 5" of pavement. Infrastructure will include new 12" water main replacement, 8" sewer main replacement, minimum of 5.5 foot ADA compliant sidewalk and drainage replacement. The construction project could include district heating infrastructure at an additional cost. Project could include relocating overhead wires to the east or west side of the road. (Underground wires at an additional \$2 million dollar cost.) Total project cost is approximately \$6,500,000, for which a bond was approved at Town Meeting in March of 2015.

Cost Estimate:

Engineering:	\$ 1,147,000
Right-of-Way:	\$ 341,000
Construction:	\$ 5,012,000
Structures:	\$1
Capital:	\$1
Operating:	\$1
Cost Estimate Total:	\$ 6,500,000

Cost Estimate Details: Preliminary Engineering Report CMA

East Conway Road

Located in eastern portion of Town of Conway, this project (located on a state road) will begin approximately 1.5 miles east of the intersection of Rt. 302 and East Conway Rd. and continue east to the Chatham/Conway Town line, a distance of approximately 8.5 miles. East Conway Road is not constructed to current road standards. Specifically, the road base and drainage are in poor condition such that frost heaving and potholing present and ongoing driving and maintenance problem.

Proposal and Scope of Work: Reconstruct approximately 8.5 miles of road base and drainage. Pave entire length.

Cost Estimate:

Engineering:	\$ 250,000
Right-of-Way:	\$ 0
Construction:	\$8,000,000
Structures:	\$1,000,000
Capital:	\$0
Operating:	\$0
Cost Estimate Total:	\$9,250,000

Cost Estimate Details: Engineers estimate

Conway Village Roundabout

This project is located in Conway Village and will incorporate the intersections of NH 16/153 and NH16/US 113. The purpose is to replace signalized intersections with oval roundabout, to improve traffic flow, as the existing intersections are rate below level F. NHDOT has developed a concept drawing which is available by contacting North Country Council.

Proposal and Scope of Work: Replace signalized intersections with oval roundabout at NH15/153 and NH 16/113.

Cost Estimate:

Engineering:	\$ 400,000
Right-of-Way:	\$ 100,000
Construction:	\$1,700,000
Structures:	\$0
Capital:	\$0
Operating:	\$0
Cost Estimate Total:	\$ 2,200,000

Cost Estimate Details: Engineering estimates form similar projects constructed in the local area.

Groton Bridge Replacement

This project is located on Sculptured Rocks Road in Groton involves the removal of the current bridge which is located on a Class V Town Highway, and is currently the only route between Groton and Dorchester. The bridge, according to Town record, was built in the 1920's and is ostensibly an open-bottom box culvert. The concrete is failing and beyond repair, although recent repairs include refastening of wooden guard rails to steel supports moly bolted into the remaining concrete. The current bridge is dimensionally inadequate, as it is only 1.5 lanes wide (+-12'). In 2009 the bridge was inspected by NHDOT and rated at E2, forcing logging trucks that use this road to haul underweight loads. The width of the bridge causes safety hazards, and the span of the bridge does not appear to adequately accommodate large storm events, and creates a dam at times when the stream over which it is built needs to flow freely.

Proposal and Scope of Work: The scope of work includes the removal of the existing bridge, the erection of a temporary bridge, and the construction of a new, two-lane bridge designed to accommodate all legal loads.

Cost Estimate:

Engineering:	\$75,000
Right-of-Way:	\$10,000
Construction:	\$500,000
Structures:	\$0
Capital:	\$0
Operating:	\$0
Cost Estimate Total:	\$585,000

Cost Estimate Details: Groton Road Agent & NCC (2013 TYP cycle)

Stratford Cemetery Wall

The purpose of this project, located south of 1564 US Route 3 in Stratford, is to put the cemetery wall back into condition so that it is safe, no stones are on gravesites, and road material is not on top of the wall.

Proposal and Scope of Work: Over the years, plowing, roadwork, and routine repairs have resulted in knocking down and/or burying the original stone wall around Baldwin Cemetery. Portions of the wall are now under road material and other portions have been knocked over and are lying on gravesites. The wall needs to be reinstalled, either by removing road material that has intruded into the cemetery or by bringing the wall up above the road material.

Cost Estimate:

Engineering:	\$ 0
Right-of-Way:	\$ 0
Construction:	\$25,000
Structures:	\$0
Capital:	\$0
Operating:	\$0
Cost Estimate Total:	\$ 25,000

Cost Estimate Details: NCC developed cost estimate in 2013 TYP cycle.

Stratford Town Hall Rock Wall

This project is located in the north end of Stratford, at a very sharp bend in the road when entering the center of town. The purpose of this project is to put the stone wall, located on the right hand side in front of Fuller Town Hall, back into condition so that it is safe, no stones are falling out, and the grassy area is backfilled to end erosion.

Proposal and Scope of Work: Re-point and repair the stone wall that is losing stones and has holes on top of wall and grassy area from erosion. Continued erosion is further deteriorating the wall.

Cost Estimate:

Engineering:	\$ 0
Right-of-Way:	\$ 0
Construction:	\$30,000
Structures:	\$0
Capital:	\$0
Operating:	\$0
Cost Estimate Total:	\$ 30,000

Cost Estimate Details: NCC developed cost estimate in 2013 TYP cycle

North Country Council

Transportation Advisory Committee (TAC)

Mission Statement

To act as a sounding board on transportation issues within the North Country Council (NCC) planning region; to be a resource of ideas for NCC and the New Hampshire Department of Transportation (NHDOT); to review and disseminate information from NHDOT and other transportation sources to NCC and its members; to make transportation-related policy recommendations to the NCC Board of Directors and to advocate for gains in regional transportation infrastructure and implementation.

Authority

"The Council, through its Board of Directors, may create and recognize committees which are instruments for affecting a strategy of implementation of the Comprehensive Plan for Region One. Committees may be organized to address specific portions of a region wide interest, such as transportation..." NCC BY-LAWS, Article V, Sec. A. Committees shall be subject to an annual review by the NCC Board of Directors to assure continuing effectiveness and performance.

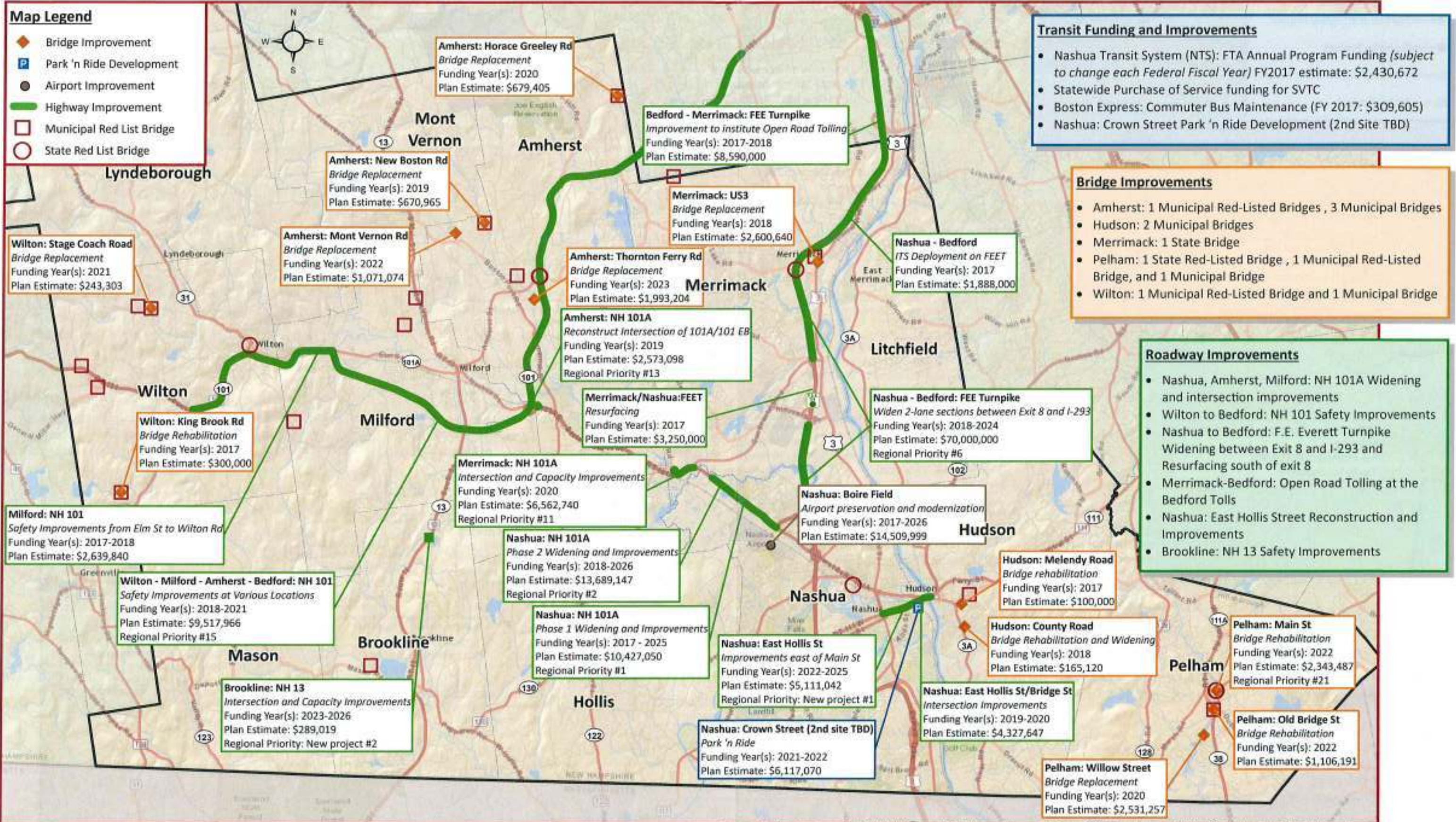
Membership

Membership consists of those individuals appointed by their municipalities within the North Country Council planning region to represent their communities and other transportation experts.

All members of this committee are voting members.

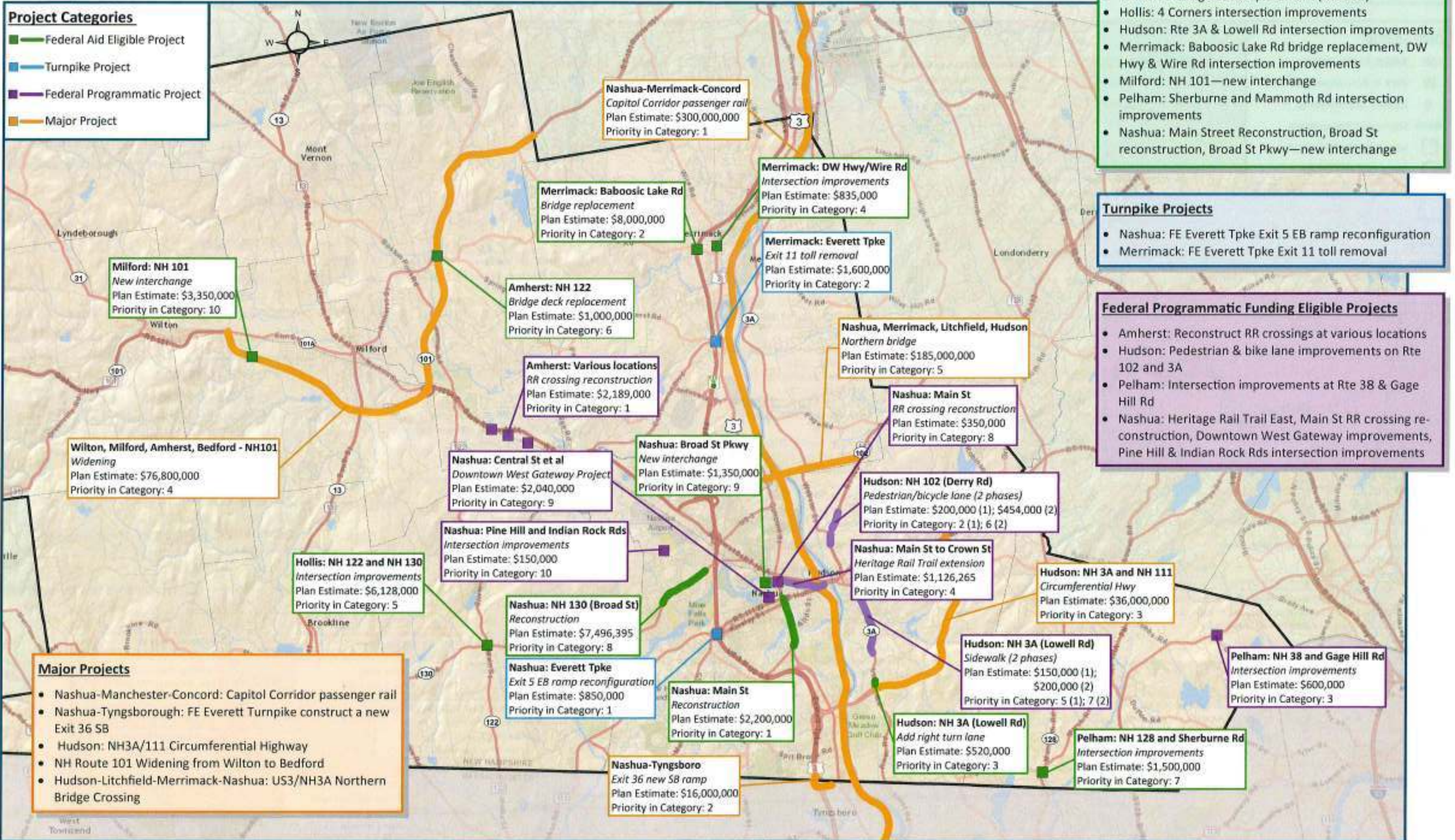
One representative may be appointed by their select board/City Council on an annual basis.

Municipally appointed Transportation Advisory Committee members are considered to be voting members unless replaced by the municipality.



Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

BEYOND THE TEN YEAR PLAN: FUTURE PROJECT PRIORITIES IN THE NRPC REGION



Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

Ranking, Project Town & Number	Project Description	FY '15-24 TYP	
		Updated First/Last Construction Year	Updated Cost (Millions)
1. JAFFREY - 16307	US 202: RECONFIGURE 'DOG-LEG' @ INTERSECTION OF NH 124	2022/2022	\$ 9.04
2. HINSDALE-BRATTLEBORO - 12210	NH 119: REPLACE 2 BRIDGES OVER CONNECTICUT RIVER - 041/040 & 042/044, BY CONSTRUCTING A NEW BRIDGE 043/044 JUST DOWNSTREAM	2021/2025	\$ 43.10
3. KEENE 10309 - P	MULTIUSE PATH BRIDGE OVER NH 12/NH 101	2021/2021	\$ 3.14
4. PETERBOROUGH - 14772 A/14933	MAIN ST/US 202: BRIDGE AND RETAINING WALL PROJECT	2017/2020	\$ 7.15
5. PETERBOROUGH - 15879	US 202/NH 101: BRIDGE REHABILITATION AND WIDENING OVER CONTOOCOOK RIVER -087/077	2019/2021	\$ 4.78
6. ROXBURY - SULLIVAN - 10439	NH 9: RECONSTRUCT RED LIST BRIDGE, REPLACE RETAINING WALL, & IMPROVE ROAD SAFETY ON NH 9	2017/2018	\$ 7.14
7. WALPOLE - CHARLESTOWN - 14747*	NH 12: RECONSTRUCTION FROM MAIN STREET IN WALPOLE TO NH 12A IN CHARLESTOWN, REMOVE CONCRETE BASE, ADD SHOULDERS AND IMPROVE DRAINAGE	2016/2021	\$ 4.18
8. KEENE - 16152	NH 9/NH 10: BRIDGE REHABILITATION OVER ELM STREET	2021/2023	\$ 1.48
9. SWANZEY - 27692	NH 32: BRIDGE REPLACEMENT OVER MARTIN BROOK	2023/2025	\$ 1.65
10. WINCHESTER - 20819	NH 10: REHABILITATION OR REPLACEMENT OF 12' CONCRETE BOX OVER FOREST LAKE OUTLET	2021/2021	\$ 1.01

*Reflects approximately 20% of actual project cost as approximately 20% of project area is in the SWRPC District

Establishing New Project Priorities

The process that SWRPC used to identify new projects for the TYP update involved soliciting Southwest Region municipalities directly for project nominations, as well as reviewing and screening an "active project list" distributed by NHDOT, which showed projects that various NHDOT departments noted as needs in the Southwest Region. Our municipal solicitation process reached out to select boards, planning boards, town/city administrators, public works directors, road agents, and police chiefs. The "active project list" was reviewed with the assistance of the Bureau of Planning and Community Assistance to filter out projects that were inappropriate for regional planning commission review, such as projects connected to funding sources with their own unique review processes.

Four projects were identified as a result of the solicitation and "active project list" review. Using the refined criteria and weights established by the Transportation Planner's Collaborative and guidance from NHDOT, the ranking of additional projects resulted in the list below. With the exception of the Keene project, project cost numbers were derived from NHDOT project managers on February 13, 2015. Keene's project cost was derived by the City of Keene applying the original project cost when it was scoped out several years ago and then adjusting the cost for inflation.

Ranking, Project Town & Number	Project Description	Updated Cost (Millions)
11. KEENE - FORMER 10309 KEENE/SWANZEY BYPASS PROJECT	NH 10: RECONSTRUCTION OF WINCHESTER STREET FROM NH RT 101 TO SWANZEY TOWN LINE	\$ 5.68
12. STODDARD/ANTRIM/HILLSBOROUGH - 16073	NH 9: CORRIDOR PROTECTION FROM JUST EAST OF NH 123 TO WEST END OF HILLSBOROUGH BYPASS	\$ 2.30
13. WALPOLE/ROCKINGHAM, VT - 12905	VILAS BRIDGE REHABILITATION OVER CONNECTICUT RIVER	\$ 3.30
14. BENNINGTON - 29486	SOUTH BENNINGTON ROAD: RUSSELL BROOK BRIDGE REHABILITATION OR REPLACEMENT	\$ 0.66

The Keene project aims to improve safety, accessibility and mobility on Winchester Street/NH 10, as well as develop solutions for mitigating congestion that prevents vehicles from safely and conveniently entering or exiting commercial driveways and public streets. Using the NHDOT guidance on regional planning commission target budgets, which was based on a limited federal funding scenario, we anticipate that the Keene project could be accommodated in the FY 2017-2026 plan in preliminary phases, if the project cannot be accommodated in full. We also recognize that the Keene project is entirely in an urban compact area, which may make it eligible to be considered for "Municipal Urban Program - Compact Area" funding and bypass the regional ranking process altogether, much like Keene's current 10309 B project. However, that is a matter that would require further discussion and deliberation by the City of Keene and NHDOT.

Project #16073, a project that originated from the NH 9 Corridor Study completed in 2006 with the towns of Stoddard, Antrim and Hillsborough, remains a priority for the SWRPC TAC. The project's scope involves converting a stretch of highway to "controlled access" in order to preserve past investments made towards the Hillsborough and Nelson bypass projects, as well as maintaining Cheshire County's best option for east-west mobility. Aside for NH 9's Otter Brook area, which is largely undevelopable, the proposed project area is the only stretch of the highway that is not controlled access between Interstate 89 and 91. Based on the TAC's analysis, this project actually scored slightly more points than the Keene project. However, the TAC has some hesitation in recommending it as their top "new" project, and therefore, they bumped it to the twelfth ranked project overall. One hesitation is that there exists uncertainty whether NHDOT and other decision-makers will share TAC's opinion that this is a high priority project, because it does not fit the mold of a "traditional" project. For example, its safety, system preservation, mobility and other benefits are harder to define because the project's objectives are to ensure the highway is protected from impacts *before the impacts occur*. After much deliberation, the TAC also felt that it was important to request audience with the three impacted towns to re-visit and further discuss the project, instead of relying on getting their input through the TYP solicitation process. SWRPC plans to follow through with the towns as well as Central New Hampshire Regional Planning Commission (which provides services to the Town of Hillsborough) through the upcoming Unified Planning Work Program.

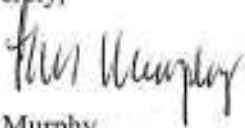
The Vilas Bridge rehabilitation project, project #12905, remains a priority in the Region. However, the SWRPC TAC continues to recommend that the State of New Hampshire negotiate with the State of Vermont to arrive at a more equitable cost-share arrangement for the project. Our understanding is that the cost burden of rehabilitating the project is on the order of 93% New Hampshire and 7% Vermont. From the TAC's perspective, at least 50% of the realized benefits of reopening the bridge go to the State of Vermont, and that it is in Vermont's interest to step up its support on behalf of Bellows Falls Village. As part of the TAC's discussion, it was noted that daily traffic on the Arch Bridge increased from 4,800 to 12,000 AADT since the Vilas Bridge closed. At the same location, p.m. peak hour traffic increased

from 1,254 vehicles to 2,800 vehicles since the bridge closure. The Walpole/Westminster Bridge at NH 123 has also experienced large increases in traffic, presumably due to the Vilas Bridge closure.

Project #29486, a red-list bridge over Russell Brook on South Bennington Road, was ranked fourteenth overall. Its ranking is derived mostly because it did not score well with the TYP project criteria due to its low traffic volumes, its low functional classification, and other similar observations by TAC. However, as a red list bridge that provides several properties access to Bennington Village, the project is fully supported by TAC.

As a next step, SWRPC will submit its scoring and evaluation materials for each project to the Bureau of Planning and Community Assistance, and we will provide your staff with project information forms and supporting documentation for each of the new projects on our proposed TYP program. We look forward to working collaboratively with you and your staff as NHDOT works to develop the draft FY 2017-2026 TYP for consideration by the Governor's Advisory Commission on Intermodal Transportation. Please feel free to contact me or J. B. Mack if you have any questions about this correspondence.

Sincerely,



Tim Murphy
Executive Director

cc: Bill Watson, NHDOT Bureau of Planning and Community Assistance
James Marshall, NHDOT Bureau of Highway Design
Mark Richardson, NHDOT Bureau of Bridge Design
John Kallfelz, NHDOT District IV
Leigh Levine, FHWA NH Division
Martin Calawa, FHWA NH Division
Hon. Colin Van Ostern, NH Executive Council
Hon. David Wheeler, NH Executive Council
NH Representatives in the SWRPC Region
NH Senators in the SWRPC Region
SWRPC TAC Members (via e-mail)



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email@rpc-nh.org • www.rpc-nh.org

November 2, 2015

William E. Watson, P.E., Administrator
Bureau of Planning and Community Assistance
N.H. Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

RE: Comments on the Draft 2017-2026 Ten Year Plan

Dear Mr. Watson:

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 Hampton and Kingston. 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. We and our member communities are pleased with project prioritization process and the clear connection between that and the inclusion of regional priority projects into the Ten Year Plan. Five of the RPC top 6 projects as prioritized by the RPC TAC and Policy Committees have been recommended for addition to the Ten Year Plan. This is a significantly better outcome than in previous update cycles. Our communities now have reason to believe that the project recommendations we make will have a material effect on the content of the Ten Year Plan. We believe the results will continue to improve as we move to a performance-based planning and programming process.

The draft Ten Year Plan shows continued progress on the implementation of many of the region's priority projects such as the Newington-Dover Turnpike widening and I-93 expansion, the NH 125 improvements in Plaistow and Kingston, and the Sarah Long Bridge replacement. The addition of five new regional recommendations to the Ten Year Plan addresses five of the top ten priority projects as ranked with the statewide project selection criteria.

The RPC has a number of additional comments relating to specific projects as well as comments about general funding policies and priorities established in the draft Plan that we hope that you will consider. They are summarized below.

Project Specific Comments

- ***Plaistow-Kingston 10044E (NH 125 between Old County Road and Hunt Road/Newton Junction Road):*** RPC is pleased that PE work on this project has been restored to 2018 which, to our understanding, will keep the project in the STIP. We believe an early reassessment of the improvement needs for this segment of NH125 is appropriate before the project goes forward into final design. The

corridor study on which the conceptual design is based is now 20 year old. Furthermore the traffic volume projections (projected in 1995 to the design year of 2015) identified in the study are significantly less than forecast and should be re-evaluated under current assumptions. This reassessment may lead to a project with reduced scope, impact and cost.

- Newfields-Newmarket 28393 (NH 108 over B&M RR) bridge rehabilitations:*** A CMAQ project was put forward in 2001 by NHDOT District 6 to add a shoulder bicycle route on NH108 from the south end of Newmarket to the intersection of NH85 in Newfields (13878). As that project has been delayed the extent has gradually been shortened such that it now ends at Ash Swamp Road near, but not including, the two railroad bridge overpasses at Rockingham Junction. Unfortunately the narrow shoulders on the bridge approaches were one of the primary problems that CMAQ project was intended to fix. We understand that the CMAQ project likely can't be enlarged to address this, but want to ensure that this bridge rehabilitation project includes shoulder widening in its scope so a continuous bicycle shoulder can be completed in the future.
- Epping 29608 (NH 125 from NH 27 to NH 87) & 40643 (Signal Coordination on NH 125):*** These two projects are being constructed sequentially adjacent to each other and they overlap to some extent. It may make sense to consider consolidating them into a single project as a way of reducing project costs and eliminating any duplicative pavement work that would be part of both projects. Similarly, Plaistow 40645 is a signal coordination project on NH125 and could be coordinated with the Epping projects as well.
- General Sullivan Bridge (112385):*** The high cost of rehabilitating the General Sullivan Bridge as part of the Newington-Dover project, as well as the higher cost of long term maintenance on the structure, raised concern with the MPO TAC and Policy Committees. One part of the impetus for this rehabilitation is to provide a bicycle/pedestrian facility that doesn't involve going all the way around Great Bay, and a second part has to do with the historic designation of the structure. The MPO recognizes a historic significance of the bridge, but the projected cost of the rehabilitation and ongoing maintenance has increased from the estimate in the EIS to the extent that it may no longer be financially prudent. We support the NHDOT and communities looking at other more cost effective solutions to maintain the critical bicycle and pedestrian connection across the bay.

Funding Policies & Priorities in the Plan

We recognize that the Department has a difficult challenge of maintaining the state's existing transportation system with inadequate resources. This said, we do not support the draft Plan's strategy to shift funding from safety and congestion mitigation programs to pavement and bridge programs. Although these shifts in resources are permitted under FHWA rules, they will significantly reduce the eligible funding for these important project types while providing only a marginal difference statewide on the highway and bridge system. We believe the existing set aside dollars for the Highway Safety Improvement Program (HSIP) and Congestion Mitigation-Air Quality (CMAQ) programs should be left intact and, where possible, increased.

- Flexing HSIP:*** The RPC does not support the flexing of 25% of HSIP funds to general bridge and pavement maintenance. HSIP is a critical program that is highly data driven and allows a relatively fast track approach to fix critical safety problems. Safety remains a top priority for the MPO, and flexing funds away from HSIP means addressing fewer of those concerns each year. The experience in this region with the HSIP program is that it is highly effective and efficient in its use of transportation funding. Instead of moving funding away from this focus, the RPC recommends that the state look to expand the reach of HSIP to also address bicycle and pedestrian safety issues on state highways, and continue the work to reduce fatalities and injuries from crashes.

- **CMAQ Set-aside for Commuter/Intercity Bus Fleet Replacement (40284):** The Current Ten Year Plan and STIP set aside \$20M of CMAQ funding over 10 years for replacement of State-owned motor coaches used on commuter service in the I-95, I-93 and Everett Turnpike corridors by C&J and Boston Express. The MPO agrees that it is important to sustain these highly successful services. That said, these capital replacement needs are more appropriately funded through New Hampshire's share of FTA Section 5307 funds from the Boston Urbanized Area (UZA). New Hampshire's share of Boston UZA funds has grown from \$900K/year to over \$2.7M/year in just a few years due to state subsidized intercity commuter bus services (C&J, Boston Express) beginning to report revenue miles to the National Transit Database. It seems appropriate then, that the increase in these funds support the capital needs of that service and in so doing free up CMAQ funds for other uses.
- **Flexing CMAQ:** Similar to the HSIP program, the MPO has concerns about the proposal to flex 50% of the funding from the CMAQ program to road and bridge maintenance and preservation. This program that allows a fast track for small to mid-size projects focused on reducing traffic congestion and improving air quality and is one of the primary sources of funding used for transit agencies to pilot new services and to update aging fleets. In the RPC region, CMAQ has been used numerous times for ITS projects to better manage traffic flow like signal coordination, and bicycle and pedestrian facility improvements with a high potential to shift short trips from driving to bicycling or walking. Flexing 50% of CMAQ funds to general road and bridge maintenance, combined with the proposed set-aside of future CMAQ funds for commuter/intercity bus fleet replacement (Project number 40284), will leave little money for projects the program has typically funded in our region. The combined impact of these two policies will be to effectively end CMAQ as a competitive grant program available to communities and transit agencies in New Hampshire. This program has become critical to transit agencies in recent years as a method to fund fleet replacement as all available FTA formula funds are required to manage increased demand for services, and leaving inadequate resources for long term capital needs for the state's urban and regional transit providers. The RPC would like to see the CMAQ program left intact to fund projects that reduce dependency upon automobile travel, reduce travel on the roadways, and/or reduce congestion. These types of priorities are more responsive to future needs and may provide as much benefit through avoided road maintenance and construction costs than if that funding is used for general highway and bridge programs.
- **Transportation Alternatives Program (TAP):** We are encouraged to see that the draft Plan does not flex funding away from the Transportation Alternatives Program (TAP) to other uses. TAP funds provide opportunities for many locally and regionally important bicycle and pedestrian projects that have no other source of funding. Given the high demand for this type of project by communities, the RPC would like to see the Department return funding for the program to levels seen under SAFETEA-LU, and move beyond just funding the minimum amount required. MAP-21 created the Transportation Alternatives Program by combining four earlier programs (Transportation Enhancements, Safe Routes to School, Recreational Trails and Scenic Byways) but with approximately 30% less base funding than was allocated to these programs in aggregate. There was no overall loss of funding to the state though - Congress simply intended to allow states and MPOs more discretion on how funds are used. Base TAP funds are intended to be minimum funding levels and the MPO recommends that the State maintain funding for the combined programs that is equivalent to previous levels.
- **Supporting the Downeaster Train Service:** The Downeaster train service from Portland, ME to Boston, MA has proven itself a valuable alternative for transportation to and through southeast New Hampshire, and carries nearly 500,000 passengers a year between its 12 stations in three states with 40% of the total system ridership to and from New Hampshire. During this time, New Hampshire's investment and state support for the service has been minimal, consisting of the construction of the three stations in the state and a rail siding. The annual insurance and station maintenance costs are

paid by the communities of Dover, Durham, and Exeter, and the service operating subsidy is paid by the State of Maine through their CMAQ program. The MPO urges the state of New Hampshire to provide funding through the CMAQ program or other appropriate means for future Downeaster capital projects to help offset service expenses.

Adapting the Transportation System to Future Needs

- **Population Demographics, Changing Transportation Needs, & More Complete Needs Assessment:** It is widely recognized that the rapid growth in the oldest segments of our populations, together with the preference and economic need to allow for aging in place, will have profound implications in defining our future transportation system needs. Current 2040 population projections show that over 32% of Rockingham County population will be over 65, compared to 12.5% in 2010 - a 250% increase. More importantly to transportation concerns is that about one quarter of people over 65 do not drive. That mean we can expect in 2040 from 12,000 to -15,000 non-driving seniors in the RPC region alone. These residents will need other options – whether transit, ‘friends and family transport’ or other modes if they are to be able to age in place. A more robust system of alternative transportation – transit, coordinated community transportation, volunteer driver programs, etc. - will be needed to meet this demand. A number of speakers at the GACIT hearings were from the younger end of the age spectrum and spoke pointedly to their interest in a more balanced transportation system that provided other transportation options besides driving. If we are as concerned about retaining young people to contribute to our economy as we say we are, then as a state and region we should be doing more to develop these transportation options. Unfortunately, they are not well represented in this Plan. The RPC recognizes that it is difficult to focus on these future transportation needs when scrambling to address unmet needs in the present, but we believe it is important that the Department’s analysis of unmet needs addresses not just pavement and bridge conditions but also unmet safety and mobility needs across all modes.
- **A Complete Streets Approach:** 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 people walking or riding bicycles. The RPC is currently developing a “complete streets” policy to ensure that the transportation network in the region is designed and operated with all users in mind. All projects proposed by the RPC will strive to accommodate all appropriate users including people driving motor vehicles, walking, riding bicycles or riding transit. Adoption of a similar policy for NHDOT and the routine incorporation of a complete streets approach into design and implementation of state projects is supported by the RPC.
- **Account for Increased Risk from Coastal Flooding in Project Design:** The RPC encourages NHDOT to take into account future coastal flood scenarios from storm surge and sea level rise in the design of projects in vulnerable areas. This applies to several projects in the Ten year Plan from this region. Our agency recently completed work on a preliminary assessment of transportation and other infrastructure than may be vulnerable to coastal flooding under certain storm surge and sea level rise scenarios. We looked at projects currently in the MPO Long Range Transportation Plan and the State Ten Year Plan and found that there are 7 projects that might be effected under the lowest sea level rise scenario in the year and 9 under the highest (1.7 feet and 6.3 feet respectively) while all 13 are potentially impacted when storm surge is also considered (*see table on page 6*). The New Hampshire Coastal Risks and Hazards Commission, of which NHDOT is a member, is developing recommended approaches for developing infrastructure design standards. The RPC urges NHDOT to consider these recommendations in future project designs especially in light of changes to Executive Order 11988, Floodplain Management, and a new Executive Order 13690 which establishes a Federal Flood Risk Management Standard.

Transportation Funding

- **Turnpike Toll Increase:** The NHDOT presentation at the GACIT hearings included discussion about a potential toll increase on the Turnpike System. This was in response to a GACIT inquiry about what would be required to complete all the outstanding Turnpike capital projects within the 10 year timeframe of the Plan. According to the NHDOT's analysis, a 28% toll increase would be required to accomplish this and to implement a soundwall program. The RPC region has benefited substantially in recent years from turnpike improvement projects and recognizes that others are needed around the state in a reasonable timeframe. In addition, the RPC has noted interest in a soundwall program from neighborhoods in Portsmouth in recent years as traffic on Interstate 95 has continued to grow. We expect these requests to arise elsewhere in the future. While recognizing that we have no role in setting toll rates, the RPC Commissioners have indicated their support of a toll increase to address turnpike system needs, provided they include a 'retrofit' soundwall program to address situations where increased noise levels from existing facilities is impacting existing development.
- **Overall Funding Levels:** The RPC continues to believe that transportation infrastructure is underfunded in our state. We have been on record for many 'cycles' of the Ten Year Plan advocating for additional revenue to support a sustainable transportation system - for roads and bridges, but also for transit and safer facilities for people walking or riding bicycles. The \$0.042 cent gas tax increase last year was a positive step, but insufficient to meet the significant backlog of need. As others have pointed out, New Hampshire motorists pay a gas tax that is, in real terms, a little more than half of what it was in 1992 and so it is little wonder we are falling behind. Part of the "New Hampshire way" is to take the responsibility to pay for what we use, and that should include our transportation system. The Yankee frugality that is our tradition is not just about efficient use of resources, but about being smart and investing well. Failing to fund our current and foreseeable future transportation needs is shortsighted and potentially very costly - akin to trying to save money by never changing the oil in your car. By not making the needed investments today we are compounding costs in the future and may ultimately find ourselves with a transportation system that is uncompetitive and unresponsive to the needs of both residents and employers.

In closing, we appreciate the opportunity to comment, and the tremendous work by Department staff that goes into developing the plan and keeping the transportation system that we have now functional. We look forward to working with the Department, the Legislature and the Executive Council to move from what we have now to what we will need in the future, to support the state's economy, and ensure safety for all users of our transportation system.

As always, please feel free to contact me to clarify any of these comments.

Sincerely,



Cliff Sinnott
RPC Executive Director

cc: Christopher Sununu, Executive Councilor, District 3
Victoria Sheehan, Commissioner, NHDOT
William Cass, Assistant Commissioner, NHDOT
RPC TAC and Policy Committees

Project Name/Location	Ten Year Plan or Long Range Plan	Community	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Maplewood Ave RR Crossing upgraded	TYP	Portsmouth	no	no	no	no	no	yes
Ocean Blvd Reconstruction	TYP	Hampton	no	no	no	no	yes	yes
NH 1B Bridge Replacement New Castle-Rye	TYP	New Castle	yes	yes	yes	yes	yes	yes
Replace Sarah Long Bridge	TYP	Portsmouth	yes	yes	yes	yes	yes	yes
Rehabilitate NH 1A Bridge between Hampton & Seabrook	TYP	Hampton	yes	yes	yes	yes	yes	yes
Bartlett St. Bridge Replacement	LRP	Portsmouth	no	no	no	no	yes	yes
Market St. RR Crossing upgrade	LRP	Portsmouth	no	no	yes	yes	yes	yes
NH 1B Bridge Work	LRP	New Castle	no	yes	yes	yes	yes	yes
Route 1A Evacuation ITS Improvements	LRP	Hampton	no	yes	yes	yes	yes	yes
Pierce Island bridge Replacement	LRP	Portsmouth	yes	yes	yes	yes	yes	yes
Cate Street Bridge Replacement	LRP	Portsmouth	no	no	no	no	no	yes
Replace Maplewood Ave Culvert over North Mill Pond	LRP	Portsmouth	yes	yes	yes	yes	yes	yes
NH 1A Sidewalk in Seabrook	LRP	Hampton	yes	yes	yes	yes	yes	yes

Scenario 1 = 1.7' increase in sea level
 Scenario 2 = 4.0' increase in sea level
 Scenario 3 = 6.3' increase in sea level
 Scenario 4 = 1.7' increase in sea level plus storm surge from 1% (100 year) flood conditions
 Scenario 5 = 4.0' increase in sea level plus storm surge from 1% (100 year) flood conditions
 Scenario 6 = 6.3' increase in sea level plus storm surge from 1% (100 year) flood conditions

Bill Watson

From: Jon Mullen <Jon.Mullen@sigsauer.com>
Sent: Thursday, November 05, 2015 8:39 AM
To: Bill Watson
Subject: 10 year pain, complete streets

Bill Watson,
Administrator
Planning and Community Assistance

Mr. Watson,

I work at SIG Sauer, 72 Pease Blvd. in Newington. Most days I ride my bike to work from my home in Nottingham-about 18 miles one way. My trip is half back roads and half busy roads-like sections of 108 thru Durham and NH4 from Durham to the General Sullivan bridge. Except in Durham I see almost no consideration for the needs of cyclists. In fact you could say that the obstacles to commuting by bike are almost prohibitive and to most folks they are indeed prohibitive.

I like to run errands on my bike too. Today I needed to go to the Home Depot in Newington-a distance of only a couple of miles from Sig Sauer. But instead of taking my bike I drove my car. Why? Because it's almost impossible to make this trip by bicycle. (I've done it several times by bike and its hair raising.) Over and over again it's the same story-no consideration is ever given to bicycle travel. Its cars, cars, cars.

Could you please adopt the 'Complete Streets' program going forward? So every time you pave a road, widen a street, build an intersection you ask yourself 'does this work for cyclists (and pedestrians)?' And if not what can we do to make it so. Then maybe I could get to the Fox Run Mall in Newington by bike, or the Market Basket complex or Walmart in Epping by bike or get through the widened and 'improved' Lee traffic circle by bike-care to try that on your bicycle? I can go on and on. The world is changing. We need to start providing alternatives to the private auto-and soon.

Please support the Complete Streets Initiative for New Hampshire.

Thank you.

Regards,

Jon Mullen
Senior Manufacturing Engineer
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603.610.3312

SIGSAUER 72 Pease Boulevard
Newington, NH 03801
USA



Upper Valley Lake Sunapee
Regional Planning Commission

May 8, 2015

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

RE: UVLSRPC Priorities for 2017-2026 Ten-Year Transportation Improvement Plan

Dear Acting Commissioner Cass:

The Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) Transportation Advisory Committee (TAC) has completed its solicitation for the 2017-2026 Ten-Year Transportation Improvement Plan and has unanimously approved a fiscally-constrained set of project priorities. Per the LEAN Process improvements made during the last Ten-Year Plan update cycle, the TAC: 1) Prioritized projects according to the statewide project evaluation criteria; 2) Utilized the new Project Information Form for all existing and proposed Ten-Year Plan projects; and 3) Developed a fiscally-constrained Ten-Year Plan program based on the NHDOT-identified regional budget target. UVLSRPC's proposed 2017-2026 Ten-Year Plan program of non-programmatic projects is fiscally-constrained to our regional budget target of \$82 Million, which assumes level funding from the regional budget target utilized in the development of the 2015-2024 Ten-Year Plan. This correspondence details UVLSRPC's proposed Ten-Year Plan program of projects (a summary of which is included in Appendix A).

Overview of Needs and Strategic Priorities in the UVLSRPC Region

During the course of UVLSRPC's 2017-2026 Ten-Year Plan solicitation, the TAC received projects from our region's 27 municipalities, NHDOT District II, NHDOT District IV, and the NHDOT Bureau of Bridge Design. The 28 existing and proposed non-programmatic projects identified in the UVLSRPC region total approximately \$182 Million. If the needs of urban compact areas and non-federal aid state highways are included, this total climbs to over \$200 Million. Thus, UVLSRPC's \$82 Million budget for non-programmatic projects only covers a fraction our region's needs.

With these funding constraints, our TAC remains focused on the region's strategic priorities of improving safety and maintaining our existing infrastructure in a state of good repair by addressing our structurally-deficient bridges. In other words, there are no new roads or large-scale capacity improvements on our list of transportation needs. Rather, our region strives to "take care of what we have" and ensure that our transportation network is as safe as possible.

Existing Projects to be Completed Prior to the 2017-2026 Ten-Year Plan

The UVLSRPC TAC identified the following non-programmatic projects to be completed prior to the 2017-2026 Ten-Year Transportation Improvement Plan. It is assumed that these projects will be completed according to their current schedule (i.e. before the start of the next Ten-Year Plan), and will not impact the UVLSRPC's \$82 Million budget.

Community	Project	Total Cost	Construction Year
Claremont	North Street Intersection Relocation	\$3,730,000	2016
Enfield	Improvements to Rail Trail Crossing	\$692,000	2016
Lebanon	Bridge Replacement (U.S. Route 4) over Mascoma River-Adjacent to Intersection of U.S. Route 4/NH Route 4A	\$10,537,000	2014-2015
Lebanon-Hartford	Replace Bridge over Connecticut River (U.S. Route 4)	\$12,043,000	2014-2015
Walpole-Charlestown	Railroad Relocation along NH Route 12 (Breakout Project #14747A)	\$8,700,000	2016

Existing Projects to be Considered "Funded" in the 2017-2026 Ten-Year Plan

Per NHDOT guidance, "all projects that are currently in the approved STIP can be considered as funded for TYP purposes based on their progress to date." As such, the UVLSRPC TAC considered projects that: A) Start construction prior to 2017 and continued through 2017 or 2018; and B) Start construction in 2017. These projects are considered to be funded in their entirety with UVLSRPC's \$82 Million budget impacted accordingly.

There are two projects that fall into this category.

Community	Project	Total Cost	Construction Year	Regional Budget Impact
Acworth	Replace NH Route 123A Bridge over Bowers Brook	\$1,400,000	2017-2018	\$1,400,000
Walpole-Charlestown	Reconstruction of NH Route 12 from Main Street in Walpole to NH 12A in Charlestown, Remove Concrete Base, Add Shoulders and Improve Drainage	\$9,000,000	2017-2018	\$7,200,000*

* Assumes 20% cost sharing from SWRPC regional budget.

Acworth- Replacement of NH Route 123A Bridge over Bowers Brook

- Project Synopsis:** This project involves the replacement of the NH Route 123A Bridge over Bowers Brook. In October 2005, a severe flood event affected the Cold River and its tributaries (including Bowers Brook). The flood shifted the position of Bowers Brook, and caused substantial structural damage to the NH Route 123A Bridge in South Acworth. The bridge is approximately 100 years old (built in 1915), is structurally-deficient, and has a deck rated as Serious (3) and a superstructure rated as Poor (4) by the NHDOT Bureau of Bridge Design.

NH Route 123A is the only numbered state highway in the Town of Acworth, and is a key east-west corridor for southern Sullivan and northern Cheshire County. Essentially, there are no feasible alternate routes to NH 123A. If the Bowers Brook bridge were to sustain further damage in upcoming flood

seasons and be rendered unusable, it would not only impact the mobility of residents, but also the ability of emergency services to effectively serve the towns of Acworth, Marlow, Langdon, and Alstead.

- **Proposed Construction Year:** The UVLSRPC TAC commends the NHDOT for advancing the construction schedule of this project during the 2015-2024 Ten-Year Plan update process, and concurs with the proposed 2017-2018 construction schedule.
- **Fiscal Constraint Assumptions:** It is assumed that the Engineering and Right-of-Way phases of this project will be complete prior to 2017, with the estimated \$1.4 Million construction cost impacting the UVLSRPC regional budget.

Walpole/Charlestown- Reconstruction of NH Route 12

- **Project Synopsis:** This project involves the Reconstruction of NH Route 12 from NH Route 12A in South Charlestown to Main Street in North Walpole. This segment has appeared perennially on the "5% Report" of high crash locations in New Hampshire, and has an extensive fatal crash history. The roadway itself is threatened by erosion along the Connecticut River. The project underwent a full-scale Context Sensitive Solutions planning process and is currently in final design. This project was also identified as the top priority for NHDOT District IV within the UVLSRPC region, and has been designated as a project of regional significance by the UVLSRPC TAC.
- **Fiscal Constraint Assumptions:** Our fiscal constraint analysis assumes that the Breakout Project (Project #14747A) for railroad relocation will occur according the current construction schedule (i.e. 2016) at a cost of \$8.7 Million. It is assumed that the cost of the Breakout Project will not impact the UVLSRPC regional budget.

The second phase of this project, involving the reconstruction of Route 12 (Project #14747), is inter-regional with approximately 80% of the project occurring in the UVLSRPC region and approximately 20% of the project occurring in the SWRPC region. UVLSRPC and SWRPC have agreed upon an 80/20 split of the cost of this project against our respective regional budgets. Given the aforementioned assumptions, this project's impact to UVLSRPC's regional budget totals \$7.2 Million.

Project Priorities for the 2017-2026 Ten-Year Plan

After accounting for the two aforementioned projects, the remaining UVLSRPC regional budget was \$73.4 Million. All remaining projects (i.e. those projects currently on the Ten-Year Plan starting construction in 2019 or later, previously deferred Ten-Year Plan projects, and newly-proposed projects) were prioritized against the statewide criteria.

UVLSRPC project priorities are summarized on the following page.

Priority	Community	Project	Total Cost	Proposed Construction Year	Regional Budget Impact
1	Lebanon-Hartford	Rehabilitation and Widening of Bridges over Connecticut River (Interstate 89)	\$30,500,000	2019-2020	\$23,185,200*
2	Lebanon	Exit 18 Improvements	\$4,635,350	2021	\$4,635,350
3	Lebanon	PHASE I- Interstate Rehabilitation (I-89) from Exit 17 to Exit 20, Includes 7 Bridges (#093/109 #094/108, #097/112, #098/111, #140/124, #141/123, and #099/111)	\$12,568,150	2019-2020	\$12,568,150
4	Enfield	Add Shoulders, Improve Horizontal Curves, Remove Clear Zone Obstructions along U.S. Route 4 from Maple/Main Street to the Lebanon City Line	\$8,238,000	2024	\$8,238,000
5	Charlestown	Reconstruct/Rehabilitate NH Route 12 from NH Route 12A in South Charlestown to Almar Street (Approx. 2.4 Miles)	\$4,275,000	2023	\$4,275,000
6	Newport	Capacity Improvements on NH 11/103 between NH 10 and Luxury Drive, Install Westbound Turn Lane to Cross Street, Improve Shoulders, Drainage, and Guardrail (1.0 Miles)	\$2,650,000	2025	\$2,650,000
7	Newport-Goshen	Reconstruct/Rehabilitate NH Route 10 from Newport to the Goshen/Lempster Town Line (6.7 Miles), Improve Safety at the Intersection of NH Route 10/NH Route 31	\$8,060,000	2025-2026	\$8,060,000
8	Sutton-New London	Pavement Rehabilitation (I-89) from Exit 10 to Exit 11 (4 Miles)	\$12,013,000	2022-2023	\$1,201,300**
9	Lebanon	Rehabilitate Interstate 89 Bridges over Hardy Hill Road (Bridges 155/117 and 156/117)	\$4,537,000	2018	\$4,537,000
10	Lyme-Thetford	Bridge Rehabilitation (East Thetford Road) over the Connecticut River, Remove Lead-based Paint and Recoat	\$4,500,000	2019	\$4,050,000*

* Assumes cost sharing from the State of Vermont.

**Assumes 90% cost sharing from the CNHRPC regional budget.

Priority #1- Lebanon/Hartford- Rehabilitation and Widening of I-89 Bridges over Connecticut River

- **Project Synopsis:** This project involves the rehabilitation and widening of the twin (northbound and southbound) bridges on Interstate 89 over the Connecticut River. Both bridges are on the State Red List, and this work is currently in the preliminary design phase. These bridges serve as the Upper Valley Lake Sunapee Region's primary connection to the State of Vermont and points west, and the bridges see the highest traffic volumes anywhere in the UVLSRPC region with 39,000 AADT.
- **Proposed Construction Year:** The UVLSRPC TAC recommends that this project be constructed over two years (2019-2020), with one bridge being completed during each year (starting with the southbound bridge in 2019).
- **Fiscal Constraint Assumptions:** It is assumed that the State of Vermont will contribute approximately \$7.31 Million towards the cost of the project. As such, the UVLSRPC regional budget impact for this project is \$23.185 Million.

Priority #2- Lebanon- Exit 18 Improvements

- **Project Synopsis:** This project was added to the Ten-Year Plan during the last update cycle at the request of the UVLSRPC TAC. The project remains the top priority of both NHDOT District II and the NHDOT Bureau of Traffic within the UVLSRPC region. The project is intended to address the high crash rates that result from congestion and queuing onto the Interstate 89 travelway during peak hours. A diverging diamond interchange continues to be discussed as one potential construction alternative, but it is important that the NHDOT coordinate closely on the design of the project with the City of Lebanon and other regional partners to ensure both local and state support.
- **Recommendations:** The UVLSRPC TAC recommends that an engineering phase for this project be programmed to begin in 2017 for a targeted construction date of 2021. The TAC recommends that the engineering phase be budgeted at \$535,500, ROW at \$100,000, and construction at \$4.0 Million.
- **Fiscal Constraint Assumptions:** It is assumed that the entire \$4.635 Million cost of this project will impact the UVLSRPC regional budget.

Priority #3- Lebanon- PHASE I Interstate Rehabilitation from Exit 17 to Exit 20, Including 7 Bridges

- **Project Synopsis:** This project involves the rehabilitation of Interstate 89 from Exit 17 to Exit 20. When originally added to the Ten-Year Plan, this was a pavement rehabilitation project only. However, the scope was expanded to include the rehabilitation of seven bridges. Our TAC remains concerned that the scope of work for the project is disproportionately large.

As such, the TAC is reiterating its recommendation that this project be implemented in two phases. The TAC is proposing to fund PHASE I of this project at \$12.568 Million, with the scope of work for PHASE I jointly determined by the NHDOT Bureaus of Bridge Design and Highway Design based on the asset condition of the affected infrastructure. The "savings" achieved by implementing this project in phases allows the TAC to maintain fiscal constraint while including simultaneously programming the advancement of acute Red List Bridge needs, including the I-89 bridges over Hardy Hill Road and the Lyme-Thetford Bridge.

- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed in 2019 and 2020, and that construction be coordinated with the rehabilitation of the Interstate 89 bridges over Hardy Hill Road (see Priority #9 below) to achieve economies of scale.
- Fiscal Constraint Assumptions: It is assumed that the entire \$12.568 Million cost of this project will impact the UVLSRPC regional budget.

Priority #4- Enfield- Add Shoulders, Improve Horizontal Curves, Remove Clear Zone Obstructions on U.S. Route 4

- Project Synopsis: This project was added to the Ten-Year Plan during the last update cycle at the request of the UVLSRPC TAC. The segment of U.S. Route 4 from the Lebanon/Enfield town line to Maple/Main Street in Enfield appears perennially on the "5% Report" of high crash locations in New Hampshire. The road lacks adequate shoulders, has structures within the clear zone (at the edge of pavement), and is located on a steep downgrade. A Road Safety Audit was completed on this segment that identified interim safety improvement alternatives. However, adding shoulders and removing clear zone obstructions would go beyond the scope of a Highway Safety Improvement Program (HSIP) project. In addition, U.S. Route 4 is experiencing structural deterioration in this segment, and settling is occurring west of Adams Road.
- Proposed Construction Year: The UVLSRPC TAC concurs with NHDOT's suggested construction year of 2024.
- Fiscal Constraint Assumptions: It is assumed that the entire \$8.238 Million cost of this project will impact the UVLSRPC regional budget.

Priority #5- Charlestown- Reconstruct/Rehabilitate NH Route 12 in from NH Route 12A to Almar Street

- Project Synopsis: This project is the two-mile segment of NH Route 12 in Charlestown immediately north of the aforementioned project in Walpole/Charlestown. The Ride Comfort Index (RCI) rating for pavement condition on this segment is among the lowest anywhere in the UVLSRPC region. This segment has poor drainage, lacks shoulders, and has a substantial crash history. Fortunately, this segment should not require railroad relocation, making this reconstruction project substantially easier and less expensive than the Walpole-Charlestown segment. This project is also an identified priority for NHDOT District IV.
- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed in 2023.
- Fiscal Constraint Assumptions: It is assumed that the entire \$4.275 Million cost of this project will impact the UVLSRPC regional budget.

Priority #6- Newport- Capacity Improvements on NH Route 11/103 Between NH Route 10 and Luxury Drive

- Project Synopsis: This project involves constructing capacity improvements on NH Route 11/103 in Newport. The project includes installing a westbound turn lane to Cross Street, improving shoulders, drainage, and guardrail. This segment has a substantial crash history. Notably, NH Route 11 (from Interstate 89 to the Vermont State Line) is the only section of road other than Interstate 89 in the Upper Valley Lake Sunapee region that is on the National Highway System. This project is also an identified priority for NHDOT District II.

- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed in 2025.
- Fiscal Constraint Assumptions: It is assumed that the entire \$2.65 Million cost of this project will impact the UVLSRPC regional budget.

Priority #7- Newport/Goshen- Reconstruct/Rehabilitate NH Route 10, Improve Safety at NH Route 10/31

- Project Synopsis: This project involves the reconstruction and rehabilitation of NH Route 10 from Newport to the Goshen/Lempster Town Line (approx. 6.7 Miles). This project was previously included in the Ten-Year Plan (formerly known as Project #13952). However, the project was deferred due to budgetary constraints during the 2009-2018 Ten-Year Plan update process. Originally, the project encompassed approximately 15 miles of NH Route 10 in the towns of Newport, Goshen, Lempster, and Marlow.

The UVLSRPC TAC has split this project into two segments, as the originally-scoped project was unrealistically large. The two segments are: 1) NH Route 10 from Newport to the Goshen/Lempster Town Line; and 2) NH Route 10 from the Goshen/Lempster Town Line to the Lempster/Marlow Town Line. Notwithstanding previous deferral from the Ten-Year Plan, the needs along NH Route 10 have not disappeared. After evaluating both proposed segments, the Newport/Goshen segment emerged as a priority due to its crash history. This project is also an identified priority for NHDOT District II.

- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed over two years (2025-2026).
- Fiscal Constraint Assumptions: It is assumed that the entire \$8.06 Million cost of this project will impact the UVLSRPC regional budget.

Priority #8- Sutton/New London- Rehabilitation of Interstate 89 Exit 10 to Exit 11

- Project Synopsis: This project involves the rehabilitation of Interstate 89 from Exit 10 to Exit 11. This segment received an inlay in 2009, but the rehabilitation project is still needed and remains a priority for the NHDOT Pavement Management Section.
- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed over two years (2022-2023).
- Fiscal Constraint Assumptions: The New London/Sutton town line is located immediately south of Interstate 89 Exit 11, thus, approximately 90% of this project occurs in the CNHRPC region. As such, the impact to the UVLSRPC regional budget related to this project would be approximately 10% of the total cost of the project (which amounts to \$1,201,300).

Priority #9- Lebanon- Rehabilitate Interstate 89 Bridges over Hardy Hill Road

- Project Synopsis: This project involves the rehabilitation of the twin Interstate 89 bridges over Hardy Hill Road in Lebanon, and was added as a new project in the last Ten-Year Plan update cycle at the request of the UVLSRPC TAC. As detailed in the discussion of Priority #3 above, these bridges are the TAC's priority along the section of Interstate 89 between Exit 17 and Exit 20. As such, the TAC has recommended phasing the implementation of Priority #3 (Project #15880) to allow funding to rehabilitate these bridges while meeting the region's fiscal constraint requirements.

- Proposed Construction Year: The UVLSRPC TAC recommends that this project be constructed in 2018, and that construction should be coordinated with the aforementioned rehabilitation of Interstate 89 between Exit 17 and Exit 20 to achieve economies of scale.
- Fiscal Constraint Assumptions: It is assumed that the entire \$4.537 Million cost of this project will impact the UVLSRPC regional budget.

Priority #10- Bridge Rehabilitation (East Thetford Road) Over the Connecticut River

- Project Synopsis: This is a long-standing project on the Ten-Year Plan, and recent bridge inspection results indicate that the bridge has a significant structural deficiency. As a result, the weight limit for the bridge was reduced and an emergency maintenance project completed. On July 9, 2014, the UVLSRPC TAC sent correspondence to the NHDOT requesting that the construction timeline for the Lyme-Thetford Bridge be advanced. In that correspondence, the TAC offered the Mascoma Street Bridge over Interstate 89 in Lebanon as a concession to maintain fiscal constraint. On July 29, 2014, NHDOT sent correspondence to the UVLSRPC concurring with this exchange of project priorities.
- Proposed Construction Year: The UVLSRPC TAC recommends that the construction of this project be advanced to 2019.
- Fiscal Constraint Assumptions: It is assumed that the State of Vermont will contribute approximately 10% of the total cost of this project, resulting in a UVLSRPC regional budget impact of \$4,050,000 (90% of the total project cost).

Additional (Unfunded) Needs in the UVLSRPC Region

As you are aware, the limited funding available to address deficiencies in our state's transportation system necessitates difficult choices. This reality is no different at the regional level. As mentioned in the opening paragraphs of this correspondence, the identified road and bridge needs in the UVLSRPC region (including those needs in urban compact areas and on non-federal aid eligible highways) total more than \$200 Million. Our 2017-2026 Ten-Year Plan budget target of \$82 Million can only address a fraction of the region's needs.

The UVLSRPC TAC has directed me to present their unfunded needs to you in prioritized order to explicitly demonstrate how the region would recommend utilizing additional funding should it become available. Additional project needs in the UVLSRPC Region are listed in prioritized order below. ("AN" stands for "Additional Need".)

Priority	Community	Project	Total Cost
AN-1	Lebanon	PHASE II- Interstate Rehabilitation (I-89) from Exit 17 to Exit 20, Includes 7 Bridges (#093/109 #094/108, #097/112, #098/111, #140/124, #141/123, and #099/111)	\$7,850,000
AN-2	Lempster	Reconstruct/Rehabilitate NH Route 10 from the Goshen/Lempster Town Line to the Lempster/Marlow Town Line (8.3 Miles)	\$9,745,000
AN-3	Orford	Reconstruct/Rehabilitate NH Route 25A Bridge over Brackett Brook	\$4,800,000
AN-4	Lempster	Reconstruct/Replace NH Route 10 Culvert Serving Cold Brook	\$865,000
AN-5	Hanover	Improve Horizontal Curves, Install Sidewalk and Bicycle Lane on Greensboro Road from Great Hollow Road to NH Route 120	\$2,500,000
AN-6	Springfield	Georges Mills Road- Rehabilitate or Replace Twin 5' Diameter Culverts Carrying Star Lake Outlet at Intersection of Fisher Corner Road	\$927,000
AN-7	Claremont	Rehabilitate Bridge on NH Route 12A over Sugar River (Bridge #072/127)	\$6,990,000
AN-8	Lyme	Improve Geometry, Drainage, and Guardrail on NH Route 10 from Post Pond Road to the Orford Town Line, Including Safety Improvements at the Intersection of NH Route 10/North Thetford Road (2.8 Miles)	\$3,550,000
AN-9	Plainfield	Replace Deck and Repaint Stage Road Bridge over Blow-Me-Down Brook (Bridge 096/079)	\$1,800,000
AN-10	Lebanon	Rehabilitate Bridge on Mascoma Street over Interstate 89 (Bridge #103/116)	\$3,606,000
AN-11	Piermont-Bradford	Rehabilitate and Paint NH Route 25 Bridge over the Connecticut River (Bridge 032/103)	\$1,800,000

Related to the above list of additional needs, I would like to specifically note three projects that are on the 2015-2024 Ten-Year Plan that were not included in our region's recommended 2017-2026 Ten-Year Plan program due to fiscal constraint. Those projects are:

- Springfield- Replace Twin 5' Diameter Culverts on Georges Mills Road Carrying Star Lake Outlet
- Claremont- Rehabilitate Bridge on NH Route 12A over Sugar River
- Lebanon- Rehabilitate Bridge on Mascoma Street over Interstate 89

There is broad recognition amongst the UVLSRPC TAC, NHDOT Bureau of Bridge Design, and NHDOT District II that these projects are needed and should be done expeditiously. However, when evaluating projects against the statewide criteria developed during the Ten-Year Plan LEAN process, it is difficult for these projects to compete with other non-programmatic projects because: 1) There is no (or minimal) crash history at these locations; 2) The best proxy for "facility importance" is federal functional classification; and 3) These roads see lower traffic volumes than other priority locations within our region.

The UVLSRPC TAC recommends that the Department review options for funding these projects programmatically. The TAC encourages NHDOT to review all of the projects listed as additional needs in the UVLSRPC Region, and where feasible, consider options for addressing the most acute needs on the list with Betterment-funded projects.

MUPCA Needs in the UVLSRPC Region

Through the course of Ten-Year Plan solicitations, municipalities also submit transportation needs within urban compact areas to the UVLSRPC TAC for consideration. The TAC recognizes that projects in urban compact areas would likely be funded programmatically (and managed locally) through the Municipal Urban Projects- Compact Areas (MUPCA) Program. While these projects would be programmatic, the TAC has prioritized our region’s MUPCA Program needs for your consideration.

Priority	Community	Project	Total Cost	Construction Year
STIP (Included)	Lebanon	Reconstruction of Mechanic Street (U.S. Route 4) from High Street to I-89 Ramps, Remove Concrete Base, Install Sidewalks, and Improve Drainage	\$3,147,000	2018
MUPCA-1	Claremont	Reconstruction, Improve Drainage, and Improve Sidewalks on Main Street (NH Route 12) from Opera House Square to Citizens Street	\$5,550,000	TBD by NHDOT
MUPCA-2	Claremont	Reconstruction, Improve Drainage, and Improve Sidewalks on Charlestown Road (NH Route 12) from Draper’s Corners to Urban Compact Boundary	\$4,915,000	TBD by NHDOT

Non-Federal Aid Highway Needs in the UVLSRPC Region

Through the Ten-Year Plan solicitation process, municipalities also submit transportation needs on state highways that are not federal-aid eligible. The TAC recognizes that these needs would likely be funded programmatically through the Reconstruction of Secondary Roads (RSR) Program. While these projects would be programmatic, the TAC has prioritized our region’s RSR Program needs for your consideration. The UVLSRPC will also submit follow-up correspondence to the NHDOT providing additional details about these projects.

Priority	Community	Project	Total Cost	Construction Year
RSR-1	New London-Newbury	PHASE I- Reconstruction of NH Route 103A Segment 1 (Baker Hill Road to King Hill Road, 1.4 Miles)	\$1,825,000	2018
RSR-2	New London	Reconstruction of Main Street (NH Route 114) from Crockett’s Corner to Homan’s Corner	\$2,140,000	TBD by NHDOT
RSR-3	Grantham-Springfield	PHASE II- Reconstruction of NH Route 114 from NH Route 10 to Grantham/Springfield TL (2.5 Miles)	\$2,950,000	TBD by NHDOT

Next Steps

Per NHDOT guidance, UVLSRPC will submit our scoring/evaluation of each project to the NHDOT Bureau of Planning and Community Assistance on the statewide electronic template, and we will provide your staff with supporting documentation for the projects on our proposed Ten-Year Plan program. We look forward to working collaboratively with you and your staff as you work through the Decision Lens modeling process and develop the draft 2017-2026 Ten-Year Plan for consideration by the Governor's Advisory Commission on Intermodal Transportation (GACIT).

Please feel free to contact me at (603) 448-1680 or nmiller@uvlsrpc.org if you have any questions about this correspondence.

Respectfully Submitted,



Nathan Miller, AICP
Executive Director

Cc: Bill Watson, NHDOT Bureau of Planning and Community Assistance
Bill Oldenburg, NHDOT Front Office
Bill Lambert, NHDOT Bureau of Traffic
Mark Richardson, NHDOT Bureau of Bridge Design
Alan Hanscom, NHDOT District II
John Kallfelz, NHDOT District IV
Leigh Levine, FHWA NH Division
Martin Calawa, FHWA NH Division
Hon. Joseph Kenney, NH Executive Council
Hon. Colin Van Ostern, NH Executive Council
NH Representatives in the UVLSRPC Region
NH Senators in the UVLSRPC Region
UVLSRPC TAC Members (via e-mail)
UVLSRPC Commissioners (via e-mail)

APPENDIX A

SUMMARY OF UVLSRPC 2017-2026 TEN-YEAR PLAN PROJECT PRIORITIES



UVLSRPC Regional Plan 2015

Chapter 3

Transportation

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3.1 INTRODUCTION

The Regional Transportation Plan presents a bold vision for the future of all components of the region's transportation system based on extensive input from the general public, municipal officials, employers, and partner agencies in the 27 communities of the Upper Valley Lake Sunapee Region.

What does this transportation vision look like?

- A region with no structurally-deficient bridges and all roads maintained in good or fair pavement condition.
- A region where no motorist, motorcyclist, bicyclist, or pedestrian is fatally injured while traveling.
- A region where all residents, businesses, and visitors can access viable, efficient, and affordable transportation options.
- A region where every elderly and disabled resident can access medical appointments and other essential services.
- A region where there are safe bicycling routes to our village and city centers, and safe walking routes within our village and city centers.
- A region where both passenger and freight rail transportation enhance the movement of goods and people from our communities to the major metropolitan areas of Boston, New York City, and Montreal.
- A region with robust airline access to the world with connections in Boston and New York City; and General Aviation access to the northeast, United States, and the world.
- A region where businesses, municipalities, and state agencies work together to reduce the prevalence of single-occupant vehicle travel, and realize the health and environmental benefits of active transportation.

This vision will not happen overnight. In fact, it will take many years of hard work. It will require political will and new partnerships between all levels of government, the business community, advocacy groups, regional institutions, and of course, the general public.

The plan presents short, medium, and long-term improvement needs and strategies for how to implement those improvements. But, perhaps most importantly, the plan establishes a series of performance measures for the region to track its progress towards the vision over time.

The plan will serve as a policy document for the UVLSRPC Transportation Advisory Committee (TAC), and will inform the TAC's criteria for prioritizing projects for inclusion in New Hampshire's Ten-Year Transportation Improvement Plan. Adoption of this plan also means that the Commission will commit its staff and available program resources toward achieving the region's transportation vision and implementing the plan's recommendations.

Each section of the plan addresses a specific component of the region's transportation system. Five key elements are included in each section. The first element outlines the vision for that component of the transportation system. The second element provides an overview of existing conditions and trends. The third element presents the performance measures that will be used to track progress towards the vision. The fourth element details the short, medium, and long-term improvement needs. Last, the fifth element presents strategies for implementing the needed improvement.

3.2 REGIONAL TRANSPORTATION SCORECARD

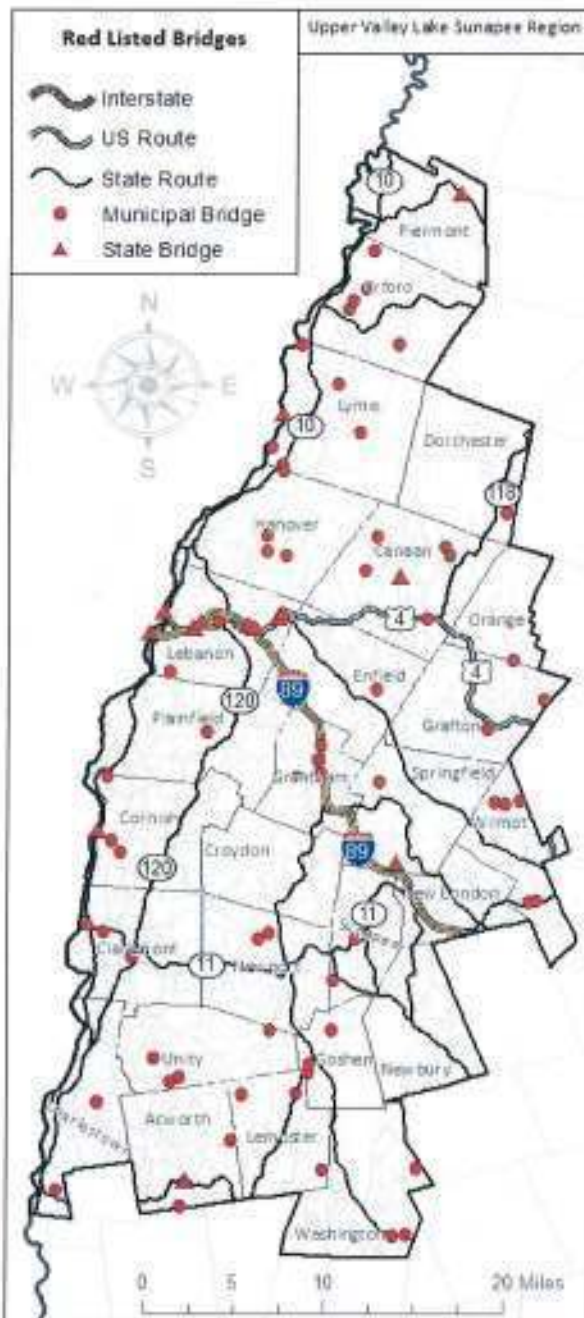
Goal	Measure	Units	Statewide (2012)	UVLSPRC Region (2012)	UVLSPRC Region (2010 Target)	
Asset Condition	State Highway in Good Condition	Miles	828 (19% of State Network)	81 (18% of Regional Network)	105 Miles (23% of Regional Network)	
	State Highway in Fair Condition	Miles	1,867 (44% of State Network)	145 (36% of Regional Network)	215 Miles (47% of Regional Network)	
	State Highway in Poor Condition	Miles	1,565 (37% of State Network)	207 (48% of Regional Network)	333 Miles (30% of Regional Network)	
	Red Lead Bridges (State-owned)	Number	340 (7% of State-owned Bridges)	16 (6% of State-owned Bridges in Region)	31 (4% of State-owned Bridges in Region)	
	Red Lead Bridges (Municipally-owned)	Number	349 (21% of Municipal Bridges in State)	64 (23% of Municipal Bridges in Region)	45 (16% of Municipal Bridges in Region)	
	Rail Lines Capable of Speeds of 40 MPH	Miles	304	233	23.3	
	Airport Runway Condition	FAA Runway Condition	Good (4.11)	Good (4.10)	Good (4.25)	
	Remaining Useful Life of Public Transit Fleet	Vehicle Life Remaining	43.8%	37.8%	50%	
	Mode Share	Commute to Work (Driving Alone)	% of Commuters	81.3%	75.7%	76%
		Commute to Work (Carpool)	% of Commuters	8.2%	9.4%	11%
Commute to Work (Public Transportation)		% of Commuters	0.8%	1.1%	2.0%	
Commute to Work (Motorcycle)		% of Commuters	0.2%	0.3%	0.3%	
Commute to Work (Bicycle)		% of Commuters	0.3%	0.4%	1.0%	
Commute to Work (Walking)		% of Commuters	3.1%	6.1%	7%	
Commute to Work (Telecommute)		% of Commuters	5.4%	5.4%	7%	
Commute to Work (Other)		% of Commuter	0.7%	1.7%	1.7%	
Congestion/Operational Level of Service on Key Corridors		Level of Service	C (0.68 Volume/Capacity Ratio)	A (0.26 Volume/Capacity Ratio)	A (0.26 Volume/Capacity Ratio)	
Local Transit Ridership (Fixed-Route)		# of Rides Provided	N/A	601,024	1,000,000	
Mobility	ADA Transit Ridership	# of Rides Provided	N/A	10,192	13,250	
	Elderly/Disabled Transportation Ridership	# of Rides Provided	234,500	47,548	61,800	
	Volunteer Driver Program Ridership	# of Rides Provided	38,052	5,253	6,800	
	Percentage of Population With Access to Public Transportation	Percent of Population	26.1%	30.5%	40%	
	Intercity Transit Ridership	# of Riders	N/A	215,020 (Approx.)	N/A	
	Passenger Rail Ridership	# of Boardings and Alightings	199,645	17,069	22,315	
	Passenger Air Ridership	# of Enplanements and Deplanements	2,607,103	19,990	27,076	
	Bicycle Level of Service	Level of Service	N/A	D (3.57)	C (3.00)	
	Pedestrian Level of Service	Level of Service	N/A	D (4.12)	C (3.50)	
	Freight Movement (total freight shipped by all modes)	Tons	65,640,138	N/A	N/A	
Safety	Highway Fatalities	# of Fatalities (5 Year Moving Avg.)	114	6	4	

3.3 HIGHWAYS AND BRIDGES IN THE REGION

Vision

Improve all structurally-deficient bridges and maintain all roads in the UVLSRPC Region at good or fair condition.

Existing Conditions



Red Listed Bridges in the UVLSRPC Region

The New Hampshire Department of Transportation inspects all bridges in the state, whether municipally-owned or state-owned. In total, there are currently 80 Red List bridges in the UVLSRPC Region. Of the 80 bridges, 16 are state-owned and 64 are municipally-owned.

Bridges have three structural components:

- **Substructure-** The portion of the bridge that supports the superstructure and distributes bridge loads to below-ground bridge footings.
- **Superstructure-** The portion of the bridge that supports the deck and connects substructure components.
- **Deck-** The portion of the bridge that carries traffic.

The New Hampshire Department of Transportation inspects each structural element of a bridge and assigns structural sufficiency ratings ranging from "Excellent" to "Imminent Failure." If a bridge is found to be structurally-deficient, it is placed on the state's "Red List" of bridges that need to be repaired or replaced. Due to known deficiencies, red listed bridges are subject to interim inspections, potential weight restrictions, and in serious cases, closure.

What does this map show?

This map displays 2012 New Hampshire Department of Transportation bridge condition data for state and municipally-owned bridges in the Upper Valley Lake Sunapee Region.



Pavement Condition in the UVLSRPC Region

The New Hampshire Department of Transportation has evaluated state-maintained highways throughout New Hampshire to support its Pavement Management System. Pavement condition is determined by evaluating the following indices:

- The Ride Comfort Index (RCI), which represents what motorists feel as they drive down a road. The RCI is determined through measurement of an axle's vertical acceleration averaged between the two rear tires. *The RCI is the primary indicator used to measure, report, and monitor pavement condition in New Hampshire;*
- The Surface Distress Index (SDI), which is an inventory of road surface cracking; and
- The Rut Rate Index (RRI), which measures the frequency distribution of rut depths.

Currently, 18% of state-owned highways in the UVLSRPC Region are in good pavement condition, 36% are in fair condition, and 46% are in poor condition. There remains a high correlation between poor pavement condition and state-maintained highways that are unnumbered or not otherwise eligible for federal-aid funding.

What does this map show?

This map displays 2012 Ride Comfort Index (RCI) data for state-maintained highways in the Upper Valley Lake Sunapee Region. The RCI is reported on a scale of 0 to 5, with 5 representing the best pavement condition.

A segment of roadway with a RCI greater than 3.5 is considered to have "Good" pavement condition. A segment of roadway with a RCI between 2.5 and 3.5 is considered to have "Fair" pavement condition, and a segment of roadway with a RCI less than 2.5 is considered to have "Poor" pavement condition.

Performance Measures

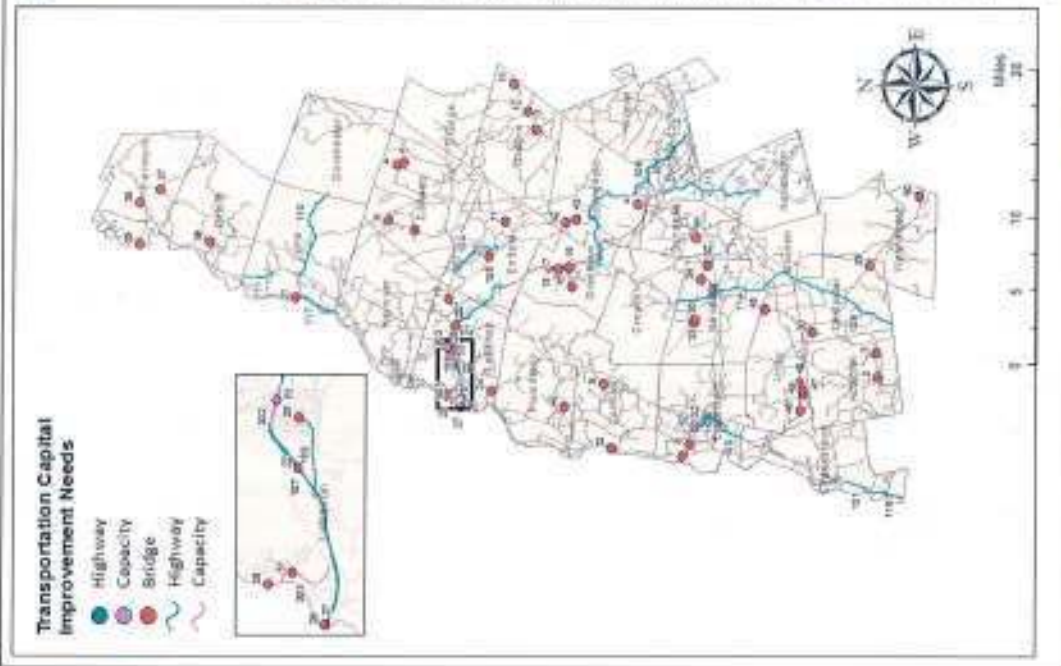
Highway and bridge condition in the UVLSRPC Region shall be measured by the number of state and municipally-owned red listed bridges, and mileage of state highway condition in poor, fair, and good pavement condition.

Performance Targets

- Reduce the number of red listed bridges (both state-owned and municipally-owned) in the UVLSRPC Region by 30% by 2030.
- Increase the number of road miles in the UVLSRPC Region in both good and fair pavement condition by 30% by 2030.

Performance Measures	UVLSRPC Region (2012)	UVLSRPC Region (2030 Target)	Statewide (2012)	Statewide (2030 Target)
Red Listed Bridges (State-owned)	16 (6%)	11 (4%)	140 (7%)	N/A
Red Listed Bridges (Municipally-owned)	64 (23%)	45 (16%)	349 (21%)	N/A
State Highway in Good Condition	81 Miles (18%)	105 Miles (23%)	828 Miles (19%)	N/A
State Highway in Fair Condition	165 Miles (36%)	215 Miles (47%)	1,867 Miles (44%)	N/A
State Highway in Poor Condition	207 Miles (46%)	133 Miles (30%)	1,565 Miles (37%)	N/A

Improvement Needs



Project	Community	Priority	Notes
42001001	42 Bridge	Highway Capacity	...
42001002	42 Bridge	Highway Capacity	...
42001003	42 Bridge	Highway Capacity	...
42001004	42 Bridge	Highway Capacity	...
42001005	42 Bridge	Highway Capacity	...
42001006	42 Bridge	Highway Capacity	...
42001007	42 Bridge	Highway Capacity	...
42001008	42 Bridge	Highway Capacity	...
42001009	42 Bridge	Highway Capacity	...
42001010	42 Bridge	Highway Capacity	...
42001011	42 Bridge	Highway Capacity	...
42001012	42 Bridge	Highway Capacity	...
42001013	42 Bridge	Highway Capacity	...
42001014	42 Bridge	Highway Capacity	...
42001015	42 Bridge	Highway Capacity	...
42001016	42 Bridge	Highway Capacity	...
42001017	42 Bridge	Highway Capacity	...
42001018	42 Bridge	Highway Capacity	...
42001019	42 Bridge	Highway Capacity	...
42001020	42 Bridge	Highway Capacity	...
42001021	42 Bridge	Highway Capacity	...
42001022	42 Bridge	Highway Capacity	...
42001023	42 Bridge	Highway Capacity	...
42001024	42 Bridge	Highway Capacity	...
42001025	42 Bridge	Highway Capacity	...
42001026	42 Bridge	Highway Capacity	...
42001027	42 Bridge	Highway Capacity	...
42001028	42 Bridge	Highway Capacity	...
42001029	42 Bridge	Highway Capacity	...
42001030	42 Bridge	Highway Capacity	...
42001031	42 Bridge	Highway Capacity	...
42001032	42 Bridge	Highway Capacity	...
42001033	42 Bridge	Highway Capacity	...
42001034	42 Bridge	Highway Capacity	...
42001035	42 Bridge	Highway Capacity	...
42001036	42 Bridge	Highway Capacity	...
42001037	42 Bridge	Highway Capacity	...
42001038	42 Bridge	Highway Capacity	...
42001039	42 Bridge	Highway Capacity	...
42001040	42 Bridge	Highway Capacity	...
42001041	42 Bridge	Highway Capacity	...
42001042	42 Bridge	Highway Capacity	...
42001043	42 Bridge	Highway Capacity	...
42001044	42 Bridge	Highway Capacity	...
42001045	42 Bridge	Highway Capacity	...
42001046	42 Bridge	Highway Capacity	...
42001047	42 Bridge	Highway Capacity	...
42001048	42 Bridge	Highway Capacity	...
42001049	42 Bridge	Highway Capacity	...
42001050	42 Bridge	Highway Capacity	...

Implementation Strategies

Improving the condition of the region's highways and bridges is almost entirely dependent on funding. For many years, New Hampshire's transportation funding has met only a fraction of infrastructure maintenance needs. Due to deferred maintenance, more bridges have become structurally-deficient and more roads require full-depth reconstruction.

In their July 2010 Long Range Transportation Plan, the New Hampshire Department addressed these issues in detail. The NHDOT presented four distinct funding issues and a series of options for addressing each issue.

Issue #1: Revenue Levels are Inadequate to Meet Needs

- Consider increasing the rates or fees of existing revenue streams (e.g. gas tax, vehicle title fees, or vehicle excise taxes).
- Reduce or eliminate diversions of current revenue streams from direct delivery of transportation facilities or services.
- Fund projects on the Turnpike system exclusively with Turnpike dollars.

Issue #2: Funding Streams must be Reliable, Sustainable, and Diverse

- Indexing the gas tax, tolls, and/or fares to the Consumer Price Index or to a construction cost index.
- Fixing gas taxes as a percentage of gasoline prices so they rise or fall with the price of gas.
- Enhancing local and statewide utilization of creative funding approaches including Tax Increment Finance (TIF), impact fees, and local vehicle registration options fees.

Issue #3: Funding Flexibility Needs to be Improved

- Consider alternatives to adequately fund public transportation operations.
- Seek revision of the restriction of Turnpike tolls to spending on Turnpike related expenditures.

Issue #4: Considering Pricing Policies to Raise Revenue

- Examining strategies such as parking fees, transit fare decreases, peak period toll increases, and fine increases as a means of extending roadway life by managing transportation demand.

Strategies
• Advocate at the state, local, and federal level for adequate and consistent funding sources for highway and bridge maintenance activities.
• Support an expansion of the NHDOT State Aid Bridge Program.
• Support an expansion of the NHDOT Betterment Program for pavement maintenance efforts administered by NHDOT Maintenance District offices.
• Assist communities in the region in developing Road Surface Management Systems (RSMS).
• Place a higher priority on red list bridge replacement and/or rehabilitation projects during the Ten-Year Transportation Improvement Plan project prioritization process.
• Develop a corridor study for Interstate 89 to determine improvement priorities and concurrence between development and roadway capacity.
• Assist communities in the UVLSRPC Region in developing local Capital Improvement Programs that comprehensively address local highway and bridge infrastructure needs.

3.3 HIGHWAY SAFETY IN THE REGION

Vision

Eliminate highway fatalities and improve safety for all roadway users in the UVLSRPC Region per the "Toward Zero Deaths" vision detailed in New Hampshire's Strategic Highway Safety Plan.

Existing Conditions



Highway Safety in the UVLSRPC Region

For the ten-year period between 2003 and 2012, there were 92 fatal crashes in the UVLSRPC region. Run-off-road crashes accounted for more than 50% of fatalities in the region, and nearly 40% of fatal crashes in the region involved alcohol.

The UVLSRPC Region has an elevated number of bicycle fatalities. Recent bicycle fatalities in Croydon and Newbury have spurred the formation of an advocacy group called the NH PASS (Pass All cyclists Slowly and Safely) Coalition to raise public awareness of NH RSA 265:143-a, which requires that motorists pass cyclists with a minimum of three feet of separation. UVLSRPC staff has worked with NHDOT and the Town of Newport to install signage to advise drivers of this law.

In recent years, infrastructure improvements, public education campaigns, and increased law enforcement have contributed to a statewide decline in fatal crashes across New Hampshire. The NHDOT along with other public and private stakeholders, including UVLSRPC, have formed a statewide partnership called the New Hampshire Driving Toward Zero Coalition. The Coalition's goal is to eliminate all highway fatalities in the state of New Hampshire, starting with a 50% reduction by the year 2030.

What does this map show?

This map displays NHDOT fatal and incapacitating injury crash location data for the UVLSRPC Region for the most recent available ten-year period (2003-2012).

Performance Measures

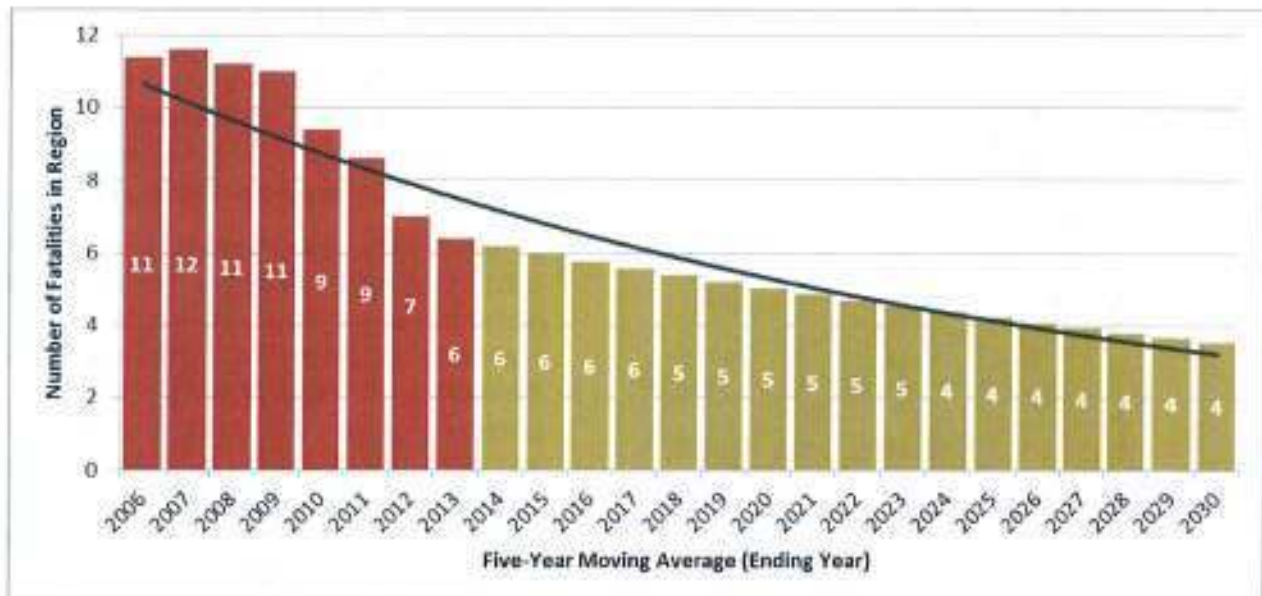
Highway safety performance in the UVLSRPC Region shall be measured by the five (5) year moving average of fatalities in the region. This is also the performance measure used in the New Hampshire Department of Transportation's Balanced Scorecard, which allows for comparison of the state's performance with the Region's performance.

Performance Target

- Reduce the number of fatalities in the UVLSRPC Region for all roadway users by 50% by the year 2030.

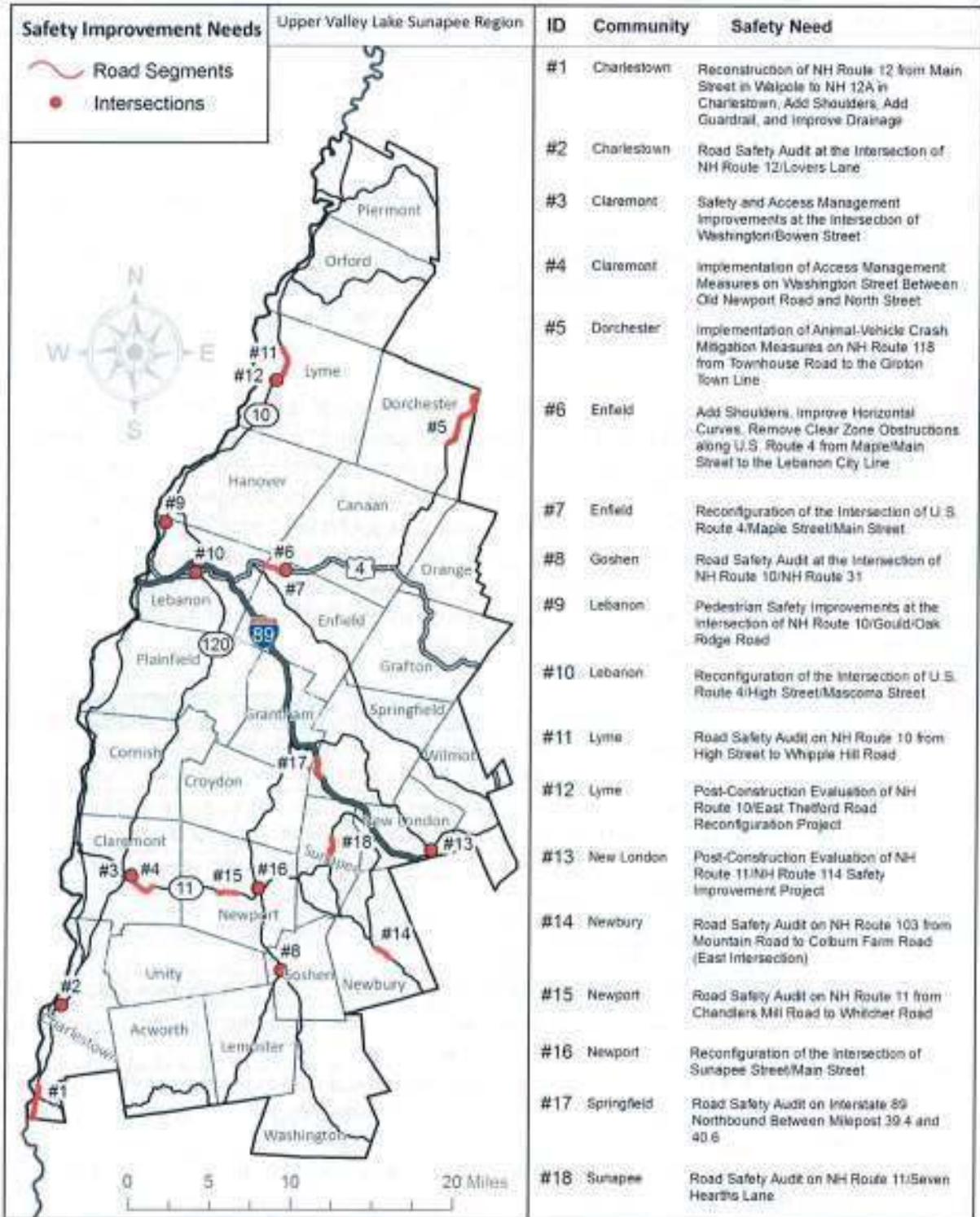
Performance Measure	UVLSRPC Region (2012)	UVLSRPC Region (2030 Target)	Statewide (2012)	Statewide (2030 Target)
Highway Fatalities (5-Year Moving Average)	6	4	114	63

Figure 3.3.1- Performance Target for Highway Safety in the UVLSRPC Region



Improvement Needs

Map 3.3.2 – Safety Improvement Needs in the UVLSRPC Region



Note: Safety improvement needs shown above are listed in alphabetical order by community.

Implementation Strategies

Improving the safety of all roadway users requires both infrastructure and behavioral changes. Under MAP-21, New Hampshire receives approximately \$9.5 Million per year of federal Highway Safety Improvement Program (HSIP) funding. HSIP funding is used to make safety improvements for both site-specific (i.e. individual locations with fatal and severe crash histories) and systemic (i.e. proactive statewide improvements related to guardrail, curve delineation, or other purpose) projects across New Hampshire.

HSIP funding has recently been utilized to make safety improvements at the intersection of NH Route 10/East Thetford Road in Lyme and the intersection of NH Route 11/NH Route 114 in New London. Many of the safety improvement needs identified in Map 3.3.2 will be eligible for HSIP funding based on crash history. In cases where safety issues require a large-scale reconstruction, those projects will be evaluated and prioritized during the biennial Ten-Year Transportation Improvement Plan process.

Beyond infrastructure issues, there are significant driver behavior issues affecting transportation safety in the region. These behavioral issues, including speeding, impaired driving, distracted driving, teen driving, and seat belt usage are not unique to the region. The same issues are prevalent across the state and the country. New Hampshire's Strategic Highway Safety Plan presents a series of strategies for addressing these behavioral issues. UVLSRPC staff serves on the NH Driving Toward Zero Coalition, a public-private partnership which oversees the development of the Strategic Highway Safety Plan. UVLSRPC should actively participate in current and future educational campaigns developed by the NH Driving Toward Zero Coalition related to speeding, impaired driving, distracted driving, and seat belt usage.

Strategies
<ul style="list-style-type: none"> Coordinate Road Safety Audits (RSA) at all locations in the UVLSRPC Region that appear on the statewide "Five Percent" Report of high crash locations developed by the NHDOT.
<ul style="list-style-type: none"> Collaborate with state and local partners to ensure that locations with completed RSAs have safety improvements implemented with Highway Safety Improvement Program funding.
<ul style="list-style-type: none"> Continue assisting municipalities with the implementation of the NH PASS (Pass All bicyclists Slowly and Safely) safety campaign to promote awareness of NH RSA 265:143-a.
<ul style="list-style-type: none"> Continue UVLSRPC participation on the NHDOT Highway Safety Improvement Program Committee and NH Driving Toward Zero Deaths Coalition.
<ul style="list-style-type: none"> Oppose discretionary transfers of New Hampshire's Highway Safety Improvement Program funding.
<ul style="list-style-type: none"> Support local and statewide campaigns to educate the public about the risks and consequences of impaired driving, and the benefits of wearing seat belts
<ul style="list-style-type: none"> Coordinate with NHDOT to develop a statewide training program to ensure that the unique needs of older drivers are considered in the planning, design, construction, and maintenance of the state's highway network.
<ul style="list-style-type: none"> Analyze key regional corridors for run-off-road crashes and evaluate the potential to install shoulder and centerline rumble strips on those roads.
<ul style="list-style-type: none"> Collect additional speed data as part of the region's traffic data collection program to inform local and statewide speed enforcement efforts.

3.4 PUBLIC TRANSPORTATION IN THE REGION

Vision

All residents, businesses, and visitors in the UVLSRPC Region can access viable, efficient, and affordable transportation options.

Existing Conditions

Figure 3.4.1- Advance Transit Ridership (2000-2012)

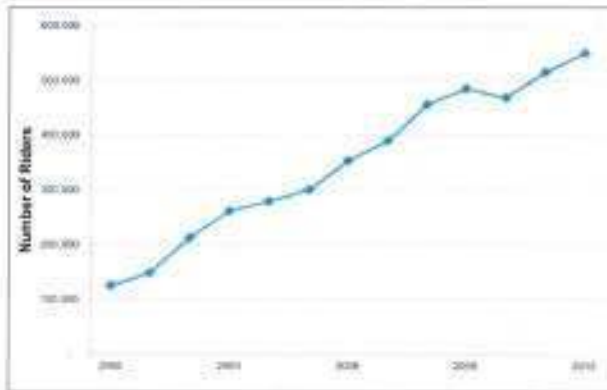
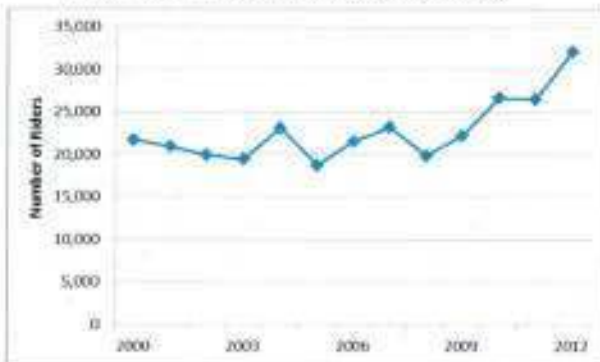


Figure 3.4.2- CATS Ridership (2000-2012)



Public Transit Ridership in the UVLSRPC Region

The UVLSRPC Region is directly served by two local public transportation providers:

- Advance Transit, which provides free-fare, fixed-route public transportation services in Lebanon, Hanover, Enfield, and Canaan, New Hampshire as well as in Hartford and Norwich, Vermont. Advance Transit also provides shuttle transportation services in downtown Hanover and at Dartmouth-Hitchcock Medical Center.
- Community Alliance Transportation Services (CATS), which provides public transportation services in Claremont, Newport, and Charlestown, New Hampshire.

Stagecoach Transportation Services and Connecticut River Transit also provide fixed-route public transportation services connecting Vermont communities to large employers and shopping destinations in the UVLSRPC Region. Public transportation providers in the UVLSRPC region set a new all-time high in fixed-route ridership in 2012, providing (combined) over 600,000 rides. Over the past 10 years, much of the region's transit ridership growth has been driven by three factors:

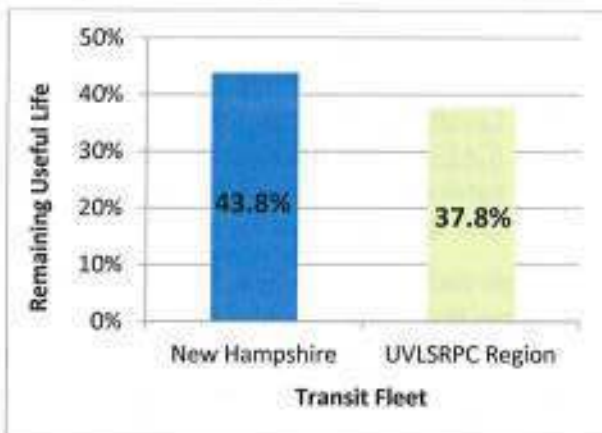
- A transition to free-fare services by Advance Transit;
- Increased frequency on principal transit routes, including Advance Transit's Red Route;
- The extension of services to additional communities in the region, notably CATS' expansion to the Town of Charlestown.

As a result of these factors, total transit ridership in the UVLSRPC Region exceeds that of many urban areas in New Hampshire.



An Advance Transit bus stops for passengers along the Blue Route in the Town of Enfield.

Figure 3.4- Remaining Useful Life of Transit Fleet



Since 2011, Advance Transit has acquired three Gillig diesel electric hybrid buses (above). These buses are the newest additions to the region's transit fleet, and the first hybrid buses in the region.

Transit Fleet Condition in the UVLSRPC Region

The New Hampshire Department of Transportation evaluates the condition of the state's transit fleet by analyzing the age of active transit buses. The Federal Transit Administration (FTA) has established "useful life" thresholds for transit buses shown in the table below:

Category	Length	Seats	Life
Large, Heavy-duty Bus	35-60 Ft.	27-40	12 Years
Small, Heavy-duty Bus	30 Ft.	26-35	10 Years
Medium-duty Bus	30 Ft.	22-30	7 Years
Light-duty Bus	25-35 Ft.	16-25	5 Years
Cutaways/Modified Vans	16-28 Ft.	10-22	4 Years

Measuring the average remaining useful life of a transit fleet allows for the evaluation of fleet condition over time. Newer buses improve the quality of transit service by reducing maintenance costs, enhancing rider amenities, improving fuel efficiency, and reducing emissions. FTA regulations require that buses reach the end of their useful life before they may be replaced. Thus, the remaining useful life of the region's transit fleet will fluctuate over time depending on bus acquisition cycles and the availability of transit capital funding.

In the UVLSRPC Region, there are a series of pressing transit fleet needs. By the end of 2014, five of the eight buses operated by Community Alliance Transportation Services (CATS) will reach the end of their useful life. Similarly, in 2016, 19 of Advance Transit's 31 buses will reach the end of their useful life. This total includes 11 medium duty buses (purchased in 2009) and 8 large heavy-duty buses (purchased in 2004).

Performance Measures

Public transportation performance in the UVLSRPC Region shall be measured by three key indicators: operational performance; state of good repair of the region's transit fleet; and the region's access to transit options.

Operational performance shall be measured by the total number of annual riders on the region's fixed route public transportation network. This measure differs slightly from the NHDOT Balanced Scorecard, because the Balanced Scorecard counts shuttle ridership for both Advance Transit and the Wildcat Transit service operated by the University of New Hampshire. The UVLSRPC's performance measure focuses solely on fixed-route transit ridership.

The state of good repair of the region's transit assets shall be measured by the remaining useful life of the region's transit fleet according to FTA useful life thresholds. Access to transit options will be measured by the percentage of the region's population with access to multimodal transportation (i.e. living a quarter-mile or less from a transit route, park-and-ride facility, or passenger rail station).

Performance Targets

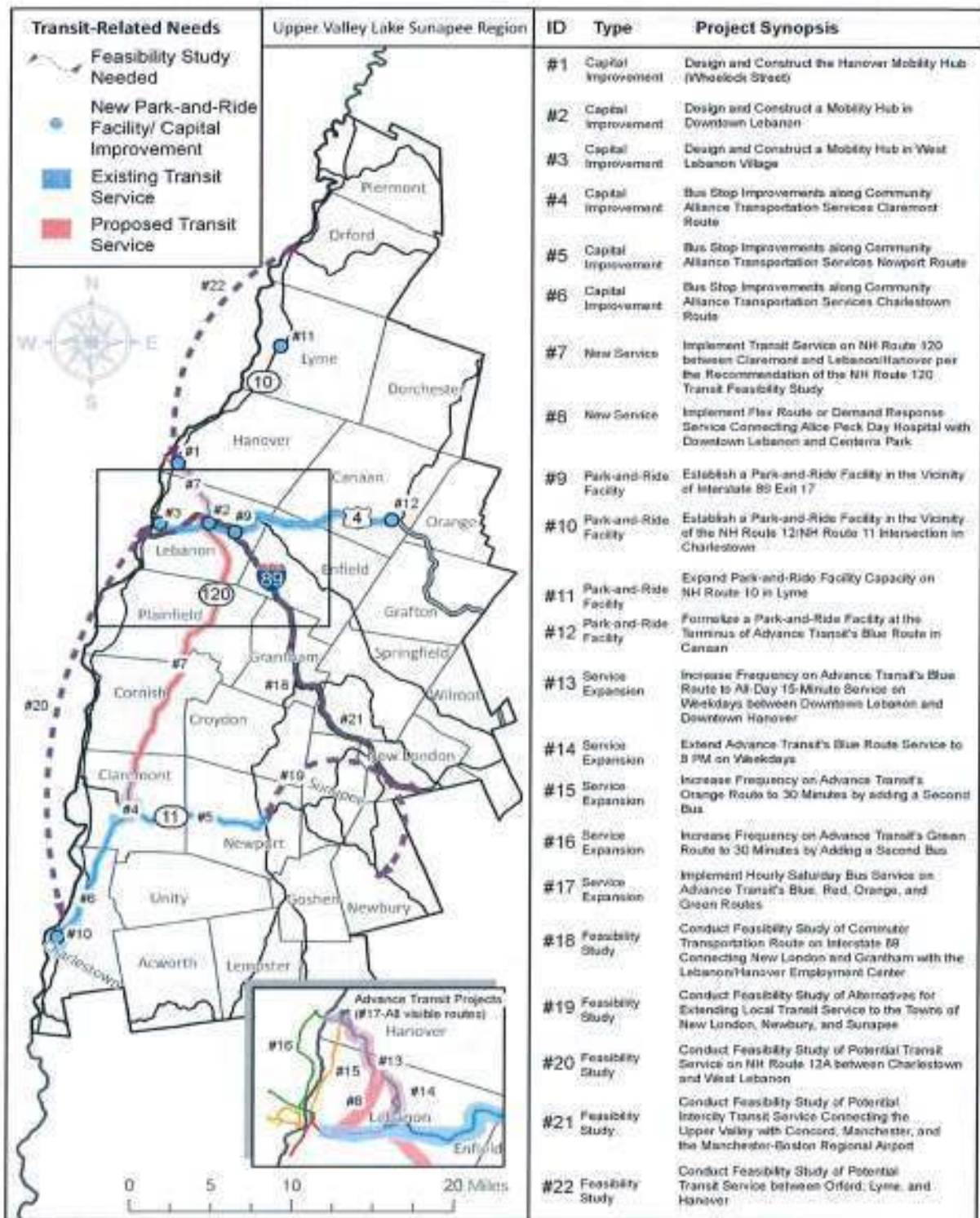
- Reach 1,000,000 annual fixed-route public transportation riders in the region by 2030.
- Increase the remaining useful life of the region's public transportation fleet to 50% by 2030.
- Increase the percentage of the region's population with access to multimodal transportation to 40% by 2030.

Performance Measure	UVLSRPC Region (2012)	UVLSRPC Region (2030 Target)	Statewide (2012)	Statewide (2030 Target)
Local Transit Ridership (Fixed-Route)	601,024	1,000,000	N/A	N/A
Remaining Useful Life of Transit Fleet	37.8%	50%	43.8%	N/A
Percentage of Population With Access to Multimodal Transportation	30.5%	40%	26.1%	N/A
Intercity Transit Ridership	215,000 (Approx.)	N/A	N/A	N/A

Intercity transportation services in the UVLSRPC region are privately operated as for-profit businesses, and comprehensive historical ridership data is maintained exclusively by those companies. While it is important to track the performance of intercity transportation in a regional context, this plan does not set a performance target.

Improvement Needs

Figure 3.4.3 – Transit Improvement Needs in the UVLSRPC Region



Implementation Strategies

While Figure 3.4.3 presents many public transportation improvement needs, the region's top public transportation priority remains maintaining the public transportation services we have. New Hampshire's transit funding structure faces many of the same challenges as the state's infrastructure funding structure. As a result, revenues to support transit operations are inadequate to meet the region's needs, and the funding sources that exist are not diverse or sustainable.

Notwithstanding limitations on federal funding and the lack of state funding to support transit operations, the Upper Valley Lake Sunapee Region is regarded as a model for rural public transportation funding. The region's largest employers, Dartmouth-Hitchcock Medical Center and Dartmouth College, contribute to the operation of Advance Transit's service. The six communities in Advance Transit's service area also contribute to the operation of Advance Transit's service, resulting in a unique and successful public-private funding partnership. Advance Transit has also developed a

philanthropy program called the "Keep it Free Fund", which accepts charitable donations to keep the service free-fare.

As new transit service is developed linking the cities of Claremont and Lebanon, UVLSRPC will work cooperatively with Community Alliance Transportation Services to build a similar public-private funding partnership.

On the capital side of public transportation, the long-standing needs for park-and-ride facility development (and expansion) remain difficult to fund. In other parts of the state, park-and-ride facilities are funded by the federal Congestion Mitigation and Air Quality (CMAQ) Program. This funding has historically supported projects in the southern part of the state, in areas that were not in attainment of federal air quality thresholds. Thus, park-and-ride facility development in the Upper Valley Lake Sunapee Region was funded by one-time allocations of NHDOT Betterment Program funding. It will be difficult to achieve the park-and-ride facility improvements outlined in Map 3.2 without statewide eligibility of CMAQ funding or a dedicated funding program for statewide park-and-ride facility development.

Strategies
<ul style="list-style-type: none"> • Advocate at the state, local, and federal level for adequate and consistent funding sources for transit operations and capital costs.
<ul style="list-style-type: none"> • Continue to serve on the Advance Transit Board of Directors and Planning and Operations Committee.
<ul style="list-style-type: none"> • Continue to serve on the CATS Advisory Committee.
<ul style="list-style-type: none"> • Provide technical assistance to Advance Transit and CATS in developing applications for FTA Section 5311 capital and operating funding.
<ul style="list-style-type: none"> • Assist Advance Transit and CATS in applying for FTA Section 5304 funding to update their five-year transit development plans.
<ul style="list-style-type: none"> • Assist Advance Transit and CATS in updating their air quality impact analyses biennially.
<ul style="list-style-type: none"> • Apply for and administer transit feasibility studies using FTA Section 5304 planning funds to study new services along the Interstate 89 Corridor, NH Route 12A Corridor, and in the Lake Sunapee communities of Sunapee, New London, and Newbury.
<ul style="list-style-type: none"> • Advocate for statewide eligibility of Congestion Mitigation and Air Quality (CMAQ) funding in New Hampshire.
<ul style="list-style-type: none"> • Advocate for the creation of a dedicated, competitive funding program for statewide park-and-ride facility development and expansion.
<ul style="list-style-type: none"> • Utilize the forthcoming New Hampshire Park-and-Ride Development Toolkit as a means of determining the feasibility of new Park-and-Ride facility development or expansion projects.
<ul style="list-style-type: none"> • Support the continued development of philanthropic programs to benefit Advance Transit and CATS.
<ul style="list-style-type: none"> • Pursue federal and state grants to improve the energy efficiency and reduce greenhouse gas emissions of the region's transit fleet.
<ul style="list-style-type: none"> • Encourage counties and municipalities to budget for matching funds to leverage available federal public transportation grant funding.
<ul style="list-style-type: none"> • Coordinate with communities to ensure that local zoning ordinances encourage compact, mixed-use, pedestrian-oriented development with local growth centers planned in the context of available public transportation services.

3.5 BICYCLE AND PEDESTRIAN TRANSPORTATION IN THE REGION

Vision

A safe bicycle transportation network connects all the communities in the region and every community center can be accessed by a safe and appropriate pedestrian transportation network.

Existing Conditions



Bicycle Travel in the UVLSRPC Region

To analyze bicycle travel on the region’s road network, the Commission conducted a Bicycle Level of Service analysis for all state and urban compact roads in the region.

Bicycle Level of Service is a quantitative measure of a roadway’s suitability for bicycle traffic. Whereas a roadway’s Operational Level of Service is a measure of traveler delay, the Bicycle Level of Service quantifies a cyclist’s perceived safety traveling on a roadway.

The National Cooperative Highway Research Program (NCHRP Report 616) has published a methodology for conducting Bicycle Level of Service analysis. The analysis involves a mathematical model that considers vehicle speed, proportion of heavy vehicles, pavement condition, lane width, on-street parking, shoulder width, and traffic volume.

The NCHRP methodology is only used for on-road facilities, not trails or other multi-use off-road paths.

What does this map show?

This map displays Bicycle Level of Service information for state highways in the UVLSRPC region according to the methodology presented in National Cooperative Highway Research Report 616. Level of Service is represented as a letter score, with A and B representing good bicycling conditions, C and D representing fair bicycling conditions, and E and F representing poor bicycling conditions.

Performance Measures

Bicycle and pedestrian transportation performance in the region shall be measured by Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) respectively. The NHDOT Balanced Scorecard does not currently include any performance measurements related to bicycle and pedestrian transportation. As a result, there is no comparable statewide data to compare the regions performance against.

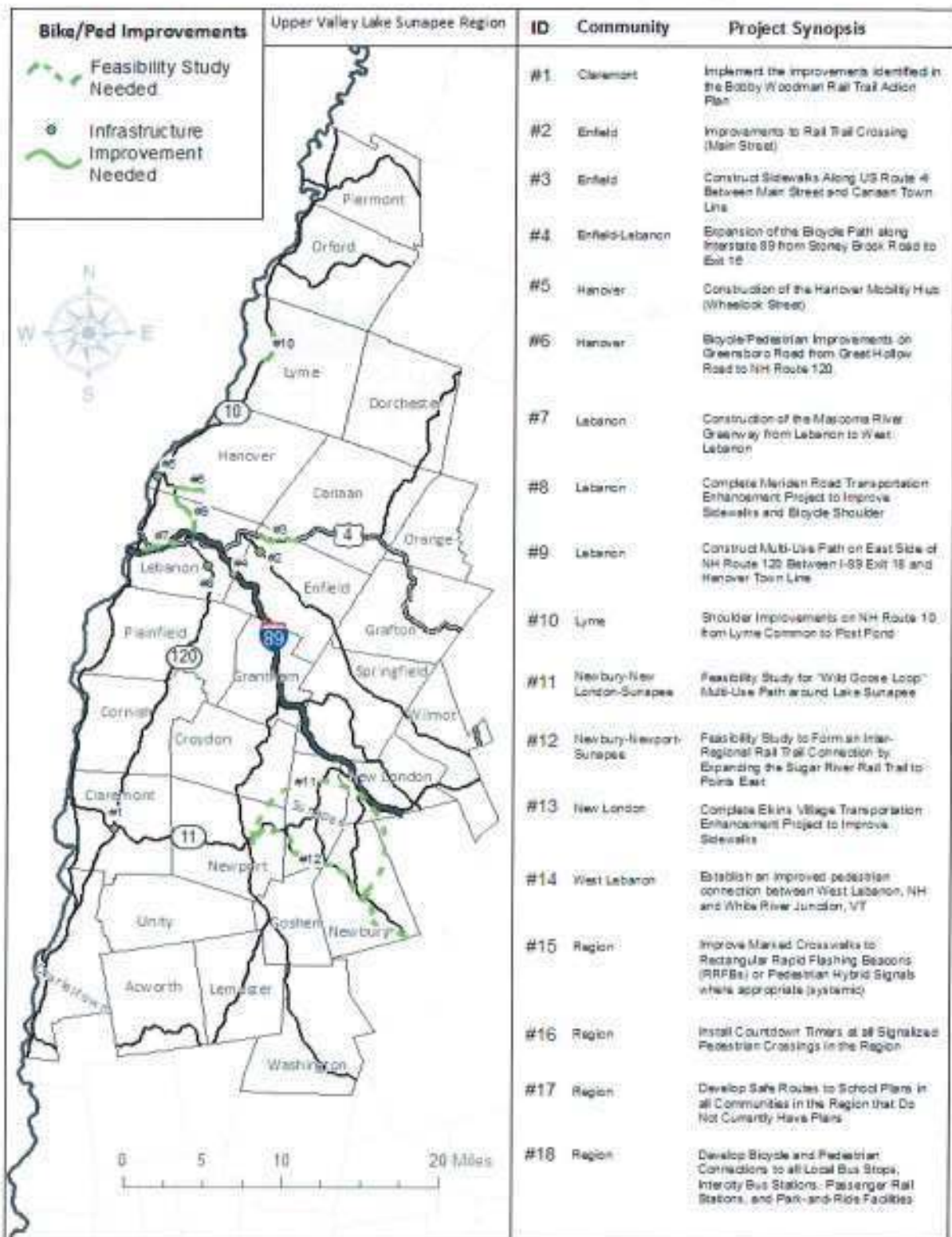
Performance Targets

- Improve the region's average Bicycle Level of Service to C (3.00) by 2030.
- Improve the region's average Pedestrian Level of Service to C (3.50) by 2030.

Performance Measure	UVLSRPC Region (2012)	UVLSRPC Region (2030 Target)	Statewide (2012)	Statewide (2030 Target)
Bicycle Level of Service	D (3.57)	C (3.00)	N/A	N/A
Pedestrian Level of Service	D (4.12)	C (3.50)	N/A	N/A

Improvement Needs

Figure 3.5.1 – Bicycle/Pedestrian Improvement Needs in the UVLSRPC Region



Implementation Strategies

State and federal funding sources for local bicycle and pedestrian transportation are very limited. Former standalone funding programs including the Transportation Enhancement Program (TE), Recreational Trails Program (RTP), and Safe Routes to School Program (SRTS) have been consolidated into a single program called the Transportation Alternatives Program (TAP).

At current funding levels, the State of New Hampshire receives approximately \$7.5 million in Transportation Alternatives Program funding each biennium. Of that \$7.5 million, approximately one-third of it is set aside for Recreational Trail projects administered by the NH Department of Resources and Economic Development. Another portion of the funding is set aside, per federal formula guidelines, to be used exclusively within the Nashua Region. After those set asides, each of the nine regions of the state will likely see one TAP-funded bicycle or pedestrian infrastructure improvement project every two years. Thus, the TAP program, while very popular amongst communities, will remain ultra-competitive and an unreliable source of funding for local projects.

Bicycle and pedestrian improvement projects are also potentially eligible for federal Highway Safety Improvement Program

funding, provided that the project location has a history of fatal or severe injury crashes involving bicyclists or pedestrians. Road Safety Audits should be conducted at all locations within the region that have had a fatality involving a bicyclist or pedestrian as a precursor to potential Highway Safety Improvement Program funding.

While the federal Congestion Mitigation and Air Quality Program (CMAQ) can potentially fund bicycle and pedestrian improvement projects, communities in the UVLSRPC region are not currently eligible for that funding because the region remains in attainment of federally-established air quality thresholds.

In the future, developing and improving the region's bicycle and pedestrian transportation infrastructure network will require strong local funding commitments. Projects that are funded through local public-private partnerships will have a higher probability for success. Two recent examples of successful public-private partnerships in the region include the Mascoma River Greenway in Lebanon and the new Riverwalk pedestrian bridge in Sunapee (which was entirely funded through private donations). Additionally, local Planning Boards should ensure through the site plan and/or subdivision review process that developers construct appropriate bicycle and pedestrian infrastructure to connect their developments to the state or local network.

Strategies
<ul style="list-style-type: none"> • Develop and adopt a regional Complete Streets Policy, and provide technical assistance to communities in the region developing local Complete Streets policies.
<ul style="list-style-type: none"> • Continue to provide technical assistance to communities in bicycle and pedestrian project planning and implementation.
<ul style="list-style-type: none"> • Assist communities in conducting Road Safety Audits at all locations within the region that have had a fatality involving a bicyclist or pedestrian.
<ul style="list-style-type: none"> • Establish a regional bicycle/pedestrian counting program to evaluate existing infrastructure usage and future needs.
<ul style="list-style-type: none"> • Coordinate with municipalities and state agencies to acquire right-of-way during reconstruction projects to accommodate future bicycle and pedestrian transportation infrastructure needs.
<ul style="list-style-type: none"> • Coordinate with NHDOT and municipalities to ensure that new developments construct appropriate bicycle and pedestrian infrastructure and integrate that infrastructure into the state or local network.
<ul style="list-style-type: none"> • Encourage the NHDOT to allow multiple uses on rail corridors where appropriate (e.g. rail with trail).
<ul style="list-style-type: none"> • Coordinate with NHDOT to evaluate narrowing travel lane widths during resurfacing projects to improve shoulders and/or bicycle lanes.

3.6 RAIL TRANSPORTATION IN THE REGION

Vision

The region's two largest employment and population centers (Lebanon and Claremont) have viable, efficient freight and passenger rail access to major markets in the eastern United States and Canada.

Existing Conditions



Railroad Condition in the UVLSRPC Region

In New Hampshire, active railroads are classified according to a framework developed by the Federal Railroad Administration (FRA). The New Hampshire Department of Transportation measures the overall condition of railroads in the state by evaluating the number of miles of FRA Class 3 track.

FRA Class	Freight Speed	Passenger Speed
1	10 mph	15 mph
2	25 mph	30 mph
3	40 mph	60 mph
4	60 mph	80 mph
5	80 mph	90 mph
6	110 mph	110 mph
7	125 mph	125 mph
8	160 mph	160 mph
9	200 mph	200 mph

In the UVLSRPC region, only the New England Central Railroad (NECRR) meets FRA Class 3 standards. The NECRR runs along the Connecticut River from the Vermont/Quebec border to New London, CT. The NECRR enters the region in Cornish and continues south along the Connecticut River through Claremont and Charlestown before crossing back into Vermont at the Town of Walpole.

The Claremont Concord Railroad (CCRR) operates five miles of short-line railroad that branch from the New England Central Railroad in Claremont (two miles) and West Lebanon (three miles).

Much of the former Northern and Sugar River railroads are currently inactive, owned by the State of New Hampshire, and used as Rail Trail facilities (known as the Sugar River Rail Trail and the Northern Rail Trail).

Passenger Rail Ridership in the UVLSRPC Region

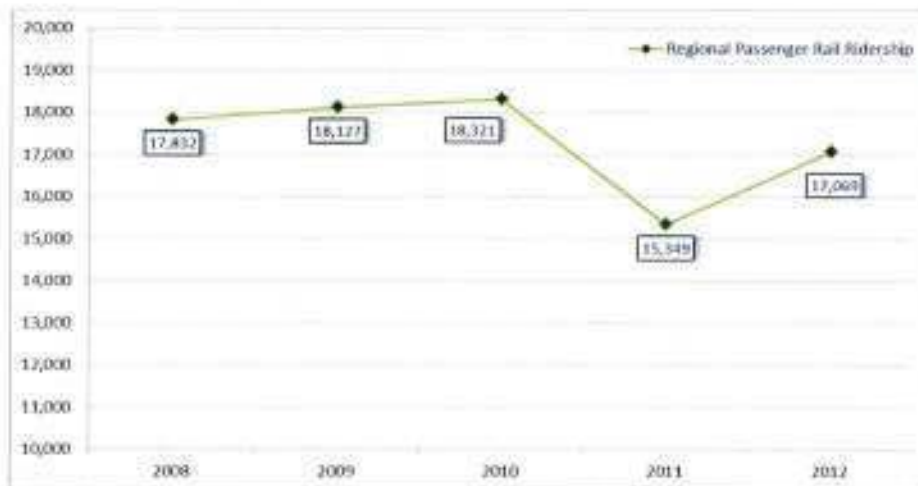
The region's only passenger rail service is Amtrak's Vermonter, which has daily round-trip service between Saint Albans, Vermont and Washington, DC. The Amtrak Vermonter serves the UVLSRPC Region via stops in White River Junction, Vermont and Claremont, New Hampshire.

Between 2003 and 2006, ridership declined significantly on the Vermonter service, due to the elimination of a motorcoach service connecting Saint Albans, Vermont with Montreal, Quebec. However, ridership began to rebound in 2006, and climbed steadily until 2010. In 2011, the New England Central Railroad constructed a \$70 million project to increase train speeds along the corridor. While this construction had a short-term impact on Vermonter ridership, sections of the New England Central Railroad between Vernon, Vermont and White River Junction, Vermont are now built to FRA Class 4 standards, and can accommodate passenger rail speeds up to 79 MPH.

The Massachusetts Department of Transportation is also constructing a series of rail improvements, known as the Knowledge Corridor, which would relocate the Vermonter service from the New England Central Railroad to the Pan Am Railroad between East Northfield and Springfield, Massachusetts. The MassDOT estimates that this project will reduce travel times on the Vermonter by 25 minutes, improve on-time performance, and increase ridership.

Amtrak's Vermonter service relies on funding support provided by the State of Vermont. The State of New Hampshire does not currently contribute to the operation of the Vermonter service. Under this funding structure, there is no guarantee that the Vermonter will continue to provide direct service to the City of Claremont. Thus, it will be important to advocate locally and regionally for a state-level contribution to Amtrak's Vermonter operation to help ensure continued service to the City of Claremont and the Upper Valley Lake Sunapee Region.

Figure 3.6.1- Passenger Rail Ridership (Claremont, NH and White River Junction, VT Stations)



Note: Passenger rail ridership in 2011 and 2012 was affected by the construction of track improvements and the impacts of Tropical Storm Irene.

Performance Measures

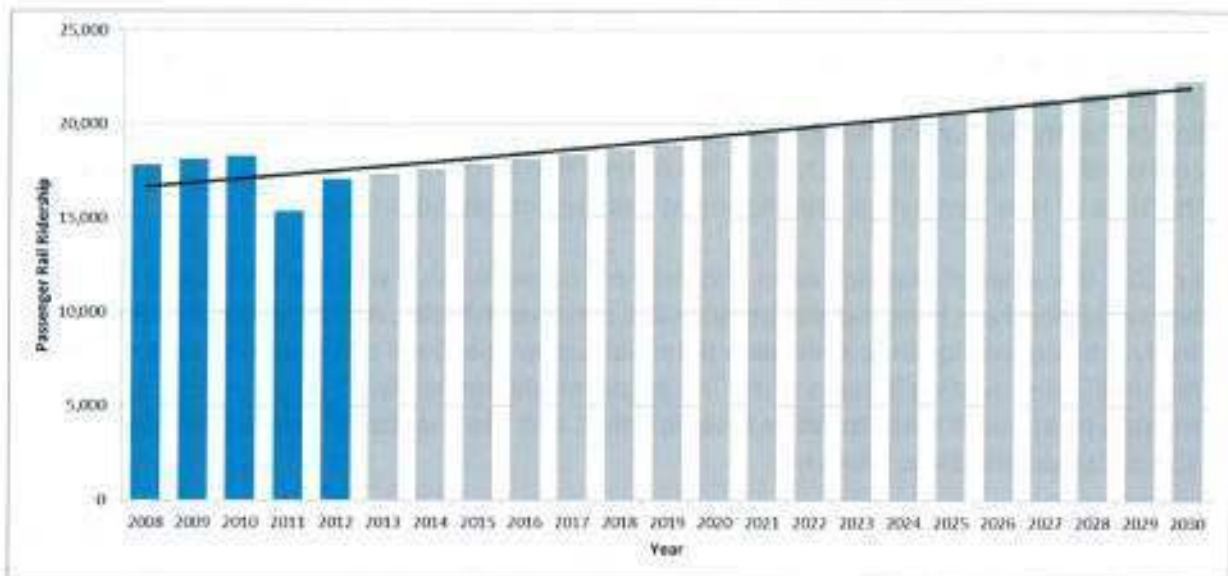
Rail transportation performance in the region shall be measured by passenger rail ridership and the number of miles of rail lines capable of speeds of 40 MPH. Both of these measures are consistent with the NHDOT's Balanced Scorecard. The region's calculation of passenger rail ridership will include the combined boardings and alightings from both the Claremont, New Hampshire and White River Junction, Vermont stations.

Performance Targets

- Increase passenger rail ridership in the region by 1.5% annually, surpassing 22,000 boardings/alightings per year by 2030.
- Maintain the current mileage of railroad in the region capable of speeds of 40 MPH.

Performance Measure	UVLSRPC Region (2012)	UVLSRPC Region (2030 Target)	Statewide (2012)	Statewide (2030 Target)
Passenger Rail Ridership	17,069	22,315	199,645	N/A
Rail Lines Capable of Speeds of 40 MPH	23.3	23.3	104	N/A

Figure 3.6.2- Passenger Rail Ridership Performance Target in the UVLSRPC Region



Improvement Needs

Needs
<ul style="list-style-type: none">• Coordinate with the City of Claremont to plan and implement station improvements, parking improvements, and multi-modal connections at the Claremont Junction passenger rail station.
<ul style="list-style-type: none">• Support the infrastructure improvements identified during the Northern New England Intercity Rail Initiative to facilitate higher-speed rail service on the New England Central Railroad line.
<ul style="list-style-type: none">• Coordinate with the City of Claremont, City of Lebanon, and short-line rail owners to improve the condition of short-line railroads in the region.
<ul style="list-style-type: none">• Coordinate with the NHDOT and applicable railroad operators to ensure that aging railroad bridges are rehabilitated and maintained in a state of good repair.
<ul style="list-style-type: none">• Support the City of Lebanon's initiative to redevelop the former Westboro Rail Yard.
<ul style="list-style-type: none">• Support safety improvements and/or grade separations for at-grade rail crossings within the UVLSRPC Region.

Implementation Strategies

Projects benefitting the region's rail system are generally developed at the state and federal level. Given the UVLSRPC region's limited rail infrastructure, the most significant effort to improve rail service in the region is the "Boston Montreal High Speed Rail" project.

In 2003, the states of New Hampshire, Vermont, and Massachusetts partnered on the development of a Feasibility Study to evaluate a potential high-speed rail service connecting Boston and Montreal. The alignment evaluated in the study would have utilized the former Northern Railroad line (currently used as the Northern Rail Trail) through downtown Lebanon. However, due to the cost of rebuilding rail infrastructure on the former Northern Railroad, and lack of political support in the State of New Hampshire, this alignment was not considered further.

In 2013, the states of Massachusetts and Vermont (in partnership with the Province of Quebec), began the Northern New England Intercity Rail Initiative (NNEIRI). As part of the NNEIRI, a feasibility study is being developed to evaluate a potential higher-speed rail connection between Boston and Montreal using existing infrastructure. The proposed alignment would begin in Boston, travel west to Springfield, travel north to White River Junction, and then northwest across the United States/Canada border to Montreal.

In the UVLSRPC region, the proposed NNEIRI alignment would utilize the New England Central Railroad, and travel through Cornish, Claremont, and Charlestown. The existing Amtrak Vermonter stop in the City of Claremont is currently proposed to be a stop if the NNEIRI service is implemented. However, it is important to continue to advocate locally and regionally to support the proposed stop in the City of Claremont during the Northern New England Intercity Rail Initiative feasibility study process.

Strategies
<ul style="list-style-type: none"> • Continue UVLSRPC participation on the NH Rail Transit Authority.
<ul style="list-style-type: none"> • Continue to serve on the Stakeholders Group for the Northern New England Intercity Rail Initiative Process.
<ul style="list-style-type: none"> • Continue to support a stop in the City of Claremont during the Northern New England Intercity Rail Initiative feasibility study process.
<ul style="list-style-type: none"> • Advocate for a state-level contribution to Amtrak's Vermonter operation to help ensure continued service to the City of Claremont and the Upper Valley Lake Sunapee Region.
<ul style="list-style-type: none"> • Coordinate with NHDOT and municipalities to ensure that rail rights-of-way are available for future railroad use.
<ul style="list-style-type: none"> • Coordinate with the NHDOT to improve the safety of at-grade rail crossings within the UVLSRPC Region.

3.7 AIR TRANSPORTATION IN THE REGION

Vision

The region will have strong, viable passenger air connections to major airports in the eastern United States and Canada, and convenient access to general aviation opportunities.

Existing Conditions



Air Transportation in the Region

The Lebanon Municipal Airport is the region's only commercial service airport. Along with its air service carrier Cape Air, the airport provides the Upper Valley with one-stop service to Boston and White Plains, NY.

Cape Air's Lebanon service is subsidized by the Federal Aviation Administration's Essential Air Service program, as is service at approximately 162 other airports. The subsidy helps ensure good levels of service and good fares for travelers to and from the airport.

Cape Air provides approximately four round trips per day from Lebanon to Boston, and two round trips flights per day to White Plains, NY. From White Plains, Cape Air provides ground transportation to midtown Manhattan. Cape Air flies Cessna 402, nine-seat aircraft to both destinations. Total travel times from Lebanon are: 0:55 to Boston; and 1:20 to White Plains with an additional 1:00 to midtown Manhattan.

From 2008 to 2013, airline ridership at Manchester – Boston Regional and Burlington International airports has decreased 36% and 20% respectively while ridership at Lebanon Municipal and its partner airport in Boston has increased 7% and 10% respectively. The state's third commercial airport, the Portsmouth International Airport at Pease, lost its only airline in 2008, and recently secured a new airline to serve the airport with service to Orlando, Florida.

The Upper Valley has good general aviation access as business aircraft routinely fly non-stop from Lebanon Municipal throughout the country and to Canada, Mexico, Central and South America, and Western Europe. Claremont Municipal Airport and Parlin Field in Newport provide access throughout the northeast.



The Lebanon Municipal Airport's two runways (Runway 07/25 and Runway 18/36), as seen from above.

Figure 3.7.1- Airport Runway Condition

Airport	Runway	Surface	Area	Rating
Lebanon	07/25	Asphalt	5496 x 100	Good (4)
Lebanon	18/36	Asphalt	5200 x 100	Good (4)
Claremont	11/29	Asphalt	3098 x 100	Good (4)
Newport	12/30	Turf	2140 x 80	Good (4)
Newport	18/36	Asphalt	3448 x 50	Exc. (5)

Performance Measures

Air transportation performance in the UVLSRPC Region shall be measured by the number of annual enplanements and deplanements at the Lebanon Municipal Airport, and the condition of runways at the region's three airports.

These are also the performance measure used in the New Hampshire Department of Transportation's Balanced Scorecard, which will allow for comparison of the state's performance with the Region's performance.

Runway Condition in the Region

The New Hampshire Department of Transportation and Federal Aviation Administration evaluate the runway surface condition at all public-use airports in the state in accordance with Federal Aviation Administration (FAA) rating standards ranging from "Excellent (5)" to "Failed (1)."

To compute the overall average condition for the region, each runway is weighted using the runway's condition rating and total square footage.

There are three airports in the UVLSRPC Region, with a total of five runways:

- Lebanon Municipal Airport (Lebanon)- Commercial and General Aviation.
- Claremont Municipal Airport (Claremont)- General Aviation.
- Parlin Field (Newport)- General Aviation.

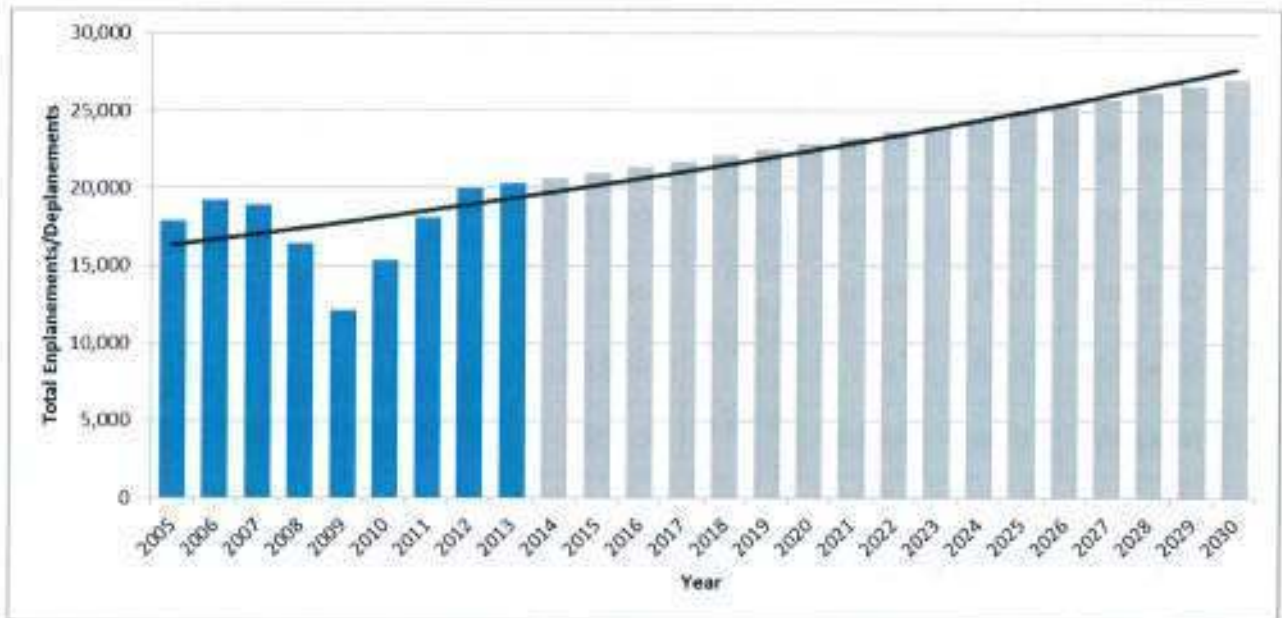
The current runway condition in the UVLSRPC region is summarized in Figure 3.7.1.

Performance Targets

- Increase the number of total annual enplanements and deplanements at the Lebanon Municipal Airport by 1.7% per year, surpassing 27,000 by 2030.
- Increase the average FAA airport runway condition rating in the region to Good (4.25) by 2030.

<i>Performance Measure</i>	UVLSRPC Region (2012)	UVLSRPC Region (2030 Target)	Statewide (2012)	Statewide (2030 Target)
Passenger Air Ridership	19,990	27,076	2,607,103	N/A
Airport Runway Condition	Good (4.10)	Good (4.25)	Good (4.11)	N/A

Figure 3.7.2- Performance Target for Passenger Air Ridership in the UVLSRPC Region



Improvement Needs

Many of the improvement needs listed below are included in the current New Hampshire Airport Improvement Program (AIP) as part of the National Plan of Integrated Airport Systems (NPIAS). These projects are subject to change based on the outcomes of local planning and Airport Master Plan processes happening in Lebanon, Claremont, and Newport.

Needs
<ul style="list-style-type: none"> • Complete runway, taxiway, and apron improvements at the Lebanon Municipal Airport. • Remove obstructions at the Lebanon Municipal Airport.

• Complete runway and apron improvements at the Claremont Municipal Airport.
• Rehabilitate hangars at the Claremont Municipal Airport
• Remove obstructions at the Claremont Municipal Airport.
• Develop an updated Master Plan for the Claremont Municipal Airport.
• Acquire and install a Visual Guide Slope Indicator (VGSI) at Parlin Field.
• Construct an equipment storage building at Parlin Field.
• Design and construct a parallel taxiway at Parlin Field.
• Design and construct infield drainage improvements at Parlin Field.
• Acquire and install an Automated Weather Observation System at Parlin Field.

Implementation Strategies

The region is reliant on Federal Aviation Administration (FAA) Essential Air Service subsidies to maintain passenger air service connections to Boston and Montreal. Beyond the capital improvement needs identified above, local and regional marketing efforts to increase passenger air enplanements/deplanements at the Lebanon Municipal Airport will be critical to maintain Essential Air Service status.

Strategies
• Advocate for, and contribute to the development of, a feasibility study to determine the viability of the Lebanon Airport becoming a regional facility that is financially supported by the City of Lebanon in partnership with neighboring communities in Vermont and New Hampshire.
• Support the "Fly Lebanon" marketing partnership between the City of Lebanon and the Greater Lebanon Area Chamber of Commerce.
• Support the development of a marketing program for general aviation services at the Claremont Municipal Airport.
• Engage in the Master Planning efforts for the Lebanon Municipal Airport, Claremont Municipal Airport, and Parlin Field.
• Support the continuation of FAA Essential Air Service funding for passenger service linking Lebanon to Boston and New York City.

3.8 TRANSPORTATION DEMAND MANAGEMENT IN THE REGION

Vision

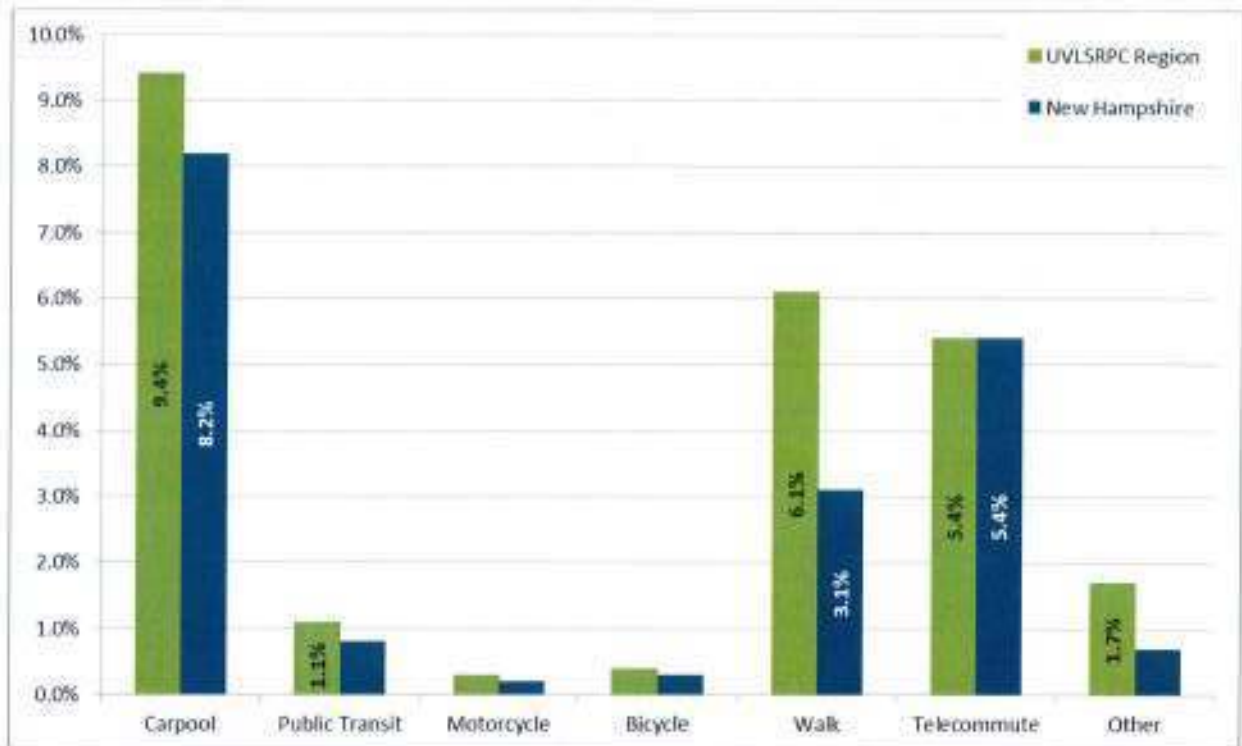
All residents, businesses, and visitors in the UVLSRPC Region can access viable, efficient, and affordable alternatives to single occupant vehicle travel.

Existing Conditions

Travel demand management initiatives in the UVLSRPC Region have been historically focused on reducing single occupant vehicle traffic by increasing the mode share of carpooling, using public transportation, walking, bicycling, and telecommuting.

The UVLSRPC wrote the 1977 Transit Development Plan that led to the formation of Advance Transit in 1981, was instrumental in the formation of the Upper Valley Rideshare Program in the 1990s, and has participated on the Upper Valley Transportation Management Association since its inception more than ten years ago. As Figure 3.9 shows, these efforts have paid dividends. The region's single occupant commuting rate is currently 75.7% compared to the statewide rate of 81.3%, and the region's mode share for carpooling, public transportation, walking, and bicycling are all significantly higher than the state average.

Figure 3.8.1- Travel Mode Shares in the UVLSRPC Region (2012)





Congestion in the UVLSRPC Region

To analyze congestion on the region's road network, the Commission evaluated Volume/Capacity ratio data (Operational Level of Service) for all state and urban compact roads in the region.

Volume/Capacity ratios are typically represented by a measure called Operational Level of Service (LOS). Operational LOS is represented as a "grade" of A to F using the following criteria:

LOS	V/C Ratio	Description
A	0.00-0.30	No Congestion
B	0.31-0.50	No Congestion
C	0.51-0.70	Moderate Congestion
D	0.71-0.90	Moderate Congestion
E	0.91-1.00	Congestion
F	>1.00	Congestion

Overall, the region has few areas of congestion. However, as the data shows, the following roads do experience significant peak hour delays:

- Interstate 89 Exit 18 and the NH Route 120 Corridor between Lebanon and Hanover;
- Main Street in Hanover;
- NH Route 10A (West Wheelock Street) between Main Street in Hanover and the Vermont State Line.

Also, notably, since the completion of construction on the NH Route 12A/I-89 Exit 20 capacity improvements in West Lebanon, Operational Level of Service on the NH Route 12A Corridor has improved substantially and the data no longer indicates a significant congestion concern.

Performance Measures

Transportation demand management performance in the UVLSRPC region shall be measured by: 1) Mode share for single-occupant commuting, carpooling, public transportation utilization, motorcycling, biking, walking, and telecommuting; and 2) Operational Level of Service on key regional corridors.

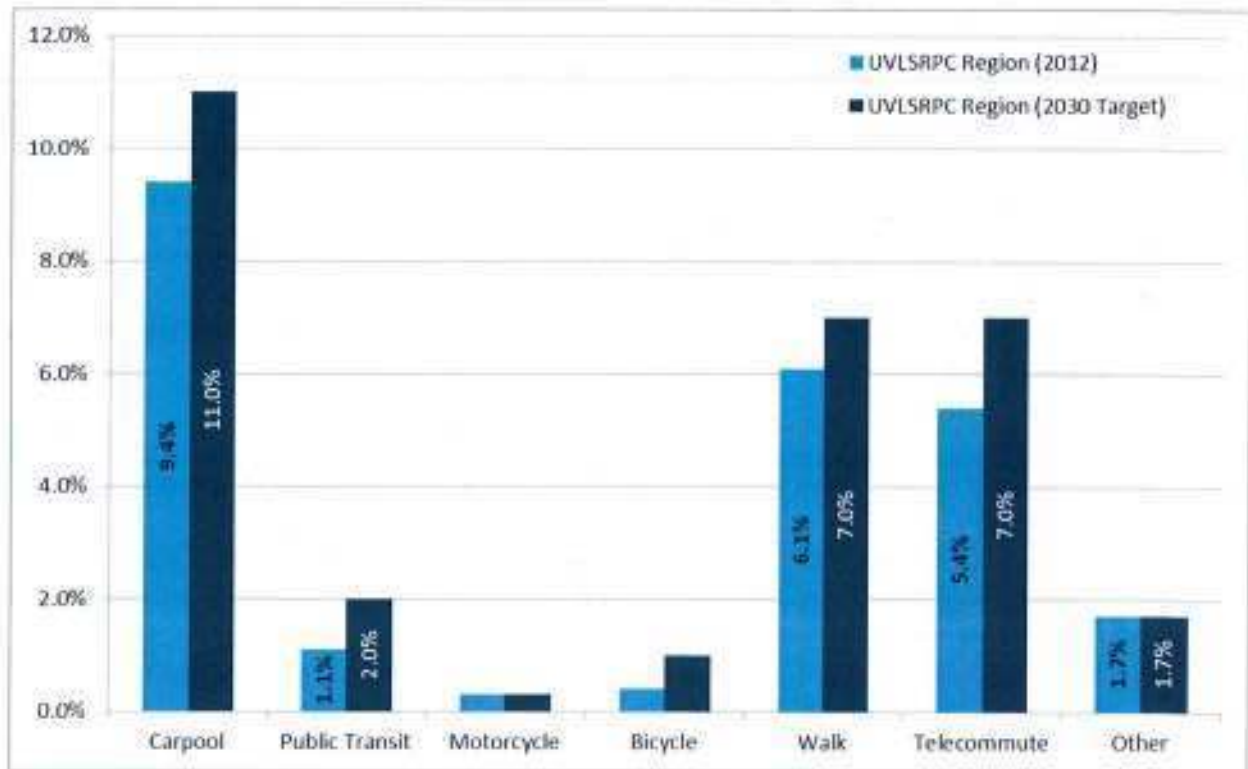
Mode share is not a performance measure in the NHDOT Balanced Scorecard. However, statewide mode share data is available for comparative purposes. Operational Level of Service on key corridors is a measure included in the NHDOT Balanced Scorecard. Whereas the statewide measure is based on five key corridors (I-93, FE Everett Turnpike, NH 101, I-95, and the Spaulding Turnpike), the regional Operational Level of Service reported below focuses on the four most heavily traveled commuter corridors in the region: Interstate 89, U.S. Route 4, NH Route 120, and NH Route 11.

Performance Targets

- Reduce the regional single-occupant commuting rate to 70% by 2030 by increasing the mode share for carpooling (11%), public transportation (2%), bicycling (1%), walking (7%), and telecommuting (7%).
- Maintain Operational Level of Service on key regional corridors at current volume/capacity levels through 2030.

Performance Measure	UVLSRPC Region (2012)	UVLSRPC Region (2030 Target)	Statewide (2012)	Statewide (2030 Target)
Commute to Work (Driving Alone)	75.7%	70%	81.3%	N/A
Commute to Work (Carpool)	9.4%	11%	8.2%	N/A
Commute to Work (Public Transportation)	1.1%	2.0%	0.8%	N/A
Commute to Work (Motorcycle)	0.3%	0.3%	0.2%	N/A
Commute to Work (Bicycle)	0.4%	1.0%	0.3%	N/A
Commute to Work (Walking)	6.1%	7%	3.1%	N/A
Commute to Work (Telecommute)	5.4%	7%	5.4%	N/A
Commute to Work (Other)	1.7%	1.7%	0.7%	N/A
Congestion/Operational Level of Service on Key Corridors	A (0.26 Volume/Capacity Ratio)	A (0.26 Volume/Capacity Ratio)	C (0.68 Volume/Capacity Ratio)	N/A

Figure 3.8.2- Performance Targets for Travel Mode Share in the UVLSRPC Region



Improvement Needs

Needs
<ul style="list-style-type: none"> Implement the statewide Commute Green New Hampshire framework for transportation demand management.
<ul style="list-style-type: none"> Continue the Upper Valley Rideshare Program and development of an online regional ridesharing portal that connects with municipal and institutional programs.
<ul style="list-style-type: none"> Implement a transit signal priority system across Advance Transit's service area.
<ul style="list-style-type: none"> Expand of broadband infrastructure across the region to support telecommuting as outlined in the UVLSRPC Regional Broadband Plan.
<ul style="list-style-type: none"> Ensure that other sections of this plan are implemented including, but not limited to: 1) Development of new park-and-ride facilities; 2) Bicycle/pedestrian infrastructure improvements.

Implementation Strategies

Many organizations have taken initiative in developing services and programs that promote transportation demand management, including the UVLSRPC, Advance Transit, Upper Valley Transportation Management Association, and several employers. These programs seek to reduce single-occupant vehicle travel in four different ways:

- Improving Alternative Transportation Modes;
- Providing Incentives and Disincentives to Encourage Alternative Transportation Use;
- Promoting Alternative Work Arrangements;
- Promoting Land Use and Development Strategies that Complement Transportation Demand Management.

Strategies
<ul style="list-style-type: none">• Continue UVLSRPC participation in the Upper Valley Transportation Management Association.
<ul style="list-style-type: none">• Support the development of employer-based (e.g. financial incentives and preferred parking spaces), retail-based (e.g. discounts at local stores/restaurants), and community-based (e.g. free parking for carpoolers) incentives to carpooling.
<ul style="list-style-type: none">• Support the development of a marketing/outreach program targeted to small and medium-sized employers relaying the employer-related benefits of carpooling.
<ul style="list-style-type: none">• Support the development of a marketing/outreach program targeted toward commuters in the Upper Valley Lake Sunapee region relaying the commuter-related benefits of carpooling.
<ul style="list-style-type: none">• Encourage the development of local land use ordinances that facilitate compact, mixed-use, pedestrian-oriented, and handicap-accessible communities.

3.9 HUMAN SERVICE & VOLUNTEER TRANSPORTATION IN THE REGION

Vision

All residents with special needs and mobility challenges will have access to safe, reliable, and affordable transportation options that allow them to remain independent, active, and involved in the life of our communities.

Existing Conditions

Advance Transit – ACCESS AT

Advance Transit is a fare-free transportation system serving the City of Lebanon and the Towns of Hanover, Enfield, and Canaan, NH and Hartford and Norwich, VT. It provides free complementary paratransit service as required by the Americans with Disabilities Act (ADA) through a program called ACCESS AT. ACCESS AT offers curb-to-curb service to persons with disabilities that prevent them from using Advance Transit's fixed-route service. Eligibility is determined by the criteria in the Americans with Disabilities Act. To be eligible for the service, an application, in-person interview, and possibly, a functional assessment must be completed. The ACCESS AT service is provided to any area within $\frac{3}{4}$ mile of any of Advance Transit's fixed-route service network, except a commuter segment of the Blue Route. Recently, the downtown Hanover shuttle has been expanded to provide route deviation service to any person within $\frac{1}{2}$ mile of the route. In 2012, ACCESS AT provided 10,192 ADA paratransit rides throughout its system.

Grafton County Senior Citizens Council

The Grafton County Senior Citizens Council (GCSCC) is an organization that works throughout Grafton County to ensure that senior citizens "receive services that help them remain independent in their own homes for as long as possible." The GCSCC manages eight program centers throughout the county, and four program centers in Southern Grafton County: Upper Valley (Lebanon), Mascoma (Canaan), Orford, and Bristol. In addition, some Southern Grafton County residents may receive services from GCSCC's Haverhill or Plymouth program centers.

The Grafton County Senior Citizens Council provides door-to-door transportation to medical appointments, shopping centers, senior centers, and other human services. In 2012, the GCSCC provided 43,693 rides to 1,087 passengers. Of those rides, 41,965 were on agency mini-buses and 1,728 in private vehicles, driven through a network of mostly volunteer drivers.



Grafton County Senior Citizens Council provides transportation to Senior Citizens in Lebanon.

In many rural communities in southern Grafton County, the GCSCC is the only available transportation service. Thus, GCSCC services have become a vital link between rural communities in southern Grafton County and the service centers of Lebanon and Hanover. Because GCSCC is the only service provider for southern Grafton County's rural communities, they have experienced demand not only from senior citizens, but low-income households throughout Grafton County and northern Sullivan County as well. In response, GCSCC has adapted its service to provide trips to anyone in need to the extent that resources allow. The organization's ability to provide additional services is, however, constrained by available financial resources.

Community Alliance Transportation Services

Community Alliance of Human Services Transportation (CATS) based in Newport, NH operates bus services for communities in Sullivan County. Deviated route service is provided in Charlestown, Claremont, and Newport. Buses operate between 6:25 a.m. and 5:00 p.m., Monday through Friday (except holidays), and the three communities are linked through a system of transfer points along the routes.

All schedules allow for deviation up to $\frac{1}{4}$ of one mile. Patrons within the $\frac{1}{4}$ mile service area may call to schedule a pick up. Approximately one-half of CATS' ridership is estimated to be general public, the other half are social service agency clientele.

Kearsarge Valley Council on Aging

The Kearsarge Valley Council on Aging (COA Chapin Senior Center) serves the residents in Andover, Danbury, Grantham, Newbury, New London, Springfield, Sunapee, Sutton and Wilmot. In addition to over 27 seasonal programs and services, COA partners with area organizations for the use of some larger facilities to accommodate events and activities. The transportation program's volunteer driver corps drive an average of 60,000 miles annually to assist eligible seniors in the communities it serves.

Human Service Transportation

Beyond the services described above, there are few transportation options available to residents of the region. This is common for a rural area. Many social service agencies do not provide transportation. Their focus is on a range of other primary services. Human service providers cite transportation as one of the most prominent limitations among clients. The reasons vary but include: financial (i.e. cannot afford to purchase or maintain a private vehicle) and disability (i.e. not able to operate a private vehicle due to one or more physical limitations or age related disability).

When transportation services are available through specific programs, the resulting system is complex. Different providers are frequently needed to address specific needs. For example, the Veterans Administration could provide a veteran with transportation to one of the Administration's hospitals for medical needs; however, the same person would need to seek other means of transportation for shopping and recreational trips.

The ServiceLink (Aging and Disability Resource Center – ADRS) has provided people with a means of navigating through this complex network of human service transportation providers by directing people to the existing human service or transportation resources that best meets their individual needs. There is a ServiceLink Resource Center in southern Grafton County at the Center for Elder Services in Lebanon, NH.

Volunteer Driver Services

A door-to-door volunteer driver service was established in July 2010 to serve individuals of all ages throughout Sullivan County. It has also expanded services to seniors over age 60 and individuals of all ages with a disability. The program is administered by Community Alliance Transportation Services. The GCSCC also facilitates long-distance transportation to residents of Grafton County via volunteer drivers.

Paratransit bus services are available to those who cannot be accommodated in private autos. Services provided to seniors and individuals with a disability are funded through a Purchase of Service Agreement under the Federal Transit Administration (FTA) Section 5310 program. During FY 2012, CATS volunteer drivers provided more than 2,300 one-way trips. The most popular destination was Dartmouth-Hitchcock Medical Center and Fresenius Medical Care, a dialysis center in Lebanon, NH.

As successful as the region's volunteer programs have been to date, it is important to note that although volunteers are an important part of the overall transportation system, they cannot be relied upon to alleviate all heavy or complex travel demands in the region. The current volunteer driver pool is comprised of many individuals who are at or beyond retirement age. The region's pool of volunteer drivers is aging and may become unable to continue their community service.

Performance Measures

Human service and volunteer transportation performance in the UVLSRPC region shall be measured in three ways: 1) ADA Transit Ridership; 2) Elderly/Disabled Transportation Ridership; and 3) Volunteer Program Ridership.

Currently, none of these measures are included in the NHDOT Balanced Scorecard. However, statewide data is available for comparative purposes.

Performance Measure	UVLSRPC Region (2012)	UVLSRPC Region (2030 Target)	Statewide (2012)	Statewide (2030 Target)
ADA Transit Ridership	10,192	13,250	N/A	N/A
Elderly/Disabled Transportation Ridership	47,548	61,800	N/A	N/A
Volunteer Driver Program Ridership	5,255	6,800	38,052	N/A

Improvement Needs

Needs
<ul style="list-style-type: none"> • Maintain existing elderly and disabled transportation services at the Mascoma Senior Center in Canaan and the Upper Valley Senior Center in Lebanon, and procure replacement buses as necessary.
<ul style="list-style-type: none"> • Enhance the capacity of Transport Central, an emerging transportation program based in Plymouth, New Hampshire, to increase volunteer driver services in the Town of Dorchester.
<ul style="list-style-type: none"> • Implement a deviated route transit service ("Flex Route") linking Alice Peck Day Hospital, downtown Lebanon, and Centerra Park.
<ul style="list-style-type: none"> • Install Global Positioning Systems (GPS) and/or Automatic Vehicle Locating (AVL) systems to assist providers in optimizing route timing and scheduling.
<ul style="list-style-type: none"> • Update the Community Alliance Transportation Services Five-year Transit Development Plan.
<ul style="list-style-type: none"> • Acquire a supplementary paratransit bus to provide non-emergency medical transportation shuttle services between Sullivan County communities and Valley Regional Hospital, New London Hospital, and Dartmouth Hitchcock Medical Center.

Implementation Strategies

The Southern Grafton County and Sullivan County Public Transit and Human Service Transportation Coordination Plans describe, in detail, the region's identified implementation strategies. Those plans can be found on the UVLSRPC website at www.uvlsrpc.org.

Strategies
<ul style="list-style-type: none"> • Continue to support the Grafton/Coos County Regional Coordinating Council and the Sullivan County Regional Coordinating Council to cooperatively develop local service designs, implement coordination policies, and provide feedback to the Statewide Coordinating Council relative to state and federal policies.
<ul style="list-style-type: none"> • Work with the New Hampshire State Coordinating Council for Community Transportation to improve insurance options for volunteer drivers.
<ul style="list-style-type: none"> • Develop a coordinated regional marketing campaign to raise public awareness of human service and volunteer transportation options, and reduce confusion amongst the public about existing services.
<ul style="list-style-type: none"> • Explore opportunities to increase shared dispatch capacity between Advance Transit and GCSCC, including a web based trip reservations system at multiple locations.
<ul style="list-style-type: none"> • Explore joint vehicle procurement and delivery between Advance Transit and GCSCC.
<ul style="list-style-type: none"> • Explore joint maintenance agreements between Advance Transit and other service providers in Southern Grafton County. Advance Transit has maintenance tools, equipment, personnel, and expertise in-house. Smaller providers may be able to maximize existing resources by using Advance Transit's maintenance facility and personnel on an at cost basis.
<ul style="list-style-type: none"> • Conduct a regional Health Impact Analysis to determine the health-related impacts of expanding public transportation in the UVLSRPC region.
<ul style="list-style-type: none"> • Coordinate with municipalities to ensure that the spectrum of long-term-care support services, including accessible transportation that will help the population age-in-place is considered in local Master Plans.



U.S. Department
of Transportation
**Federal Highway
Administration**

New Hampshire Division

October 29, 2015

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

In Reply Refer To:
HDA-NH

Ms. Victoria F. Sheehan
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

Subject: New Hampshire's Draft 2017-2026 Ten Year Plan and anticipated 2017-2020
Statewide Transportation Improvement Program (STIP)

Dear Commissioner Sheehan:

Enclosed are the Federal Highway Administration's (FHWA) comments on New Hampshire's Draft 2017-2026 Ten Year Plan, and clarification of Federal financial constraint-related requirements for approval of New Hampshire's anticipated 2017-2020 Statewide Transportation Improvement Program (STIP). FHWA recognizes that continuing 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 continues to implement an improved cooperative process for development of the current Ten Year Plan Draft with your metropolitan planning organization (MPO) and rural RPC partners. This Plan's proposed inclusion of approximately \$47 million for RPC selected projects in 2025/2026 is recognized as an important step forward. 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 support and encourage continued efforts to develop and implement statewide performance measures and asset management approaches, a statewide freight plan, an updated statewide long-range transportation plan and updated statewide bicycle and pedestrian plan, and a tiered statewide highway corridor and bridge management approach.

We provide a reminder 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 new TIFIA program commitments and continued Federal-aid over-programming and reliance on toll credits for match. And we also present some concerns related to NHDOT's mile point reference exit numbering commitment, as well as the proposed flexing of funding from HSIP and CMAQ programs to categories of funding for other projects and programs.

Please contact Leigh Levine of my staff at (603) 410-4844 with any questions you may have.

Sincerely,

A handwritten signature in black ink that reads "Patrick A. Bauer". The signature is written in a cursive style with a long horizontal line extending to the right.

Patrick A. Bauer
Division Administrator

Enclosure

FHWA Comments on New Hampshire's Draft 2017-2026 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 \$155 to \$160 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 to \$18 million per year of that total. We view the Draft's program priorities of pavement preservation, red list bridges and bridge preservation, and completion of I-93 as reasonable and appropriate.

Although New Hampshire's Ten Year Plan does not require Federal approval, the common practice in New Hampshire is to adopt the first 4 years of the Ten Year Plan as New Hampshire's Statewide Transportation Improvement Program (STIP). 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 2017-2026 Ten Year Plan, FHWA considers fiscal constraint to be a demonstration that there will be sufficient funds to implement proposed improvements, and to operate and maintain existing transportation infrastructure.

To clarify our expectations, the following financial constraint-related items are among the most important that must be addressed before we can approve the upcoming FY 2017-2020 STIP that will come from the new 2017-2026 Ten Year Plan:

- Total project costs may not exceed reasonably available total revenues within the STIP by year.
- Identified federal revenues may not exceed established apportionment levels, or a reasonable extrapolation.
- State, local, and other public or private sector revenues identified in the STIP must be 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.
- 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, TIFIA or other bonding finance tools.
- The project listings and financial plan of the STIP must be published as a single document and made wholly available to the public during comment periods.
- These same requirements apply to MPO TIPs and long-range transportation plans. Project lists considered for conformity in New Hampshire’s non-attainment and maintenance areas must be consistent with the financially constrained list of projects provided in MPO TIPs and long-range transportation plans.

While FHWA appreciates that this Ten Year Plan draft limits Federal-aid over-programming to 6% versus higher levels in the past, we still encourage New Hampshire to adopt a final 2017-2026 Ten Year Plan that is consistent with Federal financial constraint requirements for every year of the Plan, to the horizon year (2026). To the extent that any over-programming of projects in the final 2017-2026 Ten Year Plan is included with the updated STIP or metropolitan planning documents that are referenced, approval of the updated 2017-2020 STIP may be at risk. It is our expectation that NHDOT will continue to rely on our financial management system (FMIS) to help determine the current status of Federal-aid funds that are available for STIP programming.

FHWA would also note some concern regarding fiscal constraint and NHDOT’s proposed use of TIFIA funding. The debt service on NHDOT’s proposed TIFIA program as presented in the draft Plan creates a substantial principal payment in years 2025 and 2026 (approximately \$21.2 million for each year). These are the same years when additional funding is programmed for RPC selected projects (approximately \$47 million total), leaving a critically constrained balance of available revenues for additional programming. As for the timing of TIFIA, we understand that NHDOT is working toward financial close in May, 2016, and that NHDOT will request three construction authorizations using Advance Construction (AC) between November, 2016 and May, 2016. Please ensure that the AC is properly accounted for in the STIP, to include the programming of all AC funding conversions, as applicable.

NHDOT’s continuing reliance on toll credit for Federal-aid match that is assumed throughout the Draft Ten Year Plan is another concern. We understand the Department currently estimates that New Hampshire’s toll credit balance is anticipated to be sufficient for approximately nine years, and that NHDOT will be continuing to apply credits through state fiscal year 2017 per your internal budget approved by the Legislature and Governor in September, 2015. As a reminder, to

be eligible to earn toll credits in a given year, New Hampshire must pass the maintenance of effort (MOE) test in a timely manner, for the year you are applying for credits. The MOE determination is used to demonstrate that a state is maintaining their non-Federal transportation capital expenditures at a sufficient level to be able to earn toll credits for a given year.

For the first two years of the MPO TIP and STIP, FHWA reminds NHDOT that we could not consider future projected toll credit as available match, or an assumed toll increase as available 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 2017-2026 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 guidance provided, and if such programming is then included with the updated STIP or metropolitan planning documents that are referenced, this could also put approval of the updated 2017-2020 STIP at risk.

STATEWIDE AND METROPOLITAN PLANNING PROCESSES:

We recognize that NHDOT continues to implement a much-improved cooperative process for development of the current Ten Year Plan Draft with your MPO and rural RPC partners. This has been accomplished in recent years via the development of more refined regional revenue estimates for programming targets, shared project information and ranking criteria, shared use of the Decisions Lens tool and project ranking process, and finally with the current Plan, the inclusion of approximately \$47 million in programmed projects for 2025 and 2026, selected by the MPOs and rural RPCs. We encourage NHDOT to continue to actively involve New Hampshire's MPOs and rural RPCs 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 your tiered highway and bridge management initiative or corridor management plans 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 tiered highway or 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 tiered highway and bridge management approach should 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 should help NHDOT maximize transportation system performance, minimize life-cycle costs, and make more informed, cost-effective program decisions to better manage existing transportation assets.

We 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)].

PROPOSED HSIP & CMAQ TRANSFER OF FUNDS:

FHWA notes that the Draft Ten Year Plan proposes funding HSIP and CMAQ programs at 75% and 50% levels respectively, with the balance transferred to flexible categories for other projects and programs to help address pavement and bridge priorities (approximately \$7 million per year). Such flexing of funds is allowable, and we understand that providing resources to repair highway and bridge infrastructure in New Hampshire is an ongoing challenge, however, we would advise NHDOT to reconsider these transfers.

Regarding HSIP, safety is FHWA's number one priority, and this data-driven program allows for relatively quick fixes to critical safety issues versus the process of adding new projects to the latter years of the Ten Year Plan. New Hampshire's current HSIP program has a backlog of projects waiting to be funded, so reduced funding would simply push many of those projects out more years, perpetuating known safety issues. Transferring funds away from HSIP means addressing fewer safety concerns each year. We would note that New Hampshire's fatality trend line has been slowing somewhat over the last decade, but it is leveling off and this year, fatal crashes are back up over 20% compared to the same time last year.

For the CMAQ program, we are concerned that the proposed substantial transfer of funds leaves a critical gap in New Hampshire's ability to support projects that reduce traffic congestion and improve air quality. As with HSIP, CMAQ is also a program that allows for a more responsive and timely approach to funding projects that are important to communities and provide substantial benefits. CMAQ is one of New Hampshire's only sources of funding to support expanded transit services, and a critical source of funds for transit operators to update their aging fleets. CMAQ has also been used for important ITS and signal coordination projects and for expanding bicycle and pedestrian facilities that support mode shifts to bicycling or walking. The Plan's transfer of 50% of CMAQ funds combined with the proposed set-aside of future CMAQ funds for commuter/intercity bus fleet replacement will severely limit New Hampshire's longstanding commitment to a CMAQ competitive grant program, which now faces considerable pent up demand due to recent years of delay in offering new rounds of grant funding. While New Hampshire is doing better lately in meeting current Air Quality standards there are still two CO limited maintenance areas (City of Nashua and City of Manchester), and standards are dynamic, so continuing with investments in projects that provide emission reduction benefits for criteria pollutants including ozone, helps avoid backsliding, and also keeps New Hampshire on the right track if/when new, more stringent ozone standards come into play.

OTHER

Mile Point Reference Exit Numbering Commitment

As you may be aware, in January 2012, the NHDOT fully adopted the 2009 Manual on Uniform Traffic Control Devices (MUTCD) for use, with no exceptions. One item that was discussed several times with then Commissioner Chris Clement was a mile point reference exit numbering project to meet the requirements of the MUTCD. As a result, during the last Ten Year Plan update in 2013-14 (for the 2015-2024 Plan) NHDOT committed to including this project in the Ten Year Plan (using STP-Flexible funds). However, during the iterations of the Plan process, the exit numbering project was removed by the House Public Works Committee. In April 2014, Commissioner Clement stated in an e-mail to Division Administrator Bauer that "The Department will include exit re-numbering with the commencement of the next Ten Year Transportation Plan." We have noted that the exit re-numbering project is not included in the latest DRAFT Ten Year Plan (the 2017-2026 Plan). Based on NHDOT's prior commitment to FHWA, we would like to see one of two options adopted. The first would be to prioritize and commit to the exit numbering project using HSIP funds, as it has strong safety benefits to the traveling public (driver expectancy and exact locations), emergency responders (exact locations), highway patrol (exact locations), and freight carriers (locations of highway facilities). A second option would be to include the exit numbering project in the Ten Year Plan as Commissioner Clement stated.

With the state gas tax increase recently passed, we believe now is an opportune time to move forward with this project and meet the requirements of the MUTCD, as are several New England states. We are confident that NHDOT would have the support of the Department of Safety and emergency responders across the state to bring this project to fruition. We are happy to meet with you to discuss strategies to advance this important safety project and identify ways to minimize the cost of the work.

We understand that there are some interchange signing projects now under development. We think it is prudent to postpone the letting of such projects until we have determined the commitment and approach to renumbering the freeway exits in order to not end up duplicating efforts.

ADA Transition Plan Implementation

FHWA appreciates NHDOT's continued focus on updating New Hampshire's ADA Transition Plan, and we look forward to receiving the updated plan, scheduled for summer, 2016. To ensure proper and timely implementation of the plan, we recommend that you include sufficient resources as may be needed to fulfill the Department's commitment to the removal of identified barriers as projects are developed and constructed.

Vehicle Weight Enforcement

We continue to 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 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.

Environmental Commitments and PE and ROW Phase Sequencing

FHWA would encourage New Hampshire to review the status of commitments made under the NEPA, Section 106 and other environmental review processes to ensure that the 2017-26 Ten Year Plan includes any projects related to such commitments as may be appropriate. We note that there is programming in the draft that appears to be out of sequence with ROW phase work preceding PE phase work. An example is the Lancaster, NH-Guildhall, VT Bridge Replacement Project (16155) that lists Preliminary Engineering funding in 2018 and Right of Way funding in 2017. We also provide a reminder that per the recent Final Rule for 2 CFR 200 (Supercircular) and our issuance of FHWA's Project Funds Management Guide for State Grants, for projects that are authorized under one Federal-aid number, multiple phases of work will not be authorized with the same effective date unless the work is ready to proceed.

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

FHWA encourages transportation agencies to consider climate change impacts when planning new assets or rehabilitating existing assets, especially as part of strategic asset management efforts. Risk-based asset management serves as a climate adaptation strategy by providing a platform for inventorying assets, evaluating risks to those assets, and prioritizing capital improvements. Our updated Hydraulic Engineering Circular (HEC) 25: Highways in the Coastal Environment, includes guidance on estimating future sea levels and storm surges along with designing protection measures such as revetments, beach nourishment, and bridge deck elevation. FHWA is also updating engineering guidance on riverine areas and hydrology, and conducting research to better pinpoint projections for the input variables transportation engineers need when designing infrastructure, including precipitation patterns, geohazards, and watershed sensitivity.

FHWA encourages NHDOT to consider these and New Hampshire-specific resources including your Final Report on Potential Impacts of Climate Change on Transportation Infrastructure – Assessment of Vulnerability and Recommendation of Adaptive Strategies (April, 2014), and also recommendations for infrastructure design and management from the New Hampshire Coastal Risks and Hazards Commission, in the planning, development and design of Ten Year Plan projects.

Multi-state project planning, management and finance

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 2017-26 Ten Year Plan projects involving multi-state project planning, management and finance.