

**P3 Commission: Public Hearing**  
**Long Term Lease Agreement of Dover & Portsmouth Bus Terminals**  
**Portsmouth City Hall**  
**February 20, 2020 @ 6:30pm**

There was an initial presentation by Patrick Herlihy, Director of Aeronautics, Rail & Transit, with an overview of the establishment of the P3 Commission, the process for a P3 project, reasons to consider long term leases of the bus terminals, goals of the project, benefits to the State, opportunities for the developer/operator, selection criteria for this project, and an anticipated timeline. The presentation is available on the [NHDOT website](#):

Commissioner Sheehan opened the public hearing for public comment.

**Public comment received on Long Term Lease of Dover & Portsmouth Bus Terminals**

Colin Lentz (Strafford Regional Planning Commission)

- Commission overall supportive of this effort
- Support fee-based parking as a tool for parking management & to encourage transit use for accessing these terminals
- Both facilities are critical infrastructure for the seacoast region & regional demand for parking options is high
- Final RFP should exempt federally-funded public & local transit systems from paying docking fees as it seems contrary to Goal #1 for the project
- New revenues received for the project should be used to enhance transit linkages
- There is great support from businesses and the public for public transit...public transit is critical to the region and that the current RFP efforts are critical to economic development.
- Inquired as to whether Electric Vehicle charging stations were allowed or prohibited based on the wording in the RFP and the presentation.

Mike Whitten (Manchester Transit Authority: MTA)

- Primarily interested as this P3 effort may be replicated on the I-93 corridor where he currently operates more services
- Public transit providers should be exempt from paying docking fees; publicly operated, publicly subsidized transit systems shouldn't pay to access these terminals as the margins for public transit are tight and the difference of a few dollars, in docking fees, could be the difference in a route not being run because it is no longer profitable or the difference in the number of runs provided.
  - Provided an example of the impacts that a \$1 per passenger fee, for a \$5 fare, has had on MTA's express bus service between Manchester & Concord, which uses the state-owned bus terminal on Stickney Avenue in Concord.

Rad Nichols (Cooperative Alliance of Seacoast Transportation: COAST)

- COAST supports this as it will provide long term financial viability for the terminals and they'll be available for public transit connections
- COAST has a long history of serving the facilities, essentially since they first opened, and COAST is interested in a long term relationship with the selected operator to continue to connect to the facilities

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- COAST riders want better connections to the facilities & the intercity bus services they offer and COAST will soon be realigning their routes to accomplish this.
- Docking fees should not be charged for public or quasi-public transit services
- As permitted by the FHWA-NHDOT Early Development Agreement, revenue from this project should be considered to fund COAST services, or other new public transit service, in the area that connect to the terminals

David Proia (Dover Alder Lane resident)

- Live in the Alder Lane neighborhood that abuts the Dover facility & concerned about the impacts of the facility on the neighborhood if the State was hands-off and a private entity was in control.
- Inquired about the planned hours of operation of the Dover facility.
- Expressed concern about the State losing control of the facility and that if there is a problem, he would not be able to call the State.

Scott Bogle (Rockingham Planning Commission)

- Commission is supportive of this concept and charging for parking as both facilities are over capacity and some users are not using the parking for transit purposes
- Docking fees should be waived for public transit providers that receive municipal and federal funds otherwise it would be a downshifting of the costs
- Docking fees for private intercity providers seems appropriate though
- Parking revenues should be used as new revenue for transit services that feed or serve these facilities

After testimony was concluded, Commissioner Sheehan reiterated that public comments may also be submitted in writing for 30 days to the P3 Commission and indicated they could be submitted electronically to [P3Commission@dot.nh.gov](mailto:P3Commission@dot.nh.gov) and that more information on the project, hearing, and public comment submissions was available on the P3 website, which can easily be accessed through the NHDOT website, [www.nh.gov/dot](http://www.nh.gov/dot).