

**Central NH Regional Planning Commission**  
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**APPROVED**  
**CNHRPC Full Commission Meeting**  
**Meeting Minutes**  
**Thursday, April 11, 2019**  
**7:00pm**

**Commission Attendees:** Michael O'Meara, Town of Allenstown  
Diane Adinolfo, Town of Allenstown  
Barbara Randall, Town of Boscawen  
Ed Cherian, Town of Boscawen  
Steve Buckley, Town of Bow  
Harry Wright, Town of Bradford  
Hillary Nelson, Town of Canterbury  
Allan Herschlag, City of Concord  
Matthew Hicks, City of Concord  
Ken Swayze, Town of Dunbarton  
Susanne White, Town of Hillsborough  
Clarke Kidder, Town of Hopkinton  
Bob Cole, Town of Loudon  
Henry Huntington, Town of Loudon  
Clayton Wood, Town of Pittsfield  
Jim Pritchard, Town of Pittsfield  
Joe Schmidl, Town of Salisbury  
Ken Milender, Town of Warner  
Craig Fournier, Town of Webster

**Other Attendees:** Lucy Nichols, Town of Canterbury  
Gerard LeDuc, Town of Pittsfield  
Lorrie Carey, Town of Boscawen

**CNHRPC Staff:** Michael Tardiff, Executive Director  
Craig Tufts, Principal Planner/GIS Planner  
Dean Williams, Transportation Planner  
Joanne Cassulo, Project Planner  
Katie Nelson, Regional Planner

The meeting began at 7:03 PM, called to order by CNHRPC Chair, Harry Wright (Bradford)

**Presentation: William Cass, Assistant Commissioner and Chief Engineer, New Hampshire Department of Transportation. *Update on the New Hampshire Ten Year Transportation Plan Update process, including a discussion of Federal and State-level funding consideration.***

William Cass began his presentation by providing an overview of the Ten Year Plan's (TYP) priorities for its included projects. These priorities are similar to the priorities of the last two TYPs and they include: pavement preservation; bridge preservation and red list bridges; rural roads and bridges; completion of I-93 Salem to Manchester construction; and Regional Planning Commission priorities.

Transitioning to funding, Mr. Cass described that New Hampshire relies heavily on federal funding for many of its transportation projects. That being said, the FAST Act ends in 2020 and federal program funding beyond 2020 is uncertain at this time, which currently funds approximately 75% of the Highway Funded projects included in the TYP. Additionally, if Congress determines to no longer supplement certain pools of funding and the program transitions to be become more self-sufficient, then an expected drop of 50% in federal funds is projected for 2021 and then 30% for 2022 and beyond. The Fast Act does include a rescission that will take effect in 2020 (unless modified in the future), applying to all programs with no flexibility from the State.

A discussion of toll credits occurred, reviewing the pros and cons. Currently, New Hampshire uses the credit earned by the tolls as the "soft match" so that 100% of federal funds are used on federally funded projects. By utilizing the credits this way, it allows the State to utilize federal funds when no state cash match is available. However, it also reduces the overall program budget as the typical match requirement is 80/20 for federal projects. After discussion, Mr. Cass noted that other states often fund their match through registration fees, gas taxes, and sales taxes on vehicles.

Issues and challenges being faced in the coming years were described. These included the decreasing percentage of roads in good or fair condition, the fact that not all state roads are eligible for federal funding, limited funding is available for major corridor improvements projects, and that the state highway fund is structurally insolvent. It was indicated after asked by one of the Full Commission members that the amount of revenue gained through the gas tax has been declining due to increased fuel efficiency of vehicles and less people driving.

Mr. Cass described the benefits of a toll increase, the most prominent being the acceleration of major capital projects. These projects include the Nashua to Bedford FEET widening project, the Manchester Exit 6 & 7 interchange reconstruction, and the Bow-Concord I-93 improvements. He then opened the presentation to the following questions and discussions:

- The idea to remove the Merrimack tolls and replace them with a toll located at the state line had been discussed, though never happened.
- The gas tax was discussed, including considerations such as vehicle weight and vehicle miles traveled as alternative measures to develop future revenue. It was noted that currently 76% of the gas tax collected is allocated to NHDOT.
- Rail trails near or incorporated into projects of the TYP were discussed.
- Mr. Cass indicated that a community would not typically be reimbursed for a TYP project if the community choose to initially finance the project themselves with the purpose of completing the project earlier than assigned in the TYP.

Mr. Wright then thanked Mr. Cass for the informative presentation.

**1. Introductions**

Introductions were made around the room.

**2. Minutes of the January 10, 2019 Full Commission Meetings**

On a motion from Ken Milender and a second by Ken Swayze, the minutes of the January 10, 2019 Full Commission meeting were approved unanimously.

**3. CNHRPC FY 2021-2030 Regional Transportation Improvement Program Public Hearing**

Mike Tardiff introduced the Transportation Improvement Program (TIP) to the group, noting that this is an opportunity to recognize future and potential projects around the region for inclusion in the state’s TYP. Dean Williams then gave some background information on the process of the TIP development. He noted that six projects had been included and ranked for the region by the subcommittee. These projects are, ranked overall from highest to lowest priority, Manchester Street (Concord), Pages Corner intersection (Dunbarton), US 4 and Whitney Road (Concord), Merrimack River Greenway (Concord), Exit 4 interchange on I-89 (Hopkinton), and Salisbury Crossroads intersection (Salisbury).

On a motion from Ken Swayze and a second by Joe Schmidl, the draft TIP was approved as presented.

**4. Report of the Chair**

Due to time, this agenda item was skipped.

**5. Treasurer’s Report**

Mike Tardiff provided the Treasurer’s Report. He indicated that CNHRPC is in positive financial territory with three months left in the fiscal year.

**6. Staff Projects Updates**

Craig Tufts provided an update on the West Central Trails Plan. Since it was last brought to the Full Commission, additional time was taken to work with the newly formed Henniker Trails Committee. A similar project has started in Epsom for the Suncook Valley Corridor, where a meeting has already been held in Epsom. Upcoming meetings and information can be found on the CNHRPC website.

**7. CommuteSmart New Hampshire Update – June Commuter Challenge**

Katie Nelson provided an update on the upcoming CommuteSmart NH June Challenge. She gave additional information on the June event where companies and employers can compete against each other to save the most Single Occupancy Vehicle miles traveled by using other modes of transportation. These modes include walking, biking, carpooling, vanpools, telecommuting, using public transit, or any combination of these. The Challenge will be utilizing the updated NH Rideshare website where teams will be able to log their trips and see where they stand on a real-time leaderboard. Outreach to companies and employers will begin in May.

**8. Other Business**

No other business was mentioned.

**9. Adjournment**

A motion was made to adjourn by Joe Schmidl and seconded by Mike O'Meara. The motion passed by unanimous vote at 8:31 P.M.