



February 7, 2019

Public-Private Partnership (P3) Infrastructure Oversight Commission
c/o Ms. Kathleen Mulcahey-Hampson
New Hampshire Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, New Hampshire 03302-0483

Re: Proposals for Privatization of Portsmouth and Dover Park and Rides

Dear Commission Members,

Below please find written comments related to the P3 Hearing for the above referenced project held at Dover City Hall on January 9th, 2018. These comments are made after careful consideration of the testimony made by attendees of the hearing.

1. **Project Review and Approval Process Timeline** - The current timeline calls for the completion of the review and award of contract by June of 2020. This timeline effectively delays the enactment of planning, construction and implementation of capacity controls and corresponding parking expansion until the end of 2021 at the earliest. Currently, both Dover and Portsmouth facilities exceed parking capacity daily, when factoring in offsite lots used for overflow. The availability of land adjoining either the facility for lease or purchase to facilitate expansion is limited and rapidly being taken by other development projects. Other issues beyond expansion are related to capital maintenance. After 19 years in Portsmouth, paved areas in the primary parking and terminal area are deteriorating. Terminal systems and facilities are in decline with some at or near failure. Time is clearly of the essence and thus we are requesting that the timeline be expedited.
2. **The Dover Indian Brook Drive Terminal** - The expansion of this facility faces significant opposition by abutting residential neighbors on Alder Lane. Without expansion the likelihood of additional growth of transit and rideshare is unlikely. The City of Dover has identified property including the Park and Ride from Sixth Street to the NHDOT maintenance facility for rezoning to commercial as part of their long-term master plan. The City supports the relocation of the Indian Brook Transportation Center, which would allow for the redevelopment of the site. C&J is equally supportive to this concept. The sale proceeds of the Indian Brook Park and Ride could be repurposed for the development of a new location under the P3 scenario. C&J has identified two potential alternative sites for consideration:

- A. **Route 155, Dover, NH, Hannaford Property** - Comprised of 20 acres, this location would allow for the repurposing of funds for the construction of a controlled 700-900 car parking facility by the Department with C&J Bus Lines constructing the bus terminal.
- B. **Route 16 Spaulding Turnpike, NHDOT Proposed Rest Area Site** - Comprised of 12 acres, this location represents an opportunity to develop a hybrid version comprised of both a bus terminal and rest area along with food services. Parking could be a mixture of both short-term spaces for rest area patrons and capacity controlled for transit and/or ride share. The Department of Transportation would provide the site and parking facilities while C&J Bus Lines will construct the rest area/bus terminal/food services facility. This location is unique in that the Route 4, Spaulding Turnpike, and Dover Point Road junctions at Exit 6 allowing for the transit connection at one point encouraging transit use. These routes are also served by The University's Wildcat Transit and COAST, potentially feeding the facility thus creating seamless connectivity between local and intercity alternative transportation.

In closing, time is clearly of the essence regarding these projects. We are hopeful that the Commission will agree and support our position. Thank you for your consideration of the aforementioned.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Jalbert', written over a light blue horizontal line.

Jim Jalbert
President