

City of Lebanon



51 North Park Street
Lebanon, New Hampshire 03766

July 12, 2010

Christopher "Kit" Morgan
Administrator, Bureau of Rail and Transit
New Hampshire Department of Transportation
John O. Morton Building, Room G25
7 Hazen Drive
Concord, NH 03302

Christine Walker, Executive Director
Upper Valley Lake Sunapee Regional Planning Commission
10 Water Street
Lebanon, NH 03766

Dear Mr. Morgan & Ms. Walker:

By consensus on June 16, 2010, the Lebanon City Council authorized this letter of comment on the final report of the Upper Valley Intermodal Transportation Facility Study, dated June 2010. Please consider this letter in tandem with my letter to you dated May 6, 2010, as those concerns still apply.

The Lebanon City Council finds that the site identified for the proposed intermodal facility does not meet the City's current and future transportation planning needs for the reasons outlined in my May 6, 2010 letter and as elaborated below. That said, the City remains interested and willing to work with you and your agencies, with other regional partners, and with our counterparts in neighboring towns to come up with workable solutions to transportation issues. We hope the our rejection of this project will not preclude future collaborative efforts. The following comments are intended as constructive input towards future joint efforts that will better fit the City's needs, plans, and processes.

Overall Comments

The report is very professional, and generally thorough and accurate. The Project Advisory Committee (PAC), UVLSRPC, Upper Valley Transportation Management Association (UVTMA), and the project consultants clearly have done a great deal of work over the past year. The data and public input gathered will inform crucially needed planning for the regional transportation system and its local interfaces.

The study, however, has been very disappointing for the City of Lebanon in the following respects:

1. *The primary, immutable assumption that a single site would best serve the region's transportation interests precluded the consideration of more creative and appropriate solutions.* A functional network of suitably located component sites would reduce the disproportionately negative impacts on the host community, more equitably sharing the regional burden as well as the benefits, and would provide greater opportunity to link local rail and airport facilities in a truly intermodal network.

2. *The process lacked sufficient vetting of and responsiveness to potential host community concerns.* This shortcoming stems partly from having too lightly weighted local impacts among the screening criteria—particularly on the quality of life, public safety, and property values in the abutting residential/school neighborhood, as well as on the ecological value of the subject parcel. Lack of local knowledge was compounded by too little representation from the candidate communities of Lebanon and Hartford, which should have led a reconstituted PAC earlier in the process (in time for the Phase II screening analysis, at the very latest). The Hartford Selectboard's concern about taking land off the tax rolls (Holiday Inn/VTrans site) was heeded, whereas there was no similar consideration for Lebanon, perhaps due to better timing/transfer opportunities for bus companies at the Densmore site. Many fundamental questions and concerns raised during the City's administrative-level independent Phase II screening analysis (April 19, 2010, memo from City Planner Ken Niemczyk) were brushed off as site-level issues in the project team's response (April 26, 2010, e-mail from Christine Walker). The PAC's decision to recommend the Densmore site—despite overwhelming opposition from the Lebanon City Council, Planning Board, Conservation Commission, and citizens—perhaps was inevitable, but unfortunate nonetheless.

3. *In the later stages of the study, public outreach seemed to shift toward marketing the PAC's favored focus site (Densmore) rather than objectively presenting the details and impacts of the proposed facility.* For example, the flyer for the April 30, 2010, Densmore neighborhood forum highlights reduced travel times on Route 120 without mentioning the essential re-opening of the Hanover Street pedestrian/bicycle bridge to buses and other vehicles, nor the number of proposed parking spaces at the facility, nor the number of buses that would travel through the neighborhood.

4. *The methodology used in Phase II is difficult to decipher and is extremely sensitive to changes in the estimates given.* As it fails a sensitivity analysis, the screening is fatally flawed. For example, Dollars of Expenditure in Items 2.7 (Direct Site Costs) and 2.9 (Off-site Improvement Costs) are not treated equally. (Please see the Westboro Yard as shown in Figure 33 which has a \$0 cost of acquisition, but still ranks a -1.) Comparing 2.7 and 2.9 we see that roughly \$2-3M in Item 2.7 yields a -1 factor while in Item 2.9, anywhere from \$250,000 to \$1M yields a -1, while \$7.8M yields a -2. This incongruity creates a huge difference in scoring. If the scores were normalized so that dollars are treated equally, while keeping the relative ranking of 4 (for 2.7) and 5 (for 2.9), we get very different results. As an example, if we set a factor of -1 for each \$1M in cost and recomputed the weighted scores, we find the following scores for each site: VTrans -11, Heater Road -18, Westboro -21, Densmore -23, and Carter Country Club -28. Needless to say, this is substantially different from the conclusions of the report.

Specific Comments

While I have numerous comments and corrections related to the draft final report, I have extracted several items that are particularly pertinent and illustrate the City's concerns about this process and its conclusions. The rest of the report-specific comments and corrections are included in an attachment to this letter and are entitled Appendix A.

Section 3.5, "Commuting Trends":

Pages 17–21, figures 10–14 persuasively illustrate why a network of sites (park-and-rides, transfer points, etc.) is so much more appropriate than a single multi-purpose facility for our region. Lebanon needs to have commuter traffic captured on our periphery (I-89/I-91 interchange; Exits 16 or 17 of I-89), not in our core—and certainly not within established residential/school neighborhoods.

Section 5.2, "Phase II Screening Criteria":

Pages 34, figure 24 seems to have errors. On question 1, whether the project is allowed in the zoning district, three sites list a "no," but Densmore's rating is -1 whereas the other two sites are -2. On question 2, whether the proposed use is compatible with adjacent uses, the "no" answer for Densmore should have been rated more negatively, given the long-established presence of residences, the elementary school, and the high school. On question 4, under the Carter Country Club, "West Hartford" should be "West Lebanon."

Section 8, "Densmore Brickyard Conceptual Site Design":

Pages 59-64, text and figures: Given the depth and consistency of the City's opposition, and our clear communication thereof throughout the process, the City Council is dismayed by the proposed site design. The design displays a surprising lack of regard for the integrity of the undeveloped forest west of Densmore Pond, as well as for the Pond itself. The conceptual layout would require significant alteration of rocky, steep, and wet terrain. Surface parking for 650 cars, rather than structured parking (garage) as called for since the beginning of this planning process, creates a footprint nearly as large as the Lebanon High School/Hanover Street Elementary School campus east of the Pond. The reopened Hanover Street Bridge exposes quiet residential neighborhoods to more vehicular traffic than they have seen in decades.

Pages 64, figure 46 "Conceptual Cost Estimate," does not appear to include a line item for off-site mitigation. That cost could be considerable, not only in order to mitigate wetlands impacts for the facility itself, but also for the single-lane roundabout proposed at the Hanover Street/Evans Drive intersection.

Next Steps

The City of Lebanon most certainly suffers from traffic congestion and remains interested in working on solutions with surrounding communities whose residents visit daily for work, services, shopping, recreation, and other purposes. We regret but understand that the language enabling the federal earmark for the Upper Valley Intermodal Study is quite narrow, and would need alteration in order to allow for the following initial efforts to be funded:

1. Gather and share additional origin-and-destination data with local communities to help complete the regional transportation picture. Include not only additional large employers/ commuters but also Amtrak and Lebanon Airport travelers, as well as the shoppers, patients, and others who daily move about our region.
2. Identify and evaluate sites that would connect multiple modes of transportation in an appropriately sized and situated network, encompassing the region. Lebanon and Hartford officials already have expressed interest in following up about the Westboro Yard/Wye Lot, though these possibilities need further consideration at the local level. Park-and-ride needs have become evident at Exits 11 and 13 of I-91, for example, and at Exits 16 and 17 of I-89.
3. Work towards a regional transportation plan, with early input from representatives of the receiving as well as the sending communities. The benefits and the burdens must be shared by all communities and not just by Lebanon taxpayers.

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And finally, the Lebanon City Council also respectfully requests that you post/archive this letter, its associated attachments & the letter from the Lebanon School Board online at the UV Intermodal website (uvtransit.com). We also request that all of these documents remain posted to any future website(s) that are created (ex: UVTMA) as the process moves forward.

Please do not hesitate to contact me, on behalf of the City Council, about the possibilities going forward.

Yours truly,



Georgia A. Tuttle
Mayor
City of Lebanon

cc: Lisa Levine, Congressman Paul Hodes' Office
Gabe Zoerheide, Upper Valley Transportation Management Association
Upper Valley Intermodal Facility Project Advisory Committee
Len Jarvi, Lebanon City Manager
Lebanon City Council
Lebanon Planning Office
Lebanon Planning Board
Lebanon Conservation Commission
Lebanon Pedestrian and Bicycle Advisory Committee
Lebanon School Board

APPENDIX A

**Letter to Kit Morgan & Christine Walker
Transmission of Lebanon City Council Comments & Recommendations
Upper Valley Intermodal Transportation Facility Study
July 12, 2010**

REPORT-SPECIFIC COMMENTS & CORRECTIONS:

Section 1, "Introduction":

Page 3, figure 2 should identify George Sykes and Nicole Cormen as representing the Lebanon City Council, and should identify Rick Dymont as representing the Lebanon Municipal Airport (insert "Municipal").

Section 5.2, "Phase II Screening Criteria":

Page 43, footnote: #4 was approved by City voters (March 2010) for development of a new 5–8 middle school.

Section 6, "Densmore Brickyard Design Charrette":

Page 51, first paragraph: The charrette was recommended by Shawn Donovan, a member of the public at the March 12, 2010, PAC meeting.

Pages 51-52, bulleted issues: This list generally is accurate, but the introductory text should note that public comment was overwhelmingly negative (as had been the case at the well attended February 9, 2010, public meeting in Lebanon). Residents of more than one "adjacent neighborhood," including dense residential areas on both sides of I-89, spoke in opposition. Concerns expressed about "a large parking lot close to downtown" went beyond "aesthetic" impacts, questioning the practicality of not intercepting cars further out. Several attendees stated their skepticism that DHMC commuters would leave their cars at Densmore to ride a bus the mile or so up the hill.

Page 56, second paragraph: It would be more precise to say that the *effort at concept redesign* "was well received." The public present appreciated the effort but did not embrace the new sketches of the Densmore site, as noted on the bulleted list.

Section 7, "Site Selection":

Page 57 should mention the well attended February 9, 2010, public meeting in Lebanon—the first such meeting held in the City—at which numerous local concerns surfaced re the five focus sites, four of which are in Lebanon. These comments were reiterated at subsequent PAC meetings and public forums, as well as at City Council, board/commission, and staff meetings. Official minutes of the relevant City meetings should be included in the appendix to the final report.

The "City of Lebanon Concerns" subsection generally is accurate; the Council stands by these concerns.

Page 58, second bulleted list: Additional concerns brought forward but not listed in the report include environmental (wetlands, steep slopes, significant ecological areas) impacts cited by the Conservation Commission and the Planning Board (see May 24, 2010, joint Planning Board and Conservation Commission discussion; see also the Board's unanimous motion of May 24, 2010, and the Commission's unanimous motion of June 10, 2010).

Section 8, "Densmore Brickyard Conceptual Site Design":

Pages 65–66, "Permitting Requirements," may underestimate the likelihood of receiving a Categorical Exclusion from the National Environmental Policy Act. (See Figure 47: Densmore entries for air quality, cultural resources, 4 (f) and 6(f) resources, water quality, and wetlands.)

DRAFT

**CITY OF LEBANON
PLANNING BOARD/CONSERVATION COMMISSION
Minutes, Joint Meeting, May 4, 2010
City Hall—Council Chambers
6:00 p.m.**

MEMBERS PRESENT:

PLANNING BOARD: Vice Chair Paul Calandrella, Chris Armen, John Clifford (alternate), Nicole Cormen (City Council), Larry LeClair, Tim McNamara, Joan Monroe, Ken Morley, Gregory Schwarz, Colin Smith (alternate)

CONSERVATION COMMISSION: Chair Judy Macnab, Suellen Balestra

MEMBERS ABSENT:

PLANNING BOARD: Chair Matt Brown

CONSERVATION COMMISSION: Vice Chair Harrison Bourne, Susan Almy (alternate), David Jorgensen, Don Lacey, Stephen Lauziere, Ernst Oidtmann (alternate), Averill Tinker (alternate), Stephen Wood (City Council)

STAFF PRESENT: City Planner Ken Niemczyk, Senior Planner David Brooks, Associate Planner Tracey Thibault

I. CALL TO ORDER

The Planning Board meeting was called to order at 6:01 p.m. by Vice Chair Calandrella. The Conservation Commission, lacking a quorum, did not hold an official meeting.

II. STUDY ITEM

A. Intermodal Transportation Facility Review and Comment to City Council

Christine Walker, executive director of the Upper Valley-Lake Sunapee Regional Planning Commission, appeared. She reviewed the history and current status of the intermodal facility project. She reviewed the Phase II scoring of the five final sites. She said a neighborhood forum, or charrette, was held April 30, where the RPC made a presentation and listened to comments. She said about 450 neighbors were notified by mail, and about 70 attended. She said the main issues raised were proximity of the Densmore site to the high school, safety for students who walk to school, the use of federal funds to support a private business, and the impact on the neighborhood, including traffic. She said a design session was held May 1, followed by a presentation and comments.

1 Ms. Walker described the proposal, including parking for 80-100 cars, reopening the Hanover
2 Street bridge to emergency and bus traffic and accessing the lot via the weigh station on I-89.

3
4 (Mr. Smith arrived at 6:14 p.m.)

5
6 Ms. Walker said 85-90% of public comment opposed the project. She said the City should
7 consider requesting NHDOT money to assess the impact of an intermodal facility on Lebanon.
8 She said the final report will be submitted to NHDOT by the end of June, and the report will
9 include all of the public comment and charrette information, as well as the Project Advisory
10 Committee report.

11
12 Vice Chair Calandrella asked what the City Council seeks. Ms. Cormen said the Council wants
13 whatever input the Planning Board has to offer. She said NH Rep. Andy White talked to Kit
14 Morgan, head of the NH Bureau of Rails and Transit; she said Rep. White quoted Mr. Morgan as
15 saying that the intermodal facility project is dead without local approval.

16
17 Mr. Schwarz said he attended sessions in November and April. He said the PAC investigated the
18 sites well. He said the initial intent was a true intermodal facility; the White River Junction
19 (VTrans) site is next to two interstates and two secondary roads, one mile from an active train
20 station and two miles from the airport, and a private bus company is located across the road. He
21 said taxpayers resent having to fund a parking lot for a private bus company. He said the weigh
22 station exit is only two tenths of a mile from the interstate on-ramp, and cars crossing over there
23 is unsafe. He said a multi-million-dollar bridge for Advance Transit is ridiculous. He said this
24 will increase traffic by the high school and increase shortcuts on Mount Support Road. He said
25 he understands that the state funding was constraining.

26
27 Ms. Walker said the concept is public transportation for public good. They came up with the idea
28 of using the weigh station because they were trying to address issues that were raised, and that
29 will not be part of the final plan. She said the VTrans site is more difficult for transfers and for
30 walkability; the Densmore site is more walkable to downtown.

31
32 Dr. Balestra said there are a lot of wetlands on the Densmore site, and drainage from there goes
33 into a major wetland. She said there are also steep slopes there. She said there has been no
34 detailed work as to the buildability of this facility there. She said there should be more peripheral
35 parking instead. Ms. Walker said the site would have to go through standard site-specific
36 permitting, which they did not do for all sites.

37
38 Chair Macnab said she does not know why they want to put all of the commuters into one place.
39 She said they should be cutting down on traffic coming into Lebanon. Lots should be added
40 outside of Lebanon. Ms. Walker said the important thing is to have a place to make exchanges.
41 She said they never envisioned this as satellite parking for employers. If it were, it would have to
42 be 1,500 spaces.

43
44 (Mr. McNamara arrived at 6:40 p.m.)

1 Mr. Armen agreed with Mr. Schwarz. He said the fare-charging carriers will benefit most,
2 supported by taxpayers. He said access to the weigh station is only from the southbound lane. He
3 said no one has discussed who is responsible for operations. Ms. Monroe said the focus must be
4 on how this affects Lebanon. They should place the most weight on the April 19 memo from the
5 Planning Office. Many questions are unanswered. Dr. Morley said the concept is good, but these
6 terminals work in New York because of economies of scale that Lebanon will not have for a long
7 time. He said this project needs more thought.

8
9 Al Patterson said this type of facility attracts the criminal element, which puts a larger burden on
10 taxpayers. Jim Ward said he represents the owner of the Densmore property. He said he is not
11 promoting this site, as it would be a wash to the owner. He said the City has not looked at
12 mitigation and solutions. He asked if the project would be okay if it is revenue-neutral or
13 beneficial to the city. He said this might encourage more bikers and walkers.

14
15 Susan Valiente, Ward 2, agreed with Mr. Schwarz and said he is saying what many are thinking.
16 Tom McGonis, Ward 2, said this will have a huge impact on Lebanon taxpayers. He said one of
17 th existing sites of this type is at the former Pease Air Force Base. This should not be in a
18 residential area. He said bear and deer have been seen in the area, and development is driving
19 animals toward residential areas.

20
21 **Larry LeClair moved that the Lebanon Planning Board does not recommend the Densmore**
22 **Brick Yard site as the location of an intermodal transportation facility for the reasons**
23 **included in the memo to the Lebanon City Council and Interim City Manager from City**
24 **Planner Ken Niemczyk dated April 19, 2010 and because of additional concerns, including**
25 **wetlands and steep slopes, safety, the need for a more regional approach, concerns about**
26 **costs, concerns about access, and concerns that this project would inordinately benefit**
27 **private companies and have a financial impact on taxpayers. *Seconded by Chris Armen.***
28

29 Dr. Morley questioned whether the relationship to private companies should be mentioned, as
30 that could be negotiated later. Ms. Monroe said the Board should support a truly intermodal site,
31 but not this one.

32
33 ****The motion passed 8-0.***
34

35 Parker Sorenson, a Lebanon High School student, said he took a poll of students, and good
36 comments resulted. He gave a copy to Mr. Niemczyk, who said he would get copies to Board
37 members and to Ms. Walker. Mr. Sorenson said there is a false notion that the high school is
38 connected to the city. They are separated by the interstate. He said 60% of respondents said
39 downtown Lebanon is not easily accessible from the high school. He said concerns included
40 pedestrian/bicyclist safety and traffic to DHMC. He said the nature of the traffic is more of a
41 concern than the volume.

42
43 Ms. Walker said a meeting will be held on June 22 at 6:00 p.m. to show the final report. She said
44 the funding for this project was very specific about the process. What the RPC has heard is that

1 there is a need to address the transportation issue. She said funds will be available from the
2 Sustainable Communities Initiative for regional planning.

3

4 **III. ADJOURNMENT**

5

6 *Tim McNamara moved for adjournment. Seconded by Larry LeClair.*

7 **The motion passed 8-0.*

8

9 The joint meeting was adjourned at 7:14 p.m.

10

11 Respectfully submitted,

12

13

14 Charles Glazer

15 Recording Secretary

1 **4. STUDY ITEMS:**

2 **A. Intermodal Transportation Facility Review and Comment to City Council:**

3 Tracey Thibault stated that the City Council is looking for comments from all of
4 the boards on the environmental impacts of the four sites for the future Intermodal
5 Facility to include the former Densmore Brickyard site, the land to the east of the
6 Elks property, Westboro Yard and the Carter Country Club. Tracey Thibault
7 stated that the number one site chosen is the former Densmore Brickyard site and
8 there will be a wetland study on this land. Tracey Thibault noted that the section
9 that would be used for the facility is not in the wetlands. Stephen Lauziere stated
10 that the wetness is most likely drainage from the hillside. Much discussion
11 followed regarding the former Densmore Brickyard site.

12
13 *Moved by Denise MacLeod that the Conservation Commission objects to the*
14 *placement of an Intermodal Transportation Facility at the Densmore*
15 *Brickyard site, finding that the Natural Resources Inventory determined*
16 *there to be both Significant Ecological Areas and wetlands. Seconded by*
17 *Donald Lacey. *Motion was unanimous in favor, 5-0.*

18
19 **B. Review and Comment to State DES Boston Lot outlet culvert replacement**
20 **project:**

21
22 Tracey Thibault stated that the NHDOT was looking for an input on a series of
23 questions in regards to the Boston Lot Lake outlet culvert replacement. Tracey
24 Thibault stated that question #1 does not have a bearing on the culvert. Judy
25 Macnab noted that in relation to question #1, the paving should have been done in
26 conjunction with earlier construction. Judy Macnab stated that in relation to
27 question #2, there are rare plants below the dam. Tracey Thibault added that she
28 will check with Rick VandePol regarding the rare plants and then talk with DOT
29 after. Tracey Thibault stated that Boston Lot would fall under question #3. In
30 relation to question #4, Susan Almy stated that there are wildlife refuges and
31 Donald Lacey added that under question #4, the Boston Lot Lake is behind the
32 dam as well as the Landmark Lands. The answer to question # 5 would be a "yes."
33 The answer to questions # 6 and 7 would be a "no." Judy Macnab stated that
34 there are pedestion and bicycle concerns on question #8 with the people driving
35 by. In relation to question #9, Donald Lacey was concerned with the Japanese
36 Knotweed and wanted to make sure that DOT would be cleaning their equipment
37 before coming to the site to avoid transplanting from other sites.

38
39 **C. Discussion Re: Trail management plans and Scheduled Site Walks with**
40 **Ehrhard Frost:**

41
42 Tracey Thibault stated that Ehrhard Frost contacted her regarding Boston Lot and
43 Signal Hill. Tracey Thibault stated that Ehrhard Frost wanted to schedule site

City of Lebanon



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Lebanon, New Hampshire 03766

May 6, 2010

Christopher "Kit" Morgan
Administrator, Bureau of Rail and Transit
New Hampshire Department of Transportation
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Christine Walker
Executive Director
Upper Valley Lake Sunapee
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10 Water Street
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Dear Mr. Morgan and Ms. Walker,

By a 5-3 vote on May 5, 2010, the Lebanon City Council authorized this letter recommending an extension of time and expansion of scope for the Upper Valley Intermodal Facility study. However, you should understand that there was debate among councilors about this extension and some of the votes in support were cast after individuals were convinced to change their vote into the affirmative.

Please remember that this is your groups' project and it is your responsibility to present a clear, understandable and well-researched product for our feedback and input. Due to the considerable city staff, board, commission and Lebanon City Council time and energy that have been required for your process thus far, it is my opinion that the City of Lebanon, the Lebanon City Council and our citizens should not have to shoulder the same level of analysis of this study in its next phase.

Since the beginning of the public process to select a site for the proposed facility, Lebanon officials and residents have participated with interest and concern. Councilor George Sykes has served on the Project Advisory Committee (PAC) and on its screening subcommittee. Lebanon residents and members of the City Council, Planning Board, Conservation Commission, West Lebanon Civic Association, and other local entities have offered input at the October 1, November 17, February 9, and April 30-May 1 public meetings, in addition to the PAC's monthly meetings. The City's Planning Department has evaluated the PAC's 4 focus sites in Lebanon (Densmore Brickyard, Heater Road, Carter Community Golf Course, and Westboro Yard), particularly the PAC's top-ranked Densmore site.

Throughout the process, the City has emphasized that any proposed regional intermodal facility within our borders must

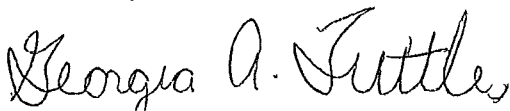
- Capture commuter traffic on the City's periphery, before it enters the urban core;

- Respect the quality of life in our residential neighborhoods;
- Link multiple modes of transportation—rail and air, in addition to buses, cars, bicycles, and feet—in an effective network;
- Reflect the prevailing scale of the Upper Valley's built environment, which generally is much smaller than DHMC, Centerra, and other big complexes;
- Make fiscal sense for the City, i. e., not increase the burden that Lebanon taxpayers already carry as the region's economic and service center.

Strong turnout and participation by Lebanon citizens at the April 30–May 1 neighborhood forum has brought about a fundamental rethinking of the proposed project concept and location. Even with the reduction of the 650-space park-and-ride to an 80–100-space lot accessed solely from the I-89 northbound weigh station, however, the Densmore proposal still calls for replacing the Hanover Street footbridge with a new bridge open to buses and emergency vehicles. This design unacceptably degrades the safety and tranquility of the surrounding neighborhood, including the Hanover Street School (K-4), and the Lebanon High School.

Expanding the scope of the intermodal study to identify a functional network of suitably located component sites—rather than trying to do everything on one site, with the host municipality bearing most of the costs—would open up many more possibilities for Upper Valley municipalities to collaborate on transportation solutions that meet local as well as regional needs. The Lebanon City Council believes that extending the deadline, increasing the number of Lebanon and Hartford representatives on the PAC, and rethinking the task at hand, could dramatically improve transit service throughout the Upper Valley for years to come. We would be glad to meet with you two, the PAC, and any other individuals and organizations involved in this process.

Yours truly,



Georgia A. Tuttle
Mayor
City of Lebanon

cc: Lisa Levine, Congressman Paul Hodes' Office
Gabe Zoerheide, Upper Valley Transportation Management Association
Upper Valley Intermodal Facility Project Advisory Committee
Len Jarvi, Lebanon City Manager
Lebanon City Council
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