

LAKES REGION PLANNING COMMISSION

103 Main Street, Suite #3
Meredith, NH 03253
Tel 603.279.8171
www.lakesrpc.org



LRPC Executive Board Meeting

Wednesday, May 11, 2022
9:00 – 11:00 AM

LRPC Office, First Floor Conference Room
Humiston Building, 103 Main Street, Meredith, NH 03253

AGENDA

NOTE: Seven (7) Executive Board members must be present, in-person, at the meeting location to establish a quorum. Please contact Jeff or Linda if you are unable to attend.

1. **Call to Order**
2. **Approve Draft Minutes of November 10, 2021 and April 13, 2022** *Attachments*
3. **Finance Report**
 - a. Treasurer's Report
 - b. FY23 Proposed Budget *Attachment*
4. **Monthly Executive Reports (April)**
5. **Committee Reports**
 - a. Transportation Technical Advisory Committee (TAC)
 - i. Bipartisan Infrastructure Law *Attachments*
 - ii. TAC Standing Rules – edit approval *Attachment*
6. **Old Business**
 - a. Annual Meeting Planning Update & Costs
7. **New Business**
 - a. Executive Board Ballot *Attachment*
 - b. Select Award Recipients *Attachments*
 - c. Free ticket to award winner's +1?
 - d. Juneteenth
 - e. EB Alternates – Bylaws
8. **Roundtable**
9. **Adjourn**

NEXT MEETING: **June 8, 2022**



LRPC Executive Board Meeting

DRAFT Minutes of November 10, 2021

PRESENT John Ayer (Chair), Mardean Badger, Bill Bolton, Steve Favorite, David Katz, David Kerr, Jean Marshall (virtual), Robert Snelling, Steve Wingate (virtual)

ABSENT Dean Anson, Pat Farley, Tony Giunta

STAFF Jeff Hayes (Executive Director), Tracey Ciriello (Meeting Recorder)

PUBLIC None

LOCATION Hybrid Meeting: LRPC Office, 1st Floor Conference Room, Meredith / Zoom Conference

1. **Call to Order**

The Chair called the meeting to order at 9:02 AM and stated a quorum was present.

2. **Approve Minutes of October 13, 2021**

D. Katz moved to accept the minutes of October 13, 2021 as presented. S. Favorite seconded the motion. Voice vote taken. **SO VOTED**

3. **Finance Report**

J. Hayes reviewed the Treasurer's Report for month ending October 31, 2021 and answered questions such as contract overages for Hazard Mitigation Plan updates, which take up considerable time and must be completed to satisfy multiple reviewers at state and federal levels. He reported that the network server is due to be replaced/upgraded. D. Katz asked if data collection was finished for the Plymouth culverts contract; the monthly progress report from Finance showing project status was not available so J. Hayes will check.

4. **Monthly Executive Report**

The monthly written report was not available so J. Hayes reported verbally on items of note for the month's activities. He provided an update on the regional housing needs assessment, noting that federal law stipulates a percentage of housing stock must be designated as fair housing. A potential checklist regarding what specific things a town can do, including updating zoning regulations and ordinances, to ensure adequate fair housing vs. relying only on special developments was discussed. The Chair suggested that visiting other towns to look at their developments in person can be beneficial.

There is a push by USDA to get the word out regarding water & sewer capacity and stormwater management around landfills and transfer stations. Another USDA project is the Streetscaping planning grant, underway in Ossipee and Plymouth so far. The USDA has implementation dollars—as opposed to planning dollars for TAT (technical assistance & training) disaster grants—for projects such as water & sewer, broadband, and stormwater, and they want to work with LRPC. R. Snelling asked about funds for responding to climate change versus affecting change towards climate change. J. Hayes also noted concerns with transportation funding include availability of contractors and supply chain issues.

5. **Committee Reports**

a. **Transportation Technical Advisory Committee (TAC)**

D. Kerr reported the second meeting in a row that a quorum was not present, but that the meeting was a good one due to the guest speakers and successful use of LRPC's new Meeting Owl video conferencing tool. Meredith's Community Development Director John Edgar spoke about the road safety audit process, which towns can request from NHDOT, and NHDOT Project Engineer Samantha Fifield discussed NHDOT Highway Maintenance District 3 and ditch maintenance policy. D. Kerr noted that aside from Ms. Fifield and the NHDOT Commissioner, there were no other women. On the other

hand, the LRPC TAC has good representation from women and LRPC women staff do traffic counting; also, many school bus drivers in the region are women. He cited that 33-39 positions have been lost throughout District 3, and that there are currently 96 positions from Conway to Loudon, with 14 vacancies, including in Meredith, Moultonborough, and Tuftonboro. The deadline for road safety audits is getting closer.

6. **Old Business**

a. **Annual Meeting Planning Updates**

Rhonda Perry, the most recent temp administrative assistant, has accepted the offer to act as a part-time/as needed event planner for the 2022 annual meeting and will begin after Thanksgiving. The Chair and Executive Director visited Peabody Place in Franklin yesterday and awarded John Cotton the 2021 Kim Ayers Award, holding a little ceremony with John's wife, Tina, and Peabody Place staff. Mr. Cotton was deeply appreciative. Photos taken by staff are being compiled and a press release is forthcoming. A draft write-up for the proposed John Cotton award is needed and will be available at the next meeting. How we deal with retiring the Kim Ayers Award will need to be addressed as well. Discussion continued regarding whether to create a separate award or combine with the Kim Ayers Award and touched upon professional vs. volunteer and keeping the public service aspect. D. Katz moved to rename the Kim Ayers Award to the Ayers-Cotton Environmental Service Award. R. Snelling seconded the motion. Voice vote taken. **SO VOTED**

Email memo from the Nominating Committee needs to be drafted. The Chair and Vice Chair are the Nominating Committee members.

b. **Annual Meeting Awards Timeline**

Covered in discussion above.

c. **Tentative Timeframe for Nominating Committee, Awards Committee, et al**

Addressed during discussion above.

7. **New Business**

a. **Network Server Replacement**

Price point is based on 25 users. One of the improvements will be ability for any user to log on to any workstation and have access to items based on the user profile. J. Hayes confirmed to D. Katz's inquiry that LRPC does not host the website on its server and that it was hosted by a third party.

b. **Meeting Location for December 8 and April 13 Executive Board Meetings**

J. Hayes noted the meeting room conflict for December and April and asked for input regarding an alternate location. The consensus was to meet in the upstairs conference room on December 8.

J. Hayes noted the only issue was accessibility.

8. **Roundtable**

D. Katz, New Hampton—First public hearing held on 12 zoning amendments, including a private events ordinance addressing commercial activity within residential and agricultural areas. He will be out of state for the December and April meetings.

M. Badger, Ashland—Parcel of land consisting of 26 acres—owned by four different parties—is before the Planning Board. Aggressive marketing must be underway already; this is one of the largest pieces of land near downtown, in the Mill Pond area, behind the ballfield, and will be a challenge for the Planning Board, and possibly the ZBA. There are many unique aspects (and access points), with possible use ideas ranging animal rescue shelter to yoga. T-Mobile will be adding a set of antennas to an existing cell tower.

B. Bolton, Plymouth—The Town has a meeting with NHDES this afternoon regarding an easement that a developer is trying to give to the town. The Conservation Commission wanted a trail but an NHDES staff member indicated it was not allowed.

R. Snelling, Holderness—Still tweaking a solar ordinance but should be ready in time for placement on the March town meeting warrant. And a year after the cell tower controversy, there is still nothing put on it.

D. Kerr, Barnstead—Lot line adjustment was one of the routine items at the last Planning Board meeting. He suggested to the town and new Road Agent doing an RSMS study and having LRPC do a presentation on it; they were receptive to it and would like LRPC to give a presentation in the spring. (D. Katz also offered to help/share information from New Hampton having gone through the process.)

S. Favorite, Bristol—Fiber optic cable is being installed at his house today. He described how much more difficult fiber optic installation was than copper, explaining how the process literally requires clean hands because the surface of the cable must be unmarred and free from dirt. He also described his 3-ring maintenance books/binders for updating and maintaining HMPs when he worked for FEMA, and the importance of standardizing plans whenever possible so you don't reinvent the wheel each time.

J. Marshall, Freedom—Short-term rentals are a big issue and will be the subject of a Planning Board hearing on November 13—she will provide an update in December on what happens.

S. Wingate, Tuftonboro—Pretty quiet in general; going through the 2022 budgeting process.

J. Ayer, Gilford—The Planning Department received an application from Boston University regarding rocket testing at Laconia airport. There are over 50+ acres and over the course of a year there may be up to a minute of a brief but very loud, high-decibel sound. The rocket only weighs approximately 40 lbs with aluminum exterior/copper interior and uses liquid fuel. An application for a new Starbucks in front of Lowes has also been received. Someone has inquired about the old Getty station across from Walmart, in a prime commercial area, for possible use as a car wash or self-storage. There has been pushback regarding the STR ordinance from a Planning Board member who wants to ensure the Planning Board doesn't overreach. Someone may be planning to put it on a warrant article to try to ban it completely.

R. Snelling noted to J. Hayes that he has been sitting in on NHARPC meetings at times but was not sure if he was still assigned to be on it as liaison. He also noted that NHARPC's focus seems to be mostly internal and suggested they become active in decision-making on where ARPA / GOPHER funds are to be spent.

9. **Adjourn**

The Chair declared the meeting adjourned at 11:10 AM.

*Respectfully Submitted,
Tracey Ciriello, Meeting Recorder*

MOTIONS SUMMARY

MOTIONED / SECONDED / RESULT

- | | |
|---|--------------------------|
| 1. Approve October 13 minutes as presented | Katz / Favorite / passed |
| 2. Rename The Kim Ayers Award as the Ayers–Cotton Environmental Service Award | Katz / Snelling / passed |

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LRPC Executive Board Meeting

Minutes of April 13, 2022

PRESENT John Ayer (Chair), Mardean Badger, Bill Bolton, Pat Farley, Steve Favorite, David Katz (via phone), David Kerr, Steve Wingate

ABSENT Dean Anson, II, Tony Giunta, Jean Marshall, Bob Snelling

STAFF Jeff Hayes (Executive Director), Linda Waldron (Administrative Assistant)

PUBLIC None

LOCATION LRPC Office, 2nd Floor Conference Room, Meredith

1. Call to Order

The Chair called the meeting to order and stated quorum was not present, therefore no official voting can take place.

Minutes of March 9, 2022

Available for review. Initially unable to obtain official vote due to lack of quorum. However, later in the meeting Mardean Badger arrived making a quorum and via voice vote, the minutes were approved.

2. Finance Report

Jeff presented the finance report stating that we are ahead on collecting our revenues as well as being ahead on our expenses. He feels we will have a good net income by the end of the fiscal year. Jeff proposed that we continue with our current auditing firm and there was no opposition to this. David Kerr asked about the payroll expenses in that it is under the projected/approved budget to date. Jeff states that this is primarily due to being down an administrative assistant. David Katz noted that at the time the budget was created, there was allocations for open positions that did not get filled.

David Katz asked if we are able meet our obligations with the staff we currently have, and Jeff advised that he felt we were in good shape overall. We just have a couple small HMP contracts we are behind on and a circuit rider contract or master plan project, but not due to staffing issues.

3. Monthly Executive Report

There is none due to administrative staffing issues. We plan to restart this process.

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4. Committee Reports

A. TAC (David Kerr & Jeff Hayes)

Had a meeting last week. Mentioned the keynote speaker (Amy Landers, Director of the Lakes Region Tourism Association). She spoke about promoting the scenic byway. Jeff added more detail about the byways and how they are managed. Needs more work. Not good fit for LRPC to manage due to the need for private funding. The LRTA can provide marketing assistance, but can't manage as they are only a staff of 2 people. Still need to figure out if we should stay involved or seek alternative source for management. Update on the bike/pedestrian plan was briefly discussed as well as the 10-year transportation plan and the fact that we have engineering services money available. Need to figure out how best to allocate the money out to projects through TAC subcommittee.

B. Nominating Committee Update (John Ayer)

Award Nominating Committee – only have 2 Award of Excellence nominations so far. Jeff spoke on need for more nominees. We sent out reminder email last week and will likely send another out this week. Deadline is April 18th. Urged everyone to reach out to contacts for nominees. Dave Katz advised that he will be forwarding a community service nominee in the next week or so.

5. Old Business

A. Annual Meeting Planning Update

- Reviewed invitation and sponsors
- We are setting up a tour of Franklin through Nobis
- We have set the ticket price at \$55 to hopefully cover the cost of the dinner
- We will be using Eventbrite for ticket purchases

B. Annual Meeting Award Descriptions / Nomination Update

See 5b above.

Mardean Badger enters the meeting approximately 34 minutes after commencement. John asked to bounce back now that we have a quorum to solicit a motion to approve the minutes of March 9, 2022 – Mardean brought the motion and Steve F. seconded. Voice vote indicated approval noting none opposed and one abstained.

Pat asked if we will be inviting any governmental/congressional/NH politicians. Jeff advises that we usually do invite some of them and occasionally pay for their dinners. Pat said that she generally invites Jeb Bradley and his wife and pays for his tickets, but can't do it this year and wonders if LRPC would be willing to pay for his ticket. Jeff feels it would be worth it for the organization for him to come and agrees to pay for the tickets.

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6. New Business

A. FY23 Organizational Budget (Jeff)

Jeff said we need to have a draft in place before the annual meeting so the proposed budget needs work. He pointed out the Senator Shaheen funding earmarked for regional plan updates and believes this was funded in the last infrastructure bill, but we don't have any details yet. The other unknown is the solid waste grant which we should hear about in the next couple of months.

Dave Katz suggested that we add the reserves topic to next month's agenda to discuss what is an appropriate amount of reserves to maintain and prioritize how to use them. Jeff states current policy is to have 6 months or so in reserves.

Jeff spoke about his frustration regarding the HSEM contracts and that we continuously lose money doing these.

B. Staffing Update

- We have a new Sr. Transportation Planner starting on April 18th.
- We have a new Solid Waste Planner starting on April 25th, replacing Paige.
- Jessica Bighinatti has given her resignation due to personal issues. Jeff noted that it is likely that we will wait on the outcome of the solid waste grant to decide when to fill Jess' position.
- We also have hired 3 interns for the summer starting in June: one for traffic counts and data collection, one to assist in our regional housing plan, and one to assist in our regional transportation plan.

C. Election Ballot

John addressed the proposed election ballot. Jeff asked if this could be approved for circulation. This ballot was added after the meeting packet went out and handed out at the meeting instead, as such, Dave Katz did not get a copy. John suggested that we think about it and address it at the next meeting. Jeff indicated that it was the same people as currently exist. John asked if everyone would review and get back to him with any questions or changes. Jeff stated that he would like to get this out before the next board meeting.

Matters not on the agenda:

- i. Jeff asked if we should post recordings of the meetings on our website. Consensus was "no".
- ii. John reviewed some of the newspaper articles in the meeting packet (Meredith Town Manager moving to Berlin and foam recycling in Gilford).
- iii. Dave Katz asked for an update on the housing survey. Jeff didn't have much as Dave Jeffers has been on vacation so he needs to meet with Dave for an update. The housing needs assessment is the topic for the commissioner's meeting on April 25th in Tuftonboro which will provide a more detailed update.
- iv. Pat stated that Tamworth had met with Consolidated Communications regarding available funding for fiber internet. She suggested that if other towns are interested, they should contact Consolidated to be put on a list. This program supports small towns in getting high speed internet and installation is free. Contact is maryellenplayer@consolidated.com. Her phone number is 617.256.6377.

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7. Roundtable

D. Katz, New Hampton—All 22 zoning articles passed at the town meeting. He feels the article allowing the town and PB to make minor housekeeping provisions is the best one. Ordinance and Regulation Subcommittee of the PB and they have several topic on the agenda such as subdivisions, shoreline construction on the Pemi River, unattached ADU's to be addressed, buildable area of lots (trying to come up with uniform calculation), CIP cycles are starting, and resolution of issues relative to private events in residential district.

M. Badger, Ashland—PB site plan review that needs to go to SB regarding driveway off a Class 6 road (Class 6 v. continued road v. private road). Lakes Region Community Developers and Lakes Region Community Services are proposing to complete renovate St. Agnes Church for supportive housing (not transitional). This needs to go to the SB for support, but she thinks the SB won't be supportive of it. There is going to be a ribbon cutting this weekend on a transitional housing project.

P. Farley, Tamworth—A selectman who was elected in March has just resigned because he was supposedly moving. Now 4 members of the SB need to appoint someone to hold the position until next March. The transfer station/recycling program effort continues. There is an engineering plan in progress. Question arises as to why there can't be regional police departments, fire department, transfer station (in part), and salvage areas at the transfer stations.

B. Bolton, Plymouth—There is a fire and police employee shortage. Very hard to find personnel. Looking to offer incentives to entice applicants. There is a highway position about to open and this is also going to be hard to fill. Suggests the possibility of sharing municipal staff positions to resolve some of the shortages. The South Main Street project will be going out to bid shortly, but they are going to need 2 different types of bids which will possibly entail having 2 different contractors. They just put a CIP in place to add fire and police equipment, roads, etc. It was previously mentioned at the last commissioner's meeting that Andover was looking to maybe partner with another town for a Public Works Director as Plymouth does not current have one. They would be interested in this and asked if Jeff could facilitate a meeting.

S. Wingate, Tuftonboro—They have had their town meeting since the last meeting. There were a lot of free staters/libertarians present who opposed all the bills and thus the new police station proposal failed by 3 votes. There was also a warrant article to force recycling of paper which also failed. Results all boil down to who attends the meetings.

D. Kerr, Barnstead—At last meeting there were 3 PB items he didn't know the results of – RVs, short term rentals, and recreational vehicle ordinance – and reports they have all passed. Dave mentions that Dave Jeffers gave a RSMS presentation to the PB for next year's budget. The PB had a 15 unit subdivision before it which would be constructed in 2 phases and there has been a proposition for segmented cisterns, but town requirement is for a single one. Dave had to educate the PB on the issue of exaction – having the subdivision pay a portion of paving the road.

S. Favorite, Bristol—Still having issues regarding Air B&B's v. B&B's – conflicts as to what is acceptable. New Police Station/Fire Station was added to the CIP in 2006 and in now coming to fruition. They will be adding school projects to the next CIP. The transfer station now has a compactor for cardboard. The transfer station design is working quite well and Steve invites everyone to come out and take a look. The addition of the salt/sand tent has proven to be most valuable. The water/sewer department now has a fenced in solar field.

J. Ayer, Gilford—John spoke the new Michael's store coming to the Wal-Mart plaza and mentioned that at the movie plaza near the airport, they are constructing a ClearChoiceMD building at the entrance of the plaza and they are adding a parking lot on the side of the Tractor Supply store to replace the parking spaces being taken by the medical building. The town has a new building inspector which comes from Everett, MA.

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8. **Adjourn**

The Chair declared the meeting adjourned at approximately 11:20 AM.

*Respectfully Submitted,
Linda Waldron
Meeting Recorder*

Ordinary Income/Expense

Income

4010 - Contract Income

	FY21 Budget Proposal	FY22 Budget Proposal	FY23 Budget Proposal	Comments
\$ 442,101.00	\$ 442,101.00	\$ 546,470.00	\$ 639,441.00	
\$ 11,111.00	\$ 11,111.00	\$ 11,111.00	\$ 11,111.00	112 - Targeted Block Grant
\$ 2,700.00	\$ 2,700.00	\$ 2,700.00	\$ 2,700.00	215 - PRLAC
\$ 37,500.00	\$ 30,000.00	\$ 30,000.00	\$ 10,000.00	292 - USDA Streetscaping
\$ 6,000.00	\$ 3,000.00	\$ 3,000.00	\$ 15,000.00	293 - PRLAC Corridor Management Plan
\$ 6,000.00	\$ 2,000.00	\$ 2,000.00	\$ 6,000.00	392 - Bridgewater HSEM Carryover from Previous Year
\$ 6,000.00	\$ 2,000.00	\$ 2,000.00	\$ 6,000.00	394 - Tiltonboro HSEM Carryover from Previous Year
\$ 18,000.00	\$ 74,999.00	\$ 74,999.00	\$ 55,000.00	433 - APR Regional Housing Needs
\$ 214,490.00	\$ 267,185.00	\$ 267,185.00	\$ 22,400.00	435 - USDA Solid Waste Grant FY22 [75% of \$99,998 Proposed Budget]
\$ 10,000.00			\$ 7,500.00	436 - NBRC Gale School Belmont
			\$ 12,405.00	437 - NBRC Town of Sandwich
			\$ 20,000.00	439 - CDBG Grafton County Microenterprise Technical Assistance FY22/23
			\$ 279,925.00	722 - UPWP FY22 Budgeted Income [Based on \$5/45 Budget Split] vs. \$297k listed in proposal to NHDOT
			\$ 10,000.00	Pardoe
				Potential Revenues:
			\$ 4,000.00	395 - Northfield Circuit Rider
			\$ 2,500.00	397 - Center Harbor Circuit Rider
			\$ 75,000.00	398 - Plymouth Circuit Rider
			\$ 100,000.00	438 - NBRC Town of Hebron
			\$ -	FY23 USDA SWG 75% to total
			\$ -	Sen. Shaheen Earmark for Reg. Plan update
			\$ -	Additional NBRCs
			\$ -	Closed Projects from Previous Year(s):
			\$ -	State School NBRC Year 1
			\$ -	386 - Sanborn HMP (Expect 100% Completed in FY 21)
			\$ -	425 - Lakeshore Redevelopment Planning Commission Laconia State School
			\$ -	278 - NCCRPC Coordinated Public Transit, expect 75% billed in FY 21
			\$ -	291 - NH Geo Portal \$4525 billed by 6/30/21, \$1375 bill by 5/31/22
			\$ -	393 - Tilton- expect @ 50% complete in FY 21
			\$ -	397 - Center Harbor Circuit Rider
			\$ -	418 - CDBG Wolfeboro G.A.L.A.
			\$ -	429 - CDBG Micro TA-COVID
			\$ -	430 - USDA Solid Waste Grant FY21
			\$ -	432 - CDBG Grafton County Microenterprise Technical Assistance FY21/22
			\$ -	501.1a PLY - RSMS Project Plymouth only 50% billed in FY 22
			\$ -	501.1b PLY - Culverts Project Plymouth only 50% billed in FY 22
			\$ -	Hebron RSMS
			\$ -	HHW only
\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	
\$ 103,000.00	\$ 103,000.00	\$ 103,000.00	\$ 103,000.00	Maintained at FY22 Budget No increase from FY 20 [Four Years of Level Funding]
\$ 15,090.00	\$ 16,000.00	\$ 16,000.00	\$ 16,688.00	Per Grant Application Submitted
\$ 118,090.00	\$ 119,000.00	\$ 119,000.00	\$ 119,688.00	
\$ 2,700.00	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	Dividends and Interest Earned on Vanguard and NH PDIP Investments
\$ 6,500.00	\$ 6,000.00	\$ 6,000.00	\$ 12,125.00	Sponsors (\$2,500) Ticket Sales (\$9,625) Offset by Expenses (see 7011 - Annual Meeting)
\$ -				
\$ -				
\$ 6,500.00	\$ 6,000.00	\$ 6,000.00	\$ 12,125.00	
\$ 128,530.00	\$ 128,530.00	\$ 128,530.00	\$ 134,957.00	5% Increase
\$ 1,000.00	\$ 3,800.00	\$ 3,800.00	\$ 1,300.00	Net Sale Income
\$ 1,000.00	\$ 3,800.00	\$ 3,800.00	\$ 1,300.00	
\$ 35,253.94	\$ 810,300.00	\$ 810,300.00	\$ 36,000.00	
\$ 736,674.94	\$ 810,300.00	\$ 810,300.00	\$ 950,011.00	
\$ 736,674.94	\$ 810,300.00	\$ 810,300.00	\$ 950,011.00	

Total Income

Gross Profit

Expense	FY21 Budget		FY22 Budget		FY23 Budget		Comments
	Proposal		Proposal		Proposal		
6030 • Custodian	\$	4,160.00	\$	4,160.00	\$	4,160.00	
6050 • Education & Training	\$	5,450.00	\$	1,000.00	\$	1,000.00	
6060 • Equipment Maintenance							
6062 • Equip. Maint	\$	1,650.00	\$	1,650.00	\$	1,650.00	LRC \$137.50 per month * 12 months
6063 • Computer Maint.	\$	1,500.00	\$	1,500.00	\$	1,500.00	
Total 6060 • Equipment Maintenance	\$	3,150.00	\$	3,150.00	\$	3,150.00	
6061 • Equipment Purchases	\$	-					
6070 • HHW Expense							
6072 • HHW Contractors	\$	103,000.00	\$	103,000.00	\$	103,000.00	Maintained at FY22 Budget No increase from FY 20 [Four Years of Level Funding]
Total 6070 • HHW Expense	\$	103,000.00	\$	103,000.00	\$	103,000.00	
6080 • Insurance - Bonds & Business	\$	3,000.00	\$	3,000.00	\$	3,000.00	
7010 • Publishing/Memberships/Meetings							
6020 • Books Land Use	\$	-	\$	2,700.00	\$	-	See Line Item: 4071 - Land Use Book Sales for Net Sales Income
7011 • Annual Meeting	\$	7,500.00	\$	10,025.00	\$	22,125.00	Rental of Facilities and Caterer NHARPC (\$1,000) NESGFOA (\$50) APA NADO (\$3,000) Municipal Management (\$110) NHMA (\$565) NH Planners Association (\$442) NAHMMMA (\$150)
7012 • Memberships							
7013 • Commissioner/Other Meetings	\$	6,000.00	\$	6,000.00	\$	6,000.00	
7015 • Publications, Subscriptions	\$	1,750.00	\$	1,750.00	\$	1,750.00	
7010 • Publishing/Memberships/Meetings	\$	500.00	\$	500.00	\$	500.00	
Total 7010 • Publishing/Memberships/Meetings	\$	15,750.00	\$	18,275.00	\$	30,375.00	
7020 • Miscellaneous Expense	\$	750.00	\$	758.00	\$	500.00	Monthly ACH Fee to Initiate NHRs and ICMA Batch (\$180) Monthly FSA Card Fee (\$132) MYSB Lock Box (\$75)
7030 • Office Improvements	\$	1,000.00	\$	500.00	\$	500.00	New Air Conditioner for Printer Room
7040 • Office Expense							
7041 • Supplies	\$	6,000.00	\$	5,000.00	\$	5,700.00	Primarily Staples and W.B. Mason [Includes Checkmate Stamps.com Supplies Spillers Engraving Awards]
7042 • Software Renewal	\$	8,500.00	\$	8,500.00	\$	9,210.00	ESRI (\$5,550) QuickBooks Payroll (\$500) QuickBooks Subscription (\$600) LRCComputers (\$2,100) Adobe Pro (\$300) Canva (\$160)
Total 7040 • Office Expense	\$	14,500.00	\$	13,500.00	\$	14,910.00	
7043 • Copier Lease	\$	5,750.00	\$	5,000.00	\$	5,000.00	
7050 • Payroll Expenses							
7051 • Salaries & Wages	\$	418,817.26	\$	452,118.00	\$	510,543.00	Core Staff: Executive Director, 4 Full-time Planners, 1 Full-time Administrative Assistant and 1 Part-time Administrative Assistant - 5% Increase for Core Staff Only 2.5% affects FY23 since increases are given in January 2023
	\$	393,704.00	\$	440,778.00	\$	461,383.00	
					\$	11,059.00	Summer Staff Interns
7052 • Health Insurance	\$	25,113.26	\$	11,340.00	\$	49,160.00	Hayes Jeffers Slack Senior Transportation and Solid Waste Planners Administrative Assistant
7053 • Life Insurance	\$	59,413.00	\$	50,823.00	\$	90,539.00	Hayes Jeffers Slack Bighinnati Senior Transportation and Solid Waste Planners Administrative Assistant
7054 • Long Term Disability Insurance	\$	300.00	\$	300.00	\$	432.00	Hayes Jeffers Slack Bighinnati Senior Transportation and Solid Waste Planners Administrative Assistant
7055 • Retirement Fund	\$	1,162.00	\$	1,200.00	\$	1,200.00	Hayes Jeffers Slack Bighinnati Senior Transportation and Solid Waste Planners [14.06% rate]
7056 • Dental Insurance	\$	33,223.00	\$	42,755.00	\$	44,540.00	Hayes Jeffers Slack Bighinnati Senior Transportation and Solid Waste Planners Carder Administrative Assistant
7057 • Payroll Taxes	\$	4,867.26	\$	4,676.00	\$	6,586.00	Hayes Jeffers Slack Senior Transportation and Solid Waste Planners Carder Administrative Assistant
	\$	32,040.00	\$	34,587.00	\$	39,057.00	7.65% of Salaries and Wages
7058 • Workmans Comp.	\$	800.00	\$	800.00	\$	1,000.00	
7059 • Unemployment Insurance	\$	1,000.00	\$	1,000.00	\$	1,000.00	
7061 • Short Term Disability Insurance	\$	2,040.00	\$	2,040.00	\$	2,947.00	Hayes Jeffers Slack Bighinnati Carder Administrative Assistant Senior Transportation and Solid Waste Planners
Total 7050 • Payroll Expenses	\$	553,682.52	\$	590,299.00	\$	697,844.00	
7060 • Postage & Printing							
6064 • Postage Fee	\$	300.00	\$	300.00	\$	300.00	Stamps.com (\$24.99 per month)
7062 • Postage	\$	700.00	\$	700.00	\$	1,000.00	Includes postage for Annual Meeting
Total 7060 • Postage & Printing	\$	1,000.00	\$	1,000.00	\$	1,300.00	
7070 • Professional Services							
7072 • Consultant	\$	-	\$	17,661.00	\$	42,661.00	50% of UPWP On-Call Engineer Budget Minimal CEDS Update Regional CEDS
7073 • USDA Expenses	\$	300.00	\$	2,000.00	\$	-	
7075 • Payroll Service	\$	300.00	\$	19,961.00	\$	42,961.00	
Total 7070 • Professional Services	\$	7,000.00	\$	7,000.00	\$	7,000.00	
7071 • Audit	\$	500.00	\$	500.00	\$	500.00	\$890 per Month
7074 • Legal	\$	9,672.00	\$	9,672.00	\$	10,680.00	Purchased in FY22
7080 • Rent	\$	7,600.00	\$	4,125.00	\$	-	
7090 • Traffic Equipment	\$	6,500.00	\$	5,000.00	\$	5,000.00	
8010 • Travel Expense							

	FY21 Budget		FY22 Budget		FY23 Budget		Comments
	Proposal		Proposal		Proposal		
8050 • Utilities							
6090 • Internet	\$	2,000.00	\$	2,400.00	\$	3,960.00	FirstLight Piper Mountain Web
8051 • Utilities-Propane	\$	3,750.00	\$	3,500.00	\$	4,000.00	
8052 • Telephone	\$	7,500.00	\$	7,500.00	\$	4,171.00	Nextiva and Verizon Wireless
8053 • Electric	\$	2,500.00	\$	2,500.00	\$	2,500.00	
Total 8050 • Utilities	\$	15,750.00	\$	15,900.00	\$	14,631.00	
8060 • Vehicle O&M	\$	4,500.00	\$	4,500.00	\$	4,500.00	Insurance Policy Fuel Usage Maintenance
Total Expense	\$	762,994.52	\$	810,300.00	\$	950,011.00	
Net Ordinary Income			\$	-	\$	-	



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Washington, DC 20590
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News

The Bipartisan Infrastructure Law Will Deliver for New Hampshire

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in New Hampshire is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for New Hampshire.** For decades, infrastructure in New Hampshire has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave New Hampshire a C- on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for hundreds of thousands of New Hampshire residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In New Hampshire there are 215 bridges and over 698 miles of highway in poor condition. Since 2011, commute times have increased by 5.9% in New Hampshire, and on average, each driver pays \$476 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, New Hampshire would expect to receive approximately \$1.4 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 28.3% more than the State's Federal-aid highway formula funding under current law (1). New Hampshire can also compete for the \$15.77 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. New Hampshire can also expect to receive approximately \$27 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$30 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, New Hampshire will receive approximately \$15 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related

crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in New Hampshire will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. In addition, New Hampshire can expect to receive approximately \$9.9 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration’s Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 53% increase in funding compared to FAST Act levels (4). New Hampshire will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified.

Improve healthy, sustainable transportation options for millions of Americans. New Hampshire residents who take public transportation spend an extra 114.9% of their time commuting and non-White households are 2.1 times more likely to commute via public transportation. 32.1% of transit vehicles in the state are past useful life. **Based on formula funding alone, New Hampshire would expect to receive about \$126 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 40% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration’s plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, New Hampshire would expect to receive about \$17 million over five years to support the expansion of an EV charging network in the state (6). New Hampshire will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$102 billion to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$41 billion would be provided as grants to Amtrak, \$43.5 billion for Federal-State Partnership for Intercity Passenger Rail Grants for intercity rail service, including high-speed rail. On top of this, New Hampshire will be eligible to compete for \$10 billion for rail improvement and safety grants and \$5.5 billion for grade crossing safety improvements.”

Improve our nation’s airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in New Hampshire would receive approximately \$46 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our

nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America's coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.

- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B - new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$15.77B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.78B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in "equal amounts for each fiscal year 2022 through 2026". This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA's National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*

(7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

###

BIPARTISAN INFRASTRUCTURE LAW (BIL)*

Overview of Highway Provisions

Leigh Levine
New Hampshire Division Office
May, 2022



U.S. Department
of Transportation
Federal Highway
Administration

*Also known as the "Infrastructure Investment and Jobs Act"

1

2

BIL Goes Beyond Transportation

- Once-in-a-generation investment in infrastructure
- Grows the economy, enhances U.S. competitiveness, creates good jobs, and makes the U.S. economy more sustainable, resilient, and equitable
- Around \$550 B in new Federal infrastructure investment, including—
 - Largest federal investment in public transit ever
 - Largest federal investment in passenger rail since the creation of Amtrak
 - Largest dedicated bridge investment since the construction of the Interstate System
 - Largest investment in clean drinking water & wastewater infrastructure in U.S. history
 - Largest investment in clean energy transmission & electric vehicle infrastructure in history
 - Ensuring every American has access to reliable high-speed internet
- On average, around 2 million jobs per year

2

High Points of BIL Highway Provisions

- **Funds highway programs for five years** (FY 22-26)
- **\$350.8 B (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs**, including—
 - **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- **More opportunities for local governments and other non-traditional entities** to access new funding
- \$90 B transfer (GF->HTF) to **keep the HTF Highway Account solvent for years**

3

Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

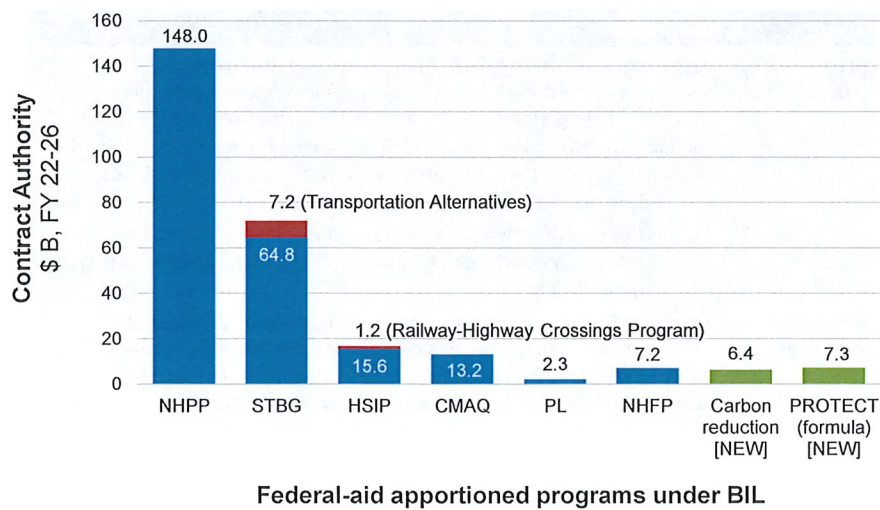
4

APPORTIONED HIGHWAY PROGRAMS

- 8 Apportioned CA Programs
- Changes to Existing CA Programs (TA, HSIP, CMAQ,)

5

8 Apportioned CA Programs (Including 2 New)



6

Changes to Transportation Alternatives (TA) Set-aside from STBG

Topic	Changes
Funding	<ul style="list-style-type: none"> Increases funding, setting it at 10% of total STBG funds each FY Increases from 50% to 59% the portion of TA funds that must be suballocated to areas of the State based on population Continues to permit States to transfer up to 50% of TA funds to any other apportioned program but establishes new conditions Allows States to use up to 5% of available funds (after suballocation) to fund staff to administer the TA program and assist applicants
Eligible projects	<ul style="list-style-type: none"> Reaffirms eligibility for safe routes to school projects and activities Adds activities relating to vulnerable road user safety assessments
Eligible entities	<ul style="list-style-type: none"> Adds as eligible entities MPOs representing a pop. $\leq 200,000$, any nonprofit entities, and States at the request of another eligible entity
Federal share	Subject to certain requirements: <ul style="list-style-type: none"> provides for a Federal share up to 100% allows HSIP funds to be used toward the non-Federal share allows non-Federal share requirements to be met on an aggregate basis instead of by project

7

Changes to Highway Safety Improvement Program (HSIP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none"> Adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school) Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Some examples include: <ul style="list-style-type: none"> railway-highway crossing grade separation projects; traffic control devices for pedestrians and bicyclists; and roadway improvements that separate motor vehicles from bicycles or pedestrians
Vulnerable road users	<ul style="list-style-type: none"> Requires States to complete vulnerable road user (VRU) safety assessments, taking into consideration a Safe System approach Adds new special rule for States with total annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities in State

8

Changes to Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Topic	Changes
Eligible projects	<ul style="list-style-type: none"> • Adds eligibilities for— <ul style="list-style-type: none"> ◦ shared micromobility (e.g., bikeshare, shared e-scooters) ◦ purchase of diesel replacements ◦ purchase of medium/heavy-duty zero emission vehicles and related charging equipment ◦ modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing, if certain criteria are met (≤10% of CMAQ funds)
Rail/transit operating assistance	<ul style="list-style-type: none"> • CMAQ funds may be used for rail/transit operating assistance (w/o time limitation) in association with certain CMAQ projects located in certain areas
Equity	<ul style="list-style-type: none"> • Requires, to the maximum extent practicable, prioritizing disadvantaged communities or low-income populations when obligating funds to reduce PM_{2.5} emissions

9

SAFETY

- New - Safe Streets and Roads for All
- New - Wildlife Crossings Pilot Program
- Other Safety-related Provisions

10

[NEW] Safe Streets and Roads for All (discretionary)

Purpose	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).
Funding	\$5.0B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • MPO • Political subdivision of a State (e.g., local governments) • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Comprehensive safety action plan (planning grant) • Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan
Other key provisions	<ul style="list-style-type: none"> • Sets aside not less than 40% of total funding each FY for planning grants. • Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.

11

[NEW] Wildlife Crossings Pilot Program (discretionary)

Purpose	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Funding	• \$350 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State highway agency (or equivalent) • MPO • Local government • Regional transportation authority • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency
Eligible projects	• Projects to reduce wildlife-vehicle collisions
Other key provisions	<ul style="list-style-type: none"> • Sets aside not less than 60% of grant funds for projects in rural areas • Provision related to pilot program requires: <ul style="list-style-type: none"> ○ study of methods to reduce wildlife-vehicle collisions; ○ workforce development and technical training courses with; ○ standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and ○ guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity.

12

Other Safety-related Provisions

Program/topic	Provisions in the new law
Increasing Safe and Accessible Transportation Options (§11206)	<ul style="list-style-type: none"> • Defines Complete Streets standards and policies • Requires each State and MPO to carry out transportation planning activities related to complete streets or multimodal travel using— <ul style="list-style-type: none"> ◦ State: at least 2.5% of its State Planning and Research (SPR) funds ◦ MPO: at least 2.5% of its Metropolitan Planning (PL) funds
Manual on Uniform Traffic Control Devices (MUTCD) (§§11129, 11135)	<ul style="list-style-type: none"> • Adds to MUTCD purposes inclusion and mobility for all users • Requires MUTCD update within 18 months, every 4 years thereafter • Requires first update to provide for protection of vulnerable road users to the greatest extent possible, among other specified elements

13

CLIMATE AND RESILIENCE

- New - Carbon Reduction Program
- New - PROTECT Grants (formula and discretionary)
- New - Charging and Fueling Infrastructure
- New - National Electric Vehicle Formula Program
- Other Climate and Resilience Provisions

14

[NEW] Carbon Reduction Program (formula)

Purpose	Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
Funding	\$6.4 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none"> States (including DC)
Distribution formula	<ul style="list-style-type: none"> Apportioned to States by formula 65% of funds are suballocated (reserved for use in certain areas of the State, based on population)
Other key provisions	<ul style="list-style-type: none"> Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval. DOT must certify that a State's strategy meets the statutory requirements.

15

[NEW] PROTECT* Formula Program

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$7.3 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none"> States (including DC)
Distribution formula	<ul style="list-style-type: none"> Apportioned to States by formula
Other key provisions	<ul style="list-style-type: none"> Highway, transit, and certain port projects are eligible Higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan Of the amounts apportioned to a State for a fiscal year, the State may use: <ul style="list-style-type: none"> not more than 40% for construction of new capacity not more than 10% for development phase activities

* The full name of the program is Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.

16

[NEW] PROTECT Grants (discretionary)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State (or political subdivision of a State) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s)) • <i>Different eligibilities apply for at-risk coastal infrastructure grants</i>
Eligible projects	<ul style="list-style-type: none"> • Highway, transit, intercity passenger rail, and port facilities • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes
Other key provisions	<ul style="list-style-type: none"> • Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan • May only use up to 40% of the grant for construction of new capacity

17

[NEW] Charging and Fueling Infrastructure (discretionary)

Purpose	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
Funding	\$2.5 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State or political subdivision of a State • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Territory
Eligible projects	<ul style="list-style-type: none"> • Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure • Operating assistance (for the first 5 years after installation) • Acquisition and installation of traffic control devices
Other key provisions	<ul style="list-style-type: none"> • Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors • Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks

18

[NEW] National Electric Vehicle Formula Program (formula and discretionary*)

Purpose	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none"> States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none"> Same shares as Federal-aid highway apportionments
Other key provisions	<ul style="list-style-type: none"> Funded projects must be located along designated alt fuel corridors Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure State must submit plan to DOT describing planned use of funds If State doesn't submit plan (or carry it out), DOT may withhold or withdraw funds and redistribute within the State, or to other States Establishes DOT-DOE Joint Office of Energy and Transportation Requires DOT to designate national EV charging corridors to support freight and goods movement

* Program sets aside funds for discretionary technical assistance grants; also if DOT withholds or withdraws funding from a State, DOT may award funds to local governments in the same State.

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Other Climate and Resilience Provisions

Program/topic	Provisions in the new law
Standards for EV charging stations (§11129)	<ul style="list-style-type: none"> Requires electric vehicle charging infrastructure installed using title 23 funds to provide for non-proprietary charging connectors that meet industry safety standards and payment methods available to all members of the public
Report on emerging alternative fuel vehicles and infrastructure (§11511)	<ul style="list-style-type: none"> Requires the Secretary to prepare a report on emerging alternative fuel vehicles and infrastructure which includes an evaluation of emerging alternative fuel vehicles, identification of areas where emerging alternative fuel infrastructure will be needed, estimates the future need for emerging alternative fueling infrastructure, and includes a tool for States to evaluate different adoption and use scenarios.
Conditions and performance (C&P) report (§13006)	<ul style="list-style-type: none"> Requires the C&P report to address resilience needs

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BRIDGES

- New - Bridge Formula Program
- New - Bridge Investment Program

21

[Division J]

22

[NEW] Bridge Formula Program

Purpose	Replace, rehabilitate, preserve, protect, and construct bridges on public roads
Funding	\$27.5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none"> • States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none"> • 75% based on relative costs of replacing State's poor condition bridges • 25% based on relative costs of rehabilitating State's fair condition bridges • ...but each State receives at least \$45M per FY (22-26)
Other key provisions	<ul style="list-style-type: none"> • Benefits for "off-system" (non-Federal-aid highway) bridge projects <ul style="list-style-type: none"> ◦ 15% of funds reserved for such projects ◦ 100% Federal share if owned by a local agency or Federally-recognized Tribe • Sets aside 3% of the funds appropriated for the program for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program

22

[NEW] Bridge Investment Program (discretionary)

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	\$12.5 B (FY 22-26), including— <ul style="list-style-type: none"> • \$3.3 B (FY 22-26) in Contract Authority from the HTF; and • \$9.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO (w/ pop. >200K) • Local government • Special purpose district or public authority with a transportation function • Federal land management agency • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory • Project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species
Other key provisions	<ul style="list-style-type: none"> • At least 50% of funding reserved for certain large projects; option for multi-year funding agreements • Different process for funding projects ≤\$100 M cost • Sets aside average of \$40M per FY for Tribal transportation bridges

23

EQUITY

- New - Reconnecting Communities Pilot Program
- New - Rural Surface Transportation Grants

24

[NEW] Reconnecting Communities Pilot Program (discretionary)

Purpose	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
Funding	\$1 B (FY 22-26), including— <ul style="list-style-type: none"> • \$500 M (FY 22-26) in Contract Authority from the HTF; and • \$500 M (FY 22-26) in advance appropriations from the GF
Eligible entities	<u>Planning grants:</u> <ul style="list-style-type: none"> • State • MPO • Local government • Tribal government • Nonprofit organization <u>Capital construction grants:</u> Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)
Eligible activities	<ul style="list-style-type: none"> • Planning grants (≤\$2M) • Grants (≥\$5M) for capital construction projects, including the removal and replacement of eligible facilities

25

[NEW] Rural Surface Transportation Grants (discretionary)

Purpose	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.
Funding	\$2 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State • Regional transportation planning organization (RTPO) • Local government • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Highway, bridge, or tunnel projects eligible under NHPP, STBG or the Tribal Transportation Program • Highway freight project eligible under NHFP • Highway safety improvement project • Project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area • Integrated mobility management system, transportation demand management system, or on-demand mobility services
Other key provisions	<ul style="list-style-type: none"> • Sets aside each FY: ≤10% for grants to small projects (<\$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher than average rural roadway lane departure fatalities

26

NEW SIGNIFICANT INFRASTRUCTURE PROGRAM

- New - Local and Regional Project Assistance Program

27

§ 21202

28

[NEW] Local and Regional Project Assistance Program* (discretionary)

Purpose	Projects with a significant local or regional impact that improve transportation infrastructure
Funding	\$7.5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State (and DC) • Territory • Local government • Public agency or publicly chartered authorities established by one or more States • Special purpose district or public authority with transportation function • Federally-recognized Indian Tribe • Transit agency
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects eligible under title 23 • Public transportation projects • Passenger or freight rail projects • Port infrastructure investments • Surface transportation components of an airport • Projects for investment in surface transportation facilities on Tribal land • Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff • Any other surface transportation projects considered necessary to advance program goals

* Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as TIGER and BUILD).

28

PLANNING AND PROJECT DELIVERY

- New - Transportation Access Pilot Program

29

§ 13010

30

[NEW] Transportation Access Pilot Program

Purpose	Pilot program to: <ul style="list-style-type: none"> • develop or acquire an open-source accessibility data set with measures of the level of access by multiple transportation modes to jobs, education, various services, and other important destinations; • provide the data to participating States, MPOs, and rural transportation planning organizations; and • use the data to help those entities improve their transportation planning by measuring the level of access to important destinations for different demographic groups or freight commodities, then assessing the change in accessibility that would result from new transportation investments.
Funding	<ul style="list-style-type: none"> • Requires DOT to fund the pilot program from amounts made available for DOT administrative expenses
Eligible entities	<ul style="list-style-type: none"> • State (including DC and Puerto Rico) • MPO • Regional transportation planning organization (RTPO)
Other key provisions	<ul style="list-style-type: none"> • Requires FHWA to report to Congress on the results of the program, including the feasibility of periodically providing accessibility data sets for all States, regions, and localities

30

FOR MORE INFORMATION

• Please visit:

fhwa.dot.gov/bipartisan-infrastructure-law

**Lakes Region Planning Commission
Transportation Technical Advisory Committee**

STANDING RULES AND PROCEDURES

Approved: October 12, 1994

Amended: September 25, 2006

Article I. Name

The name of this Committee shall be the Lakes Region Planning Commission Transportation Technical Advisory Committee, hereinafter referred to as the TAC.

Article II. Authorization

The authorization for this Committee is set forth in Article 7.3, "Standing Rules" of the LRPC By-Laws.

Article III. Purpose

The TAC is established as a standing committee of the LRPC to provide the Commissioners advice concerning transportation issues. This Committee is purely advisory with no stated or implied responsibilities, or authority, for final approval or implementation of LRPC policies.

Article IV. Membership

- A. This Committee shall consist of one voting member or designee from each LRPC dues paying member community.

The appointing authority shall be the Board of Selectmen/City Council, or their designee. Appointing authorities are permitted and encouraged to designate an alternate for each voting representative.

The appointment of each representative shall be for a period of two years. In the event that a member of the TAC resigns, the LRPC shall notify the member's appointing authority that the resignation has occurred and of the need to make a new appointment.

ADD

Appointed members shall attend all regular meetings of the TAC. In the event a member misses three (3) consecutive regular meetings, the appointing authority shall be so notified in writing by LRPC's Executive Board.

B. Each of the following may appoint a non-voting member:

1. Federal Highway Administration
2. Belknap County Legislative Delegation
3. Carroll County Legislative Delegation (Lakes Region portion)
4. Grafton County Legislative Delegation (Lakes Region portion)
5. Merrimack County Legislative Delegation (Lakes Region portion)
6. Belknap/Merrimack Community Action Program (CAP)
7. Carroll County Community Action Program (CAP)
8. Lakes Region Community Services Council
9. N.H. Department of Environmental Services, Air Resources Division
10. N.H. Department of Transportation, District Offices 2 and 3
11. Lakes Region Planning Commission
12. N.H. Department of Transportation, Bureau of Planning & Community Assistance
13. N.H. Department of Transportation, Bureau of Public Transportation and Railroads
14. N.H. Department of Transportation, Division of Aeronautics **(DELETE AND ADD – NH DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS, RAIL AND TRANSIT)**
15. Laconia Airport Authority

Additional non-voting members may be approved by the Committee.

Article V. Officers

The officers of this Committee shall include a Chairman and a Vice Chairman who shall come from the voting membership. The Chairman shall preside at all meetings of the Committee and shall have the duties normally conferred on such office. The Vice Chairman shall perform the duties of the Chairman in the absence of the Chairman. The LRPC staff shall serve as the committee secretary.

Election of officers shall take place at the first meeting of the Committee each fiscal year. Nominations shall be made from the floor and the candidate receiving a majority vote of those members of the Committee present and voting shall be declared elected and shall serve for one year, or until a successor shall take office. Vacancies in office shall be filled immediately by the regular election procedures.

Article VI. Meetings and Determinations

The Committee shall meet at least five times per year. All meeting notices shall include an agenda which will be mailed to all voting and non-voting members at least fourteen days prior to the meetings. Meetings will be held in various municipalities in the Lakes Region and will be open to the public.

As the determinations of the Committee are purely advisory information for consideration by the regional planning commissioners, there will be no established meeting quorum. However, meetings will be conducted in accordance with normal parliamentary procedures. Formal recommendations from the Committee on any issue brought to a vote, will include which voting members were in attendance for the vote, the actual vote counts, and any major objections or dissenting opinions which the minority wishes to be forwarded. **DELETE AND REPLACE WITH:**

TAC members from 51% of the member municipalities that have voting privileges and have appointed a TAC representative shall constitute a quorum. Meetings will be conducted in accordance with RSA 91-A and normal parliamentary procedures. Formal recommendations from the TAC on any issue brought to a vote will include which voting members were in attendance for the vote, the actual vote count, and any major objections or dissenting opinions that the minority wishes to be forwarded.

ADD

The TAC shall allow one or more members to participate in a meeting by electronic means of communication for the benefit of the public and the TAC, subject to the provisions of RSA 91-A:2, III.

Except in cases of emergency as defined in RSA 91-A: 2, III (b), a quorum of the TAC or any sub-committee shall be physically present at the location specified in the meeting notice as the location of the meeting.

To follow the provisions of RSA 91-A:2, III, if any TAC member(s) participates in a meeting by electronic means, the following must occur:

1. Each member participating virtually must articulate for the minutes why they cannot physically attend the meeting (i.e. the member cannot participate due to work, health, or personal reasons);
2. Each member participating virtually must identify other persons present in the location from which the member is participating.
3. Each part of the meeting must be audible "or otherwise discernable" to the public at the location of the meeting, and
4. All votes taken during the meeting must be roll call votes recorded in the minutes.

Article VII. Subareas and Subcommittees

To facilitate participation and to accommodate the diverse transportation needs in the Lakes Region, the TAC will rely upon three subareas when the need to investigate specific corridors, routes or projects that occur entirely within a specific subarea is evident. Corridors, routes or projects that affect more than one subarea will be considered by the full TAC, though the TAC may establish a subcommittee from those communities within which such region-wide corridors, routes or projects occur. All subareas and subcommittees shall keep the TAC informed with progress reports at regular TAC Meetings. The TAC will review the final results of any subarea and/or subcommittee report before the full TAC forwards recommendations to the LRPC Commissioners. Membership to a subcommittee shall be appointed by the Chairman with the approval of those present and voting. Membership to a subarea shall be the municipal appointment to the TAC.

For the purpose of using subregions, subareas A, B and C will be established.

Subarea A will include Hebron, Bridgewater, Bristol, Alexandria, Danbury, Andover, Hill, Franklin, Tilton and Northfield.

Subarea B will include Alton, Barnstead, Gilmanston, Belmont, Gilford, Laconia, Sanbornton, Meredith, New Hampton, Center Harbor, Holderness, **Plymouth (ADD)** and Ashland.

Subarea C will include Sandwich, Tamworth, Ossipee, Freedom, Effingham, Wolfeboro, **Brookfield, (DELETE)** Moultonborough, and Tuftonboro.

Article VIII. Order of Business

The order of business at regular meetings shall be:

1. Call to Order.
2. Approval of Minutes.
3. Items of Information.
4. Subarea/Subcommittee Reports.
5. Items of Business.
6. Other Business.
7. Adjournment.

The normal order of business may be changed at the discretion of the Chairman. A motion from the floor must be made and passed in order to dispense with any item on the agenda. No business not officially listed on the agenda can be acted upon.

Article IX. Responsibilities

To insure that decisions of the Lakes Region Planning Commission related to transportation are based on technical expertise, community goals and objectives, and sound planning principles, the TAC's responsibilities shall include, but not necessarily be limited to, the following:

1. Render technical advice to the LRPC regarding transportation plans, programs, and projects in the form of written memoranda and presentations at LRPC meetings.
2. Review and comment on technical reports and studies related to transportation plans or programs prepared by the LRPC staff or consultants.
3. Maintain liaison between the LRPC and municipal and state officials and the general public regarding transportation planning.
4. Make recommendations regarding the utilization of the media to provide information which will keep citizens well informed of the transportation planning process.

Article X. Amendments

These rules may be amended in accordance with Article 7.3 of the LRPC Bylaws, which requires a majority vote of the LRPC Commissioners at any regular meeting upon recommendations of the Executive Committee.

LAKES REGION PLANNING COMMISSION

103 Main Street, Suite #3
Meredith, NH 03253
Tel 603.279.8171
www.lakesrpc.org



PROPOSED SLATE OF EXECUTIVE BOARD MEMBERS AND BALLOT

TO: LRPC Commissioners
FROM: LRPC Nomination Committee
SUBJECT: Proposed Slate of Candidates — Election of Executive Board for FY 2023

The Nomination Committee of the Lakes Region Planning Commission submits the following slate of candidates for the 12-member Executive Board for FY 2023.

It would be preferable if you could complete and returned the ballot by mail to the LRPC at the address above by Friday, June 13, 2022. Alternatively, the ballot may be returned at the Annual Meeting on June 29, 2022

POSITION (2-YEAR TERM)	CANDIDATE RESIDENCE/LRPC SUB- REGION AREA	VOTE FOR ONE CANDIDATE FOR EACH POSITION	CHECK ALL TO CHOOSE SLATE AS PRESENTED
			ALL <input type="checkbox"/>
Officers			
Chairman	John Ayer Gilford (4)		
Vice-Chairman	David Katz New Hampton (2)		
Secretary	Patricia Farley Tamworth (3)		
Treasurer	David Kerr Barnstead (4)		
Other (write-in)			
Area Commissioners			
	Tony Giunta Franklin (1)		
	Robert Snelling Holderness (2)		
	Jean Marshall Freedom (3)		
	Dean Anson, II Laconia (4)		
Other (write-in)			

Continued

LAKES REGION PLANNING COMMISSION

103 Main Street, Suite #3
Meredith, NH 03253
Tel 603.279.8171
www.lakesrpc.org



POSITION (2-YEAR TERM)	CANDIDATE RESIDENCE/LRPC SUB- REGION AREA	VOTE FOR ONE CANDIDATE FOR EACH POSITION	CHECK ALL TO CHOOSE SLATE AS PRESENTED
At Large Commissioners	Bill Bolton Plymouth (1)		
	Steve Favorite Bristol (1)		
	Mardean Badger Ashland (2)		
	Stephen Wingate Tuftonboro (3)		
Other (write-in)			

From the LRPC bylaws, as amended 11/1/17:

8.4 Election of Executive Board

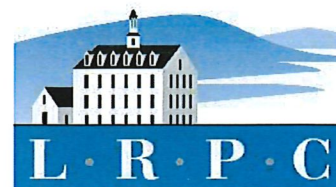
The Executive Board shall be elected by the affirmative written ballots of a majority of the Commissioners voting at the Annual Meeting every two (2) years. The results of the ballots shall be totaled and announced at that meeting. Commissioners are privileged to vote for any qualified person, whether or not he be nominated by the Nominating Committee. In case no candidate for a particular office shall receive a majority of the votes cast, a second ballot shall be cast between the two candidates with the most votes. Then, in the event of a tie, the office will be determined by lot.

8.5 Terms of Office

The Chairman, Vice-Chairman, Secretary and Treasurer shall be elected for terms of two (2) years. The terms of office of Executive Board Members shall begin immediately after the Annual Meeting of each year at which they are declared elected and shall end immediately after the end of the Annual Meeting of each year at the end of their term; but officers shall hold office until their successors have been elected and assume the duties of the office.

55th Annual Meeting Award Nomination

AWARD OF EXCELLENCE



DESCRIPTION This award serves to recognize an organization for an exciting and innovative project that has been successfully conceived and implemented in a community over the last year. The project must serve a public good and must be completed.

SUBMITTED BY YOUR NAME Tina Cotton EMAIL jtcotton80@gmail.com
AFFILIATION Volunteer PHONE 603-735-5724

NOMINEE (ORGANIZATION)	
Organization Name: <u>Andover Hub</u>	Phone: <u>603-735-5509</u>
Address: <u>157 Main St., Andover, NH 03216</u>	Email: <u>theandoverhub@gmail.com</u>
Contact Person: <u>Susan Chase</u>	Contact Person Phone and Email (if different from above): <u>603-735-5135 srfchase@aol.com</u>

PROJECT DESCRIPTION AND LOCATION (Please describe)
<p>Founded in 2019, The Andover Community Hub is a young organization housed in an old building. Andover's original 1879 Town Hall was bought at a foreclosure auction in 2016 with the goal of returning it to its roots as a center of the community, while at the same time preserving a vital and beloved piece of town history. Recently the building The Andover Hub resides in was added to the New Hampshire State Register of Historic Places.</p> <p>The Andover Community Hub is financed entirely by small program fees, individual donations, rentals, fundraising events and an occasional foundation grant.</p> <p>The Hub offers a wide variety of classes, informal gatherings and events. It provides meeting space for community organizations, and things like birthday, baby and bridal showers, and anniversary parties. The Hub has no staff and relies on community members to lead, teach and organize programs. The involvement of anyone who would like to help build the community of Andover and surrounding towns by sharing their ideas, skills, time and support is welcomed. Some examples over the past year follow below.</p> <p>Coffee at the Hub twice a week is an informal social time to meet a friend, stay to chat with whoever is there, play cards, work on a puzzle, or grab a table for a quick meeting with colleagues.</p> <p>Family movie nights are free and offer popcorn and drinks. Tiger Mountain Shotokan instructs kids and adults in karate. Other fitness classes offer yoga, bone builders, mind body barre, dancing, and zumba. The Hub closet has materials such as yarn, fabric, stuffings, etc. for various projects. Quilters and other crafters have biweekly gatherings to work on projects while socializing. The Andover Girl Scout troop meets at the Hub. German and dog obedience classes are also offered. The Granite State VNA holds a monthly senior health clinic. AARP offers tax prep help.</p> <p>A photo of the building is shown on the website https://www.andoverhub.org/</p> <p>The building and all programs were suspended during the first year of the covid pandemic but have slowly resumed over the past year. Masks are required and vaccinations are encouraged.</p>

NOMINATION DEADLINE | April 18, 2022

PROJECT DESCRIPTION AND LOCATION	(CONTINUED)	<i>Add additional sheets if necessary.</i>
REFERENCES (List names, addresses, and phone numbers)		

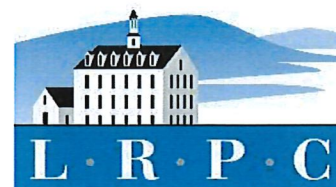
NOMINATION DEADLINE: Monday, April 18, 2022

Email to: admin@lakesrpc.org
or mail to: LRPC Awards Committee
103 Main Street, Meredith NH 03253

Questions? 603-279-5340 or admin@lakesrpc.org
Forms are also online at www.LakesRPC.org

55th Annual Meeting Award Nomination

AWARD OF EXCELLENCE



DESCRIPTION This award serves to recognize an organization for an exciting and innovative project that has been successfully conceived and implemented in a community over the last year. The project must serve a public good and must be completed.

SUBMITTED BY YOUR NAME Justin Slattery EMAIL justin@belknapedc.org
AFFILIATION Belknap EDC PHONE 603-524-3057

NOMINEE (ORGANIZATION)	
Organization Name: Belknap EDC and City of Laconia	Phone: 603-524-3057
Address: 383 S. Main St., Laconia, NH 03246	Email: justin@belknapedc.org
Contact Person: Justin Slattery	Contact Person Phone and Email (if different from above): N/A

PROJECT DESCRIPTION AND LOCATION
(Please describe)
<p>The Colonial Theatre development project in Laconia is comprised of:</p> <ul style="list-style-type: none">• three distinct mixed-use real estate developments which include renovations of the historic Colonial Theatre, the renovation of residential units and four commercial units for marketable rentals on Main St in Downtown, Laconia, New Hampshire.• Total square footage of the property: 51,000.• The Theatre is being rebuilt with modern technology, accessibility upgrades, extensive historic rehabilitation and has capacity for 750 patrons.• The Theatre's capacity will allow it to be able to host various types of cultural and performing arts activities including live stage performances and musical acts.• The City of Laconia is the master tenant of the theatre and will manage its operations in partnership with Spectacle Management, a New England-based performing arts venue operator and event promoter.• The project is one of the largest historic preservation projects in state history, while its design, performance and technical capacity, will make it one of the most advanced cultural arts centers in New Hampshire. <p>It is located at 609 Main Street, Laconia, NH 03246.</p>

NOMINATION DEADLINE | April 18, 2022

Award of Excellence Nomination
Belknap EDC, City of Laconia, and Rusty McLearn

PROJECT DESCRIPTION AND LOCATION

The Colonial Theatre development project in Laconia is comprised of:

- three distinct mixed-use real estate developments which include renovations of the historic Colonial Theatre, the renovation of residential units and four commercial units for marketable rentals on Main St in Downtown, Laconia, New Hampshire.
- Total square footage of the property: 51,000.
- The Theatre is being rebuilt with modern technology, accessibility upgrades, extensive historic rehabilitation and has capacity for 750 patrons.
- The Theatre's capacity will allow it to be able to host various types of cultural and performing arts activities including live stage performances and musical acts.
- The City of Laconia is the master tenant of the theatre and will manage its operations in partnership with Spectacle Management, a New England-based performing arts venue operator and event promoter.
- The project is one of the largest historic preservation projects in state history, while its design, performance and technical capacity, will make it one of the most advanced cultural arts centers in New Hampshire. It is located at 609 Main Street, Laconia, NH 03246.
- More than 350 businesses and individuals have donated to the project. It truly is a community-focused project that has received tremendous support from the Laconia and Lakes Region communities. Further, leveraged investment in the project includes funding from 12 unique sources.
- The current project schedule plans for construction to last about a year and be completed in early 2021.
- The developer and sponsor of the project is the Belknap Economic Development Council, a non-profit regional development corporation, based in the Lakes Region. The organization serves as the managing member of 609 Main Street LLC, which owns the property.

PROJECT DESCRIPTION AND LOCATION	(CONTINUED)	Add additional sheets if necessary.

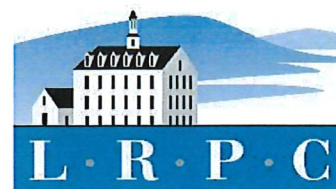
REFERENCES	(List names, addresses, and phone numbers)
Scott Myers, City Manager, smyers@laconianh.gov Justin Slattery, Belknap EDC Executive Director, justin@belknapedc.org	

NOMINATION DEADLINE: Monday, April 18, 2022

Email to: admin@lakesrpc.org
or mail to: LRPC Awards Committee
103 Main Street, Meredith NH 03253

Questions? 603-279-5340 or admin@lakesrpc.org
Forms are also online at www.LakesRPC.org

AWARD OF EXCELLENCE



DESCRIPTION This award serves to recognize an organization for an exciting and innovative project that has been successfully conceived and implemented in a community over the last year. The project must serve a public good and must be completed.

SUBMITTED BY YOUR NAME David Katz EMAIL ztaked@gmail.com
AFFILIATION LRPC PHONE 443-254-6995

NOMINEE (ORGANIZATION)	
Organization Name: <u>Lakes Region Community Developers</u>	Phone: <u>(603) 524-0747</u>
Address: <u>193 Court Street, Laconia, NH 03246</u>	Email: <u>cmeaney@lrcommunitydevelopers.org</u>
Contact Person: <u>Caitlin Meaney</u>	Contact Person Phone and Email (if different from above):

PROJECT DESCRIPTION AND LOCATION (Please describe)
<p>Construction began January 3rd on the \$5.4 million project to renovate the 25-unit Deer Run apartment complex at 62 Pleasant Street in Meredith, NH. Construction is scheduled to last 12 months. Upon completion, the property name will change to Harvey Heights.</p> <p>This project has been five years in the making and we've had to overcome many obstacles. We are proud that the team has persisted against all odds to preserve these affordable units and bring them up to our healthy housing standards.</p> <p>LRCD purchased the property in 2016. It was built in the 1970s using a US Department of Agriculture – Rural Development financing program that requires the property be maintained as affordable housing for 40 years. After that, the owner can essentially do what they want with the property. In this case, the owner wanted to sell it.</p> <p>Given the property's location, LRCD believed there was a high likelihood the property would have been redeveloped as high-end housing, meaning 25 units of affordable housing would have been lost. LRCD purchased the property to preserve it as affordable housing. Due to the scarcity of resources in New Hampshire to rehabilitate older affordable housing, it took LRCD five years to put all the funding together.</p> <p>Planned improvements include interior renovations to all apartments, the addition of a sprinkler system for life safety, and a multitude of energy efficiency improvements, including new windows, doors, insulation, and siding. The goal of the project is to ensure the units have good indoor air quality and are energy efficient, which is good for the tenants, the community, and the environment. The project also includes improvements to the grounds.</p> <p>The property will remain occupied throughout construction. Blocks of four apartments will be vacated on a rolling basis to complete the interior renovations. Construction is scheduled to be complete by the end of the year.</p> <p>Funders that made this project possible include Raymond James Tax Credit Fund, New Hampshire Housing, New Hampshire Community Development Finance Authority, U.S. Department of Housing and Urban Development, U.S. Department of Agriculture – Rural Development, Federal Home Loan Bank of Boston, NeighborWorks America, and Rural LISC. Construction financing is provided by Franklin Savings Bank. Permanent financing is provided by NeighborWorks Capital and USDA – Rural Development. North Branch Construction is the construction manager. Stewart Associates Architects and Northpoint Engineering comprise the design team.</p>

PROJECT DESCRIPTION AND LOCATION	(CONTINUED)	Add additional sheets if necessary.

REFERENCES	(List names, addresses, and phone numbers)
John Edgar, Community Development Director at Town of Meredith, 603.677.4217 Jeanie Forester, Meredith Selectboard, 603.677.4205	

NOMINATION DEADLINE: Monday, April 18, 2022

Email to: admin@lakesrpc.org
or mail to: LRPC Awards Committee
103 Main Street, Meredith NH 03253

Questions? 603-279-5340 or admin@lakesrpc.org
Forms are also online at www.LakesRPC.org

AWARD OF EXCELLENCE



DESCRIPTION This award serves to recognize an organization for an exciting and innovative project that has been successfully conceived and implemented in a community over the last year. The project must serve a public good and must be completed.

SUBMITTED BY YOUR NAME Angela LaBrecque EMAIL alabrecque@meredithnh.org
 AFFILIATION Town Planner PHONE 603-677-4228

NOMINEE (ORGANIZATION)	
Organization Name: Town of Meredith's Village Pathways Committee	Phone: 603-677-4228
Address: 41 Main Street, Meredith, NH 03253	Email: bournandrea@gmail.com alabrecque@meredithnh.org
Contact Person: Andrea Bourn or Angela LaBrecque	Contact Person Phone and Email (if different from above):

PROJECT DESCRIPTION AND LOCATION (Please describe)
<p>BACKGROUND The Meredith Village Pathways Committee is a volunteer group appointed by the Selectboard to promote and enhance pedestrian activity in the community. The Committee recently completed a universally accessible nature trail project. It is unique in that it provides an outdoor trail experience for people that may not otherwise be able negotiate a traditional hiking trail. Though the Committee works with the town's staff to support their work, this project was truly a group effort from building partnerships with stakeholders, to fundraising and finally trail completion and monitoring. The Committee researched and visited 12 trail and boardwalk facilities to learn and benefit from the experience of others. They made 16 community presentations of the concept to gauge levels of support as well as potential opposition. The Committee also managed to raise over \$500,000, mostly through private fundraising efforts.</p> <p>PROJECT DESCRIPTION The Laverack Nature Trail at Hawkins Brook is a unique pedestrian facility located in the heart of Meredith Village. Meredith Village is the town's economic, cultural and institutional center. The Laverack Nature Trail at Hawkins Brook is located between NH Route 25 (opposite Meredith Bay) and Prescott Park. The trail provides off-road connectivity between the existing village sidewalk system, Prescott Park's athletic facility, the Meredith Community Center, and the Inter-Lake's School campus. The trail is .6 miles in length and includes approximately 1,500 linear feet of an elevated boardwalk that meanders through the Hawkins Brook wetland complex. The boardwalk and trail were designed to Accessible Trail Guidelines for Undeveloped Areas. Other features of the trail include: the incorporation of best practices for trail design and construction, three scenic overlooks, an outdoor classroom, (5) educational stations, and trailhead Kiosks.</p>

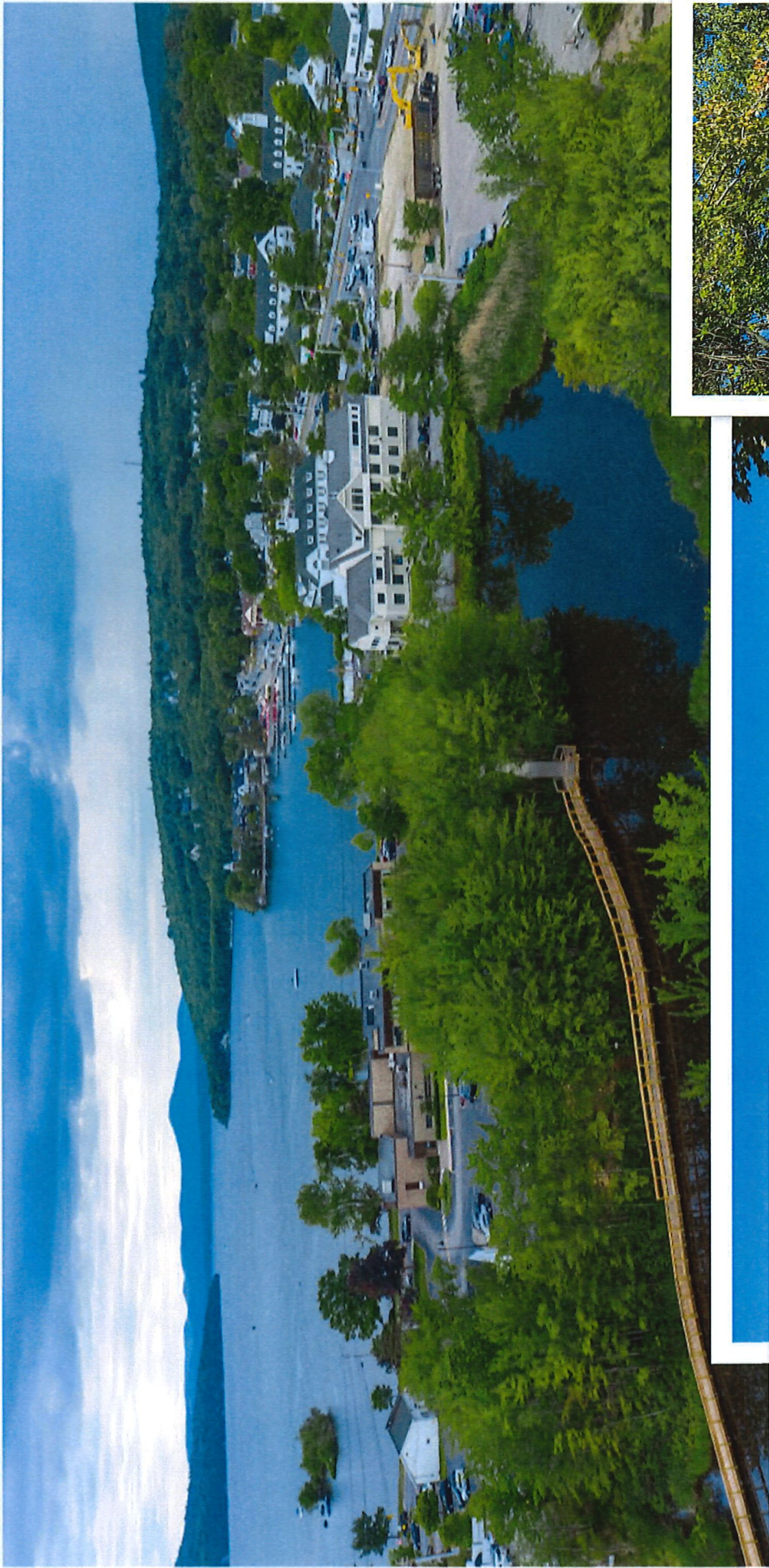
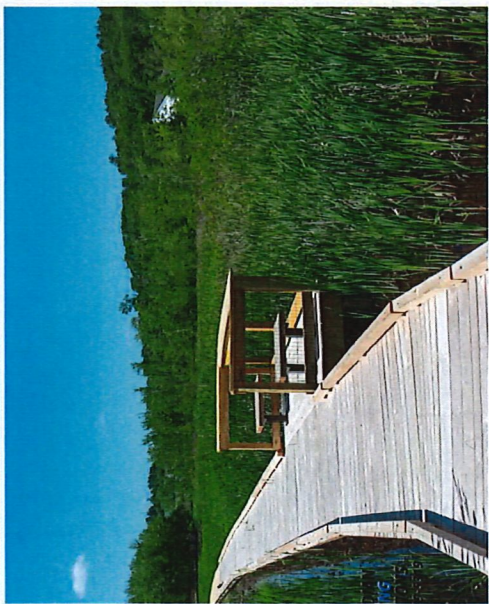
PROJECT DESCRIPTION AND LOCATION	(CONTINUED)	Add additional sheets if necessary.
<p>TRAIL BENEFITS</p> <p>Though the trail is located in the downtown, it offers moments of solitude and connection to the natural setting of a large wetland providing pedestrians with an experience unlike anything else of its kind in the village or in the broader community. The trail is one piece of the village that visitors and residents come to enjoy, which provide an economic benefit to the downtown. The trail offers educational opportunities for students, residents and visitors with five different educational signs and an outdoor classroom. The Inter-Lakes School District assigned a group of teachers to work with committee members over a summer on potential curriculum and outdoor classroom needs. The trail design incorporated numerous best practices and material selection aimed at long term sustainability including: (a) limited clearing and disturbance to frame the experience for users while minimizing environmental impacts; (b) the use of engineered helical anchors to support the boardwalk in the environment it was built; and (c) the selection of rot-resistant black locust wood for decking, curbing and railings.</p> <p>This is truly a special project that brought many people and groups together for a successful outcome. The community support and reaction to the project has been outstanding. We are just beginning to realize the community benefits of this project. Thank you for considering this nomination.</p>		

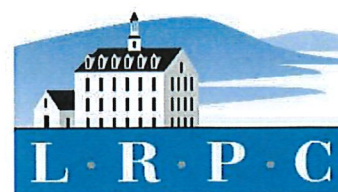
REFERENCES	(List names, addresses, and phone numbers)
<p>John Edgar, Community Development Director, Meredith- 603-677-4217 Mark Billings, Meredith Conservation Commission, Meredith- 603-393-6879 Stephanie Howard, Assistant Principal, Inter-Lakes Elementary School- stephanie.howard@interlakes.org</p>	

NOMINATION DEADLINE: Monday, April 18, 2022

Email to: admin@lakesrpc.org
or mail to: LRPC Awards Committee
103 Main Street, Meredith NH 03253

Questions? 603-279-5340 or admin@lakesrpc.org
Forms are also online at www.LakesRPC.org





DESCRIPTION This award serves to recognize an organization for an exciting and innovative project that has been successfully conceived and implemented in a community over the last year. The project must serve a public good and must be completed.

SUBMITTED BY YOUR NAME Bruce Woodruff, Planner, Town of Milton EMAIL Banduvian@msn.com
AFFILIATION Former M'Boro Town Planner PHONE 603-767-3287

NOMINEE (ORGANIZATION)	
Organization Name: Moultonborough Heritage Commission	Phone: 603-476-8446
Address: P.O. Box 139, 6 Holland Street, Moultonborough, NH 03254	Email: cristina.ashjian@gmail.com
Contact Person: Cristina Ashjian, Heritage Commission Chair	Contact Person Phone and Email (if different from above):

PROJECT DESCRIPTION AND LOCATION (Please describe)
<p>The Moultonborough Heritage Commission's 2021 Main Street Banners project is remarkable for its success in fulfilling both Planning and Historic Preservation goals. Intended to welcome visitors, and to physically and visually define the historic Main Street and its gateways, the banners also identify and celebrate existing natural, cultural and historical resources in the Village area. The banner project, which met with praise from residents, visitors, and the business community, is also unique for its accompanying 'Main Street Banners' brochure, which outlines Village history and identifies community landmark buildings featured along the roadway. This very visible project exceeded the Planning goal of slowing the traffic on NH Rte. 25 as a first action step in the Village Vision Plan, which envisions a safer, livelier walkable and bikeable village environment.</p> <p>Since its establishment in 2009, the Moultonborough Heritage Commission has advocated for the integration of historic preservation with planning efforts, working to achieve this goal with both town and state entities. In 2012, the year after I started as Town Planner, the Commission hosted a Plan NH community charrette focused on revitalizing historic Moultonborough Village. Since then, members of the Commission have worked to promote and preserve the historic built environment and streetscape of Moultonborough Village, most recently with the Main Street Banners project. This initiative required significant research and collaboration with a designer for the banners and brochure, as well as close coordination with Planning and Facilities staff, and the NH Electric Cooperative.</p> <p>By physically and visually defining historic Main Street and its gateways, the Main Street Banners project has advanced a key recommendation of the Town's recent Planning studies: enhancing Moultonborough Village's appeal as an attractive destination for both residents and visitors. This goal was first outlined by the community's comprehensive 'Village Vision' planning exercise in 2014-2015, and further refined by subsequent studies (the second Plan NH charrette in 2018, and the UNH First Impressions downtown assessment in 2019). Heritage Commission members were active participants in all of these recent Planning efforts, consistently focused on identifying historic community assets, as well as critical opportunities for ongoing Village streetscaping, revitalization, and economic development.</p> <p>The Main Street Banners project is a noteworthy accomplishment for its well-conceived placement of banners along the roadway,</p>

PROJECT DESCRIPTION AND LOCATION	(CONTINUED)	Add additional sheets if necessary.
<p>and for the beautifully designed accompanying brochure that serves as a guide to Moultonborough Village landmarks. While 15 'welcome' banners are positioned at the four gateways to the Village, signaling entrance to the downtown area, 15 property-specific banners are concentrated on the central Main Street corridor. The brochure (available at Village businesses as well as at the Town Hall, Public Library, and other public locations) illustrates and provides information on historic buildings and points of interest. This innovative brochure not only matches banners to historic structures, but also identifies the current use of the properties, thus promoting local businesses.</p> <p>Members of the Moultonborough Heritage Commission have contributed to numerous village revitalization efforts over the past decade. Thanks to the Commission, two significant Village landmarks (the Moultonborough Grange Hall in 2012, and the French-Taylor House in 2017) were added to the NH State Register of Historic Places, and included on the NH Preservation Alliance's 'Seven to Save' list. Despite known challenges, including the Town's premature demolition of the Taylor House, the Commission continues to work to heighten public awareness and appreciation of the town's heritage. This persistence is exemplified by the installation of the Main Street Banners in 2021, which benefit Town residents, visitors, and the local business community in historic Moultonborough Village.</p>		

REFERENCES	(List names, addresses, and phone numbers)
<p>Norman Larson, Moultonborough Planning Board (nlarson@cpwarchitects.com; 603-387-2489); Diane MacArthur, Moultonborough Community Development Advisory Committee and Heritage Commission (d.marie.macarthur@gmail.com; 603-253-9980); Scott Lamprey, Moultonborough Village business owner (603-520-9733); Karen Ponton, Center Harbor Heritage Commission and Zoning Board (ksponton@yahoo.com; 603-832-4440); Rebecca Boyden, Tamworth and Zoning Enforcement Officer, Effingham (becca.boyden@cyberpine.net; 603-986-6253)</p>	

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Celebrating Moultonborough Village's Historic Main Street

BERRY POND



Then and now, this natural feature with spectacular views of the Sandwich Range is a popular site for boating, ice racing and other year-round recreational activities in the Village

BICKFORD HOUSE



c.1850
Most recently Ledgewood Farm's seasonal market, this house exhibits the Greek Revival architectural style features now dominant in the area

EMERSON HOUSE



c.1820
Today the Bank of New Hampshire, the Federal style Emerson-Mohr House was the home and office of attorney Hon. Samuel Emerson c.1850

FREESE'S TAVERN



1781
The destination Old Country Store at Moultonboro Corner has housed a general store, tavern, offices, library rooms, and post office over the years

GLIDDEN HOUSE



c.1850
Restored by Bob Lamprey for offices in the 1980s, the house was more recently expanded into Moultonborough Family Medicine (Huggins Hospital)

GRANGE HALL



c.1810
Bought by Moultonborough Grange #197 in 1894, the former Red Hill House tavern was transformed into a characteristic Grange meeting hall by 1904

LAMPREY HOUSE



c.1820
The former Moultonboro Inn was renovated and opened as the Moultonborough Historical Society's headquarters and History Museum in 2006

MASON HOUSE



c.1853
Today's Lacewood Group building was the home of Dr. W.H.H. Mason, author of the Moultonborough text in the History of Carroll County (1889)

MAPLEHURST



c.1850
Once a boarding house, today's Lamprey Septic office and Village Corner store is next door to the historic Tilton's Store (Lamprey-Porter property)

METHODIST CHURCH



c.1852
Expanded in 2000, the United Methodist Church anchors the historic Moultonboro Corner intersection with The Old Country Store and Public Library

PUBLIC LIBRARY



1929
Originally built with funds from James French's estate, the Moultonborough Public Library was expanded in 2006, and features extensive gardens

SUTHERLAND PARK



Now the Lions Club's Adopt a Spot, this Town park was dedicated on the 4th of July in 2000, and has picnic tables and access to the information kiosk, launch and trails at Berry Pond

TAYLOR HOUSE



c.1840
The landmark French-Taylor House was the home of state legislator and politician James 'Jim' French c.1900, and later of Town librarian Adele Taylor

TOWN HOUSE



1835
NECK SCHOOL 1900
The historic Moultonborough Town House shares a lot with the Middle Neck School, relocated to the Village from Moultonborough Neck

VILLAGE SCHOOL



1926
Formerly the Troop E barracks, now a daycare center, the school was recently acquired by the Methodist Church, and provides access to recreational trails

Moultonborough Village



MAIN STREET BANNERS



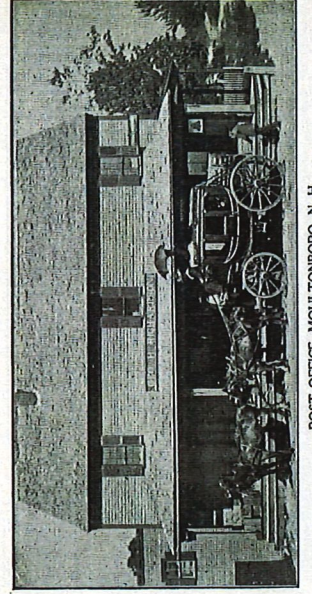
The Square, Moultonboro, N. H.

CELEBRATING HISTORIC MOULTONBOROUGH VILLAGE

Today's Moultonborough Village appears as Moultonboro Corner on historic maps, located at the intersection of major stagecoach routes in the Lakes Region. By the 1830s, the Village had developed into the municipal center it remains today, and a number of Main Street buildings were added by the early 20th century. Many of these community landmarks have been repurposed into local businesses.

We welcome you to Moultonborough Village and invite you to explore our historic Main Street.

Along with early maps, period postcards provide valuable information and record changes to Moultonborough Village's streetscape and built environment. Historic Main Street features a number of significant buildings, which define our community's unique character, identity, and sense of place. Despite some losses over time, our Village retains its proud heritage and distinctive New England cultural landscape.



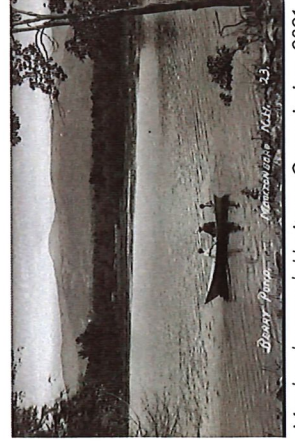
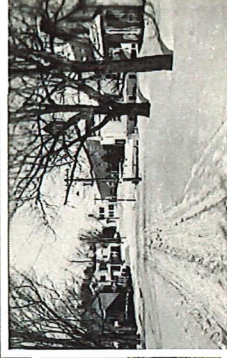
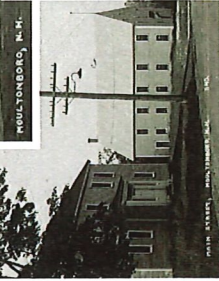
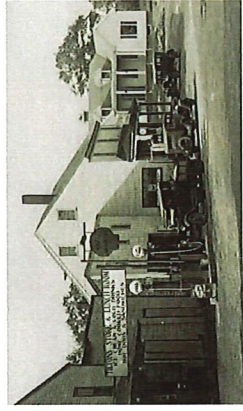
POST OFFICE, MOULTONBORO, N. H.

MOULTONBOROUGH VILLAGE MAIN STREET BANNERS

Defining our historic Main Street, banners welcome visitors and are located at landmark community properties that make our Village a special place. The banners celebrate existing natural, cultural, and historical resources in Moultonborough Village.

Historic Village buildings are irreplaceable community assets, and key to Moultonborough's scenic beauty and desirable rural character. Recent Planning studies, including the 2015 Village Vision Report, the 2018 Plan NH community charrette, and the 2019 UNH First Impressions assessment, stress the importance of retaining our character-defining Village buildings to meet community planning, heritage, and economic development goals.

Established in 2009, the Moultonborough Heritage Commission promotes the recognition, use, and protection of significant historical and cultural resources in the Town of Moultonborough.



Moultonborough Heritage Commission, 2021

PO Box 4365, Bethlehem, PA 18018 | Phone: 1-877-444-8888 x(113) | Email: jgerlach@rileighsdecor.com

DATE: April 9, 2021

JOB: Moultonborough – Town

QTY: 30

FINAL SIZE: 24"x 48"

TYPE: Digital Print

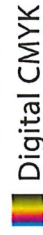
POCKETS: 3.5"

GROMMETS: (2)

WINDSLITS: N/A

☒ Double Sided ☐ Single Sided

PRINT COLORS:



MATERIAL:



SPECIAL INSTRUCTIONS:

☒ Approval Signature:

X

(Print Name)

Email to: jgerlach@rileighsdecor.com



Lakes Region Planning Commission

55th Annual Meeting Award Nomination

COMMUNITY SERVICE AWARD



DESCRIPTION The Community Service Award has been given annually since 2015 by the Lakes Region Planning Commission to individuals who have made exceptional and sustained contributions to their community and/or to the economy of the Lakes Region.

SUBMITTED BY YOUR NAME PATRICIA M. WATSON EMAIL TOWN CLERK @ Wolfeboro NH, US
AFFILIATION TOWN OF Wolfeboro PHONE (603) 569-5328

NOMINEE	
Name: <u>AMELIA CAPONE-MUCCIO</u>	Phone: <u>603-651-9979</u>
Address: <u>PO Box 629</u>	Email: <u>Town Secretary @ Wolfeboro NH, US</u>
Affiliation and/or Occupation: <u>ADMINISTRATIVE ASS'T & WELFARE DIRECTOR</u>	

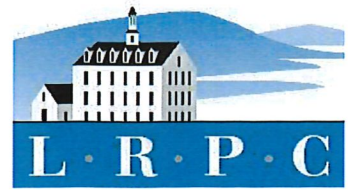
NOTEWORTHY ACHIEVEMENTS BY THE NOMINEE

(Please describe)

I would like to nominate Amelia Capone-Muccio, Executive Assistant and Welfare Director for an award. Amy has been with the Town of Wolfeboro for 23 years beginning in the Billing and Collections office and in 2016 she was appointed Welfare Director and handles her cases in a very professional and supportive manner. Amy is an unselfish individual who is the "right fit" as a Welfare Director. She does many good deeds behind the scenes that most people don't even know about. She is the mother of two beautiful children and her husband, Barry is Director of Operations for our Municipal Electric Department. She organizes Senior Citizen events and will personally pick them up at their home to make sure they get to her events. They love and respect her and she makes all events fun for all of them.

NOMINATION DEADLINE | April 18, 2022

COMMUNITY SERVICE AWARD



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SUBMITTED BY YOUR NAME Justin Slattery EMAIL justin@belknapedc.org
AFFILIATION Belknap EDC PHONE 603.524.3057

NOMINEE	
Name: Edward "Rusty" McLear	Phone: 603.677.7194
Address: PO Box 1596, Meredith, NH 03253	Email: michelle@meredithbaycorp.com
Affiliation and/or Occupation: Colonial Theatre Residential Unit Developer/EJM Holdings	

NOTEWORTHY ACHIEVEMENTS BY THE NOMINEE	(Please describe)
<p>Rusty and his team developed the Colonial Theatre residential unit into nine marketable condo units which are stunning and a great addition to the theatre block and Downtown Laconia. His support, design savvy, and creativity are a true asset to the Lakes Region. He has worked tirelessly to advance projects that support community and economic development in Meredith and throughout the region.</p>	

NOTEWORTHY ACHIEVEMENTS BY THE NOMINEE	(CONTINUED)	<i>Add additional sheets if necessary.</i>

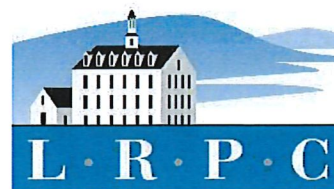
REFERENCES	(List names, addresses, and phone numbers)

NOMINATION DEADLINE: Monday, April 18, 2022

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or mail to: LRPC Awards Committee
103 Main Street, Meredith NH 03253

Questions? 603-279-5340 or admin@lakesrpc.org
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COMMUNITY SERVICE AWARD



DESCRIPTION The Community Service Award has been given annually since 2015 by the Lakes Region Planning Commission to individuals who have made exceptional and sustained contributions to their community and/or to the economy of the Lakes Region.

SUBMITTED BY YOUR NAME Angela LaBrecque EMAIL alabrecque@meredithnh.org
AFFILIATION Meredith Town Planner PHONE 603-677-4228

NOMINEE	
Name: Meredith Village Pathways Committee	Phone: 603-677-4228
Address: 41 Main Street, Meredith, NH 03253	Email: bournandrea@gmail.com alabrecque@meredithnh.org
Affiliation and/or Occupation: Meredith's volunteer pedestrian committee	

NOTEWORTHY ACHIEVEMENTS BY THE NOMINEE	(Please describe)
<p>The Meredith Village Pathways Committee (VPC), appointed by the Selectboard, has been serving Meredith since 2006. Volunteers of the VPC have successfully promoted walkability in Meredith, encouraged public participation in projects & events and improved pathways throughout the community.</p> <p>The VPC is committed to making Meredith a better community through building partnerships and promoting a walkability. The VPC teamed up with the Inter-Lakes School District to coordinate walk to school days and guide walking school buses. They also host community events to promote walking in the downtown. With support from the Foundation for Healthy Communities, one of the committees first projects was to create a downtown pathways map with descriptions for walks of different difficulties.</p> <p>The VPC has found great successes by forming partnerships with organizations that share value in having a walkable community. The committee worked to create a self guided historical walking tour of downtown called Meredith Village, Historical Walking Map. They worked with the Historical Society to obtain information and graphics for the pamphlet they created, which is now used by the Inter-Lakes 3rd grade for their local history field trip to Main Street. https://www.meredithnh.org/sites/g/files/vyhlif4681/f/uploads/walking_tour_2021-for-web.pdf</p> <p>Many of the volunteers on the committee also serve as docents for Meredith's sculpture walk that was established by the Greater Meredith Program. This walk along with the historical walking tour have gone hand in hand for many downtown events, tours, and fundraisers that the committee has gladly volunteered to host or participate in.</p>	

NOTEWORTHY ACHIEVEMENTS BY THE NOMINEE	(CONTINUED)	<i>Add additional sheets if necessary.</i>
<p>More recently, the VPC has completed the Laverack Nature Trail at Hawkins Brook. The committee worked tirelessly for a number of years from the initial concept, to gathering community support, raising over \$500,000.00 and finally to opening the trail for use. The members of the VPC were incredibly dedicated and passionate about this project, putting countless hours into planning and raising funds. They built community support by reaching out to town boards & committees, civic groups, homeowner associations, the Inter-Lakes School District and assisted living facilities to gather input and feedback on the project. The Inter-Lakes School District assigned a group of teachers to work with committee members over a summer on potential curriculum and outdoor classroom needs. The bank and shopping center generously donated easements and funds for the trail after a number of meetings with committee members about the project. The design and quality of the trail is truly a sustainable design that requires little to no infrastructure maintenance. The trail building materials and signs are able to withstand wet and frozen conditions. The VPC has formed a group of trail monitors called Friends of the Laverack Nature Trail to do daily clean up and monitoring of the trail. They also continue to secure additional funds for future improvements or damages to the trail. There were several hurdles but the committee persevered on their biggest, most successful project yet! The VPC has shown dedication, determination and passion for the work they do that will last for generations to enjoy.</p>		

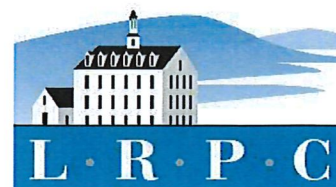
REFERENCES	(List names, addresses, and phone numbers)
<p>John Edgar, Community Development Director, Meredith- 603-677-4217 Mark Billings, Meredith Conservation Commission, Meredith- 603-393-6879</p>	

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COMMUNITY SERVICE AWARD



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SUBMITTED BY YOUR NAME Neil Irvine EMAIL nirvine@new-hampton.nh.us
AFFILIATION Town of New Hampton PHONE 603-744-3559

NOMINEE	
Name: Kenneth Mertz	Phone: 603-744-3559
Address: Main St, New Hampton 03256	Email:
Affiliation and/or Occupation: New Hampton - Planning Board, Selectboard...	

NOTEWORTHY ACHIEVEMENTS BY THE NOMINEE
(Please describe)
<p>Mr. Mertz has given of his time to serve the residents of New Hampton for over 2 decades in one capacity or another, though more often than not it has been in multiple roles simultaneously.</p> <p>Ken began his service when Pat Scheslinger tried to recruit him to the Conservation Commission but Barbara Lucas stole him as an Alternate for the Planning Board. ken will tell you to this day Pat has not forgiven that original sin. He quickly became a Full Member of the Planning Board and found the energy to also join the Board of Selectmen, remaining as the Selectmen Rep with the Planning Board... and sitting on the Master Plan Sub-committee.</p> <p>Even though he has stepped back from being a Selectman he is still an "active" and participating member of the Planning Board and Master Plan Sub-committee. He is thoughtful and deliberate in his observations and contributions to the eternal benefit of his community.</p> <p>It is only fitting to recognize 20 plus years of dedicated Public Service, given humbly with no thought to accolades and fanfare.</p>

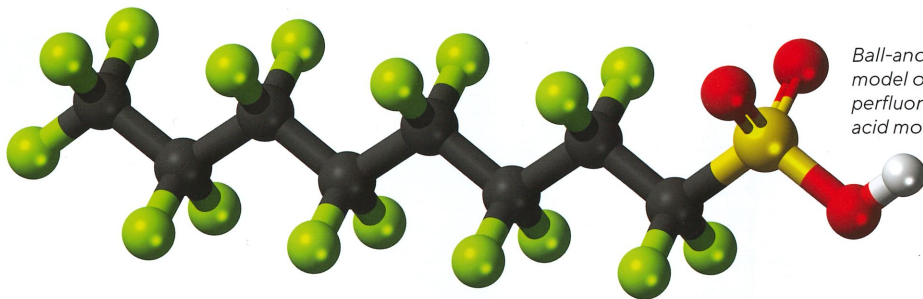
NOTEWORTHY ACHIEVEMENTS BY THE NOMINEE	(CONTINUED)	<i>Add additional sheets if necessary.</i>

REFERENCES	(List names, addresses, and phone numbers)
<p>Neil Irvine, Town Administrator, New Hampton 603-744-3559 Ken Kettenring, Planning Board Chair, New Hampton 603-744-3559 Chip Sawyer, Selectboard Chair (Past), New Hampton 603-744-3559 Paul Tirney, ZBA Chair, New Hampton 603-744-3559 Dave Katz, Planning Board member / LRPC Commissioner, New Hampton 603-744-3559</p>	

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Ball-and-stick model of the perfluorooctanesulfonic acid molecule

Addressing Emerging Contaminants

BY CHRISTINA STRINGER

In 1962, the landmark work “Silent Spring” posed the question, “Can anyone believe it is possible to lay down such a barrage of poisons on the surface of the Earth without making it unfit for all life?” Rachel Carson’s exploration of the negative effects of DDT — an insecticide used in agriculture — on animal health is perhaps the first time an emerging contaminant was brought to the forefront of the public consciousness. Emerging contaminants, or contaminants of emerging concern (CECs), are unregulated substances found in waterbodies that may cause ecological or human health impacts.

There have been many CECs that have been the focus of environmentalists and regulators throughout modern history. Lead and arsenic are both legacy contaminants that humans have been producing for thousands of years. Lead mining is believed to predate the Bronze or Iron Ages and ancient Romans used the metals extensively for pipes and baths. The negative health impacts of lead exposure, however, weren’t recognized until the 1970s. Environmental lead concentrations have declined due to global efforts to curtail



usage yet lead in drinking water remains an active area of scientific research today.

Arsenic compounds were first used as a pesticide in China as early as 900 A.D. and have been used in the United States for the same purposes for hundreds of years, until DDT became popular and was thought to be a less

harmful replacement. Today, arsenic is still considered to be a CEC in some geographic regions, including areas of the Northeast, as changes in aquifer

usage cause mobilization of geochemical arsenic.

In the past 30 years, the environmental community has faced many more CEC challenges, including mercury, acid rain, PCBs, dioxins, and pharmaceuticals and personal care products (PPCPs). Today, we are squarely focused on challenges related to per- and polyfluoroalkyl substances (PFAS) and microplastics. CECs are especially challenging; by definition we are dealing with the unknown. Having to wait for science and technology to catch up to regulatory needs takes time and patience. The



data needed to make informed and scientifically defensible management choices is costly and time consuming. The general public often doesn't fully comprehend the extent of information that is needed to inform regulation and the amount of time it truly takes. Often these efforts are happening in the background, and the public isn't aware of the pollutant issue until researchers have more information, and regulators and legislators are able to make progress as quickly as the bureaucratic red tape allows. PFAS has been unique because it received attention in the mainstream news early on, and legislators have been forced to take action quickly due to the outcry and concerns of their constituencies.

Tackling emerging contaminants is a complex issue that involves regulators, researchers, and operators. Multiple federal state statutes, including the Clean Water Act (CWA), issue authorities to the Environmental Protection Agency (EPA) and states that can be used to address CECs. The primary mechanism to control any kind of contaminant, emerging or otherwise, in surface water is through National Pollutant Discharge Elimination

Having to wait for science and technology to catch up to the regulatory needs takes time and patience. The data needed to make informed and scientifically defensible management choices is costly and time consuming.

utilize because of a lack of data needed to support criteria.

Finally, and of the utmost importance, the CWA authorizes the EPA to designate CECs as toxic pollutants (Section 307) or hazardous substances (Section 311). These designations are especially important because they establish liability for their release, including responsibility for costs and damages.

In "Silent Spring," Rachel Carson observed, "We stand now where two roads diverge. But unlike the roads in Robert Frost's familiar poem, they are not equally fair. The road we have long been traveling is deceptively easy, a smooth superhighway on which we progress with great speed, but at its end lies disaster. The other fork of the road — the one less traveled by — offers our last, our only chance to reach a destination that assures the preservation of the earth."

System (NPDES) permits, or the state equivalents in those states with an authorized program. The CWA allows CECs to be addressed through technology-based effluent limitations and water-quality-based requirements. However, those authorizations are often difficult to



Statue of Rachel Carson, Waterfront Park in Woods Hole, Mass.

Despite all of the progress we've made in the 50 years of the CWA, it still feels like we are standing at that proverbial fork in the road. As we spend this year celebrating this landmark approach to protecting our waters, we also need to spend time reflecting how we can improve the CWA to better prepare us to address the CECs of today and tomorrow. 🌊



Proposal: build a trail from Meredith to Weirs Beach

BY JON DECKER
THE LACONIA DAILY SUN

MEREDITH — In a few years, walkers or cyclists may be able to move between Weirs Beach and Meredith without ever setting foot on a main road or highway. That is, if a newly proposed expansion of the WOW Trail makes it through the various approval and fundraising hurdles.

The first step, though, is seen as conducting a feasibility study. Business owner and Meredith Economic Development Committee member Bob Manley, a proponent of the proposal, said the town's selectboard will take up the idea at its meeting on Monday, April 18.

"There are not a lot of great places to run or bike in the community," Manley said. "Biking along the roads in this area is really taking your life into your hands."

WOW Trail president Allan Beetle echoed Manley's safety concerns. "It's very dangerous to ride in traffic these days, if you haven't noticed," Beetle said. "People get distracted and cars see **TRAIL** page 4



The proposed expansion of the WOW Trail would follow these railroad tracks from Weirs Beach to Meredith. (Allan Beetle/courtesy photo)

always win in an accident involving a bicycle.”

In addition to the safety aspect, proponents of the WOW Trail expansion emphasized that such trails could boost the tourism industry.

“Trails of this nature are popping up all over the country and are becoming destinations for travelers looking for places they can go and walk, ride and skate safely and also do so in a way that is attractive.” Manley said. “All of the guests staying in hotels could literally ride their bike or walk to Meredith. I think it would be an economic boon for the area.”

The trail, according to Beetle, wouldn’t just be for tourists and cyclists.

“I’d say we’re behind in having great active transportation,” Beetle said. “You really need to get in your car to do most things. What we’d like to do is have it be an option to get on your bike to do things. Whether that’s to commute to work, recreate, or go for a safe ride.”

The Lakes Region is not unique when it comes to the problem of poor non-vehicle oriented infrastructure. Communities across the United States are consistently rated unfriendly when it comes to getting around without a car.

In fact, Americans are believed to walk the least out of all developed countries. According to the “America on the Move Study” conducted in 2003, adults reported an average of 5,117 steps per day. According to the study, conducted on behalf of the Partnership to Promote Healthy Eating and Active Living, “men and women living in the

U.S. took fewer steps per day than those living in Switzerland, Australia and Japan.”

The federal government is offering assistance to projects like the WOW Trail that look to put more pedestrian friendly access in their communities. Beetle said he hopes to gain some of this assistance because constructing such trails is rather expensive.

“It would be easily a five million dollar project,” Beetle said of the proposed trail between the Weirs and Meredith. Completion would be years away.

“There’s an unprecedented amount of money the federal government is looking to get out to the communities to help build these types of trails. So there would be a variety of funding sources.”

Beetle said the local community would also have to chip in for the trail’s construction.

“Whether that’s 10 or 20 percent of that number that’s hard to say,” Beetle said. “We have to get step one, the feasibility study to know that it is possible to do and share with the community. Only then do you want to go after the funding.”

Beetle estimated the feasibility study could cost between \$20,000 and \$40,000.

The WOW Trail currently runs 4.25 miles, from Lakeport Square in Laconia to the Belmont town line, where it connects with another trail system. Backers of the trail have expressed an interest in continuing the trail from Lakeport to Weirs Beach, but have run into opposition from residents of the South Down/Long Bay communities, who don’t want the trail in their neighborhood.