

Memorandum

DATE: September 21, 2021
TO: MPO Transportation Advisory Committee
FROM: David Walker, Assistant Director
RE: Ten Year Plan

The draft 2023-2032 State Ten Year Plan was released this morning and includes the priority project recommended by the MPO as well as the un-finished projects that were already part of the document. The dates of the public hearings occurring this fall have also been released and the official notice from NHDOT is attached. The Ten Year Plan hearings provide the public with the opportunity to hear NHDOT's presentation on the process and funding constraints, the MPO project selection process and priorities, as well as provide feedback on the draft plan. The hearings in and adjacent to our region are the following:

Hearings in the RPC region (all District 3 – Councilor Stevens):

9/27/2021 – Epping Town Hall @ 7:00 PM
10/6/2021 – Kingston Town Hall @ 7:00 PM
10/20/2021 – Seashell Pavilion in Hampton Beach @ 7:00 PM
10/28/2021 – Salem High School @ 7:00 PM

Hearings adjacent to the RPC region:

10/04/2021 – Dover City Hall @ 2:00 PM (District 2 – Councilor Warmington)
10/04/2021 – Somersworth High School @ 7:00 PM (District 2 – Councilor Warmington)
10/26/2021 – Derry Municipal Center @ 7:00 PM (District 3 – Councilor Stevens)

In addition to those that have been in previous iterations, the Draft Ten Year Plan includes several new projects bringing the region to a total of 50 projects in the document. The table below lists alphabetically by town all of the regional projects included in the Ten Year Plan. The Page listed indicates the page number in the Ten Year Plan where you can see the full information on the project. “First Year of CON” is the first year that construction funding is programmed (if applicable). The “Total Programmed” column is how much funding is included in the Ten Year Plan for the project and not the total project cost, which may be higher. The word “NEW” in the right most column indicates that the project is a new addition to the Ten Year Plan. This includes our most recent regional priority project, Phase III of the East Coast Greenway, as well as the Rye proposal for the Transportation Alternatives Program (TAP), but also some safety work on NH 33 in Stratham and Greenland, Sound walls along I-95 in Portsmouth, and bridge work in Epping and Sandown.

The full Ten Year Plan document can be found on NHDOT's website along with hearing information, NHDOT's hearing presentation, and supporting data and maps. There is also a survey which goes live on 9/22/2021.

<https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>

	Page	Project#	Name	Scope	First Year of CON	Total Programmed	Notes
NEW	54	42264	Eastern Turnpike Resurfacing	Eastern Turnpike resurfacing of I-95 and Spaulding Turnpike	2023	\$5,859,600	
	56	29608	Epping	NH Rte 125 capacity and traffic management improvements from Brickyard Plaza to NH87	2025	\$11,213,569	
NEW	56	43430	Epping	Address Red-Listed bridge carrying NH 125 over Piscassic River (Br. No. 108/030)	2031	\$2,704,803	
	57	40436	Exeter	Widen shoulders to 5' on Kingston Road (NH 111) for approximately 1.1 miles. (14-26TAP)	2023	\$970,021	
	57	40623	Exeter	Bridge replacement to address priority bridge carrying NH111A over Little River (Br. No. 075/078)	2026	\$3,038,175	
	60	23793	Fremont	Bridge replacement - Martin Rd over Piscassic River - Br. #155/133	2023	\$697,395	
	65	41717	Hampstead	Improve the intersection of NH 121/Derry Rd/Depot Rd	2028	\$2,499,938	
	65	40797	Hampton	Improvements to Ocean Blvd	2024	\$6,740,578	
	66	41584	Hampton	NH 101/ US 1 Interchange Reconfiguration	2028	\$7,408,518	
	66	42573	Hampton	Address Red-List bridge (163/184) carrying US 1 over PAR (ABD) in the town of Hampton	2028	\$6,755,020	
	67	42606	Hampton	Complete Street Improvements on Winnacunnet Rd	2029	\$1,181,661	
NEW	67	43537	Hampton-Hampton Falls	Construct Rail Trail on 2.3 miles of the abandon Hampton Branch Rail Corridor (Phase III of ECG)	2032	\$5,429,165	
	78	42610	Kensington	Intersection re-alignment and upgrades (NH 107/NH 150)	2030	\$2,469,461	
	121	16127	New Castle-Rye	Bridge Replacement, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) BR NO 066/071	2023	\$9,545,837	
	122	42517	New Castle	Construct Bicycle shoulders and SW along Wentworth Rd, NH 1B from Beach Hill Rd. to Neals Pit Ln	2025	\$357,417	
	122	41713	New Castle-Rye	Bicycle and Pedestrian Safety accommodations on NH 1A and 1B	2028	\$2,926,922	
	123	28393	Newfields-Newmarket	Bridge replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	2026	\$6,432,974	
	123	11238	Newington-Dover	NH 16 widen Turnpike including Little Bay Bridges from Gosling Road to Dover Toll	2023	\$1,442,078	PE only
	124	11238S	Newington-Dover	Remove Superstructure General Sullivan Br & provide the most cost-effective Bike/Ped connection	2024	\$32,643,977	
	124	11238V	Newington	Environmental Remediation at the former Newington Country Store Site	2023	\$10,568	PE only

Page	Project#	Name	Scope	First Year of CON	Total Programmed	Notes	
124	42879	Newington	Construct Right turn lane on the Northbound direction of New Hampshire Ave intersection	2025	\$449,759		
126	29617	Newton	Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)	2023	\$1,356,960		
127	41436	Newton	Address the Red List bridge carrying Pond Street over PAR in the town of Newton	2028	\$1,534,948		
127	42979	North Hampton	I-95 Exit 2 Bridge 078/070 Rehab to include deck replacement and bridge painting	2023	\$2,113,568		
134	10044E	Plaistow-Kingston	Reconstruct NH 125: Anticipated 3 lanes, from South of Town Line northerly approx 1.8 miles	2023	\$11,725,520		
134	40641	Plaistow	Main Street Traffic Calming and safety improvements	2025	\$1,013,585		
135	40645	Plaistow	Signal Coordination and control along corridor from Mass S/L to Old County Road (NH 125)	2026	\$984,485		
136	15731	Portsmouth, NH-Kittery, ME	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge)(Red List)	2023	\$17,186,248	ROW Only	
137	16189B	Portsmouth, NH-York, ME	ITS Improvements to I-95 from Portsmouth, NH to York, ME	2023	\$4,589,064		
137	20258	Portsmouth	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road	2023	\$1,175,754		
137	29640	Portsmouth	US 1 Improvements (1.7 MI) from Constitution Ave to Wilson Rd & from Ocean Rd to White Cedar Blvd	2025	\$10,948,561		
138	40642	Portsmouth	Complete Streets Improvements on Maplewood Avenue from Congress Street to Vaughn Street	2025	\$649,031		
139	40644	Portsmouth	Railroad Crossing Upgrade on Market Street	2026	\$839,752		
139	40908	Portsmouth	Pan AM Railways, Reconstruct Railway-Highway crossing, roadway approaches and protective devices (Maplewood Ave)	2025	\$730,941		
140	41752	Portsmouth	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	2026	\$955,528		
140	42608	Portsmouth	Intersection Improvements at Market St/Russel St intersection	2029	\$1,394,639		
141	42611	Portsmouth	Intersection improvements on Grafton Drive by Portsmouth Transportation Center & Pease Golf Course	2030	\$645,240		
141	42612	Portsmouth	Signalization of Intersection of International Drive/Manchester Sq/Corporate Dr	2030	\$387,555		
NEW	142	43760	Portsmouth	Sound wall along I-95 in Portsmouth	2026	\$11,293,431	

	Page	Project#	Name	Scope	First Year of CON	Total Programmed	Notes
	146	43002	Rye	Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd (NH 1A)	2023	\$818,699	
NEW	147	43735	Rye	Const. Sidewalk, shoulder expansion, bike lanes and cross walks on Washington Road for 1,900 LF	2027	\$1,148,238	
	147	14800A	Salem to Manchester	Mainline, Exit 1-STA 1130 & NH38 (Salem), Bridges 073/063 & 077/063 both Red-List-DEBT SERV 13933D	2023	\$19,902,104	Debt Service Only
	150	42884	Salem	Improve signal operation at 28 intersections to identify hardware and software upgrades needed	2028	\$1,609,995	
	150	42885	Salem	Construct Rail Trail along NH 28 for approximately 1 mile.	2029	\$1,213,254	
NEW	151	41412	Sandown	Bridge replacement - Phillips Road over Exeter River-BR. #093/109	2029	\$922,658	
	151	15904	Seabrook-Hampton	Reconstruction of NH 1A Bridge over Hampton River - [BRPPI*6601]	2023	\$63,255,790	
	152	41712	Seabrook	Capacity improvements on US 1 between New Zealand Road and the Hampton Falls Town Line	2028	\$4,097,774	
	152	42609	Seabrook	Multi-use path on Former B&M Railroad Tracks (ECG Phase II)	2030	\$1,386,773	
	163	41711	Stratham	Signalization, Turn lanes and intersection realignment at the NH 108/Bunker Hill intersection.	2027	\$1,234,713	
NEW	163	43272	Stratham-Greenland	Implement safety improvements along NH 33 Corridor	2023	\$1,413,500	
						\$277,305,744	

Additionally, the Ten Year Plan includes expected funding for COAST and MTA (including CART).

Page	Name	Scope	First Year	Ten Year Plan Funding	Notes
194	COAST5307	COAST Operating, ADA, Capital PM, Planning, FTA 5307 funds plus pending CMAQ-to-FTA Transfer	2023	\$36,749,701	COAST Funding
199	FTA5307	Boston Urbanized Area (UZA) FTA Section 5307 Apportioned funds for NHDOT Transit Projects	2023	\$57,739,772	
205	MTA5307	MTA Operating, ADA, Capital PM, Planning utilizing FTA Section 5307 Funds. Includes CART Area	2023	\$47,646,718	Includes CART funding
205	MTA5310	Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 Apportionment - CART	2023	\$1,716,948	CART Funding
206	MTA5339	Funding for capital vehicles and equipment for CART Area. Annual FTA Section 5339 Apportionment.	2023	\$558,989	CART Funding

In addition to our overview of the project selection process the MPO has typically provided general comments on the content of the Ten Year Plan and broad transportation needs for the region. Staff

discussed MPO comments with the TAC and MPO Policy Committee at previous meetings and have assembled the following talking points.

- **Overall Funding Levels:** Maintenance and modernization of transportation infrastructure continue to be critically underfunded in our state. The RPC has been on record for many TYP cycles supporting development of additional State revenue for the transportation system - for roads and bridges, as well as for transit and for safer facilities for people walking or riding bicycles. The \$0.042 cent gas tax increase in 2014 was a positive step, but as the revenues generated from that shift to covering the principal of the I-93 GARVEE bonds, the drop in funding available for system maintenance will have a substantial impact on the state's ability keep our roads in good condition. This decline in condition will cost more to rectify and undo the work NHDOT has done over the last several cycles to expand the investment in maintenance and preservation of the system. The downside of the shift towards increased maintenance and operations funding is that because funding has not expanded proportionately, the state is falling behind on addressing other transportation needs. Without adequate investment into current and future transportation improvement needs we may find ourselves uncompetitive and unresponsive to both residents and employers. New Hampshire motorists pay a gas tax that is, in real terms, a little more than half of what it was in 1992 to support our current transportation system. We don't believe this is sustainable.
 - **Population Demographics, Changing Transportation Needs & More Complete Needs Assessment:** It is widely recognized that the rapid growth in the size of the oldest segments of our populations, together with the State's proposed strategy to encourage aging in place to manage public costs for long term care, will have profound implications in defining our future transportation system needs. The most recent population projections estimate that by 2040 over 32% of Rockingham County population will be over 65, compared to 12.5% in 2010 - a 250% increase, and similar increases are anticipated statewide. More importantly to transportation concerns, about one fifth of people over 65 do not drive according to AARP. That means we can expect an additional 12,000-15,000 non-driving seniors in the RPC region alone by 2040. Many of these residents will need other options beyond 'friends and family transport,' if they are to be able to age in place with dignity. A more robust system of alternative transportation - transit, coordinated community transportation, volunteer driver programs, etc., will be needed to meet this demand. In addition, 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. The Department and GACIT's initiative to flex \$2.2 million/year in Federal CMAQ funds to support certain transit needs beyond typical CMAQ projects has been an important first step, but actual state investment is also needed. The RPC recognizes that it is difficult to address these future transportation needs in light of the demands of existing unmet needs, 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 modes. A key first step in this process would be funding a comprehensive statewide assessment of transportation needs for a growing older adult population. Beyond national assumptions, what share of older adults in New Hampshire still drive to meet all of their transportation needs? What share may still hold a licensed but drive only occasionally and perhaps should no longer be driving? What share no longer drive at all? How can older adults able to drive safely be supported in continuing to do that? What options are available for those who have given up their keys, and what capacity will be needed to handle many more citizens with this need in the coming decade?
 - **A Complete Streets Approach:** Federal DOT policy calls for the incorporation of safe and convenient walking and bicycling facilities into all non-limited access highway projects and charges all transportation agencies with the responsibility to improve conditions for pedestrians and cyclists. 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 on non-
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limited access highways will strive to accommodate all appropriate users including motor vehicles, cyclists, pedestrians, and transit riders. 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. Note that a Complete Streets approach is not a prescription requiring that all roads have sidewalk, but rather a design process to ensure that the needs of all likely road users are safely accommodated in roadway design.

- **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 pre-COVID was carrying 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. While the benefits of the system are broad and regional, 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 Federal Transit Administration funds from the Boston Urbanized Area, the CMAQ program, or other appropriate means for future Downeaster capital projects to help offset service expenses.
 - **Climate Change, Adaptation, and Resiliency:** Coastal storms and flooding threaten the transportation infrastructure of New Hampshire's seacoast. These risks are expected to increase with sea-level rise resulting in frequent inundation of some assets and, eventually, daily disruptions to the transportation network and the communities with wide-ranging consequences. RPC is currently conducting a vulnerability assessment and has identified 24 locations in the Seacoast where the transportation network is likely to experience disruption and damage due to sea-level rise. These include most of the east-west roads used to access the coast as well as large swaths of NH1A and NH1B. While NHDOT has begun accounting for sea-level rise and other climate change impacts in the project development and design process, there is a need for additional resources to define and scope the improvements that will be necessary to maintain a safe and functioning transportation network. New state investment will be ultimately be essential to maintain the integrity of the state's highway network in response to these changes.
 - **Highway Noise:** NHDOT completed a Statewide Type II Noise Barrier Screening Analysis in 2017 that identified 49 locations in 20 communities around the state that would qualify for highway noise mitigation that could be mitigated through the installation of barriers. Sixteen of these barriers are in six RPC communities along I-95 and NH 101, including 5 sites in Portsmouth, four each in Greenland and Raymond, and one each in Hampton Falls, Exeter, and Seabrook. As these are locations that have been identified outside of a specific transportation improvement project location there is no dedicated funding to addressing this need. The RPC supports NHDOT setting aside both Turnpike and Federal funding to begin addressing these issues around the state.
 - **Long-term impacts of COVID-19 on travel and transportation:** While it is still too early to truly tell what the long-term implications will be, COVID-19 has caused major disruptions to travel patterns in the region over the past 18 months that will likely continue to impact the region for years to come. Highway traffic volumes have rebounded but still remain below pre-COVID levels. Social distancing requirements have forced a massive experiment in telework that has transformed commuting patterns and also driven in-migration of new residents freed from the umbilical cord of in-person office work and attracted to New Hampshire's quality of life. The demand for bike and pedestrian facilities and access to outdoor recreation sites grew substantially and has remained high. The pandemic highlighted problems of isolation and lack of transportation options for many older adults and individual with disabilities. Fixed route transit ridership is recovering but more slowly as even with best practice precautions by COAST and Wildcat Transit some riders remain concerned about exposure in the confines of a bus. Intercity bus ridership recovery has been slower still as air travel remains depressed
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and many long-time commuters to Boston are in jobs that have adapted to telework. All of these factors impact the needs of the traveling public and should impact the State's investment choices in the years to come.

Staff encourages TAC members to attend a Ten Year Plan hearing and speak about a transportation project or issue that is important to you or you feel that NHDOT should be addressing. These comments will be included in MPO correspondence to NHDOT at the conclusion of the Ten Year Plan hearings, however GACIT and NHDOT want to hear feedback from the interested public on the approaches and projects that they are including.

~ PUBLIC NOTICE ~

Pursuant to RSA 228:99 and RSA 240, the Governor's Advisory Commission on Intermodal Transportation (GACIT), which is composed of the five Executive Councilors and the Commissioner of the New Hampshire Department of Transportation announces that Public Hearings will be held to review and receive input on the update of the State's Ten Year Transportation Improvement Plan (2023-2032).

The purpose of these Public Hearings is to receive public comments/testimony on transportation projects and priorities included in the draft 2023-2032 Ten-Year Transportation Improvement Plan as recommended by the New Hampshire Department of Transportation to GACIT. Those not able to attend the meetings can submit written testimony within 10 days of the completion of the Public Hearings. (no later than November 8, 2021 at 4 PM)

Copies of any documents related to the Ten-Year Transportation Improvement Plan (2023-2032) will be available for review on the NHDOT website prior to the first Public Hearing:
<http://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm> or by contacting the Bureau of Planning & Community Assistance at the Department of Transportation (603-271-3344).

Written Comments are to be addressed to:
William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact Sharon Allaire, (603) 271-3344, NHDOT, P.O. Box 483, Concord, N.H. 03302-0483 - TDD access: Relay N.H. 1-800-735-2964.

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

Executive Councilor David Wheeler
Chairman, Governor's Advisory Commission on Intermodal Transportation (GACIT)
Dated at Concord, NH
this 16th day of September, 2021

Public Hearing Schedule for 2023 - 2032 Ten Year Plan

Executive Councilor	Date	Town/City	Time	Location
District 1 Councilor Joseph Kenney Co-Host District 2 Councilor Cinde Warmington	(Tue) 9/21/2021	Claremont	2:00 PM	Claremont Savings Bank Community Center Room B 152 South Street
District 1 Councilor Joseph Kenney	(Tue) 9/21/2021	Lebanon	7:00 PM	City Council Chambers 51 North Park Street Lower Level
District 4 Councilor Theodore Gatsas	(Wed) 9/22/2021	Londonderry	7:00 PM	Town Office Council Chambers Moosehill Room 268B Mammoth Road
District 1 Councilor Joseph Kenney	(Thur) 9/23/2021	Berlin	9:00 AM	City Hall Auditorium 168 Main Street
District 1 Councilor Joseph Kenney	(Thur) 9/23/2021	Conway	3:00 PM	23 Main Street Meeting Room
District 3 Councilor Janet Stevens	(Mon) 9/27/2021	Epping	7:00 PM	Town Hall Upstairs Auditorium 157 Main Street
District 4 Councilor Ted Gatsas	(Tue) 9/28/2021	Manchester	7:00 PM	Manchester Community College 1066 Front Street Lecture Hall/Auditorium
District 5 Councilor David Wheeler	(Thur) 9/30/2021	Merrimack	7:00 PM	Merrimack Town Office Matthew Thornton Meeting Room 6 Baboosic Lake Road
District 2 Councilor Cinde Warmington	(Mon) 10/04/2021	Dover	2:00 PM	Dover City Hall Auditorium 288 Central Avenue
District 2 Councilor Cinde Warmington	(Mon) 10/4/2021	Somersworth	7:00 PM	Somersworth High School 11 Memorial Drive
District 2 Councilor Cinde Warmington	(Tue) 10/05/2021	Keene	7:00 PM	Keene Parks and Recreation 312 Washington Street All Purpose Room
District 3 Councilor Janet Stevens	(Wed) 10/6/2021	Kingston	7:00 PM	Kingston Town Office Town Hall Meeting Room 163 Main Street
District 5 Councilor David Wheeler	(Thur) 10/7/2021	Jaffrey	7:00 PM	Fire Station Meeting and Training Room 138 Turnpike Road
District 2 Councilor Cinde Warmington Co-Host District 1 Councilor Joseph Kenney	(Mon) 10/18/2021	Franklin	7:00 PM	Opera House 316 Central Street
District 2 Councilor Cinde Warmington	(Tue) 10/19/2021	Concord	7:00 PM	NH Department of Transportation 7 Hazen Drive Room 114
District 3 Councilor Janet Stevens	(Wed) 10/20/2021	Hampton Beach	7:00 PM	Seashell Ocean Front Pavilion Room 170 Ocean Boulevard

Executive Councilor	Date	Town/City	Time	Location
District 1 Councilor Joseph Kenney	(Mon) 10/25/2021	Lyman	9:00 AM	65 Parker Hill Road Town Hall
District 1 Councilor Joseph Kenney	(Mon) 10/25/2021	Plymouth	2:00 PM	Town Hall – Upstairs 6 Post Office Square
District 3 Councilor Janet Stevens	(Tue) 10/26/2021	Derry	7:00 PM	Derry Municipal Center 14 Manning Street
District 1 Councilor Joseph Kenney	(Wed) 10/27/2021	Laconia	7:00 PM	Armand A. Bolduc City Council Chamber 45 Beacon Street East
District 3 Councilor Janet Stevens	(Thur) 10/28/2021	Salem	7:00 PM	Salem High School TV Studio 44 Geremonty Drive

Please note:

1. All hearings will follow local guidelines and practices as to whether masks are required, recommended or otherwise. Please check with each individual location ahead of time. Hearing organizers will have masks available if an attendee wants one and forgets to bring one.
2. It is expected that some of the hearings (at least one in each Council District) will also be accessible through online access. Please visit the following website, where details will be posted as soon as possible:
<https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>