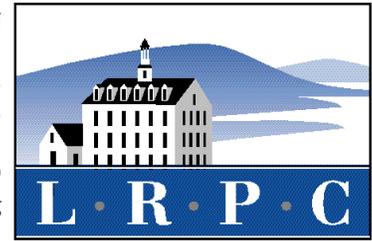


LAKES REGION PLANNING COMMISSION

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Lakes Region Transportation Technical Advisory Committee (TAC) Meeting

Wednesday, June 7, 2017

2:00PM – 4:00PM

103 Main Street, First Floor Conference Room
Meredith, New Hampshire

AGENDA

- 2:00 Call to Order and Introductions**
Approve Draft Minutes of April 5 and May 3, 2017 (requires a motion)
Introductions
Public Comment
- 2:10 Regional Updates**
Gravel Roads Demonstration - Debrief
Scenic Byway
Transportation Bills Overview
- 2:20 State Aid Highway Program**
Status update – TAC support for Legislative action (vote)
- 2:45 Projects Review**
Transportation and Water Quality
Bikability Project
Regional Traffic Volume - Seasonal Adjustment Factors
- 3:55 Other Business**
Next Meeting: Wednesday, September 6, 2017
Host community?
Vote for Officers (Chairman/Vice Chairman)
- 4:00 Adjourn**

Establishing New Hampshire's trunk line highways

In 1911, an inspection of New Hampshire highways by an engineer of the federal Office of Public Roads revealed the fact that: "The three trunk lines, now nearing completion, pass through many towns that have shown their public spirit and their pride in the State by contributing their share to the construction of these highways, which are used largely by automobiles from outside the State whose owners pay no taxes in the state and from which the towns mentioned receive no direct benefit whatever. Under the present law these towns are legally but unjustly bound to maintain these roads, to be ground to pieces and worn out by foreign traffic." In response to this problem, the 1911 legislature passed a law that appropriated the net income from motor vehicle fees to highway improvements. Two-thirds of that revenue was thus allocated for trunk line highway maintenance. The rest was to be used in cooperation with towns to maintain and support "state-aid" roads. These first trunk line highways evolved into the Dartmouth College Highway (Route 10) in the west, the Daniel Webster Highway (Route 3) in the middle of the state, and Routes 1A and 16 in the east.

Source: New Hampshire Highways —January / February 2004

NH Senate OKs Nearly \$37 Million for Infrastructure Funding (March 15, 2017)

The Senate has passed legislation that would provide nearly \$37 million to cities and towns for road and bridge repairs. The bill, Senate Bill 38, passed unanimously. NHPR quoted Senator Lou D'Allesandro as saying, "Meeting our commitment on infrastructure needs with surplus funds in fiscal year 2017 is the right thing to do."

On his website, Governor Chris Sununu showed support for the legislation. "As I said in my budget address, in setting aside an Infrastructure Revitalization Fund, we are making local needs a priority and providing a vehicle to get important projects done. In no area is this more important than with roads and bridges. Today's legislation will dedicate more than \$38 million to spend on municipal roads and bridges. This is not money dedicated to the needs and wishes of state government, but rather resources directed through existing formulas to directly help local taxpayers. I'm proud to stand with the legislature and make a real difference for local communities."

Source: A Safe Road to Tomorrow

Support for Local Highway and Bridge Aid

The House Public Works and Highways Committee heard testimony on **SB 38**, which provides \$36.8 million in state funding for municipal roads and bridges in addition to money already provided from the highway fund. The bill allocates \$30 million as a one-time distribution to cities and towns under the current highway block grant formula, which is based on both road mile-age and population estimates, resulting in an 85% increase in highway block grant funding to each municipality in state fiscal year 2018. Municipal bridge aid of \$6.8 million would be appropriated to the existing bridge program, providing funding for an additional 8 to 10 municipal bridge projects in fiscal year 2018.

The source of money for **SB 38** would be the current state fiscal year-end surplus as of June 30, 2017, but the funds would be distributed to municipalities in state fiscal year 2018. NHMA of course supported the bill. However, along with the Department of Revenue Administration, we raised a concern regarding the timing of this distribution, fearing it would be used to reduce taxes rather than expended on additional highway maintenance and construction projects as the bill requires, since most municipal budgets will already have been set by the time the bill passes, and there is no provision for local supplemental appropriations.

To address this concern, we suggested that language be added to the bill specifically treating this money as "unanticipated revenue" under RSA 31:95-b, allowing the governing body to hold a public hearing for the acceptance and expenditure of the additional funds for additional highway projects.

Source: New Hampshire Municipal Association, Bulletin 16 - 2017 Session, April 14, 2017