

**Minutes of December 5, 2018**  
**LRPC Transportation Technical Advisory Committee (TAC) Meeting**  
Humiston Building  
Meredith, NH

**VOTING MEMBERS PRESENT**

Chet Caron, Alexandria  
David Toth, Ashland  
David Kerr, Barnstead  
Rick Ball, Belmont  
Steve Favorite, Bristol  
Jeff Haines, Center Harbor  
Sheldon Morgan, Gilford - Chair  
Paul Hazelton, Hebron  
Malcom "Tink" Taylor, Holderness  
John Edgar, Meredith  
Robert Ward, Moultonborough  
Robert Pollock, New Hampton  
Glenn Smith, Northfield  
John Gotjen, Tamworth  
Dari Sassan, Tilton  
Lloyd Wood, Tuftonboro  
David Ford, Wolfeboro

**OTHERS PRESENT**

Bill Dowey, Bristol (Alt.)  
Nancy Spaulding, NH DOT, District 3  
Lucy St. John, NH DOT Planning & Community Assistance  
Christopher Waszczuk, NH DOT Deputy Commissioner  
Susan Slack, LRPC  
David Jeffers, LRPC  
Peter Stamnas, NH DOT  
Jeff Hayes, LRPC

**1. Call to Order, Introductions, and approval of Draft Minutes**

Chairman Morgan called the meeting to order at 2:10 P.M.. A moment of silence was observed in memory of David Bowles, long-time TAC representative from Tamworth (18 years) who passed away in October. A motion was made to accept the minutes of the October 3, 2018 meeting as written.

M/S/Passed Tuthill/Toth

**2. NH DOT Deputy Commissioner Christopher Waszczuk**

Deputy Commissioner Waszczuk presented information on the state of the state's transportation infrastructure, the department's maintenance and improvement philosophy, and funding. The funding discussions included Ten Year Plan (TYP) project funding, current transportation funding mechanism, federal funds, and alternative funding mechanisms that have been discussed.

In making his presentation, Deputy Commissioner Waszczuk stressed that NH DOT is seeking to have consistency. He explained the current financial picture and some of the means for addressing those challenges.

Priorities from the draft Ten Year Plan (TYP) were identified and discussed, including Pavement Preservation, Red Listed Bridges, and Bridge Preservation. While progress has

been made on improving pavement condition on state roads, the overall condition is expected to decline. The number of State Red List Bridges is expected to rise over the next decade. He also pointed out that funding has been allocated for paving of certain roads in poor condition, completing portions of I-93, and RPC priorities through 2030.

Also discussed were the various funding sources and constraints on the uses of those funds. A major source of federal funding has been the Highway Trust Fund, which is based primarily on fuel taxes. The outlays from this fund have exceeded the income to it for many years and this difference is projected to grow. Federal funds account for 75% of the highway-funded projects, but the level of these federal funds is uncertain beyond 2020, due to expiration of the FAST Act.

Deputy Commissioner Waszczuk outlined the impacts to New Hampshire's transportation funding ("crippling") if the FY 2020 rescission of the FAST Act goes into effect. Statewide, nearly \$40 million would be lost. He also pointed out that under this scenario, municipally managed projects would need to be completed by the end of FY 2020 or forego federal funds. The benefits and drawbacks to using Turnpike Toll Credits were presented and discussed.

NH DOT is aiming to pave 10% (500 miles) of the state's roads annually. The various unfunded transportation needs around the state were listed, totaling \$76 million per year and the benefits of a toll increase were presented. The deputy commissioner concluded by encouraging the TAC and local communities to express opinions on four main issues:

- The importance of Congress addressing issues associated with the Highway Trust Fund and need for more federal funding for transportation
- The need for increased revenue in the State Highway Fund for increased investment in the state's infrastructure
- The need for a state turnpike toll increase, and
- The need for restoration of \$200,000 in state general funds for rural transit operations.

There was discussion with the Deputy Commissioner and among the TAC members regarding various means of raising funds and the importance of TAC members to report to their community leaders (Board of Selectmen or City Council). It was also suggested that the explanations about transportation funding issues might best come directly from NH DOT.

### **3. 2021-2030 Ten Year Plan – Lakes Region project proposals**

S. Slack explained that LRPC looked through established corridor plans, reached out to district engineers, and sought local suggestions for regional Ten Year Plan projects. A handout (green sheet) listed the various projects identified and rough estimates on the cost of each. January is the deadline for submitting recommendations to NH DOT, with estimated costs. LRPC submitted recommendations by December 3 in order to take advantage of NH DOT's in-house estimate review process. The allocation to the Lakes Region is \$5.1m. DOT feedback on the project proposals submitted will be shared with the TAC at the March or April meeting for priority ranking. A sheet listing both the current and TYP projects along with new projects was distributed. Clarifications were noted for the Barnstead/N. Barnstead Road and Tamworth/Chocorua Road projects.

4. **Other Business**

Next meeting is scheduled for February 6, 2019 2 pm at the Meredith Community Center

5. **Adjourn**

A motion to adjourn was unanimously approved.

M/S/Passed Favorite/Hazen