

How transportation is funded in New Hampshire

The Department of Transportation received about \$539 million in transportation funds in 2005. About \$255 million came from the state highway trust fund and \$68 million from Turnpike toll receipts and around \$20 million from Turnpike construction bonds, with the rest mostly coming from the federal government, \$165 million. Another \$31 million came from other sources.

About \$40 million was provided to cities and towns to build and maintain local streets and bridges.

About \$366 million was spent to maintain, modernize, and expand the state highway system.

Tell Us What You Think

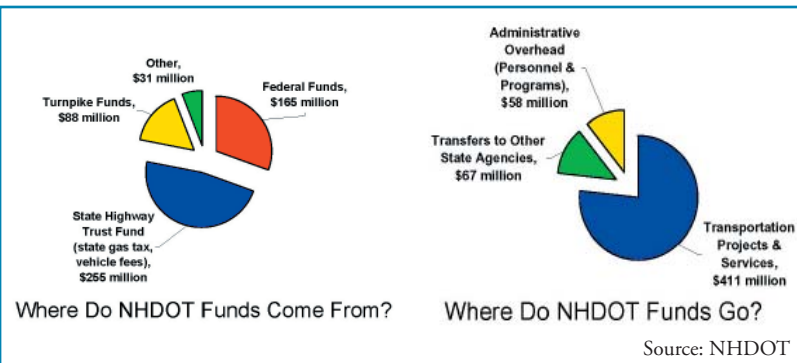
Please visit the Plan website to download the CAC Interim Report and other meeting materials, or, call us to obtain printed copies of reports and to provide us with your comments.

You can contact us at:

Website: www.nhtranplan.com

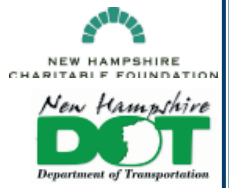
Phone: (888) 972-2022

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New Hampshire Transportation Business Plan

CAC Findings and Recommendations Interim Report: Executive Summary



Transportation Choices for a Changing New Hampshire

New Hampshire is undergoing rapid change. Our population is growing faster than other New England states, our economy is diversifying, and our sprawling land uses are straining our roads, streets, and pocketbooks. These changes affect the health and character of every community and region of the State. Over the next 25 years, the pace of change will accelerate. *Will we manage this change or will change manage us? That is the challenge before us.*

In 2004, the New Hampshire Charitable Foundation and the New Hampshire Department of Transportation (NHDOT) created the Community Advisory Committee (CAC) to help identify how these changes were impacting New Hampshire's transportation system and what we could do to meet these challenges.

The CAC has completed an interim report with its initial findings and a first round of recommendations. It is not yet a consensus report of the CAC which makes your input and participation all the more important. We hope the report will stimulate discussion and spur positive "choices for a changing New Hampshire."

Help us choose the future we want to create!

A Transportation Vision for 2030

In the year 2030, transportation in New Hampshire plays a critical role in preserving the state's unique character and quality of life, enhancing environmental quality, and promoting sustainable economic development and land use.

Transportation in New Hampshire provides safe and secure mobility and travel options for all the state's residents, visitors and goods movement; is well maintained, efficient and reliable; and provides seamless interstate and intrastate connectivity.

Come Help Shape the State's Future!

Please come to an upcoming meeting scheduled near you to discuss the future of transportation in New Hampshire. The meetings will be hosted by members of the CAC to hear directly from you. Staff from the regional planning commissions will also be on hand and participating in the meetings. The dates, times and locations are listed below. Thirty minutes before the times listed, the doors will open for an Open House with light refreshments and displays of transportation information.

Date	Location/Time	CAC Host(s)
Tuesday, March 21	Hanover / 6:30 – 8:30 pm Mayer Room, Howe Library, 13 East South Street	Bill Norton, Stephen H. Taylor
Wednesday, March 22	Bethlehem / 6:30 – 8:30 pm Red Barn at the Rocks Estate, 107 Glessner Road	Jane Difley, Mike King Don Wharton
Thursday, March 23	Nashua / 6:30 – 8:30 pm Nashua City Auditorium, 229 Main Street	Kathy Hersh, Hannah McCarthy
Wednesday, March 29	Keene / 6:30 – 8:30 pm Keene Library, 60 Winter Street	Patti Carrier, Ed Smith, John E. Hoffman, Jr.
Thursday, March 30	Bedford / 6:00 – 8:00 pm NH Housing Finance Auth. Conf. Room H – East Wing 32 Constitution Drive	Claira Monier, James G. Cook
Tuesday, April 4	Newington / 6:30 – 8:30 pm Newington Town Hall, 205 Nimble Hill Road	Jim Jalbert, Nancy Girard, Peter Bergh
Wednesday, April 5	Laconia / 6:30 – 8:30 pm Meredith Village Sav. Bank, 379 South Main Street	Councilor Ray Burton, David J. Palfrey
Tuesday, April 11	Concord / 6:30 – 8:30 pm City Council Chambers, 41 Green Street	Maura Carroll
Thursday, April 13	Berlin / 6:30 – 8:30 pm Berlin City Hall, 168 Main Street	Councilor Ray Burton, Mike King, Don Wharton

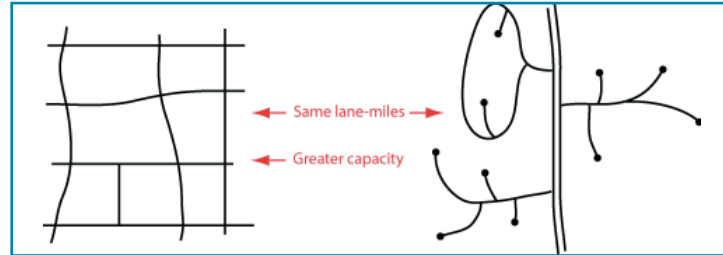
Findings and Recommendations

These recommendations have a common purpose—to help state, regional and local transportation and land use decision-makers better coordinate their efforts to implement our transportation vision for New Hampshire. The results will help achieve the vision for transportation in our State.

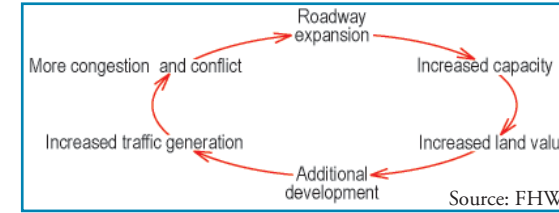
Potential City and Town Action Items

One of the most pressing needs is to better coordinate land use decisions with transportation decisions. The best forum to do this is within our cities and towns. To enhance transportation and our communities, a number of ideas are recommended, including:

1. Promote town centers.
2. Allow for flexibility and common sense solutions in the historic town centers.
3. At local option, keep all reconstruction of roads, bridges and streets within their existing width and scale (“footprint”).
4. Promote pedestrian traffic—especially in downtown areas.
5. Require connections between roads to provide alternative local routes, and connectivity between neighborhoods.
6. Promote infill development, density, and redevelopment in town centers.
7. Create incentives to coordinate land use and transportation at the local level.



More road connections provide improved travel route options for cars, bikes and pedestrians.



Breaking the land use-transportation cycle is crucial to reducing the traffic impacts of new growth.

Potential Statewide Action Items

The NHDOT cannot do it alone. Effective management of the State’s transportation system in the future will increasingly rely on a unique set of partnerships at almost every level: across state agencies; between state, regional and local governments; and, between the public and private sectors.

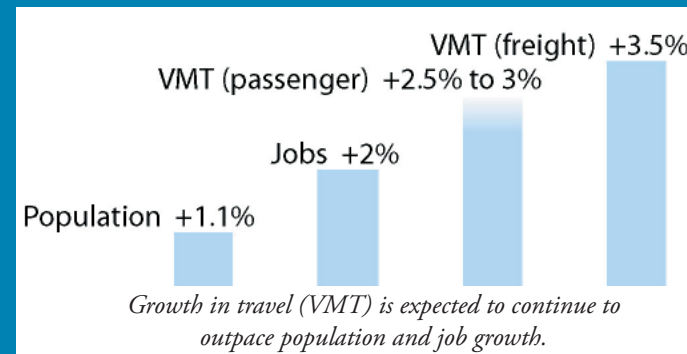
1. Develop a truly comprehensive statewide transportation plan that serves a broader vision for the State.
2. Have updated data on transportation trends, alternatives, and financing for local, statewide, and regional planners.
3. Adopt and fully implement the “Common Sense Solutions” approach to transportation and land use.
4. Develop new performance measures for transportation that go beyond vehicle speed and congestion, such as measures for increased reliability and safety.
5. Manage the growth of freight traffic.
6. Clarify transportation language to make the process transparent and accessible to all.

“Transportation is not an end in itself; its purpose is to serve common community aspirations for a better quality of life ...”

We recommend a broad public conversation on the future of growth and development of the State.”

Findings

1. New Hampshire is growing at a faster rate than the other New England states.
2. Growth in travel by people and freight (measured in vehicle miles traveled, or VMT) is growing at a faster pace than the growth in jobs and population in New Hampshire.



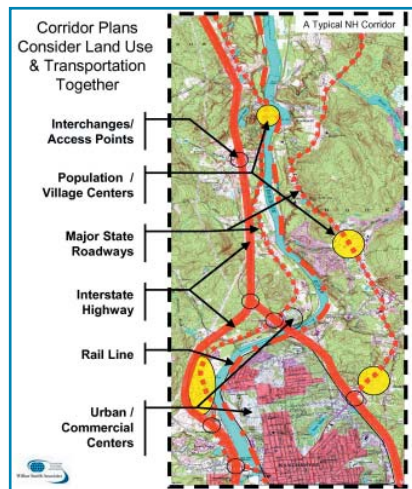
3. Open-space land is being developed even more quickly than our population is growing. Much of this growth is taking place in spread out suburban development, which incrementally places greater stress on the transportation system.

4. New Hampshire has an increasingly older population, which means an increasing number of our seniors will be unable to drive themselves to appointments, shopping, and other places.

5. Fewer than 30 of the State’s 234 towns and cities have regularly scheduled bus service. Nationally, New Hampshire ranks 42nd in State funding to public transportation. Towns and cities have difficulty in raising the money required to match federal funds for bus and train service.

6. On average, households spend 20% of their budget on transportation, second only to housing. For lower income households, the percentage approaches 35%.

Potential Regional Action Items



Corridor studies look at relationships between transportation and land use in a holistic way.

Strong local-regional partnerships can foster support for both improved transportation capacity to assist local problem-solving and regional connectivity. The nine Regional Planning Commissions are the logical forum for such cross-jurisdictional collaborations. Recommendations for action to improve regional efforts include:

1. Use Regional Planning Commissions more effectively.
2. Broaden public engagement in regional planning.
3. Develop highway corridor plans to protect road investments and better coordinate transportation and land-use.

Potential Funding Strategies

If we are to meet new challenges in our transportation system, diversifying funding sources and expanding transportation choices are needed. In the future, to keep pace with growth in congestion, to meet changing mobility needs, and to keep our roads and bridges in good condition, funding above current levels will be needed. (A description of how transportation is currently funded is on the back page.)

If we are to expand funding sources, these are some of the options available:

1. Combine private investments with public funds.
2. Develop creative tax strategies that work to encourage private investment.
3. Pursue federal grants for transit, bicycle, and pedestrian programs such as Safe Routes to Schools and special transit grants.
4. Combine transportation funding with Land and Community Heritage Investment Program (LCHIP) funds.
5. Adopt measures to assess impact fees for use in traffic relief.