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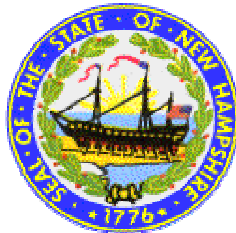
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**THE NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION'S  
RECOMMENDATIONS FOR THE  
TEN YEAR TRANSPORTATION IMPROVEMENT PLAN  
2007 - 2016**

APPROVED BY THE NH LEGISLATURE  
AND SIGNED INTO LAW BY THE GOVERNOR  
JUNE 1<sup>st</sup>, 2006

Effective July 31<sup>st</sup>, 2006

PURSUANT TO  
RSA 228:99 AND RSA 240 OF THE LAWS OF NEW HAMPSHIRE



PROJECTS LISTED ALPHABETICALLY



PREPARED BY THE NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION

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CHAPTER 240

HB 2006 – FINAL VERSION

12Apr2006... 1635h

05/11/06 2224s

2006 SESSION

06-3064

06/09

HOUSE BILL **2006**

AN ACT relative to the state 10-year transportation improvement plan, the exemption of highway projects from eminent domain, improvements on the F.E. Everett Turnpike/I-293 and certain segments of N.H. 101, a bridge crossing the Merrimack, and establishing a study committee.

SPONSORS: Rep. Chandler, Carr 1

COMMITTEE: Public Works and Highways

AMENDED ANALYSIS

This bill:

- I. Updates the 10-year transportation improvement plan to maintain highways and bridges in the state.
- II. Exempts certain highway projects from eminent domain.
- III. Includes improvements to a segment of the F.E. Everett Turnpike/I-93 and the widening of a segment of N.H. 101.
- IV. Requires the department of transportation to make periodic reports.
- V. Requires expenditures for the repayment of bonds to be approved by the capital budget overview committee.
- VI. Establishes a committee to review the procedures of the 10-year transportation improvement plan.

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Explanation: Matter added to current law appears in ***bold italics***.

Matter removed from current law appears [~~in brackets and struck through.~~]

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

12Apr2006... 1635h

05/11/06 2224s

06-3064

06/09

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Six*

AN ACT relative to the state 10-year transportation improvement plan, the exemption of highway projects from eminent domain, improvements on the F.E. Everett Turnpike/I-293 and certain segments of N.H. 101, a bridge crossing the Merrimack, and establishing a study committee.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

240:1 State 10-Year Transportation Improvement Plan. Amend RSA 240:1 to read as follows:

240:1 Legislative Intent.

I. The plan is predicated on the report submitted by the governor to the legislature dated [~~January 20, 2004~~] **February 16, 2006** and on the “State of New Hampshire Ten Year Transportation Improvement Plan [~~2005-2014~~] **2007-2016** Submitted to the Governor, Pursuant to RSA 228:99 and RSA 240 of the Laws of New Hampshire, by the Governor’s Advisory Commission on Intermodal Transportation (GACIT)” which was adopted by GACIT on [~~December 3, 2003~~] **December 7, 2005** and is intended to serve as the guideline for transportation projects in the state for the next decade.

II. The general court understands that the revenue projected for the plan period [~~2005-2014~~] **2007-2016** is inadequate to fund all the projects in the plan. Without additional projects, it is estimated that with revenue increases at \$5 million per year, the plan will take approximately 14 years to complete, excluding consideration of inflation on the cost of the projects. In passing this plan, it is the general court’s intent to review the plan every 2 years, pursuant to RSA 228:99 and RSA 240, but not to add projects, except for emergencies, until the funding is adequate to bring the plan within a projected 10-year completion framework.

240:2 Plan. Amend RSA 240:3 to read as follows:

240:3 Plan. The legislature hereby adopts the plan known as the “State of New Hampshire Ten Year Transportation Improvement Plan [~~2005-2014~~] **2007-2016** Submitted by the House Public Works and Highways Committee as Part of the Legislative Process Pursuant to RSA 228:99 and RSA 240 of the Laws of New Hampshire” and encourages expeditious implementation of the projects shown therein.

240:3 Exempting Highway Projects Relative to Eminent Domain and Public Purpose. Transportation projects listed in the state 10-year transportation improvement plan 2007-2016 shall be exempt from all statutes enacted after January 1, 2006 limiting the purposes for which the power of eminent domain may be used. The intent of this section is to allow the use of eminent domain for acquiring property to improve transportation infrastructure which in turn, whether intended or not, may benefit subsequent economic development in the area served by the transportation infrastructure.

240:4 State 10-Year Transportation Improvement Plan; F.E. Everett Turnpike/I-293. The project named Manchester, project number 2745, of the state 10-year transportation improvement plan 2007-2016, to reconstruct the interchange at exit 7 to become a full interchange, shall include engineering studies of exit 6 to consider safety and traffic issues, and dependent on the engineering studies of exit 7 and exit 6, the department of transportation shall phase the construction in accordance with what best serves the public needs.

240:5 State 10-Year Transportation Improvement Plan; New Hampshire Route 101; Widening Road. A phase of the project named Bedford, project number 13953, of the state 10-year transportation improvement plan 2007-2016 to widen N.H. 101 to 5 lanes for approximately 2 miles, from N.H. 114 to Wallace Road, may be initially funded by the town of Bedford. Specifically, the town of Bedford may fund the construction of a connector road between Wallace Road and Nashua Road roughly parallel to N.H. 101.

240:6 State 10-Year Transportation Improvement Plan; Bedford Project; Reimbursement.

I. In the year in which the project is funded in the state 10-year transportation improvement plan 2007-2016, the town of Bedford shall receive 80 percent reimbursement of its cost of construction of the connector road from federal funds, provided the following conditions have been met:

(a) The town of Bedford shall demonstrate through an engineering study that the connector road benefits the safety and capacity of N.H. 101.

(b) The engineering design, environmental evaluation, purchase of right-of-way, and construction of the connector road is done in accordance with state and federal requirements that apply to federal aid projects.

II. Reimbursement under paragraph I is contingent on the availability of federal funding specific to the federal program which the project named Bedford, project number 13953, falls within.

III. Nothing in this section shall be construed as a guarantee of reimbursement by state or federal funds. This section allows for reimbursement for a phase of this project in the year the project appears in the state 10-year transportation improvement plan 2007-2016 based on the costs when the connector road is constructed.

240:7 New Subparagraph; Authority for Improvements to Central New Hampshire Turnpike. Amend RSA 237:2, IV by inserting after subparagraph (f) the following new subparagraph:

(g) Construction of a bridge crossing the Merrimack River connecting U.S. 3 in Merrimack and N.H. 102 in Litchfield with future design consideration for a segment of highway connecting N.H. 102 in Litchfield and N.H. 111 in Hudson.

240:8 New Subparagraph; Turnpike System Funds Provided. Amend RSA 237:7, I by inserting after subparagraph (n) the following new subparagraph:

(o) Construction of a bridge crossing the Merrimack River connecting U.S. 3 in Merrimack and N.H. 102 in Litchfield with future design consideration for a segment of highway connecting N.H. 102 in Litchfield and N.H. 111 in Hudson. RSA 237:2, IV(g). 75,000,000

240:9 Oversight and Reporting Required. The department of transportation shall provide a report every 90 days to the governor and the capital budget overview committee on the changes to any projects approved under this plan. The reports shall include current construction dates relative to bidding and completing projects, project additions or deletions to the 10-year plan, and changes in funding programs for any project. The reports shall be developed in a format adopted by the department of transportation.

240:10 Committee Approval Required. Any funds from the highway fund of the state to be used for the repayment of bonds shall not be expended without the approval of the capital budget overview committee.

240:11 Committee Established. There is established a committee to review the 10-year transportation improvement plan procedure.

240:12 Membership and Compensation.

I. The members of the committee shall be as follows:

(a) Three members of the senate, appointed by the president of the senate.

(b) Three members of the house of representatives, appointed by the speaker of the house of representatives.

II. Members of the committee shall receive mileage at the legislative rate when attending to the duties of the committee.

240:13 Duties. The committee shall review the procedures of the 10-year transportation improvement plan and make recommendations relative to such plan.

240:14 Chairperson; Quorum. The members of the study committee shall elect a chairperson from among the members. The first meeting of the committee shall be called by the first-named senate member. The first meeting of the committee shall be held by June 15, 2006. Four members of the committee shall constitute a quorum.

240:15 Report. The committee shall report its findings and any recommendations for proposed legislation to the president of the senate, the speaker of the house of representatives, the senate clerk, the house clerk, the governor, and the state library on or before December 20, 2006.

240:16 Effective Date.

I. Sections 11-15 of this act shall take effect upon its passage.

II. The remainder of this act shall take effect 60 days after its passage.

Approved: June 1, 2006

Effective: I. Sections 11-15 shall take effect June 1, 2006

II. Remainder shall take effect July 31, 2006

# New Hampshire's Ten Year Transportation Improvement Plan

## INTRODUCTION

### Overview

New Hampshire RSA 228:99 and RSA 240 require the New Hampshire Department of Transportation (NHDOT) to propose a plan for improvements to the State's transportation system. The purpose of this legislation is to develop and implement a plan allowing for New Hampshire's full participation in federally supported plans for transportation improvement projects.

This document contains the State's 2007 – 2016 Ten Year Transportation Improvement Plan, as recommended by the NHDOT. The NHDOT developed this Ten Year Plan in compliance with RSA 228:99 and RSA 240, federal legislation known as the Intermodal Surface Transportation Efficiency Act (ISTEA) and its successor, the Transportation Equity Act for the 21st Century (TEA-21). In response to these state and federal requirements, the NHDOT generated a long-term schedule to develop, maintain, and improve the state's transportation infrastructure.

The NHDOT's is committed to maintain and improve the transportation system for safe and efficient movement of people and goods. The variety and scope of the projects included in this document demonstrate this commitment. These projects include highway and bridge projects, park and ride projects, rail and transit improvements, aeronautic improvements, and bicycle and pedestrian projects and initiatives. Collectively, these projects upgrade the existing system and take the State a step closer to a more complete and integrated transportation system.

The United States Congress continued ISTEA's approach to transportation by passing TEA-21, which increased flexibility in the use of federal funds for transportation projects and encouraged further development of the intermodal transportation system serving the state and the nation. The new six-year reauthorization bill, called the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) continues the vision and initiatives of the previous authorizations. As the acronym suggests, safety is a major emphasis for this proposed legislation. Additionally, the legislation is intended to provide flexibility, state and local decision-making, and improve project delivery, all in an effort to cost effectively address the nation's transportation needs.

Relative to the State's Ten Year Transportation Improvement Plan, its projects are in various stages of development in accordance with direction received from previous Ten Year Plans. Following inclusion in the Ten Year Plan, a successful transportation project must meet four criteria

to proceed: a project must be technically feasible, environmentally permissible, affordable, and have public acceptance.

As the Ten Year Plan for 2006 through 2017 is being developed, the Department is in the process of revisiting and developing anew, a State Long Range Transportation Business Plan (LRTBP), in accordance with the requirements included in the ISTEA legislation. In June of 2004, the New Hampshire Department of Transportation embarked upon the development of the Long Range Plan. This plan considers the needs of all modes of passenger and freight transportation including bicycle, pedestrian, highway, bus transit, passenger and freight railroad, and aviation throughout the State. The intent is to consider the transportation vision for the State, look at realistic strategies and actions to achieved the vision, and develop recommendations to improve policies and transportation investment decisions.

To assist with the development of the Long Range Plan, the NHDOT and the New Hampshire Charitable Foundation have formed a Community Advisory Committee (CAC). The CAC provides a sounding board and critical review of issues as well as serves as a forum for public outreach and input. In addition, an In-reach Committee composed of representatives of the NHDOT and other State, Regional, and Federal Agencies serves as a technical resource to the Plan. Notes from the various meetings are available on the website [www.nhtranplan.com](http://www.nhtranplan.com).

To gain an in-depth understanding of the issues affecting the transportation system today, the State's current transportation system is being reviewed and documented by the project team. Previously prepared transportation and land use plans, NHDOT and other State policies, and documents prepared by other groups combined with the input received from the listening sessions and discussions with the CAC, will help identify and prioritize issues to be addressed by the plan. From this work six "Core Issue" areas have emerged:

- Transportation / Land Use Connection
- Mobility & Mode Choice
- Safety & Public Health
- System Maintenance & Preservation
- Governance/Institutional Arrangements
- Funding & Fiscal Constraints/Priorities & Choices

In addition, a Vision, Goals, and a set of Performance Measures are being developed by the NHDOT and the CAC. The process is anticipated to be completed in the spring of 2006 with the issuance of a report recommending areas of interest and priorities for furthering the State's Transportation Systems over the long term.

## Contents of This Ten Year Plan Document

This document is divided into four sections. The first section provides a description of the development process of the Ten Year Plan and the subsequent Statewide Transportation Improvement Program (STIP).

The second segment is an explanation regarding the scope, funding, and issues involved with the various components of the State's transportation system including Highway and Bridges, Bicycles and Pedestrians, Transit, Railroads, and Aeronautics. This section includes both narrative information and graphical information to identify facilities, conditions and needs of the transportation network in the respective project category.

The third segment is a listing of proposed projects that are to be funded and developed between the years 2007 and 2016. The listing's order is by the municipality where the project is located. A description of the project, the estimated cost (if known) by phase, the funding source, the proposed timeframe to begin a particular phase, the previously proposed timeframe in the last Ten Year Plan (if applicable), and the project type is included with each listing. The data presented are for general reference purposes. Detailed information regarding the proposed projects is available at the NHDOT. The projects reflect previous priorities (as listed in prior Ten Year Plans), the NHDOT's and regional planning commissions' assessment of needs, and projected available funding over the next ten years.

The fourth segment is a list of projects that have merit, but cannot be developed without additional funding beyond what is currently projected, or without resetting priorities among projects included in this proposed Ten Year Plan.

The Governor's Advisory Commission on Intermodal Transportation (GACIT), after twenty statewide public hearings and subsequent GACIT public meeting adopted a 2007– 2016 Ten Year Plan on December 7, 2005 and subsequently forwarded the Plan to the Governor. The Governor reviewed and modified the Plan and, on February 16, 2006, submitted the Plan to the New Hampshire Legislature for final adoption. In March 2006 the House Public Works and Highways Committee reviewed forwarded it to the full House. The NH Legislature approved the Ten Year Transportation Improvement Plan in May 2006 and the Governor signed it into law June 1, 2006. An electronic version of the approved 2007-2016 Ten Year Transportation Improvement Plan is available on the NHDOT website: <http://webster.state.nh.us/dot/public/reports.htm>



## TEN YEAR PLAN DEVELOPMENT CYCLE

The development and prioritization of projects in the State of New Hampshire is an ongoing effort to address transportation needs at the local, regional, and statewide levels.

The Ten Year Plan, updated biannually, results from a complex and interactive process.

With the previous Ten Year Plan as a starting point, the process includes input from individual communities, development of Transportation Improvement Plans (TIPs) by the Regional Planning Commissions (RPCs), numerous public hearings by the Governor’s Advisory Commission on Intermodal Transportation (GACIT), and review and approval by the Governor and then the Legislature. Performance measures and conditions such as pavement condition, bridge ratings, congestion levels, crash rates, user surveys, and available funding levels are considered in determining project need and prioritizing project implementation.

Once the NH Legislature adopts the Ten Year Plan, it is considered the final plan until subsequently reviewed and modified in the next cycle. Projects contained in the first three years of the Ten Year Plan form the basis for New Hampshire’s Statewide Transportation Improvement Program (STIP), as required by federal law.

TEA-21 requires that the STIP include all projects contained in the Metropolitan Planning Organization (MPO) TIPs, as approved by the Governor. For non-MPO areas, the NHDOT uses the RPC TIPs as guidance, although project-by-project inclusion is not required. The TIP represents a strategy developed at the local level to meet current and future transportation needs. The STIP development process within the Ten Year Plan is a two-year cycle. The GACIT plays a key role in the development process by reviewing the plan and providing recommendations to the Governor. The development cycle is outlined below.

### **CURRENT TEN YEAR PLAN DEVELOPMENT SCHEDULE**

<u>By Date</u>	<u>Year</u>	<u>Action</u>
Dec. 15	2004	MPOs/RPCs TIP Development Begins (2007-2016 time period)
May 1	2005	MPOs/RPCs Submit Draft TIP to NHDOT
August 23	2005	NHDOT Submits Draft Ten Year Plan to GACIT
Summer/Fall	2005	GACIT holds public hearings Statewide to obtain input on the Plan
Dec. 1	2005	GACIT Submits Draft Ten Year Plan to the Governor
Jan. 15	2006	Governor Submits Ten Year Plan to Legislature
June 1	2006	Legislature Approves Ten Year Plan
June 15	2006	NHDOT Submits Ten Year Plan to RPCs/MPOs
July 30	2006	MPO’s Approve 3 Year TIP’s
Sept. 1	2006	NHDOT Submits 3 Year STIP to FHWA/FTA for Approval
Oct. 1	2006	Approved 3 Year STIP
October	2006	MPOs/RPCs TIP Development Begins (2007-2016 time period)

CYCLE BEGINS

THE TWO YEAR CYCLE

### **New Projects are Introduced**

Fall of Even Years  
(2002, 2004, 2006, etc.)

Regional Planning Commissions (RPCs) request proposals from constituent communities for candidate projects.

### **Projects are Regionally Ranked**

(November-December of Even Years)

The Transportation Advisory Committee (TAC) for each RPC rank projects submitted for consideration based on selection criteria established by each RPC.

### **Adoption of Statewide Plan December – June of Even Years**

The Governor reviews the Statewide Ten Year Plan and submits it to the Legislature for consideration and approval. Public Hearings are held and input considered.

### **IMPLEMENTATION**

After adoption by the Legislature, Metropolitan Planning Organizations (MPOs) incorporate approved projects into their Transportation Improvement Program (TIP).

### **Ten Year Plan Drafted / Debated**

January – April of Odd Years  
(2003, 2005, 2007, etc.)

Early, in the new year each RPCs TAC develops and approves a draft of the regional priorities and recommendations for consideration – keeping in mind selection criteria and each project's relative scores – for submission to the New Hampshire Department of Transportation (NHDOT).

### **RPC Plan Submitted May 1 of Odd Years**

Each RPC submits its regional priorities and recommendations to NHDOT.

### **Draft Statewide Ten Year Plan Prepared May – December of Odd Years**

**May – July:** NHDOT prepares the draft Statewide Ten Year Plan, using the information provided by each RPC for submission to the Governor's Advisory Commission on Intermodal Transportation (GACIT).

**July - December:** GACIT amends the Ten Year Plan after a series of statewide public hearings and submits it to the Governor.

CYCLE BEGINS AGAIN