



**North Country  
Transportation Advisory Committee Meeting  
At the  
AHEAD Conference Room  
262 Cottage St., Littleton, NH 03561  
And via Zoom  
Monday, December 4<sup>th</sup>, 2023  
1:00PM to 3:00PM**

**AGENDA**

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1. Call to Meeting and Roll Call
2. Approve Meeting Minutes:
  - a. June 13, 2023 \*\*
  - b. August 23, 2023 \*\*
3. Review Final Overage Amount for 2025-2034 TYP Projects\*\*
4. Rural Transportation Challenges
5. NHDES Electric Charging Funding
6. Discussion:
  - a. Funding Opportunities
  - b. NCC Projects
  - c. Scenic Byways
  - d. Updates from Communities
7. Other Business
8. Adjourn

**Next Meeting: February (tentative)**

**\*\*Indicates vote of the TAC is required**

**An in-person quorum (7) is needed in order to conduct any votes, so please plan to attend if you are willing and able. If this is not possible, please use the information on the following page to attend**

***virtually. While attending in-person, please wear a face covering for the duration of the meeting and keep a safe distance between yourself and others. Thank you.***

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**North Country  
Transportation Advisory Committee Meeting  
At the  
Bethlehem Public Library  
2245 Main St, Bethlehem, NH 03574  
And via Zoom  
Tuesday, June 13<sup>th</sup>, 2023  
10:30AM-12:00PM**

**MINUTES**

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1. Call to Meeting and Roll Call

The Meeting was called to order at 10:36AM.

Carl Martland, Sugar Hill  
Clayton Macdonald, Stratford  
Stan Judge, Shelburne  
Robin Irving, Lancaster  
Chuck Henderson, Senator Shaheen's office  
Ray Gorman, Colebrook  
Stephanie Weiner, Congresswoman Kuster's Office  
Paul Robitaille, Gorham  
Michele Cormier, Randolph

David Campbell, Jackson (Virtual)  
Brigitte Codling, Haverhill (Virtual)  
Jennifer Boucher, Haverhill (Virtual)  
Rosalind Page, Lisbon (Virtual)  
William Rose, NHDOT (Virtual)

2. Approve Meeting Minutes: May 9, 2023 \*\*

Two changes noted by attendees:

Stephanie: Note that my first name is with a PH.

Stan: add: "...As a result of an oilspill" to Shelburne update section on increased activity at the pumping station.

Ray Motioned to approve the minutes from the May 9<sup>th</sup>, 2023, meeting as amended.

Michele Seconded.

Motion Carried.

### 3. Regional Transportation Plan \*\*

Nick presented the Regional Transportation Plan.

Carl: Additional comments regarding the plan:

- Possibly add the details supporting the changes in behavior from COVID.
- Adding the Mountain Road, Weeks State Park to the Scenic Byways section.
- Pie Chart showing cars per person. Insert description/clarification on this data

Members discussed the different statistics and data in the plan. A note that it is imperfect data. Members wanted to see other regionally important routes included int the plan (Freight, etc.).

Nick will double check the statistics moving forward and will include member comments on the list of updates that will be done in the next fiscal year.

### 4. On-Call Engineering & Projects

Nick presented the on-call engineering services. RFQ is out now for the next 2 fiscal years.

### 5. Discussion:

#### a. Funding Opportunities

Nick presented the Funding Opportunities.

Michele: Randolph Energy Commission is moving forward with \$300,000 application for energy system improvements to the town. As a town, working on some FEMA funds dealing with Hazard Mitigation. With the Durand Rd project, anything that deals with ditching and similar, is included. Requires a 25% match.

#### b. NCC Projects

Nick provided an update to the TAC about ongoing NCC projects:

- Traffic Count Program
- SADES/RSMS
- Corridor Management Plans
- Outreach for new members

### c. Scenic Byways

Carl provided an update 5 weeks ago to the TAC about scenic byways activities.

- Corridor Management Plan update is upcoming
- Byway Enhancement Awards

Carl noted that Bethlehem town center is a byway attraction. Area includes a trail right behind and through Main street and numerous historical markers and attractions.

Stephanie: how far up do the markers go?

Carl: About a half mile. Up to the old restaurant near the golf course. A really great area to see historic markers and see the sights.

Nick: Additional information for the CMPs. Will be making one big plan including all the byways. Will also identify historic markers and scenic areas that may need improvement. Effort will include outreach to towns along the byways.

### d. Updates from Communities

David (Jackson): Working on our Capital Improvement Program. Including all our departments. Big question is how to use solar for all of our municipal facilities. Big ticket item is rebuilding the Jackson fire station and upgrading the School. Waiting for the Valley Crossing Bridge to be constructed. Should be a big impact for traffic in/around the Falls. Rain continues to destroy our roads in Jackson and NHDOT has been very active fixing roads.

Rosalind (Lisbon): Believe we successfully submitted our NBRC grant. Had some initial issues submitting but are hopeful in our beginning efforts for downtown revitalization. Nick has provided some conceptual layouts.

Jennifer (Haverhill):

- Approved for a SS4A grant to prepare a Safety Action Plan.
- Will be submitting forms for reimbursement for December storm.
- Over \$100,000 in damage.
- Beginning early stages for looking at safety plan for Police and Fire.
- Received \$1,000,000 for broadband. Looking to serve unserved customers, and will then move to
- Hoping to move a lot forward with the Selectboard.

Carl (Sugar Hill): Peak of the lupine in Sugar Hill. Stop by Pearl lake Rd.

Stan (Shelburne): Energy committee is very active. Studying improvements and upgrades to the Shelburne fire station. Specifically regarding solar power. Town is interested in Community power. Coos County produces more power than it needs, sitting with idle capacity. Member of our Energy Committee is member of state board.

Purchase of Beirut land for conservation (SPNHF). On the border of Gorham and Shelburne. Includes state forest, Appalachian corridor, and sections of the Androscoggin River.

Clayton (Stratford): Ground Array solar installation should be going forward this summer. Waiting for supply chain issues to work themselves out. Anticipate operation by the end of the summer. Municipal structures should be totally solar powered by the end of the year. Looking into the standard energy efficiency upgrades as well.

Transportation-wise: Excited about trying to get sidewalks installed and rebuilt and extended between the different areas of North Stratford Village. A Quebec company is proposing a Boston-Montreal passenger service, have promised to stop in Stratford. This would be a great incentive to put in infrastructure around the stop. An old plywood mill is nearby, which could be converted into housing. Owner of the mill asked why the stop not be at the mill, which could be mixed use development.

- Would require grade separation and many other improvements.
- Unless you build, then nothing is going to happen.

Robin (Lancaster): Submitted two projects to NBRC. Also contacted EPA and other agencies for grant funds. Big thing in Lancaster is housing. Lancaster has applied for HOP grant, currently doing community engagement.

- Clear pattern that 55+ age group do not want people moving in, and want housing to stay the same.
- Lancaster's current zoning doesn't address anything but single family homes. Needs to be addressed.
- Have a few projects that deal with new/innovative housing types. Lancaster is trying for a cottage-community that is sustainable.
- New town website. Want to include mapping updates that have been ongoing. (Tax Maps, Tie Sheets (W/S projects), and other town assets).
- Map Information has been sent off to contractor. Currently mapping service lines (Curbstops to house).
- Looking for capital funds to support a general public works building (and not Water/Sewer/EMS). Difficult to find funds for general municipal buildings.
- Zoning ordinance or downtown area requires commercial operation downstairs, but many have relocated to outside of downtown due to high rents/leases.

Ray (Colebrook): Received a grant for Public Works complex focused on solar operations. Doing a lot of planning for construction for main street for water and sewer.

Stephanie (Kuster): Not a lot from the office. Not a lot of Transportation news. Keeping tabs on things and also the Night Train.

Paul (Gorham): Big change in administration.

- Newly hired Town Manager (Peter Gagnon). Varied background.
- New road agent hired on. Came from NHDOT.
- Have been working with NHDOT on washouts along 114.
- There is huge amount of interest in Gorham. Land sales are through the roof. Four properties being advertised for almost \$1mil.
- Working on HOP Grant application for downtown parking.
- Last vacant lot downtown just been sold, and owners interested in seeing what can be done. This is inside the urban compact so developers can build to the lot lines.
- Received grants on sidewalk improvements. Looking at housing downtown. Want to encourage multi-story buildings (3-4 stories) that are mixed use. This was the historic situation.
- Major discussions on housing, workforce housing, etc. See Manufactured housing as a solution to attempt. Want to start discussing this option with the town and work through options for manufactured homes.

Robin: The manufactured homes of today are not the ones of yesterday. Many different types that are certified in different ways.

Paul: Huge segments of the population are being left out of housing market. Smaller manufactured homes are a way to provide options for everyone.

Michele (Randolph):

- Town Personnel is an issue. We lost our Road Agent to the NHDOT.
- Have a new hire for Road Agent. He is not from in-town so it may pose issues during the winter months understanding the local conditions.
- Town has joined Community Power. If it works out it will benefit the whole town.
- Selectboard has been discussing permitting for solar projects.
- Town recently applied for Special Exception requirement for free-standing solar.
- Durand Rd project will be starting this Summer. Will be doing the project in phases. Town approved up to \$2mil for 1/3<sup>rd</sup> of roadway (this phase). Structured funding to make sure it was balanced across

Members discussed how their ARPA funds have been utilized and saved for future projects and budgeting. Must be used as specific projects.

Carl: Add one thing. Just came back from England. Travelled around using trains and buses. Buses were everywhere. Was able to utilize regular VISA card to tap when getting on the bus. No bus ticket and pre-loaded card required. Very helpful and easy to use.

Paul: Big discussion with HOP discussions have been how do we get people around town if we keep developing the separate “cottage communities” or other dense developments outside of downtown. Ties into discussing how expensive vehicles have gotten. Increasingly expensive and prohibitive for low income workers. We need to stress transportation options and transit to make sure people can get to their jobs, services, and healthcare.

Nick discussed the Vehicle inspection and repair program introduced by the GCRCC and getting them established throughout Coos County.

Michele: Concord Trailways goes to Littleton and Gorham. Connects down to Boston and Concord. Nothing connects to Portsmouth and Dover. Need our northern communities to be able to get to the Main Campus of UNH. The lack of East-West transportation is a big issues in the state.

Nick will add Transit and Transportation discussion to the next agenda to have members drill down on these concerns. Could come up with new work and projects to address transit gaps and concerns.

Chuck: Were there any issues with the Blackhawk demonstration at the Berlin Airport?

Paul: No, none noted, and I was present at the entire event.

Chuck: Note on workforce, in Dover, a nursing home/residential facility had severe workforce issues. Instead of a tiny home community they did a cottage community development. Included public community center for visits and socializing. Innovative concept that is good to consider.

Michele: Conway is building a ton of hotels, but where will the workers come from? Will those hotels be filled? This could open up future housing opportunities.

6. Other Business

7. Adjourn

**Ray Motioned to adjourn.**

**Paul Seconded.**

**Motion Carried.**

**Meeting adjourned at 12:10PM**

***\*\*Indicates vote of the TAC is required***

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**North Country  
Transportation Advisory Committee Meeting  
At the  
Granite State Room  
North Country Resource Center  
629A Main Street, Lancaster, NH 03584  
And via Zoom  
Wednesday, August 23<sup>rd</sup>, 2023  
10:00AM-11:30AM**

**MINUTES**

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1. Call to Meeting and Roll Call

The meeting was called to order at 10:07AM

Paul Robitaille, Gorham  
Carl Martland, Sugar Hill  
Emily Benson, Jackson  
Robin Irving, Lancaster  
Michele Cormier, Randolph  
Ray Gorman, Colebrook (Arrived at 10:17AM)  
Rosalind Page, Lisbon (via Zoom)

Nancy Spaulding, NHDOT District 3  
Stephanie Weiner, Congresswoman Kuster's Office  
Chuck Henderson, Senator Shaheen's Office  
Nick Altonaga, NCC

Mark Gravallesse, HSH (via Zoom)  
Andrew Fabiszewski, HSH (via Zoom)  
William Rose, NHDOT (via Zoom)  
Vanessa Partington, NHDES (via Zoom)

2. Approve Meeting Minutes: June 13, 2023 \*\*

Due to lack of an in-person quorum, no official business was voted on.

### 3. NHDOT Presentation: Statewide Corridor Study

William Rose presented on the NHDOT Statewide Corridor Study Program with HSP.

- 2019-2028 TYP
- \$700k/year
- Created via 50% transfer from CMAQ

Steering Committee was organized and includes NHDOT Asset MGMT & Performance, Bureau of Environment Administrator, State Highway Safety Admin, Chief of Project MGMT, Public Transit Administrator, Bureau of Planning and Community Assistance

Goals:

- Get more strategic in project development process – Identifying challenges and opportunities earlier in the process and within the corridor context.
- Improve information available to project managers
- Understanding Traffic volumes and type
- Feedback from local stakeholders
- Better integration of multimodal opportunities into network. Be strategic vs reactive.
- Improved public input opportunities
- Improve TYP project selection process.

Raymond Gorman arrived at 10:17AM.

Andy from HSH presented on Purpose and Objectives

- Data collection
  - Road data
  - Demographic data
  - Crash Data
  - Driveway permit Data
  - Multimodal data
- Data Analysis
  - Official Routes
  - Prioritized Routes through dataset
- Prioritization
  - 85 Corridors
  - 170 Subcorridors
  - Prioritization Tool development
    - Scoring metric breakdown
      - System Preservation (20%)
      - Mobility(20%)
      - Phys road Attributes (20%)
      - Safety (25%)
      - Socioeconomic (15%)

Carl: It looks like the corridors are all individual State or US highways?

- William: 85 of the non-tier-1 roadways. Tier-2 and below. 170 sub-corridors will be the main level of analysis. Will be combining many of the smaller corridors into a single corridor study.

Carl: Can see now why the RTP has been organized around Corridors. Have had back and forth conversations about what the definition of a corridor is. Importance of Tourism and scenic byways. Need to discuss the multi-modal nature of these roads.

Emily: Appreciate the data-focused presentation. When will the online tool be available online?

- William: No date specifically in mind right now to release to the public.

Emily: Interested to see the change in data over the last few years. Would be interested if that was involved in the program?

- William: We are looking at the data changes over time. Especially for AADT trends statewide.

Robin: Lancaster has been behind data-wise. We recently received funding for data mapping. Will this data be available for us to have an overlay in our system?

- Andy: We can release our GIS layers to you. Many of these datapoints are also available on the NHDOT online system.
- William: All the data we are using is pre-existing within our system. We can work with you or have you work with our Mapping and data team.

Michele: Comment on how the corridors are prioritized. Tend to be bottom-heavy for the state with Manchester and southern areas. Is the data weighted so that corridors across the state are given a fair assessment and balancing?

- William: Traffic volume and population density account for only 10% of the weights, so there is a lot more that comes into the analysis.

Paul: What is the weighting for socioeconomics?

Nick: Does this make the corridors in the RTP obsolete?

- William: No, we have used the initial RTP work done by the regions to help frame this. Think that you should continue with your updates in the way you have already been framing them.

Paul: Are traffic patterns in neighboring states along Corridors taken into account?

- William: Yes, that will be included. We had a few greyed out corridors that have to do with the Freight network. In terms of overall impact, we are looking at all vehicle types.

#### 4. On-Call Engineering Update

Nick reported on where NCC is with the process. Hope to have master agreement approved soon, and can then begin working on Task Orders for current on-call requests.

#### 5. Rural Transportation Challenges

Paul: There are more and more people who are having difficulties with work and life due to vehicle price of repairs and operation. Small taxi services have popped up. Finding a way to get to medical appointments

Stephanie: What is the proper forum for these types of conversations? Have seen some misses and have difficulties with local or regional providers. People are being turned down due to the pre-qualified transportation distances.

Robin: People are sacrificing their private vehicles to fit into their housing options.

Vanessa: Came from background of transitional housing that helped with hospital patients. Even in Concord, there were many misses and gaps in services when arranging Medicaid trips. Even more of a conversation for rural region.

Topics for inclusion in next discussion re: transportation challenges:

- Transportation needs
- Human services
- Housing
- Medical services
- Jails

Emily: Gibson Center has an AARP Age Friendly Communities grant that encompasses 8 communities in the region.

6. Discussion:

a. Funding Opportunities

Nick presented the summary of funding opportunities and that are available. He is willing to assist towns with any possible projects that may want to apply for.

Paul: Could you find any information about the updated EV Charging plans? Heard that a lot of funding is going to Effingham.

NHDES Funding opportunities:

- Granite State Clean Fleets (open until 10/13)
  - \$10,000,000 available
  - Local government eligible
  - Competitive selection
  - Different levels of reimbursement/cost coverage
- NH Clean Diesel Grant (Due 9/15)
  - \$800,000 available
  - Businesses and local government eligible
  - Different levels of funding reimbursement/cost coverage

Vanessa provided her email and some links via the Zoom chat for active NHDES grant programs:

- [Vanessa.k.partington@des.nh.gov](mailto:Vanessa.k.partington@des.nh.gov)
- Granite State Clean Fleets (VW Trust funding) <https://www.des.nh.gov/business-and-community/loans-and-grants/volkswagen-mitigation-trust>
- NH Clean Diesel Grant Program - <https://www.des.nh.gov/business-and-community/loans-and-grants/dera>

Emily: Would a non-state road bridge be eligible for funding?

Nancy: Merrimack County Extension services is assisting in the replacement of a bridge. May be good to reach out to Extension services for possible opportunities.

Michele: Could look into NHDES or FEMA if it impacts the natural environment and river systems etc.

Nancy: NHDES ARM funds are also a possible option.

#### b. NCC Projects

Nick provided general updates about NCC activities:

- Traffic Counts are ongoing.
- NCC can help with RSMS and SADES programs
- Excited about upcoming Bethlehem traffic calming pop-up. Trying to get it done right!

#### c. Scenic Byways

Carl: Updating the Corridor management Plans. Byway Enhancement Awards are open, feel free to apply on behalf of a local group that has done byways work. Dick Mallion passed away earlier this year. Byways Chair Mike Bruno has asked Carl to replace Dick.

#### d. Updates from Communities

Rosalind (Lisbon): Nothing to report today.

Ray (Colebrook): Business as usual. Main Street project with NHDOT. Water and sewer projects ongoing (NHDES). Moving forward.

Carl (Sugar Hill): Just received the reports on engineering costs for replacing sidewalks in the village and costs for updating the area around the historic marker at Lover's Lane. Sidewalk through the center of town costs \$2mil. Cost for Lover's Lane also sizeable.

Chuck: Have been working closely with Whitefield on Union Street Rehabilitation project. NHDOT engineer Kevin Russell has been a huge help. Congressionally designated funding to fix a nasty drainage and road issue.

Emily (Jackson): Lucky with rest of summer rains. Fire station renovation project continues, will be having open houses every Tuesday morning for month of September and October. MWV Bike Path is now open. PB is working on the capital improvement plan.

Robin (Lancaster):

- Rebranding of the town(new signage, etc.). New website with branding. Intern working with CEDC helped with these signs for broader signage AND for wayfinding signs. Want to have any signs along NHDOT right of way reviewed by NHDOT officials.
- Bike racks for town, first discussed during the Ride & Rack program.

- US3 off of Page Hill Rd: Seeking funding to have intersection reengineered to remove traffic island.

Michele (Randolph)

- Durand Rd is being rebuilt. Still mostly on schedule. Current phase should be completed by end of October. Have included a significant amount of ditching with the project. Will be applying for FEMA mitigation funds to support it.
- Restarting the conversation about the Appalachia trailhead and toilets. Want to get partners involved. Hope to have Chuck assist with finding capital costs.
- Question for NHDOT: We have a subdivision that the access will be off of US2. Is it appropriate for the town to ask if the new lots have a combined access point versus multiple? Is this something that NHDOT should step into early?

Nancy: Important to get in touch with District 1 Engineer. James McMahon is Assistant District Engineer. Good for the town to be proactive. There are access points that can be granted, but this will mostly be based off of the lot dimensions and sight distance. Note on shared access: Can have many issues. Need to have very SPECIFIC and CLEAR language for any shared access.

Robin: I copy all site plans and designs along state routes to NHDOT. Good to get their input at that stage.

William: Department does also have an official tool (MOU) to help procedurally work with the town on those driveway permit applications.

Nancy (District 3): July 16<sup>th</sup>, great damage along 140 with storms. Thankful for local contractors to step up and work with all different bureaus and officials to get things fixed. The neighbor-helping-neighbor aspect of the needs really helped get the work accomplished.

Stephanie (Kuster's Office): Touch on a slightly different point. A meeting in Berlin over the summer regarding overdoses. Highlighted the importance of collaboration. Really need to have a multi-department/organizational response to major issues.

- See a multi-group/organization approach to transportation. Need to widen the circle of engagement to assist with Transit and transportation challenges.
- Want to reiterate that we want to hear from local representatives and stakeholders on their issues.

Paul (Gorham): Very successful tourist season for Gorham. I cannot imagine that traffic counts are down. Number of wash-outs along 16 from the recent storms. NHDOT have been great with fixing these problems. With new economic growth in Gorham, anticipate growing pains.

Members discussed the major recreation and tourism traffic at specific sites (Franconia Notch State park, Cog Railway, etc.)

Robin: Has there been more planning done for the Eclipse?

Ray: We have not had much movement on planning since last meeting.

Stephanie: I heard that the Bureau of Safety has taken a main role in planning for the Eclipse.

Members discussed the different groups involved and the different work being done to plan and prepare for the 2024 Eclipse. North Country Health Consortium and a number of the other public health networks are lacking an emergency management coordinator.

#### 7. Other Business

Today is the Kickoff meeting for the 2025-2034 TYP Process. GACIT is meeting today in Hampton. The NHDOT will be presenting the draft TYP to the committee. Schedule anticipated to be 24 meetings throughout September and October.

#### 8. Adjourn

Robin Motioned  
Carl Seconded  
Motion Carried.

Meeting Adjourned at 11:56AM

#### **Next Meeting: October (tentative)**

**\*\*Indicates vote of the TAC is required**

***An in-person quorum (7) is needed in order to conduct any votes, so please plan to attend if you are willing and able. If this is not possible, please use the information on the following page to attend virtually. While attending in-person, please wear a face covering for the duration of the meeting and keep a safe distance between yourself and others. Thank you.***

Join Zoom Meeting

<https://us02web.zoom.us/j/87454473883>

Meeting ID: 874 5447 3883





# 2025-2034 TEN YEAR PLAN PROCESS

## Solicitation

- Advertised on NCC website and in statewide newspapers from April to July; Information packets mailed to all communities; Information packets emailed to all communities and Transportation Advisory Committee (TAC) members.

10 proposals received, 8 eligible, top 4 prioritized

- Shelburne, Gorham, Randolph, Conway
- Conceptual design and cost estimates for top 4 submissions done by HEB Engineers before preliminary submission to NHDOT

## Projects

1. **Shelburne** – Road profile adjustments to Eliminate/mitigate flooding conditions present on US-2 adjacent to Reflection Pond
2. **Gorham** – Installation of 1.5 miles of sidewalk and cycling infrastructure along NH-16 (Berlin-Gorham Rd)
3. **Randolph** – Intersection improvements at US-2 and Randolph Hill Rd to increase safety performance
4. **Conway** – Installation of roundabout at intersection of NH-16 and Intervale Cross Rd.

## Ten-Year Plan Process

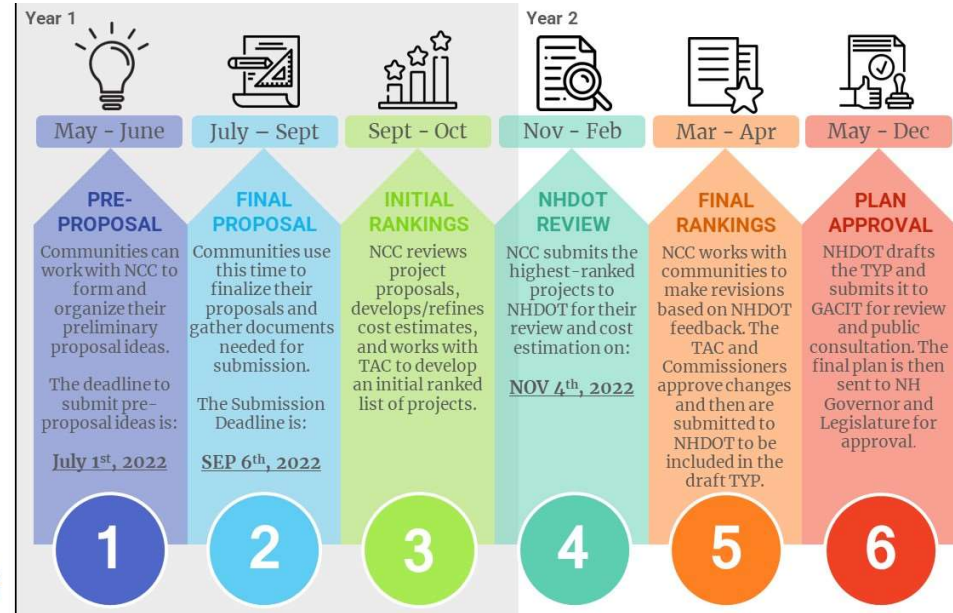
TYP  
Ten-Year Plan

NCC  
North Country Council

TAC  
Transportation Advisory Committee

NHDOT  
New Hampshire Department of Transportation

GACIT  
Governor's Advisory Commission on Intermodal Transportation





# PROJECTS & SCORING

All projects demonstrated the following criteria:

- Addresses natural hazard resiliency
- Addresses equity & environmental justice
- Improves safety; mobility; accessibility
- Located at Important facility/Located on regionally significant route
- Supported in local and regional plans

Only the top 2 ranked projects were formally submitted due to significantly high final estimated project costs.

- **Shelburne – \$3,812,285**
- **Gorham – \$6,673,874**

TAC Involvement:

- Input on Criteria and Weightings
- Vote on Preliminary Prioritization
- Vote on Final Prioritization List
- Vote on overage

TAC approved transferring the then-estimated **\$1,556,472** overage to the next cycle of Ten-Year Plan in May 2023.

- Current overage estimated at **\$3,368,159**
- TAC action needed to planned to address full overage amount

CRITERION	SUB-CRITERIA
<b>Economic Development</b>	Local & Regional; Freight Movement
<b>Equity, Environmental Justice, &amp; Accessibility</b>	Equity & Environmental Justice; Accessibility
<b>Mobility</b>	Mobility Need & Performance; Mobility Intervention
<b>Natural Hazard Resiliency</b>	Hazard Risk; Hazard Mitigation
<b>Network Significance</b>	Traffic Volume; Facility Importance
<b>Safety</b>	Safety Performance; Safety Measures
<b>State of Repair</b>	State of Repair; Maintenance
<b>Support</b>	n/a

#### Task 4: Northern New Hampshire Rural Mobility

The North Country Council serves a three-county area, and this TA would focus on the most rural portion of the service area, Coös County. The region is very rural, with long travel distances needed to access many jobs and services. Although there is existing regional transit, the dispersed population and limited available funding, vehicles, and drivers constrain the amount of service able to be provided. Mobility needs for employment, education and training, health care, and other essential services remain.

Together with the North Country Council and area stakeholders, the project team will bring research about innovative mobility models that work in rural places forward for discussion. In addition, the project team will conduct outreach to gather needs and ideas for encouraging new solutions beyond traditional transit that have not been fully considered in the Coös County area.

New Hampshire's North Country is experiencing a significant increase in housing prices, which limits employers' ability to recruit and retain workers, constrains existing residents' ability to move within the region, and has made it difficult for former residents to move back home. Regional planning research regarding housing is already underway; this project will include discussion with stakeholders and peer regions about the relationship between housing and mobility and potential solutions for improving both, if it is of benefit for local stakeholders.

Through this work, the project team will build upon existing resources and recent research conducted by the team for other project locations regarding the potential for improving mobility. The project team will also work to connect North Country Council staff and stakeholders with peers in other regions for one-on-one communications or group dialogues through peer exchange events to encourage information-sharing among practitioners.

Area to be served: Coös County, New Hampshire.

Population: The region's largest community is Berlin (9,425).<sup>1</sup>

How the project will coordinate economic development activities with other economic development activities within the project area: The primary organization requesting TA is engaged in both regional economic development planning, including completion of a CEDS and economic resiliency planning, as well as regional transportation planning. Capacity building and recommendations provided by the project team would impact those interconnected regional planning processes for the North Country Council and the rural communities it serves. To the extent appropriate, this work might also reference the REDI work completed for the region, with a focus on tourism and human-powered recreation.

Businesses to be assisted, and economic development to be accomplished: Tourism, retail trade, forestry, manufacturing, and health and social services are among the industries in the region.

How the project will result in newly created, increased, or supported jobs and number of projected jobs within the next 3 years: If recommendations developed through this TA project are

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<sup>1</sup> U.S. Census Bureau, 2020 Census

adopted, the region may be able to develop a regional mobility strategy, coordinating public transportation services to provide regional access to jobs and supportive services.

**Trauma due to a natural disaster:** The region has been impacted by the COVID-19 pandemic declared as a disaster nationally.

**Economic distress due to closure of a major employer:** The closures due to COVID-19 are stressing already fragile economies in northern New Hampshire. Outside of COVID-19-related closures, some of which were temporary, there are no other known large employer closures in the last three years.

**Poverty rate:** Coös County had a poverty rate of 11.5 percent in 2020.<sup>2</sup>

**Long-term poverty:** No.

**Long-term population decline:** Coös County is considered a long-term population loss county by USDA's Economic Research Service.<sup>3</sup> At the county level, the population has recently decreased from 33,055 in 2010 to an estimate of 31,268 in 2020.<sup>4</sup>

**Unemployment rate:** The unemployment rate for Coös County was 3.2 percent in February 2022. This is more than 18 percent higher than the state rate of 2.7 percent.<sup>5</sup>

**Median Household Income:** The MHI of Coös County is \$48,945, which is less than 65 percent of the state MHI of \$77,923.<sup>6</sup>

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<sup>2</sup> U.S. Census Bureau, 2020 ACS 5-Year Estimates

<sup>3</sup> USDA ERS, Atlas of Rural and Small Town America Data Download

<sup>4</sup> U.S. Census Bureau, Census 2010; Census 2020

<sup>5</sup> Bureau of Labor Statistics, Local Area Unemployment Statistics, February 2022, [https://www.bls.gov/regions/new-england/new\\_hampshire.htm#eag](https://www.bls.gov/regions/new-england/new_hampshire.htm#eag), <https://beta.bls.gov/dataViewer/view/timeseries/LAUCN33007000000003>

<sup>6</sup> U.S. Census Bureau, 2020 ACS 5-Year Estimates

# Proposed Deliverables for NADO Technical Assistance Support

(Updated 10-26-2023)

## Questions:

What are the current limits/issues with existing services?

What are the needs of regional stakeholders? (the public, transit providers, service providers, biz, +)

What does northern NH need for transportation?

What are the limits of the transportation system in Northern NH?

How do we effectively link Housing – Transportation – Land Use – Healthcare together?

## Focus areas noted in Task 4:

- Research on innovative mobility models
- Outreach to gather needs and ideas
- Encourage new solutions beyond traditional transit
- Stakeholder outreach discussing housing and mobility
- (Peer Exchange with NCC+ and other groups from similar locales/regions)

## Deliverables:

### **Transit Support**

Short-range transit route modelling

GTFS Data (info for Google transit directions)

Identification of walk-sheds

Awareness Flyers / Cards

Plymouth Transit Support

### **Bike-Ped**

Bike-Ped Crash/Location Analysis (high risk areas)

Complete Streets policy Template (rural)

Complete Streets Best Practices (rural)

Ride & Rack Support (TBD)

Updated Map

Outreach(?)

Best Practices for bike storage?

Signage/Wayfinding Guidance for Communities

LTS Mapping for Region

LTS Groundtruthing

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GIS Analysis Coaching

# Funding Opportunities for Potential Projects (Nov-2023)

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This document provides information on Federal and State grant programs that could support local transportation infrastructure projects throughout the region. This information is meant to be educational and should not be used as the be-all, end-all resource. This document will be updated periodically to include new information on rounds of funding as well as new funding opportunities that may be useful to regional communities.

When searching for grant funding, it is important to know that federal and many state grants have significant administrative work associated with them. Town staff must be willing to take on this work or be ready to support partners who are taking on this work. When planning projects and finding funding, it is important to ensure that the project is:

- Feasible,
- Necessary, and
- Financially achievable

## Highway Safety Improvement Program (HSIP)

- <https://www.dot.nh.gov/about-nh-dot/divisions-bureaus-districts/highway-design/highway-safety-improvement>
- Purpose: achieve a significant reduction in fatalities and serious injuries on all public roads through the implementation of highway safety improvement projects.
  - Infrastructure Projects
  - Non-Infrastructure Projects
- HSIP Committee determines which projects are programmed
- Project Selection Process usually takes place in January or February

## Rebuilding American Infrastructure with Sustainability and Equity Grants (RAISE)

- <https://www.transportation.gov/RAISEgrants/about>
- For surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.
- **Planning Projects**
  - Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design— for example environmental analysis, equity analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities
  - Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans
- **Capital Projects**
  - Eligible projects for RAISE grants are surface transportation capital projects that are:
    - Highway, bridge, or other road projects eligible under title 23, United States Code;
    - projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program;
    - and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.

RAISE Grants are for investments in surface transportation that will have a significant local or regional impact. Per the BIL, in addition to capital awards, DOT will award at least \$115 million for eligible planning, preparation or design of projects eligible for RAISE Grants that do not result in construction with FY2023 RAISE funding. At least \$75 million will be awarded from the BIL funding and at least \$40 million will be awarded from the FY 2023 Appropriations Act funding.

# Funding Opportunities for Potential Projects (Nov-2023)

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In addition, DOT will award at least \$35 million for projects located in areas of persistent poverty or historically disadvantaged communities. A minimum of \$15 million will be awarded from the BIL funding and a minimum of \$20 million will be awarded from the FY 2023 Appropriations Act funding. RAISE grants awarded with BIL funding may not be greater than \$25 million, and grants awarded with FY 2023 Appropriations Act funding may not be greater than \$45 million.

## Safe Streets and Roads for All (SS4A)

- <https://www.transportation.gov/grants/SS4A>
- FY24 Application Period expected in February 2024
- [SS4A How to Apply](#)
- Planning and Demonstration Grant
  - Development of Safety Action Plan (SAP) for community
    - Leadership
    - Goal-setting
    - Task Force/Committee
    - Safety Analysis
    - Public Engagement
    - Identified Policy changes
    - Project Selections
  - Establishes safety priorities for entire community
  - Presents list of safety project priorities
  - Can fund demonstration project to test roadway treatments (Temporary basis)
  - [Planning and Demo Application Checklist \(FY23\)](#)
- Implementation Grant (Construction)
  - Ineligible to apply unless requirements of Safety Action Plan/Planning and Demonstration Grant is fulfilled
  - Eligible Activities:
    - Applying low-cost roadway safety treatments system-wide
    - Identifying and correcting common risks across a network
    - Installing pedestrian safety enhancements and closing network gaps
    - Supporting the development of bikeway networks
  - Can fund additional planning and demonstration activities in support of Action Plan projects
  - [Implementation Grant Application Checklist](#)

## Reconnecting Communities and Neighborhoods (RCN) Grant Program

- <https://www.transportation.gov/grants/rcnprogram>
- Most recent Deadline: **September 28, 2023**
- Includes two programs:
  - **Reconnecting Communities Pilot (RCP) Program** ([Factsheet](#))
  - **Neighborhood Access & Equity (NAE) Program** ([Factsheet](#))
- Both RCP and NAE provide for:
  - Capital Construction Grants
    - Funds for reconnecting-focused projects
    - Includes funding for projects focused on reducing environmental harm and improving access
  - Community Planning Grants
    - Funds for planning activities to support future construction projects



## Funding Opportunities for Potential Projects (Nov-2023)

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- Would allow for innovative community planning to address localized transportation challenges
- Award Amounts:
  - RCP Planning: No more than \$2M
  - RCP Capital Construction: No less than \$5M
  - NAE: No Minimums or Maximums

### Reconnecting Communities Pilot (RCP) Program

- Established through the BIL to provide funds for: Restoring community connectivity through the removal, retrofit, mitigation or replacement of highways, roadways, or other infrastructure facilities that create barriers to mobility, access or economic development
- **Planning Grants** – To provide funds for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges. Projects may address:
  - Planning to restore community connectivity
  - Community/public engagement
  - Assessing environmental impacts from transportation in underserved communities
- **Construction Grants** – To fund both reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities. Projects may address:
  - A dividing facility
  - Mitigating a “burdening” facility (a source of air pollution, noise, stormwater, or other burden)
  - Improving access and building or improving Complete Streets.
- Eligible Facilities for RCP & NAE:
  - “Transportation facilities that create barriers to community connectivity” due to high speeds, grade separations, or other design factors. This includes barriers to mobility, access, or economic development.

### Neighborhood Access and Equity Grant Program (NAE)

- Established through the Inflation Reduction Act (IRA) funds for:
  - Context-sensitive projects that improve walkability, safety, and affordable access
  - Mitigating or remediating negative impacts on the human or natural environment in disadvantaged communities from a surface transportation facility;
  - Planning and capacity building activities in disadvantaged or underserved communities.
- A total of \$3.155 billion in grant funding is available through the NAE Program for FY 2022-26 for planning, construction and technical assistance.
- The primary goal of the NAE Program is to assist economically disadvantaged or underserved communities for planning and construction activities.

### Multimodal Project Discretionary Grant Opportunity (MPDG)

- Program includes three Grant Programs:
  - MEGA
  - INFRA
  - RURAL
- Most Recent application deadline: **August 21, 2023, 11:59PM**



# Funding Opportunities for Potential Projects (Nov-2023)

## INFRA (Nationally Significant Multimodal Freight & Highway Projects program)

- <https://www.transportation.gov/grants/infra-grant-program>
- Eligible to unit of local government or group of local governments
- Development phase activities include planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements.
- Eligible Projects
  - A highway freight project on the National Highway Freight Network
  - A highway or bridge project on the National Highway System

Program	INFRA	
<b>Project Size</b>	>\$100M* in costs (Max 85% of available funds)	<\$100M* in costs (Min 15% of available funds)
<b>Award Size</b>	\$25 million award minimum	\$5 million award minimum
<b>Cost Share</b>	Max 60% Grant Cost Share, Max 80% Federal**	Max 60% Grant Cost Share, Max 80% Federal**

## Rural Surface Transportation Grant Program –

<https://www.transportation.gov/grants/rural-surface-transportation-grant-program>

- Could be used to support a “project to improve a high risk rural road as defined by the Highway Safety Improvement Program.”
- High Risk Rural Road: “any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks”
- Eligible Development phase activities include planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and,
- May require some significant engineering and planning to take place prior to application. **Project Readiness** is a factor noted on USDOT web pages for grant.
- Recommended in recent 223 MPDG Webinar to apply for multiple MPDG grants if possible. Rural Program has 90% of funds reserved for projects of \$25million or more.
  - **Projects that are <\$25million will be competing for 10% of funding with many other applicants.**

Program	Rural	
<b>Project Size</b>	No requirement	No requirement
<b>Award Size</b>	\$25 million award minimum (Min 90% of available funding)	No Award minimum (Max 10% of available funding)
<b>Cost Share</b>	Max 80% Grant Cost Share***, Max 100% Federal	Max 80% Grant Cost Share***, Max 100% Federal

INFRA	Rural
(1) The project will generate national, or regional economic, mobility, or safety benefits	(1) The project will generate regional economic, mobility, or safety benefits
(2) The project will be cost effective	(2) The project will be cost effective
(3) The project will contribute to 1 or more of the national goals described under Section 150	(3) The project will contribute to 1 or more of the national goals described under Section 150

## Funding Opportunities for Potential Projects (Nov-2023)

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(4) The project is based on the results of preliminary engineering	(4) The project is based on the results of preliminary engineering
(5) With respect to related non-federal financial commitments, 1 or more stable and dependable sources of funding and financing are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases	No statutory requirement
(6) The project cannot be easily and efficiently completed without other Federal funding or financing available to the project sponsor	No statutory requirement
(7) The project is reasonably expected to begin not later than 18 months after the date of obligation of funds for the project	(5) The project is reasonably expected to begin not later than 18 months after the date of obligation of funds for the project
No statutory requirement	No statutory requirement
No statutory requirement	No statutory requirement

# Key Notices of Funding Opportunity

In order to provide stakeholders with more visibility into upcoming funding opportunities, DOT is publishing a list of anticipated dates for upcoming Notices of Funding Opportunity (NOFOs) for key programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives. This list is not comprehensive and will be updated periodically with additional programs and revised dates as appropriate.

The [USDOT Discretionary Grants Dashboard](#) provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs.

Opening Date	NOFO	Operating Administration/Office	Closing Date (to be added for each program after the NOFO is issued)
11/30/2022	<a href="#">Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</a>	Office of the Secretary	2/28/2023
1/27/2023	<a href="#">Buses and Bus Facilities</a>	Federal Transit Administration	4/13/2023
1/27/2023	<a href="#">Low or No Emission Vehicle</a>	Federal Transit Administration	4/13/2023
1/31/2023	<a href="#">Commercial Driver's License Program Implementation</a>	Federal Motor Carrier Safety Administration	4/3/2023
1/31/2023	<a href="#">Commercial Motor Vehicle Operator Safety Training</a>	Federal Motor Carrier Safety Administration	4/3/2023
1/31/2023	<a href="#">High Priority - Commercial Motor Vehicle</a>	Federal Motor Carrier Safety Administration	4/3/2023
1/31/2023	<a href="#">High Priority - Innovative Technology Deployment</a>	Federal Motor Carrier Safety Administration	4/3/2023
3/14/2023	<a href="#">Charging and Fueling Infrastructure</a>	Federal Highway Administration	6/13/2023
3/30/2023	<a href="#">Safe Streets and Roads for All Grant Program</a>	Office of the Secretary	7/10/2023
4/21/2023	<a href="#">Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – Discretionary</a>	Federal Highway Administration	8/18/2023
5/18/2023	<a href="#">Ferry Programs: Ferry Service for Rural Communities Program; Passenger Ferry Boat Program</a>	Federal Transit Administration	7/17/2023
5/23/2023	<a href="#">Natural Gas Distribution Infrastructure Safety and Modernization Program</a>	Pipeline and Hazardous Materials Safety Administration	7/24/2023
6/27/2023	<a href="#">Multimodal Project Discretionary Grant Opportunity (Mega, INFRA, and Rural)</a>	Office of the Secretary	8/21/2023

Opening Date	NOFO	Operating Administration/Office	Closing Date (to be added for each program after the NOFO is issued)
7/5/2023	<a href="#">Reconnecting Communities Program and Neighborhood Access and Equity Grant Program</a>	Office of the Secretary/Federal Highway Administration	9/28/2023
8/7/2023	<a href="#">Transit-Oriented Development Pilot Program</a>	Federal Transit Administration	10/10/2023
8/8/2023	<a href="#">Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</a>	Office of the Secretary	10/10/2023
Large Bridge NOFO: September 27, 2023  Planning Project Grants and Bridge Project Grants: November 2023	<a href="#">Bridge Investment Program</a>	Federal Highway Administration	Large Bridge: November 27, 2023 for FY23/24 funding
9/14/2023	<a href="#">Thriving Communities</a>	Office of the Secretary	Letters of Interest due November 15; NOFO applications due Nov 28
9/25/2023	<a href="#">Fueling Aviation's Sustainable Transition through Sustainable Aviation Fuels (FAST-SAF) and Technology (FAST-Tech) Programs</a>	Federal Aviation Administration	12/4/2023
9/25/2023	<a href="#">Consolidated Rail Infrastructure &amp; Safety Improvements Grant Program</a>	Federal Railroad Administration	
November 2023	<a href="#">High Priority - Enforcement Training Support</a>	Federal Motor Carrier Safety Administration	
November 2023	<a href="#">Railroad Crossing Elimination Program</a>	Federal Railroad Administration	
Winter 2023	<a href="#">Low Carbon Transportation Materials Grants (IRA)</a>	Federal Highway Administration	

[See key NOFO publication and closing dates from 2022](#)

Last updated: Thursday, November 16, 2023

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# BIPARTISAN INFRASTRUCTURE LAW



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## COMPETITIVE GRANT PROGRAMS

### Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

The FHWA will continue to add additional programs/information to this page over the weeks, months, and years to come.

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information	Webinars
<a href="#">ADCMS - Advanced Digital Construction Management Systems</a>	A program to promote, implement, deploy, demonstrate, showcase, support and document the application of advanced digital construction management systems, practices, performances, and benefits.	Yes	Yes (In partnership with State DOT)	Yes (In partnership with State DOT)	Yes (In partnership with State DOT)		Yes			<a href="#">FY2022-2023 Awards</a>	<a href="#">Webinar Recording (Passcode: IX14!8?m)</a>
<a href="#">Advanced Transportation Technologies and Innovative Mobility Deployment (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program)</a>	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Yes	Yes	Yes			Yes		Yes	<a href="#">FY 2022 NOFO</a> <a href="#">FY 2022 Awards</a> <a href="#">FY23-FY24 NOFO</a>	
<a href="#">AID - Accelerated Innovation Deployment Demonstration Program</a>	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	Yes	Yes (population over 200,000 - must apply through the State DOT as a subrecipient)	Yes (must apply through the State DOT as a subrecipient)	Yes	Yes	Yes		Yes (must apply through the State DOT as a subrecipient)	<a href="#">FY 2023 NOFO</a> <a href="#">Program Summary Sheet</a> <a href="#">Program Awards</a>	
<b>Active Transportation Infrastructure Investment Program</b>	Funding beyond FY23 is subject to the availability appropriations; the program provides grants to construct safe and connected active transportation facilities in an active transportation	yes	yes	yes	yes	No (except for projects on federal land where the FMLA enters into a	yes	no	yes		

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information	Webinars
	network or active transportation spine and to develop plans for active transportation networks and active transportation spines.					cooperative agreement with an eligible entity)					
<a href="#"><u>Bridge Investment Program</u></a>	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	Yes	Yes (population greater than 200,000)	Yes	Yes	Yes	Yes		Yes	<a href="#"><u>Q&amp;A's</u></a> <a href="#"><u>FY 2022 NOFO</u></a> <a href="#"><u>2022 BIP Planning Grant Awards</u></a> <a href="#"><u>2022 BIP Bridge Grant Awards</u></a> <a href="#"><u>2022 BIP Large Bridge Awards</u></a> <a href="#"><u>FY23-26 Large Bridge Projects NOFO</u></a>	<a href="#"><u>BIP Overview Slides</u></a>  <a href="#"><u>Planning Grant Slides</u></a>  <a href="#"><u>Bridge and Large Bridge Slides</u></a>
<a href="#"><u>Charging and Fueling Infrastructure Grants Program (Community Charging)</u></a>	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	<a href="#"><u>Q&amp;A's</u></a> <a href="#"><u>FY22-23 NOFO</u></a>	<a href="#"><u>Webinar Recording (Passcode: i#12b6UV)</u></a>  <a href="#"><u>Webinar Recording for Tribal Audiences</u></a>
<a href="#"><u>Charging and Fueling Infrastructure Grants Program (Corridor Charging)</u></a>	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	<a href="#"><u>Q&amp;A's</u></a> <a href="#"><u>FY22-23 NOFO</u></a>	<a href="#"><u>Webinar Recording (Passcode: i#12b6UV)</u></a>  <a href="#"><u>Webinar Recording for Tribal Audiences</u></a>
<a href="#"><u>Congestion Relief Program</u></a>	Provides grants to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of at least 1 million.	Yes	Yes	Yes (city or municipality)			Yes				
<a href="#"><u>Dwight David Eisenhower Transportation Fellowship Program (DDETFP) Graduate Fellowship Grant awards.</u></a>	This program awards fellowships to students pursuing degrees in transportation-related disciplines, advancing the transportation workforce by helping to attract the nation's brightest minds to the field of transportation, encouraging future transportation professionals to seek advanced degrees, and helping to retain top talent in the U.S. transportation industry.								Yes (Students and qualifying Institutions of Higher Education)		
<a href="#"><u>Electric Vehicle Charger Reliability and Accessibility Accelerator Program (NEVI set-aside)</u></a>	10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure.	Yes		Yes			Yes			<a href="#"><u>FY 22-23 NOFO</u></a>	<a href="#"><u>EVC-RAA Webinar Video Recording (Passcode 6agt-iH)</u></a>  <a href="#"><u>EVC-RAA Slide Show</u></a>
<a href="#"><u>HUTE - Highway Use Tax Evasion Program</u></a>	Grants which aim to identify, reduce, and/or eliminate evasion of fuel taxes at the Federal and State level	Yes							Yes (Internal Revenue Service)		
<a href="#"><u>INFRA - Nationally Significant Multimodal Freight and Highway Projects</u></a>	Provides grants for multimodal freight and highway projects of national or regional significance.	Yes	Yes (with a population over 200,000)	Yes	Yes	Yes	Yes		Yes	<a href="#"><u>FAQs</u></a> <a href="#"><u>Additional Guidance</u></a>  <a href="#"><u>FY 2022 Awards</u></a>  <a href="#"><u>FY23-24 NOFO (combined with MEGA and Rural)</u></a>	<a href="#"><u>FY 23-24 How To Apply (Passcode: SN2NyhLy)</u></a>  <a href="#"><u>FY23-24 How To Apply: Rural, Tribal and Disadvantaged Communities (Passcode: s14TYrsr)</u></a>



Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information	Webinars
											<a href="#">Benefit Cost Analysis Webinar (Passcode: Hq^tZ61^)</a>
<a href="#">MEGA - National Infrastructure Project Assistance Program</a>	Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	<a href="#">FAQs Additional Guidance</a> <a href="#">FY 2022 TA Candidates FY 2022 Awards</a> <a href="#">FY23-24 NOFO (combined with INRFA and Rural)</a>	<a href="#">FY 23-24 How To Apply (Passcode: \$N2NyhLy)</a> <a href="#">FY23-24 How To Apply: Rural, Tribal and Disadvantaged Communities (Passcode: s!4TYrsr)</a> <a href="#">Benefit Cost Analysis Webinar (Passcode: Hq^tZ61^)</a>
<a href="#">National Culvert Removal, Replacement, and Restoration Grants</a>	Provides grants to fund projects for the replacement, removal, and repair of culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish.	Yes		Yes	Yes					<a href="#">FY 2022 NOFO FY 2022 Awards</a>	<a href="#">FY22 How To Apply (Passcode W@01a2\$R)</a> <a href="#">FY 22 Overview For Tribal Governments (Passcode: pv&amp;W3R*b)</a>
<a href="#">Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program</a>	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes	Yes	Yes (if sponsored by an FLMA or Tribe)		Yes (if sponsored by an FLMA or Tribe)	<a href="#">FY 2022 NOFO FY 2022 Awards</a> <a href="#">FY 2023 NOFO</a>	<a href="#">August 2023 Overview (Passcode %u3b\$!8i)</a>
<a href="#">Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way</a>	Funding beyond FY23 is subject to the availability of appropriations; the program provides grant to carry out activities to benefit pollinators on roadsides and highway rights-of-way, including the planting and seeding of native, locally-appropriate grasses and wildflowers.	Yes			Yes	Yes	Yes				
<a href="#">Prioritization Process Pilot Program</a>	Supports data-driven approaches to planning that can be evaluated for public benefit.	Yes	Yes (serving an urban area with a population over 200,000)								
<a href="#">PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Discretionary Grants</a>	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	Yes	Yes	Yes	Yes	Yes (when applying jointly with a State)	Yes	Yes (for at-risk coastal infrastructure grants only)	Yes	<a href="#">Q&amp;A's</a> <a href="#">FY 22-23 NOFO</a>	<a href="#">Program Overview (Passcode: R5=5pJP3)</a> <a href="#">How to prepare a Benefit Cost Analysis (Passcode: 8VQz.F6\$)</a>
<a href="#">RAISE - Rebuilding American Infrastructure with Sustainability and Equity</a>	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	Yes	Yes	Yes	Yes		Yes	Yes	Yes	<a href="#">FAQs Additional Guidance</a> <a href="#">FY 2022 Awards</a>	<a href="#">Program Webinar Series</a>



Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information	Webinars
										<a href="#">FY 2023 NOFO</a> <a href="#">FY 2023 Awards</a>	
<a href="#">Reconnecting Communities Pilot Program — Capital Construction Grants</a>	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)		Yes (The applicant must be the owner of the system. Others may partner with the owner.)		Yes (The applicant must be the owner of the system. Others may partner with the owner.)	<a href="#">FAQs How to Apply</a> <a href="#">FY 2022 NOFO</a> <a href="#">FY 2022 Awards</a> <a href="#">FY 2023 Reconnecting Communities and Neighborhood Access Combined NOFO</a>	<a href="#">Program Webinar Series</a>
<a href="#">Reconnecting Communities Pilot Program — Planning Grants</a>	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes	Yes	Yes	Yes		Yes		Yes (non-profit organization)	<a href="#">FAQs How to Apply</a> <a href="#">FY 2022 NOFO</a> <a href="#">FY 2022 Awards</a> <a href="#">FY 2023 Reconnecting Communities and Neighborhood Access Combined NOFO</a>	<a href="#">Program Webinar Series</a>
<a href="#">Reduction of Truck Emissions at Port Facilities Grant Program (RTEPF)</a>	Studies and provides grants to reduce idling at port facilities, including through the electrification of port operations.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	<a href="#">FY22-23 NOFO</a>	
<a href="#">Rural Surface Transportation Grant Program</a>	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Yes		Yes	Yes		Yes		Yes (Regional Transportation Planning Organizations)	<a href="#">FAQs Additional Guidance</a> <a href="#">FY 2022 Awards</a> <a href="#">FY23-24 NOFO (combined with MEGA and INFRA)</a>	<a href="#">FY 23-24 How To Apply (Passcode: \$N2NyhLy)</a> <a href="#">FY23-24 How To Apply: Rural, Tribal and Disadvantaged Communities (Passcode: s!4TYrsr)</a> <a href="#">Benefit Cost Analysis Webinar (Passcode: Hq^tZ61^)</a>
<a href="#">Safe Streets and Roads for All (SS4A)</a>	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).		Yes	Yes	Yes				Yes	<a href="#">FAQs What's new in 2023</a> <a href="#">FY 2022 NOFO</a> <a href="#">FY 2022 Awards</a> <a href="#">FY 2023 NOFO</a>	<a href="#">Program Webinar Series</a>
<a href="#">SIRC - Strategic Innovation for Revenue Collection</a>	Provides funds to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.	Yes	Yes	Yes					Yes		
<b>TETDDP -Transportation Education and Training Development and Deployment</b>	Provides grants to develop, test, and review new curricula and education programs to train individuals at all levels of the transportation workforce; and, or to implement the new curricula and education programs to provide for hands-on career opportunities to meet current and future needs.	Yes							Yes (Educational Institutions)		
<a href="#">Tribal High Priority Projects Program</a>	Provides grants to Indian Tribes or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the Tribal Transportation Program is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an				Yes					<a href="#">FAQs</a> <a href="#">FY22-23 HPP Program Funding Priority List</a>	<a href="#">Tribal High Priority Projects webinar</a>

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information	Webinars
	emergency or disaster occur on a Tribal transportation facility that renders the facility impassible or unusable. Applications are accepted year-round.										
<a href="#">Tribal Transportation Program Safety Fund</a>	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.				Yes					<a href="#">FAQs</a> <a href="#">FY 13-23 Awards list</a> <a href="#">FY 2023 Awards</a> <a href="#">FY2022-2026 NOFO</a>	
<a href="#">Wildlife Crossings Pilot Program</a>	Provides grants to support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity for terrestrial and aquatic species.	Yes	Yes	Yes	Yes	Yes	Yes		Yes	<a href="#">Q&amp;A's</a> <a href="#">FY 22-23 NOFO</a>	<a href="#">Program Webinar (Passcode VKuk4H&amp;K)</a> <a href="#">Tribal Webinar (Passcode zP91ZgG*)</a>

\* "Other" may include: multi-jurisdictional groups of eligible applicants, regional transportation authority, special purpose district or public authority with a transportation function, transit agency, multistate corridor organizations, partnership between Amtrak and one or more other eligible entities, nonprofit organization, a multicounty special district, or public toll authority.

Projects Completed or Largely Completed Between January 1, 2022 and September 30, 2023

**Person submitting this application:**

**Date Submitted:**

Name: Dorothy Wiggins

Address: Barrett Hill Road, Landaff, NH

Contact Phone: 603-838-6529

Contact Email: lisbonareahistoricalsociety@gmail.com

**Person to contact for further information about the project (optional):**

Name: Andrea M. Fitzgerald

Address: 75 Brooks Road, Lisbon, NH

Contact Phone: 603-838-6146

Contact Email: lisbonareahistoricalsociety@gmail.com

Who is responsible for the project (*municipality, agency, organization, or landowner*) if different than applicant?

Lisbon Area Historical Society

The awardee will receive a \$1,000 cash prize for charitable, non-profit or volunteer organization(s) involved with the project. If this project wins an award, which charitable, non-profit or volunteer organization(s) will receive (share) the cash prize?

Lisbon Area Historical Society

**Nomination Category** (*please select one*)

- By the Byway Award** - outstanding byway enhancement resulting from community efforts that encourage people to pull off the byway to photograph the scenery, take a walk, have a snack, meet friends or otherwise enjoy a few minutes or more at a local rest area, pull-off, or trailhead.
- Read the Marker Award** - outstanding byway enhancement resulting from community efforts that encourage people to pull off the byway to learn about the people or events described on a historical marker.

**Project Location**

What Town is the project located in? Lisbon

What highway US/NH Route or road is the project located on? Rte. 302/10

Please describe below the project location and attach a map of the project location (*google map with pin location is acceptable*).

The project location is 9 Depot Street, at the top of a short town road off Rte. 302/10 in the center of Lisbon Village. The property is the c. 1914 historic former Lisbon Congregational Church Parish House, a 5,770 sq. ft. brick Tudor-Revival Style Lisbon landmark on the NH State Register of Historic Places. Highly visible from Rte. 302/10, the building was designed by a Lisbon architect and built by S. D. Morgan, a famed Lisbon architect and contractor known as one of the most prolific White Mountain builders. (**Attachment #1, Attachment #1.a**)

Projects Completed or Largely Completed Between January 1, 2022 and September 30, 2023

### Project Description

Please describe below a) the motivation for the project: b) the work completed and when it was done, c) the people, organizations, or municipalities who were involved, and d) the way that it was funded.

- a) **The motivation** for the project is to enhance our community and increase interest in our heritage, present vitality, and natural resources by providing to the public a new Lisbon Area Historical Society Museum and research/event center, while preserving and promoting the rich history of Lisbon, Lyman, and Landaff, N.H. This new museum will increase interest in our towns and present a new reason for people traveling the main corridor through Lisbon to stop and explore. The new museum also presents an opportunity to collaborate with other local nonprofits, schools, and businesses, as well as promote the abutting NH Rail Trail and Lisbon Historic Railroad Station and Museum.
- b) **Work completed** on the first level of the property and site includes sewer line installation and asbestos mitigation, removing and filling in a tunnel connecting the Parish House and White Mountain Footwear building, interior painting, new flooring, one handicap-accessible restroom, one staff restroom, steam radiator repairs, new exterior stairs, landscaping, electrical/emergency exits, custom railing added to front steps, signage, moving into the building and set-up of museum with historical exhibits and office installations, lexan enclosures for display shelving, interior security system and exterior cameras, telephone, and Internet installations done from Sept. 2022 to Sept. 2023.
- c) **Those involved** include the Lisbon Area Historical Society Board of Trustees and volunteer museum labor and staffers from the community, Robert Cook Builder, Champlain House Doctors, Grafton Mechanical Services, Uppanotch Electric, Barnes Tree and Landscape, New England Wire Technologies (donation of company truck and maintenance department and IT department employees), White Mountain Footwear (donation of storage space, boxes, and artifacts), Town of Lisbon (parking lot properties swap), Town of Lyman (loan of public artifacts conserved through \$15,000 NH Moose Plate Grant), Town of Lisbon/Lisbon Historic Railroad Station and Museum, Inc. (access to museum, artifact loans, and combining nonprofits), ADT Security, Consolidated Communications, GEM Environmental, Dodge Contracting, Ransmeier Law Office, Sugar Hill Historical Museum (transfer of artifacts, donation of display cases), Curtains Without Borders (historic painted stage curtain conservation and installation).
- d) **Funding** for purchase of the Parish House in August 2021 and completion of first level renovations was raised through a capital campaign to date amounting to \$253,722 in private donations. Additional funding: sewer line installation and asbestos mitigation costs were covered by a private donation from an area resident. Site work for removing and filling in a tunnel connecting the Parish House and White Mountain Footwear building was covered 50% by a local community corporate donation. In-kind donations were received by Robert Cook Builder, Barrett Architecture, and Ransmeier Law Office.
- e) In June 2023, Lisbon Area Historical Society received a \$2,500 NHCDFR Grant Writer Assistance Award and a \$322,500 NHCDFR Tax Credit Grant to complete renovations to the lower level of the museum building, which includes handicap-accessibility of both floors. To date \$200,000 tax credits have been sold towards that goal.

*If additional space is needed, please attach.*

Projects Completed or Largely Completed Between January 1, 2022 and September 30, 2023

### Site Use Description

Please provide a description of how this site is used by residents and byway travelers (attach photos and other indications of community support for and use of the site).

Lisbon Area Historical Society Museum in the Historic Lisbon Congregational Church Parish House is something new and unique for our town and provides a resource for local schools, visitors, and researchers to view history displays and study files on a wide variety of subjects. The facility also provides a new space for public programs and other events and presents an opportunity to collaborate with others to benefit our communities. The museum is open Monday, Wednesday, Friday, and Saturday from 10am-2pm, by appointment, and by chance. These hours are unusually high for a small nonprofit museum in the North Country. The museum is staffed by volunteers, and its grounds are maintained by volunteers.

Byway travelers can easily see our museum, as the stately brick Tudor-Style Revival building is an attractive Lisbon landmark with new signage and is highly visible from the Rte.302/10 corridor passing through Lisbon Village. (**Attachment #2**). The other side of the building is visible from the east side of the village above Rte. 302/10 via a public easement in front of the museum (Railroad Avenue), Central Street, Moore Street, Atwood Street, High Street, the Lisbon RR Station and Museum, and the busy NH Rail Trail which passes in front of the museum (**Attachment #2.a**).

This new museum provides a new motivation for travelers to stop in our town and learn about the historic significance of what was once a booming mill town. Visitors can explore the natural beauty of the Ammonoosuc River and our local architecture, restaurants, shops, and services, as well as tour the abutting Lisbon Historic Railroad Station and Museum and enjoy walking, running, or cycling on the NH Rail Trail. Visitors will learn that our town is unique for its K-12 public school and New England Wire Technologies, two reasons why people have chosen to relocate to our area. Our project creates more potential for consideration that our community is a great place to visit, explore, invest in, and be involved with organizations, church, school, community events, secure rentals, purchase real estate, start a business, seek employment, raise a family, or retire to our small yet vital village. LAHS is an excellent fit with the community's broader plan and vision outlined in the 2020 Lisbon Master Plan.

The former Parish House property was used as a shoe manufacturer's office space for 40 years (**Attachment #3**). The recent renovations by LAHS have transformed the interior and exterior and made it more visible, bright, fresh, clean, safe, and appealing (**Attachment #3.a**). Since the Grand Opening 4 months ago, the site has welcomed foot, vehicle, and bicycle traffic of over 260 visitors from the area, other countries, and all over the United States. We have hosted a field trip by the Lisbon Public Library's Summer Reading Program, a tour for Lisbon High School class reunions, free public programs on historic painted stage curtains, local wildflowers, and the Lisbon, Lyman, Landaff Conservation Commissions program on loons. Local nonprofits, Lisbon Regional School, Lisbon School Alumni Association and Education Foundation, Town Officers, State Senators, State Representatives, our Dist. 2 Executive Councilor, and private individuals have supported us with letters for grant funding and posted on social media and through other media to help promote our new museum and its efforts to benefit the community. (**Attachment #4, #4.a, #4.b, #4.c, #4.d**)

*If additional space is needed, please attach.*

### Photographs

Attach photographs of the site before (if available) and after completion of the project to demonstrate the extent of the enhancements.

Submit the application to Nick Altonaga, Transportation Planner at [naltonaga@nccouncil.org](mailto:naltonaga@nccouncil.org)  
by September 30, 2023

**Application Form**

[www.northcountrybyways.org](http://www.northcountrybyways.org)

Projects Completed Between January 1, 2021 and September 30, 2022

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## Evaluation Criteria

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**Person submitting this application:**

**Date Submitted:**

Name: Carl D. Martland

Address: 16 Post Road, Sugar Hill, NH 03586

Contact Phone: 603-823-5798

Contact Email: [carldmartland@gmail.com](mailto:carldmartland@gmail.com)

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**Person to contact for further information about the project (optional):**

Name: Suzanne Goulet

Address: Town Clerk, Stratford

Contact Phone: 603-922-5533

Contact Email: [town@stratfordnh.gov](mailto:town@stratfordnh.gov)

Who is responsible for the project (*municipality, agency, organization, or landowner*) if different than applicant?

NH DOT and Town of Stratford

The awardee will receive a \$1,000 cash prize for charitable, non-profit or volunteer organization(s) involved with the project. If this project wins an award, which charitable, non-profit or volunteer organization(s) will receive (share) the cash prize?

Town of Stratford - for use with the Stratford Grange

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**Nomination Category** (*please select one*)

- By the Byway Award** - outstanding byway enhancement resulting from community efforts that encourage people to pull off the byway to photograph the scenery, take a walk, have a snack, meet friends or otherwise enjoy a few minutes or more at a local rest area, pull-off, or trailhead.
- Read the Marker Award** - outstanding byway enhancement resulting from community efforts that encourage people to pull off the byway to learn about the people or events described on a historical marker.

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**Project Location**

What Town is the project located in? Stratford

What highway US/NH Route or road is the project located on? Stratford River Launch & Picnic Area

Please describe below the project location and attach a map of the project location (*google map with pin location is acceptable*).

The Log Drives Historical Marker was moved from US 3 to a town-owned site at the Stratford River Launch & Picnic Area (see map below).



## Evaluation Criteria

### Project Description

Please describe below a) the motivation for the project: b) the work completed and when it was done, c) the people, organizations, or municipalities who were involved, and d) the way that it was funded.

The Log Drives Historical Marker was originally in 1965 located on the west side of US 3 between Stratford and North Stratford, a location that at that time had a good view of the Connecticut River. Over the years, two factors diminished the value of this site as a location for a historical marker: the view of the river was obscured by trees, and the traffic volume on US 3 increased.

When the marker was taken down by DOT so that it could be refurbished, DOT suggested that the Town identify a better location for it. The Town identified a site at the Stratford River Launch & Picnic are that is right next to the river at a place where ample safe parking.

DOT placed the refurbished sign at the suggested site, and the marker can easily be seen and read by anyone who uses the River Launch & Picnic Area or stops to take a photo of the Janice Peaslee Bridge..



### Site Use Description



## Evaluation Criteria

Please provide a description of how this site is used by residents and byway travelers (attach photos and other indications of community support for and use of the site).

Here are photos that I took of the Stratford River Launch Area and included in my stewardship report for “The Connecticut River National Scenic Byway Between Piermont and Stratford.” The CT River Byway follows a network of roads on both sides of the river, and the River Launch Area is located by the bridge that connects the main N/S routes in NH and VT.



Old fuel pump at corner where you turn from Maidstone toward Stratford



View across fields from Maidstone toward the NH Mountains



*If additional space is needed, please attach.*

### Photographs

Attach photographs of the site before (if available) and after completion of the project to demonstrate the extent of the enhancements.

Projects Completed Between January 1, 2020 and October 29, 2021

Please Complete for **Nominator**

Date Submitted: 10/28/21

Name: Suzanne Goulet

Address: PO Box 366, 1956 US Rte 3

Contact Phone: 603-922-5533

Contact Email: stratfordnh@gmail.com

Please Complete for **Nominee**

Name: Town of Stratford

Address: PO Box 366, 1956 US Rte 3

Contact Phone: 603-922-5533

Contact Email: stratfordnh@gmail.com

Who is responsible for the project (*municipality, agency, organization, or landowner*) if different than Nominee?  
Town of Stratford

Awardee will receive a \$1,000 cash prize to be shared with a charitable non-profit or volunteer organization(s). If awarded which charitable, non-profit or volunteer organization(s) should share in the cash prize?

Stratford Grange 238, a non-profit organization 501(c)(8)

**Nomination Category** (*please select one*)

- By the Byway Award** - outstanding byway enhancement resulting from community efforts that encourage people to pull off the byway to photograph the scenery, take a walk, have a snack, meet friends or otherwise enjoy a few minutes or more at a local rest area, pull-off, or trailhead.
- Read the Marker Award** - outstanding byway enhancement resulting from community efforts that encourage people to pull off the byway to learn about the people or events described on a historical marker.

**Project Location**

What Town is the project located in? Stratford

What highway US/NH Route or road is the project located on? US Rte 3

Please describe below the project location including US/NH Route number. Attach a map of the project location (*google map with pin location is acceptable*).

The Stratford Grange is located on a 0.26-acre parcel at 845 US Route 3 (Map 227/Lot 027) see attached. The building sits at the shoulder of US Route 3, with the land sloping away beneath the building to meet the Connecticut River to the west. The Town of Stratford's Center Cemetery is located directly across US Route 3. Though some modern dwellings are clustered near the Grange, the surrounding area is largely occupied by farms. The parcel is bounded to the east by US Route 3, to the north by a large open field, to the west by a small forested lot, and to the south by Scott Drive (a private road). The building itself sits at the northeast corner of the lot, and has been moved back out of the states right-of way.

Projects Completed Between January 1, 2020 and October 29, 2021

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### **Project Description**

Please provide a description of the project below remember to include: what work was done, who (*people, agencies, groups, businesses*) was involved, date project was completed and how was the project funded?

The Grange/Town Meeting house was built in 1820. This is Stratford's oldest town building marking it's 200th Anniversary last year. This historical building made the State Register in October of 2017. Since then the Town has been moving forward to refurbish this historic site. A planning study was completed for the building to properly request funding to help assist us in this restoration. The town installed a new roof in 2016, we have received several donation we keep in our Recreation Revolving fund specifically for the Grange and the Town continually raises money to be added to our Building Maintenance capital reserve for matching grants for the Grange. Other groups that helped make this project happen; LCHIP, Moose Plate, TCenergy, NH Charitable Foundation.

Work to be done; Repair the dry-stone wall beneath the building and structurally secure the first-floor framing and move the Grange 20 feet back from busy US Rt. 3 to increase its usefulness and safety. Chimney repairs, siding (primed spruce clapboards) exterior trim, exterior paint, repair historic windows, restoration of front door, stairway with handrails at back door and restore two historical signs on front of building. The front vestibule will have bench seating for visitors to stop and take a break and a guest book to sign. It will be filled with both Town and Grange History.

Swallow & Sons 407 Stark Hwy Stark, NH 03582

Electrical Contractor: Goulet Electric, 1285 US Rte 3 Stratford, NH 03590

Construction Contractor: Commonwealth Construction, LLC, Greg Mitchell 55 Main St. Lancaster, NH 03584

*If additional space is needed, please attach.*

Projects Completed Between January 1, 2020 and October 29, 2021

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### Site Use Description

Please provide a description of how this site is used by residents and byway travelers (attach photos and other indications of community support for and use of the site).

Due to the building's visibility on Rt. 3, the work provides ample opportunity to educate the public about preservation work, Stratford history, and the importance of statewide funding opportunities.

The front vestibule will be a small kiosk/walk in center for the public to stop take a break and learn about Stratford's History. The grounds will also have a picnic area to stop and view this historic spot.

History; The Meeting House was the very first completed Meeting House in Stratford. Many Town Meetings, Elections, Committee Meetings, etc. have taken place within the four walls. Important decisions have been made in this building, many people have been elected to offices (town, state and federal), many rules have been adopted and these are just a few of the historical decisions which have molded our town to what it is today and over the past 200 years. This history is monumental and has great significance in the development of the lives of the past, present and future members of the community of Stratford. The Grange is the oldest American Agricultural Advocacy Group with a national scope. The Stratford Grange 238 helped to bring electricity to Coos County. The significance of the Stratford Grange Building is it provided a meeting/gathering place for its members and its many social events for others such as dinners, dances, plays and literary programs. The members were dedicated to programs promoting citizenship, agricultural education and public awareness. This organization has, no doubt, shaped the community of Stratford in many ways over many decades.

*If additional space is needed, please attach.*

### Photographs

Attach photographs of site before (if available) and after completion of the project to demonstrate the extent of the enhancements.

Submit nomination form to Katie Lamb, at [klamb@nccouncil.org](mailto:klamb@nccouncil.org) by October 29, 2021, 5:00 PM EST





# DIAMOND ROAD





*Stratford Grange Exterior*

*old*

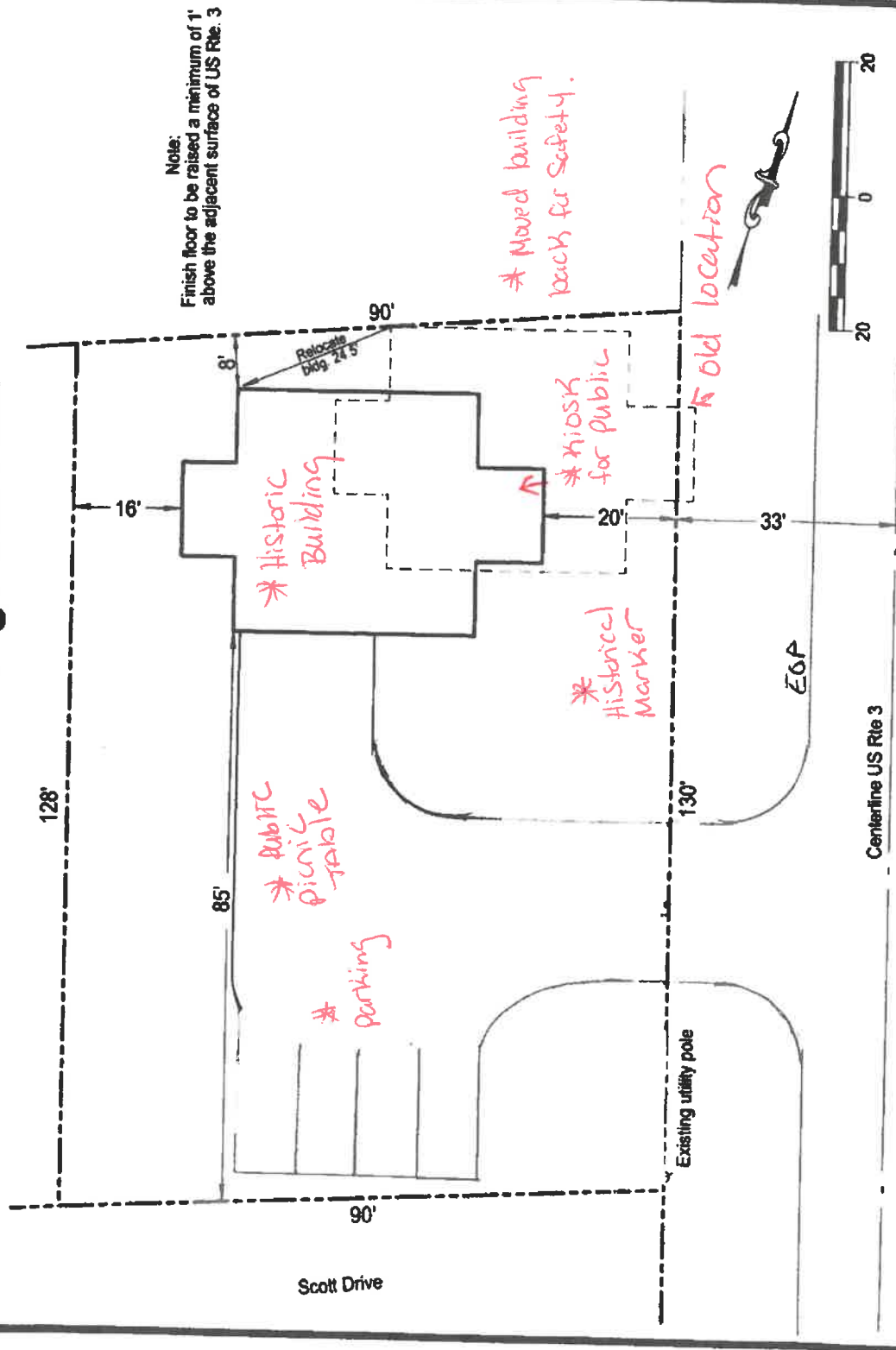


*East Elevation of Grange*



*South Elevation of Grange*

# Stratford Grange Site Plan



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