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**From:** Nate Miller <[nmiller@snhpc.org](mailto:nmiller@snhpc.org)>  
**Sent:** Tuesday, February 11, 2020 10:07 AM  
**To:** DOT: P3 Commission <[P3Commission@DOT.nh.gov](mailto:P3Commission@DOT.nh.gov)>  
**Subject:** Comment on Draft RFP for Dover and Portsmouth Bus Terminals

Good Morning,

Thank you for the opportunity to review and provide comments on the draft Request for Proposals for the Long-Term Lease/Concession Agreement for the Dover and Portsmouth Bus Terminals. I will not be able to attend and provide testimony in person at the February 20, 2020 public hearing, so I am offering this comment in writing for the Commission's consideration.

The draft RFP places responsibility on the Operator to *"provide its proposed fee structure for transit-related fees, to include, but not be limited to, parking, docking, and ticket commission fees, throughout the term of the Ground Lease Contract."* The draft RFP also notes that *"existing operators at each facility will be allowed to continue providing service but may be subject to terms and conditions, e.g., fees, as implemented by the Operator."*

While it may be appropriate for the Operator to charge docking, departure, or per passenger fees to private transportation providers, it is not appropriate for such fees to be charged to local public transportation providers (e.g. COAST, etc.) that derive non-federal funding support from the municipalities they serve.

Charging such fees to local transportation providers would not only run contrary to Goal #1 (as defined in the draft RFP) of "promoting the growth of public transportation," but would effectively create a situation where the costs of maintaining a State-owned facility are being indirectly downshifted (through a third party Operator) to the municipalities that financially support local public transportation services.

I encourage the Commission to incorporate language into the draft RFP that specifically exempts/protects locally-funded public transportation providers from any docking, departure, per passenger, or other fees that may be charged by the third party Operator to access and provide transit service to these State-owned facilities.

Thank you for your consideration of these comments.

Respectfully Submitted,

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