

SELECT BOARD MEETING

Monday, August 10, 2026

6:15 pm

Nowak Room, Town Offices

10 Front Street, Exeter, NH 03833

REGULAR BUSINESS MEETING BEGINS AT 7:00 PM

Meetings can be watched on Ch 22 or Ch 6 or YouTube. Attendees can join in person or virtually via Zoom.

To access the meeting, click this link: <https://us02web.zoom.us/j/88984895643>

To access the meeting via telephone, call: +1 646 558 8656 and enter the Webinar ID: 889 8489 5643

Please join the meeting with your full name if you want to speak.

Use the "Raise Hand" button to alert the chair you wish to speak. On the phone, press *9.

More instructions to access the meeting here: <https://www.exeternh.gov/townmanager/virtual-town-meetings>

Contact us at extvg@exeternh.gov or 603-418-6425 with any technical issues.

AGENDA

1. Call Meeting to Order
2. Non-Public Session
3. Public Comment
4. Discussion/Action Items
 - a. Park Street Bridge Update – Mark Furlong, Exeter Resident and Stephen Cronin, Public Works Director
 - b. Pine/Linden/Front Street Roundabout Update – Stephen Cronin, Public Works Director
 - c. Highway Block Grant – Stephen Cronin, Public Works Director
 - d. ADA Funding Request – Melissa Roy, Assistant Town Manager
 - e. NHMA Town Voting Delegate Decision
5. Approval of Minutes
 - a. July 27, 2026
6. Appointments/Resignations
7. Permits/Approvals
8. Tax Abatements, Veteran's Credits, and Exemptions
9. Town Manager's Report
10. Select Board Committee Report
11. Correspondence
12. Review Board Calendar
13. Non-Public Session
14. Adjournment

Niko Papakonstantis, Chair

Select Board

Posted 8/7/26 Town Office, Town Website

Persons with a disabling condition may request accommodations in order to attend this meeting.

Requests should be made with 72 hours notice.

AGENDA SUBJECT TO CHANGE

Public Comment

Discussion/Action Items

Park Street Bridge Update

Date: **8/6/2026**

Project No.: **Exeter T19401**

To: **Stephen Cronin, Director, Town of Exeter Public Works**

From: **Jason Gallant, PE, Ben Martin, PE**

Subject: **Park Street Bridge over CSX (NHDOT Br. No. 088/076) Conceptual Scoping Report**

Wright-Pierce has developed an understanding of current conditions of the bridge and site and offers the following outline of potential scope of an Engineering Study and items for further Town consideration of next steps of the subject project.

Park Street Bridge over CSX – Engineering Study

1. Project Initiation & Data Collection

- Review available bridge plans, inspection reports, fracture-critical findings, maintenance history, ownership agreements, and previous engineering evaluations.
- Confirm regulatory, historic preservation, railroad, and utility requirements.
- Meet with key stakeholders (Town, NHDOT, Railroad, SHPO, utility owners).

2. Existing Conditions Assessment

- Perform a field review to verify existing conditions and site constraints
- Document structural deficiencies (summarize recent bridge inspections), current risks, and factors leading to closure
- Assess the waterline and confirm opportunities and requirements for decommissioning or supporting in place should the rail bridge be removed
- Summarize existing conditions and project constraints

3. Alternatives for Analysis

- Removal of the bridge following waterline abandonment.
 - Eliminate as a railroad crossing and relinquish ROW across tracks
 - Convert to at-grade crossing to maintain ROW and Park Street Connectivity
- Replace the bridge with adequate vertical clearance (NHDOT calls for 22-6, AREMA calls for 23)
 - Bridge Type Study
 - Impact assessment of profile adjustments
- Replace with a pedestrian only bridge
- Partial preservation or other historic mitigation measures following removal.

4. Public and Stakeholder Engagement

- Develop a public outreach strategy
- Conduct public information meeting(s) to present existing conditions and alternatives
- Solicit input from residents, local officials, railroad, adjacent property owners, and historic preservation interests
- Document comments and incorporate stakeholder feedback into the evaluation

5. Alternatives Evaluation

Evaluate each alternative based on the following criteria (not in priority order):

- Public safety and risk
- Railroad safety and operational impacts
- Environmental and permitting requirements
- Historic preservation considerations
- Utility impacts
- ROW Impacts
- Public and stakeholder input
- Planning-level capital cost
- Long-term maintenance costs
- Constructability and implementation schedule
- Funding availability, considerations & timing (Federal vs. State vs. Town)
- Ownership and future maintenance responsibilities

6. Recommended Path Forward

- Identify the preferred alternative.
- Summarize implementation considerations, permitting requirements, and stakeholder coordination.
- Develop a conceptual schedule, planning-level cost estimate, and roadmap for final design, permitting, and implementation.

7. Deliverables

- Existing Conditions and Project Constraints Technical Memorandum.
- Public and stakeholder engagement summary.
- Alternatives analysis with decision matrix.
- Planning-level cost estimates
- Final Study Report documenting the recommended strategy and implementation plan

Items for Further Consideration

- The former NHDOT project number was 14090A as most recently shown on the 2019-2028 draft Ten-Year Plan (TYP) dated August 2017. Inquiry with NHDOT will inform if the project number will be reinstated or if a new project number will need to be initiated. We understand that the Town is in process of scheduling a meeting with NHDOT to review proposed process and funding commitments.
- The last known approved TYP that included the project was the 2013-2022 TYP dated June 2012. The estimated value at the time was \$3.625M for 'Bridge Replacement.' The current day scope of a proposed bridge and approach roadway project that is compliant with railroad clearance requirements may have an increase in pricing up to \$5.5-\$7M when adjusted for inflation compared to the budget established in 2012.
- The former project was described anecdotally as a potential superstructure rehabilitation or replacement. Note that due to the fracture critical nature of the existing bridge, its current deteriorated condition, and the need to increase the profile grade over the railroad on the order of five feet, rehabilitation in place may be eliminated early in the evaluation process as a cost-effective and feasible alternative.

- Slope impacts at road edges corresponding to roadway profile grade change may have significant physical (slope grading) and visual (retaining wall) impacts to abutting properties including Oak, Park, Cass, and Summer Street in the project vicinity.
- The bridge is eligible but not known to be individually listed on either the New Hampshire State Register of Historic Places or the National Register of Historic Places. A listing on either register should be confirmed to inform future project requirements. Historic American Engineering Record documentation was developed for the bridge in 2003.
- The Town should confirm if a new QBS procurement process for professional services is required to qualify for DOT funding. Some projects allow DOT funding and procurement requirements to be applied to construction phase only.
- The Town should confirm timing of new Epping Road fire station coming online and if EMS is on record related to response times in the current 'closed bridge' configuration.



Pam McElroy <pmcelroy@exeternh.gov>

FW: request to appear on Selectboard agenda

1 message

Paul Cohen <pcohen@exeternh.gov>
To: Pam McElroy <pmcelroy@exeternh.gov>

Tue, Aug 4, 2026 at 2:30 PM

From: Mark Furlong <markwfurlongnh@gmail.com>
Sent: Tuesday, August 4, 2026 11:14 AM
To: Paul Cohen <pcohen@exeternh.gov>
Subject: request to appear on Selectboard agenda

Hi Paul,

I am requesting that we be included in the next Selectboard agenda for the Park St/Oak St Neighborhood Group to seek Selectboard support for the Seven to Save nomination.

The nomination was an online form so I cannot provide a copy but I am attaching the narrative that we wrote in answer to the questions.

I am also attaching two documents that our group has developed; 1) background information on the Park St Bridge and 2) frequently asked questions. We want to share these with the Board.

I will plan to attend the meeting and speak to the request to support the nomination.

Please let me know if you have any questions or need any additional information.

Thanks,

Mark Furlong

20 Forest St, Exeter, NH

3 attachments



7 to save nomination info.docx
20K

 **Park Street Bridge Background Information.pdf**
266K

 **Park Street Bridge Frequently Asked Questions.pdf**
172K

Briefly describe the historical and architectural significance of the property. Is it affiliated with any historic events or people? Is it a rare or distinctive architectural style?

The Park Street Bridge was built in 1892 to carry Park Street over what were then the Boston & Maine Railroad tracks. The bridge is located in a residential neighborhood within the Town of Exeter, in Rockingham County, approximately 0.3 mile north of the Exeter railroad station.

What is now known as Park Street is one of Exeter's oldest public ways. It is mentioned in town records as early as 1650 and for a hundred and fifty years was one of the main avenues to the river. Over this route, a large proportion of the original growth of the forests was transported. The street appears on the town plan of 1846 as Back Street but had been renamed Park Street by the time of the 1874 map.

When the railroad was first constructed, the Park Street crossing was at grade. A few years later, a bridge was built over the track, in part to accommodate school children traveling to the brick schoolhouse nearby. The bridge was criticized for its steep approaches on either end.

In 1891 the Boston & Maine removed the existing bridge and proposed installation of a new iron bridge as part of the railroad improvements then being made. The Park Street Bridge was erected by the R.F. Hawkins Iron Works of Springfield, Massachusetts, a regionally-significant bridge company. In the late 19th century numerous private bridge companies such as the Hawkins Iron Works specialized in particular types of truss designs and fabricated them for use by municipalities and railroad companies. A builder's plate stating that the span was built in 1892 by the R.F. Hawkins Iron Works in Springfield, Massachusetts was present when the bridge was inventoried in 1982 but has since been removed.

The Park Street Bridge is a single-span low or "pony" Warren truss bridge with a span of 58' - 3" between bearing pins and a height between top and bottom chords of 10' - 0". The bridge is aligned in a northeast-southwest direction and has a skew of 40 degrees. The superstructure is supported by wide granite abutments built of large mortared blocks of quarry-faced granite ashlar laid in courses of even height. It is a somewhat early example of a metal truss bridge type with riveted connections that was later utilized throughout the state.

In 1999 the State historic bridge inventory committee determined that as of that time, 27 low Warren trusses had been reviewed by the committee and seven, including the Park Street Bridge in Exeter, were found to be eligible for the National Register of Historic Places. Of the 27, thirteen had been removed since 1987 and two more were slated for removal, making the remaining low Warren trusses increasingly rare examples of a once plentiful, significant bridge type in New Hampshire. The Exeter bridge is noteworthy as the only extant example dating from the 19th century.

*most of this information came from May 2003 Historic American Engineering Record, NH Dept of Transportation

What makes the building or resource special in the community?

The Park Street bridge has been used for vehicle and pedestrian traffic for over 135 years. It provides safe access over the railroad tracks in a very walkable neighborhood. While the bridge has been closed, neighborhood residents have commented on the need to take longer routes with significantly more traffic when walking their children to school, playgrounds or downtown.

The Park St Bridge also provides access for emergency vehicles to the west side of Exeter; in the event of a train derailment or breakdown this could provide the only direct access to the west side of Exeter. During extensive track work by CSX in 2025 the two adjacent grade crossings were closed at the same time. This was a very visible reminder of the importance of having at least one bridge crossing over the railroad tracks as the Town of Exeter was cut in half for almost one week.

The bridge connects the neighborhood for neighborhood friends of all ages. It allows for safe walking routes to many nearby destinations including Swasey Parkway, Phillips Exeter Academy and downtown Exeter.

In essence the Park St Bridge is special to the community as a public safety, neighborhood connectivity, and quality-of-life issue.

Describe the threat(s) to the property and efforts to preserve it thus far:

In February 2025 there was a failure of the bridge deck which resulted in closure of the bridge.

As Town staff began to investigate this issue it was determined that New Hampshire Department of Transportation (NHDOT), the Town, and Boston and Maine Corporation and Springfield Terminal Railway executed a Memorandum of Understanding in September 2001 with the intent of transferring ownership of the bridge to the Town. Despite 2003 Town Meeting votes that acted upon that MOU, and appropriated funds for design of a replacement bridge, no additional action has been taken by the Town to repair, rehabilitate, or maintain the bridge. Since 2003, NHDOT has acted as the owner, maintaining and repairing the bridge as needed.

CSX has claimed ownership of the bridge, but this is in dispute based on the MOU above. They have stated their desire to remove the bridge and discontinue Park Street.

A neighborhood group formed in the Park Street/Oak Street neighborhood has been meeting to discuss the status and condition of the bridge. They have been circulating a petition to save the bridge and presented 138 signatures to the Selectboard on July 13, 2026. The group intends to continue to collect signatures.

The Exeter Selectboard has begun to investigate options are plan to meet with NHDOT soon to determine next steps with CSX.

Is there any opposition to the preservation of this property?

CSX is opposed to preserving the bridge, they have stated that it is beyond its useful life and have no regard for it's historic value. They are not interested in rehabilitating the bridge.

List other local persons, organizations, or groups that would actively support the nominated project. Please include contact information.

Paul E. Cohen
Town Manager
Town of Exeter, NH
10 Front Street
Exeter, NH 03833
603-773-6101
pcohen@exeternh.gov

Park St/Oak St neighborhood group

Terrie Harman & Tom McCarron
6 Oak St
Exeter, NH
th@harman.net

Sally Ward
72 Park St
Exeter, NH
Ward31@comcast.net

Mark & Judy Furlong
20 Forest St
Exeter, NH
markwfurlongnh@gmail.com

support pending from other members of the neighborhood group (over 40 members) and the Selectboard.

Park Street Bridge

Background

The Park Street Bridge was built in 1892 to carry Park Street over the former Boston & Maine Railroad tracks in Exeter, New Hampshire, about 0.3 mile north of the Exeter railroad station. Park Street is one of Exeter's oldest public ways, appearing in town records as early as 1650 and on the 1846 town plan as Back Street before being renamed by 1874.

The bridge was fabricated by R.F. Hawkins Iron Works of Springfield, Massachusetts, a regionally significant bridge company. It is a single-span, low "pony" Warren truss with riveted connections, a 58-foot 3-inch span, 10-foot truss height, and 40-degree skew. The truss rests on wide granite abutments of mortared quarry-faced ashlar.

In 1999, the State historic bridge inventory committee found the Park Street Bridge eligible for the National Register of Historic Places. At that time, low Warren trusses were already becoming rare in New Hampshire, and the Exeter bridge was noted as the only surviving 19th-century example.

Recent History

In February 2025, a bridge deck failure prompted an NHDOT inspection, after which the bridge was closed.

Town staff later identified a September 2001 Memorandum of Understanding among NHDOT, the Town, Boston and Maine Corporation, and Springfield Terminal Railway intended to transfer ownership of the bridge to the Town. Although 2003 Town Meeting votes addressed the MOU and appropriated design funds for a replacement bridge, no further Town action was taken to repair, rehabilitate, or maintain the bridge. Since then, NHDOT has acted as owner by maintaining and repairing the structure.

The Selectboard met with representatives of CSX and NH DOT on June 15, 2026 to discuss the Park Street bridge. A brief summary of that meeting:

- **CSX states the bridge is structurally unsafe and must be removed within six months, funding removal themselves.** They cannot repair it and will cooperate on replacement plans but do not build highway bridges.
- **Ownership confusion exists:** A 2001 agreement intended to transfer ownership to NH DOT and the town never completed, leaving CSX as the owner.

- **Town concerns include aesthetics, utility impacts, road termination, property effects, emergency response, and transparency.** The Select Board wants due diligence before decisions.
- **Community opposes removal without replacement, citing emergency access delays, pedestrian connectivity, historic value, and safety.** Alternatives like rebuilding or pedestrian bridges were requested.
- **DOT acknowledges the bridge's end-of-life and potential replacement funding in 2037-2038, with possible earlier federal funding opportunities.**
- **Key tensions:** CSX prioritizes train safety and insists on removal; town and residents prioritize community safety and access; ownership confusion delays action; timeline feels rushed.
- **Select Board commits to a transparent public process and thorough review.**

The Selectboard heard an update from Town staff on the Park St bridge at their July 13, 2026 meeting, summary is:

- **NHDOT follow-up:** After the meeting, NHDOT asked Exeter for more information. The Town couldn't locate a missing report, so DOT contacted Klinefelter directly. Town staff met onsite with VHB to discuss the feasibility of a replacement bridge and later met with Town Counsel, who is reviewing available documents and evaluating legal options. A **Park Street Bridge project webpage (DPW page of Town website)** now hosts 24 documents, with more to be added.
- **Next steps:** The Town plans continued discussions with NHDOT to clarify the State's role before engaging CSX further.
- **Federal grants:** Congressman Pappas's office confirmed that two potential grants do **not** apply to this project.
- **CSX authority:** Counsel indicated CSX cannot remove the bridge unilaterally; they would need approval from either the State or the Town, and Town assistance due to right-of-way limits and the water main. Any new crossing would need to be about **six feet higher** than the current structure.
- **State coordination:** The Town is maintaining communication with NHDOT and plans a detailed joint discussion before reconnecting with CSX.

- **Resident input:**

- Residents expressed **strong support** for keeping a bridge, citing walkability, school access, neighborhood connectivity, and safety concerns about rushing removal.
- Several residents questioned CSX's safety claims, the bridge's red-listing, and the handling of the water main.
- Some raised historic significance, noting the bridge's long history and potential eligibility for the National Register of Historic Places.
- Concerns were voiced about process requirements such as permits, Heritage Commission review, and miscommunication about water main redundancy.

- **Board perspectives:**

- Board members emphasized walkability, community impact, dissatisfaction with CSX's prior presentation, and the need for a collaborative solution with the State.
- The Town reaffirmed its commitment to transparency and ongoing communication with residents.

Park Street/Oak Street Neighborhood Group

At the beginning of June 2026 a group of concerned residents of the Park Street/Oak Street neighborhood began meeting to discuss how they could work together on the status and condition of the bridge.

Through their advocacy efforts the following has been accomplished:

1. Successfully encouraged the Selectboard to include the New Hampshire Department of Transportation in the June 15, 2026 meeting with representatives of CSX.
2. Developed a citizen's petition to the Selectboard requesting that the Board prioritize re-opening the bridge, create a plan with public input, etc.
 - a. The petition was presented at the July 13, 2026 Selectboard meeting with 138 signatures; the Board encouraged the group to collect additional signatures.
3. Nominated the Park Street Bridge for the NH Preservation Alliance Seven to Save recognition.

August 2, 2026: This document has been developed by the Park Street/Oak Street Neighborhood Group and will be updated as the situation develops further.

Park Street Bridge Frequently Asked Questions

Ownership and Authority

- Who owns the Park Street Bridge?
 - CSX (railroad) claims ownership of the bridge but this is in dispute. Further legal and historical research is being conducted by Town staff and legal counsel.
- Who owns Park Street?
 - Park Street is a Town owned and maintained road. Through its acquisition of Pan Am Railway, CSX acquired rights of way at all railroad crossings in Town (Powder Mill Rd, Front St, Main St, Park St, Salem St). The CSX right-of-way does not mean ownership, the Town owns the road.
- If the bridge were removed, who would have the authority to close or divide Park Street?
 - Only the voters can permanently close a road and any action to do this would require a majority vote at Town Meeting.
- Who has the authority to decide the future of the bridge?
 - While this is still a developing question, we believe that any decision on the future of the bridge will be made by the Town, NH DOT and CSX.

Bridge Condition and Inspections

- How often has the bridge been inspected?
 - The Park Street Bridge is considered to use a design that is officially designated as a Nonredundant Steel Tension Member (NSTM). The baseline inspection frequency for a fracture-critical member (FCM)—(NSTM)—is at least once every 24 months. This is an enhanced inspection schedule required by the U.S. Department of Transportation Federal Highway Administration.
- What were the results of those inspections?
 - Summary inspections available on the NH DOT website show that many inspections were missed due to the lack of a railroad flagger.
- If the bridge has failed, why did earlier inspections not identify and correct the problems before the bridge continued to deteriorate?
 - The Town recently received more detailed inspection reports which are currently being reviewed by Town staff and professional bridge engineers and consultants.

Rail Line Plans and Impacts

- What are CSX's plans for running double-height trains through Exeter, and what is the expected timeline and purpose?
 - When representatives from CSX met with the Selectboard on June 15, 2026 they stated that there are no plans to run double-height trains in the near future.
- Based on CSX rail-line maps, how many other obstacles or clearance limitations would affect double-height train service?
 - Our group has researched this issue and found that there are 13 bridges on this line in NH that don't meet the height requirements for double-height trains.
- What impact could increased train loads have on the tracks and on the town?
 - Even without double-height trains, this line is seeing increased rail traffic. While the Amtrak Downeaster has been operating a stable schedule for some time, the rail traffic for CSX and other freight carriers has been increasing.
- Could heavier loads increase vibrations that affect older homes with older foundations?
 - This is a question that has been asked by some residents of the neighborhood but to our knowledge has not been answered.

Safety and Traffic Concerns

- What safety concerns should be considered?
 - The Park St Bridge provides the only route to the west side of town when a train is passing through, stalled on the tracks or derailed.
- How would emergency access and public safety be affected if the bridge were removed?
 - If there were a prolonged issue on the tracks (stalled train or derailment), emergency response vehicles to the west side of Town would need to travel via Route 101; this adds significantly to response times.
- How has the current bridge closure affected traffic patterns?
 - The current closure of the bridge has negatively affected traffic patterns, increasing congestion at intersections with Main Street and increasing traffic flow in previously quiet and safer neighborhoods.
- What about pedestrian safety and walkability?
 - The bridge is a key pedestrian route for school, downtown, and neighborhood access.
 - Removal would force pedestrians and cyclists onto narrow streets or long detours onto streets with much higher traffic.

Bridge Design and Requirements

- What are the options for the design of a bridge replacement?
 - The Town is currently working with their engineering consultants with regards to a replacement bridge.
- If a replacement bridge were to be higher to meet federal and state regulations, how could this be achieved given the current height of the bridge and the necessary increase in the roadway approach?
 - While this is a developing question, Steve Cronin (Director of Public Works) and Mike Moser (NH DOT) have both stated that it would be very challenging given the current conditions on both sides of the bridge.
- Is there an option to request a variance from the height standard?
 - There may be some options, but they have not been explored by the Town at this point.

Decision-Making and Public Input

- What is the process for making a final decision about the bridge, and who will make that decision?
 - This is also a developing question, but CSX has stated that they will work with the Town on this issue.
- How can community members provide input before a final decision is made?
 - Our group (Park St/Oak St Neighborhood Group) has opened a dialog with the Selectboard and they have committed to a transparent process with public input. Our petition also calls for this.

August 2, 2026: This document has been developed by the Park Street/Oak Street Neighborhood Group and will be updated as the situation develops further.

Pine/Linden/Front Streets Roundabout Update

Michelle Baillargeon Construction Services

	Task Name	Scheduled Start	Duration	Aug 3 '26							Aug 10 '26							Aug 17 '26							Aug 24 '26						
				S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	Put Up Signs and TOMs	Fri 7/31	4 days																												
2	Mobilize Barrels For Road Closure	Wed 8/5	1 day																												
3	Road Closure	Thu 8/6	0 days																												
4	Mill Intersection at 7am	Thu 8/6	1 day																												
5	Afternoon: Trucks to Bring in 304.4 Gravel	Thu 8/6	1 day																												
6	Lay Out All Saw Cuts	Thu 8/6	1 day																												
7	Remove Signs, Return to Town Yard	Thu 8/6	1 day																												
8	Mobilize Pipe and Drainage Structures	Thu 8/6	1 day																												
9	Sawcut All Cut Marks	Fri 8/7	1 day																												
10	Mark Remaining Cuts to be Made	Fri 8/7	1 day																												
11	Remove Asphalt As it is Cut (both Exc.)	Fri 8/7	1 day																												
12	Sawcut Pavement, incl. Structures	Fri 8/7	1 day																												
13	Mobilize Pipe, Structures, Bedding Stone	Fri 8/7	1 day																												
14	Place Light Pole Bases and Conduit	Fri 8/7	1 day																												
15	Salvage Curb (290 LF)	Fri 8/7	1 day																												
16	Remove Asphalt/ Concrete Front St. Area For Light Pole Bases and Conduit by 7am	Fri 8/7	1 day																												
17	Structures and Pipe to be Placed (Use 78)	Fri 8/7	2 days																												
18	Put In 12K Exc. Remove Asphalt	Fri 8/7	1 day																												
19	Remove Asphalt from Entire Site (12K Exc.)	Sat 8/8	1 day																												
20	PC78 to do Cut and Fills Behind 12K Exc.	Sat 8/8	1 day																												
21	Prep. 304.4 for Sidewalk	Mon 8/10	3 days																												
22	Prep Sidewalk - Front Street	Mon 8/10	1 day																												
23	Prep and Subgrade Roundabout	Tue 8/11	1 day																												
24	Install Vertical Curb - Pine St./ Front St.	Wed 8/12	1 day																												
25	Install Vertical Curb - Linden St./ Pine St.	Wed 8/12	2 days																												
26	Install Vertical Curb - Front St./ Linden St. (#3 and #4)	Wed 8/12	2 days																												
27	Prep Front St. North-Side Sidewalk	Thu 8/13	2 days																												
28	Form and Pour Concrete	Thu 8/13	2 days																												

Exeter Roundabout Project

Highway Block Grant



HIGHWAY BLOCK GRANT AID

By law, all municipalities in the State having Class IV and V mileage are entitled to Highway Block Grant Aid. RSA 235:23 stipulates the funding apportionments. Highway Block Grant Aid is distributed to municipalities by the State of New Hampshire on a yearly basis with partial disbursements made four times a year. Sixty percent (60%) of the funds are distributed in the first two payments (30% in July and October) and the other 40% in the final two payments (20% in January and April). **The funds can only be used for construction, reconstruction and maintenance of each municipality's Class IV and V highways.** It can, therefore, be used to be part of the match for a project in the bridge aid program. It also can be used towards equipment to maintain the local roads. The intent here is that it be used towards the local roads; i.e., not used to build a new library or school or buy a fire truck.

Highway Block Grant Aid funds represent a portion of the State's highway revenues received in the preceding fiscal year including revenues resulting from Senate Bill (SB) 367. There are two "pots" of money from which allotments are made. The first pot, identified as Apportionment A (including SB 367 funds), utilizes 12% of the State's highway revenues. One-half of Apportionment A and SB367 funds are distributed among the municipalities based on their population in proportion to the entire State's population and the other half are disbursed based on the sum of a municipality's Class IV and V road mileage in proportion to the total statewide Class IV and V mileage. In general, the allocation of these funds represents a disbursement of approximately \$1,544 for each mile of Class IV and Class V highway inventoried by each municipality and approximately \$13 for each person residing in a municipality based on the state planning estimate of population.

The second source of funds is Apportionment B. The formula for dispensing funds from Apportionment B (a set sum of \$400,000) is less straightforward. It was established to assist those municipalities having high roadway mileage to maintain and whose overall value of property (on an equalized basis) is very low in relationship to other communities. In FY 2027, 13 municipalities received funds from Apportionment B.

As the New Hampshire Department of Transportation (NHDOT) is responsible for determining the actual disbursements of funds, it is important that they be provided accurate and current information regarding each municipality's Class IV and V mileage. This is typically accomplished by filling out the "Information Report" emailed to municipalities each year by the Bureau of Planning and Community Assistance. At the conclusion of each municipality's yearly legislative meeting (i.e. Town Meeting), the NHDOT should be notified of all changes to the community's roadway system. The information should include the length and location of all Class IV and V highways reclassified, accepted, and/or discontinued by the municipality that year.

The total amount of funding distributed statewide annually over the last five state fiscal years is:

FY 2023	\$36,074,084
FY 2024	\$35,849,326
FY 2025	\$36,803,388
FY 2026	\$38,124,435
FY 2027	\$37,891,913 (FY2027 Estimated)

**For more information contact: Bureau of Planning and Community Assistance,
NHDOT, PO Box 483, Concord, NH 03302-0483. Telephone: 603.271.3344**

DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING AND COMMUNITY ASSISTANCE

Highway Block Grant Aid Estimated Payments for All Towns & Cities

BGA/State Fiscal Year: 2027

Run Number: 1

Page 1 of 1

Town Name	Type	July	October	Subtotal July-October	January	April	Subtotal January-April	FY Total
	Total:	43,952.62	43,952.62	87,905.24	29,301.74	29,301.73	58,603.47	146,508.71
EPPING	A	54,746.70	54,746.70	109,493.40	36,497.80	36,497.80	72,995.60	182,489.00
	SB367	6,874.11	6,874.11	13,748.22	4,582.74	4,582.75	9,165.49	22,913.71
	Total:	61,620.81	61,620.81	123,241.62	41,080.54	41,080.55	82,161.09	205,402.71
FPSOM	A	37,237.97	37,237.97	74,475.94	24,825.31	24,825.30	49,650.61	124,126.55
	SB367	4,675.68	4,675.68	9,351.36	3,117.12	3,117.12	6,234.24	15,585.60
	Total:	41,913.65	41,913.65	83,827.30	27,942.43	27,942.42	55,884.85	139,712.15
ERROL	A	1,374.27	1,374.27	2,748.54	916.18	916.19	1,832.37	4,580.91
	SB367	172.56	172.56	345.12	115.04	115.03	230.07	575.19
	Total:	1,546.83	1,546.83	3,093.66	1,031.22	1,031.22	2,062.44	5,156.10
EXETER	A	86,773.97	86,773.97	173,547.94	57,849.31	57,849.32	115,698.63	289,246.57
	SB367	10,895.53	10,895.53	21,791.06	7,263.68	7,263.68	14,527.36	36,318.42
	Total:	97,669.50	97,669.50	195,339.00	65,112.99	65,113.00	130,225.99	325,564.99
FARMINGTON	A	45,574.85	45,574.85	91,149.70	30,383.23	30,383.22	60,766.45	151,916.15
	SB367	5,722.48	5,722.48	11,444.96	3,814.98	3,814.98	7,629.96	19,074.92
	Total:	51,297.33	51,297.33	102,594.66	34,198.21	34,198.20	68,396.41	170,991.07
FITZWILLIAM	A	28,268.84	28,268.84	56,537.68	18,845.89	18,845.89	37,691.78	94,229.46
	SB367	3,549.50	3,549.50	7,099.00	2,366.33	2,366.32	4,732.65	11,831.65
	Total:	31,818.34	31,818.34	63,636.68	21,212.22	21,212.21	42,424.43	106,061.11
FRANCESTOWN	A	26,494.88	26,494.88	52,989.76	17,663.25	17,663.24	35,326.49	88,316.25
	SB367	3,326.75	3,326.75	6,653.50	2,217.84	2,217.84	4,435.68	11,089.18
	Total:	29,821.63	29,821.63	59,643.26	19,881.09	19,881.08	39,762.17	99,405.43
FRANCONIA	A	14,991.92	14,991.92	29,983.84	9,994.62	9,994.62	19,989.24	49,973.08
	SB367	1,882.42	1,882.42	3,764.84	1,254.95	1,254.94	2,509.89	6,274.73
	Total:	16,874.34	16,874.34	33,748.68	11,249.57	11,249.56	22,499.13	56,247.81
FRANKLIN	A	57,284.71	57,284.71	114,569.42	38,189.81	38,189.80	76,379.61	190,949.03
	SB367	7,192.79	7,192.79	14,385.58	4,795.19	4,795.20	9,590.39	23,975.97
	Total:	64,477.50	64,477.50	128,955.00	42,985.00	42,985.00	85,970.00	214,925.00
FREEDOM	A	24,870.79	24,870.79	49,741.58	16,580.53	16,580.52	33,161.05	82,902.63

ADA Funding Request



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 772-4709

www.Exeternh.gov

MEMORANDUM

TO: Paul Cohen, Town Manager
FROM: Melissa Roy, Interim Town Manager
DATE: August 7, 2026
RE: ADA Funding Request

The Town approved a warrant article in 2019 to create an Americans with Disabilities Act (ADA) improvements plan for town facilities and infrastructure, including roads, sidewalks, and other pedestrian safety improvements. This plan has been completed and includes a list of projects that will improve accessibility for all users. This Capital Reserve Fund was established to fund these improvements over time.

Staff recommends funding the following projects from the Town's ADA Fund as part of the Town's ongoing effort to improve accessibility at municipal facilities, parks, and public infrastructure.

Project #1: Handrail Installation at Public Restroom Entrance Ramp, \$3,000

The accessible entrance ramp serving the downtown public restrooms requires handrails to improve accessibility and bring the ramp into compliance with applicable ADA standards. This project will fund the installation of appropriate handrails along the ramp.

The quoted cost for this project is **\$3,000**.

Project #2: Town Office Automatic Door Operator Push Plates, \$3,735

The main entrance to the Town Office building opens into a small, glass-enclosed vestibule. The exterior entrance door is currently equipped with an ADA automatic door operator and push plate, allowing individuals who need assistance to automatically open the door. However, the interior glass door does not currently have an automatic door operator.

As a temporary measure to maintain accessibility, the interior glass door was removed. This project will allow the Town to reinstall the interior door and equip it with an automatic door operator and ADA push plate, providing an accessible path through both doors of the main entrance.

The quoted cost for this project is **\$3,735**.

Project #3: Park Pathway Accessibility Improvements, \$7,086

Several Town parks contain amenities that are not currently connected to an accessible pathway. Following a review of the Town's park system, staff identified locations where accessible rubber pathway mats can be installed to connect these amenities to existing pathways.

The proposed mats are similar to the accessible surfacing used at Planet Playground and will provide a more stable and accessible route to these park amenities for individuals using wheelchairs, walkers, strollers, and other mobility devices.

The quoted cost for this project is **\$7,086**.

The total cost of the three proposed accessibility projects is \$13,821. Staff recommends appropriating \$13,821 from the ADA Fund to complete these improvements and continue the Town's ongoing efforts to improve accessibility throughout its facilities and public spaces.

WHITE'S WELDING CO., INC.

6 KERSHAW AVENUE, HAMPTON, NEW HAMPSHIRE 03842 • TEL. 603 926-2261

SOLD
TO

TOWN EXETER

PURCHASE ORDER

ESTIMATE

DATE

7-13-26

DEL DATE

WHI-INVOICE

2 - HANDICAP RAILS AT TOWN HALL

\$3000.00

MAE



Note: Please ensure that POs, contracts, payments, and other legal documents are issued to **Allegion Access Technologies LLC** for the Net Price of this quote.

Custom Quote

Quote Number: Q-225425
Exeter Town Office Exeter, NH

Created For
Exeter Public Works
6/29/2026

Exeter Public Works
,
Phone: 603-773-6164
Attn: Jeff Beck
Maintenance Superintendent
Email: jbeck@exeternh.gov

Drew Brennan
Territory Manager

Quotation: Q-225425
Exeter Town Office Exeter, NH

New England-CT Branch
975 Middle Street
Middletown, CT 06457
Phone: 860-597-8463
Mobile: 860-597-8463
Email: drew.brennan@allegion.com

29 June, 2026

Note: Please ensure that POs, contracts, payments, and other legal documents are issued to **Allegion Access Technologies LLC** for the Net Price of this quote.

Allegion Access Technologies LLC is pleased to provide you a quotation to Furnish and Install the following:

Product Summary:

1 ea. Stanley M-Force Swing Door Operating System, Dark Bronze Anodized Finish- Single Application
2 ea. Wireless Push Plates

Net Price: USD 3,735.00

Scope of Work

PREVAILING WAGE RATES APPLY

Furnish and Install ONE (1) Single Stanley M-Force Heavy-Duty low-energy swing door operator with the following features and accessories:

- 39" visible header case with visible door arm for single door leaf.
- Clear anodized finish.
- Heavy duty electromechanical power open/spring close drive.
- Soft start, soft stop logic, reverse on obstruction feature.
- Adjustable opening/closing time and hold open time within limits of ANSI A156.19.
- On/off/hold switch.
- Activation by wireless push plates.

*Note: Door must be unlatched for proper operation.

Lead Time: Current equipment lead time is - weeks from receipt of order and approved shop drawings. Equipment is furnished and installed during normal business hours (8:00 AM - 4:30 PM, Mon - Fri).

Warranty: 1 year parts and labor. During normal business hours Mon - Fri 8:00 AM - 4:30 PM

Inclusions

Prevailing Wage and/or Certified Payroll.
Door operator installation.
Push plates (Wireless).

Exclusions

Delegated Design
120 volts AC to inside auto door header 5 amp min.
Cleaning and protection of installed material.

If you would like to pay by Credit Card, please contact us at 1(800) 722-2377 Ext. 4.

We accept the following Credit Cards:



Exeter Public Works
,
Phone: 603-773-6164
Attn: Jeff Beck
Maintenance Superintendent
Email: jbeck@exeternh.gov

Drew Brennan
Territory Manager

Quotation: Q-225425
Exeter Town Office Exeter, NH

New England-CT Branch
975 Middle Street
Middletown, CT 06457
Phone: 860-597-8463
Mobile: 860-597-8463
Email: drew.brennan@allegion.com

Exclusions

Permits & Inspections.
Structural Review (no seismic review)
Cleaning of installed materials.
Protection of installed materials.
Back boxes & low voltage wiring from any control to inside auto door header.
Painting, patching & flooring work.
After hours premium labor
Structural support / wood blocking for swing headers

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Territory Manager

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New England-CT Branch
975 Middle Street
Middletown, CT 06457
Phone: 860-597-8463
Mobile: 860-597-8463
Email: drew.brennan@allegion.com

Conditions:

Acceptance of this quotation / proposal by the purchasing unit shall constitute an order and is a contract for the purchase of the articles and services described therein on the terms outlined herein. Additional or different terms applicable to a sale may be specified in the body of a Allegion Access Technologies LLC (hereinafter " Company ") document or agreed to in writing by the parties.

- 1 Payment by purchaser to the Company shall be Net 30 days from date of invoice, subject only to contract termination by the Company in the event of an adverse credit decision by the Company's Credit Department. Late payments are subject to a charge equal to 1.5% per month of the amount outstanding or the maximum allowed by law, whichever is less.
- 2 Payment is not contingent upon purchaser's receipt of moneys from owner or any other source.
- 3 The following shall represent events of default by purchaser in the terms of this contract: non-payment in accordance with the terms set out herein, cancellation of this order by purchaser or refusal by purchaser or its agent to accept delivery of goods from the Company.
- 4 In the event of default by purchaser, purchaser agrees to pay the Company the contract price for all work completed by the Company to the date of default or cancellation as well as all of the Company's costs and expenses incurred in enforcing the terms of this contract including, but not limited to a reasonable attorney's fee, collection and court costs.
- 5 Except for purchaser's payment obligations, neither party shall be liable for any failure under this agreement due to acts of nature, earthquake or storm; failure of public utilities or common carriers; or any other causes beyond the reasonable control of the affected party.
- 6 Unless accepted by purchaser, this quotation shall expire ninety days from the date hereof.
- 7 Sales tax, if applicable, is the owner's responsibility.
- 8 The Warranty as outlined in the Quotation will not apply if the products: (1) have been altered, except by the Company; (2) have not been installed, operated, repaired, or maintained in accordance with instructions supplied by the Company; or (3) have been subjected to abnormal physical or electrical stress, misuse, negligence, accident, or catastrophe.
- 9 Any dispute, controversy or claim arising out of or relating to this Agreement or the breach, termination, or invalidity of it shall be submitted to final and binding arbitration as the sole and exclusive remedy for such controversy or dispute, provided, however that the Company may commence action against you in a court of law for infringement of the Company's intellectual property rights or default in any payment obligation. This Contract will be governed in accordance with the laws of the state where the premises at which the Company performs the Work or provides Services is located, without regard to choice of law principles.

This document is a contract. I affirm that I have the authority to sign this contract and this is my acceptance of this Quotation as well as my authorization to proceed with the above stated work at the NET PRICE of \$ _____, plus applicable sales tax.

Signature: _____ Title: _____

Name (Print): _____ Company Name: _____

Ref#: _____ Date: _____

Note: Please ensure that POs, contracts, payments, and other legal documents are issued to **Allegion Access Technologies LLC** for the Net Price of this quote.

If you would like to pay by Credit Card, please contact us at 1(800) 722-2377 Ext. 4.
We accept the following Credit Cards:



 Pickup at Brentwood NH
[Select a different store](#)



Buffalo Tools Rubber Industrial Floor Mat, 3 ft. x 5 ft.
Size: 60 in. Color: Black


Ship to Store
Get it by Mon, Aug 17


Standard Delivery
Scheduling required
Est. Tue, Aug 18

— 175 + **\$7,085.⁷⁵**
\$40.49/each **Sale**
was \$7873.25
Save (10%)

Ship to Store at Brentwood NH
[Select a different store](#)

[Save for later](#) [Remove](#)

This item cannot be shipped to CA.

NHMA Town Voting Delegate Decision



2027-2028 Legislative Policy Process

Important Dates & Updates!

FLOOR POLICIES DUE: August 4 ♦ POLICY CONFERENCE: September 11

The NHMA legislative policy process is moving forward! The proposed 2027-2028 Legislative Policy and Principles, as recommended by NHMA's three member-run policy committees, can be viewed [here](#).

Next Steps:

- All governing bodies should review proposed 2027-2028 Legislative Policies and Principles.
- All governing bodies should vote whether to support the policies and principles, and choose a voting delegate.
- Submit a floor proposal, if desired, by August 4.
- Look for delegate registration email in August.
- Legislative Policy Conference is on Friday, September 11, at NHMA.

Read on for more information!

NHMA members will have an opportunity to vote on the proposed policies and principles at the Legislative Policy Conference in September. ***We urge each municipality's governing body, prior to the Legislative Policy Conference, to vote a position on the recommended policies and principles and on any floor proposals that may be received (see below) to provide direction to your voting delegate at the conference.*** Otherwise, your delegate is free to cast your municipality's vote as he or she chooses.

NOTE: Please do not send your governing body's vote results or positions to NHMA. Your governing body's discussions and votes are only for the direction of your voting delegate. The ***only way*** a municipality may vote on the recommended policies and principles is to send a voting delegate to the policy conference on September 11.

In addition, any municipality interested in proposing an additional policy may do so through the floor policy process, described below.

Floor Proposals

The deadline for submitting floor proposals is **Friday, August 4**. A floor proposal will be accepted only if: (a) it is ***approved by a majority vote of the governing body*** (select board, aldermen, or council) of the town or city submitting the proposal; (b) is submitted in writing; and (c) is ***received no later than August 4***. **NHMA will send any floor proposals received to all municipalities** in August so they will have an opportunity to take a position on the floor proposal(s) before the Legislative Policy Conference. Floor proposals should be submitted using the **Floor Policy Proposal form**.

To submit a floor proposal, please email it to advocacy@nhmunicipal.org.

Legislative Policy Conference

The 2027-2028 NHMA Legislative Policy Conference will be held on **Friday, September 11**, at 9:00 a.m. at our offices at 25 Triangle Park Drive, Concord, NH 03301. This is an in-person event. ***Each member municipality will be asked to appoint a voting delegate to cast its vote at this conference.*** Each member municipality, regardless of size, has ***one vote*** on all policy matters. **About six weeks before the conference, municipal officials will be able to register a voting delegate online. We will send out another email when the registration portal is live.**

We strongly suggest that the governing body determine who will serve as your city or town's voting delegate. If the select board, aldermen, or council does not designate anyone, NHMA will recognize one official as a municipality's voting delegate in the following order of priority:

Mayor/Chair of Board of Selectmen/Council Chair

OR

Mayor Pro Tem/Vice or Assistant Mayor/Council Vice Chair

OR

Selectman/Alderman/Councilor

OR

City or Town Manager/Town Administrator/Administrative Assistant

NHMA's bylaws require a two-thirds affirmative vote of those members present and voting for approval of any changes to an NHMA legislative policy or principle.

Please contact the Advocacy Team at advocacy@nhmunicipal.org or 603. 230.3376 if you have any questions.

Approval of Minutes

Select Board Meeting
Monday July 27, 2026
6 PM
Nowak Room, Town Offices
Draft Minutes

1. Call Meeting to Order

Members present: Chair Niko Papakonstantis, Vice-Chair Molly Cowan, Clerk Nancy Belanger, Julie Gilman, Dan Chartrand, Town Manager Paul Cohen, and Assistant Town Manager Melissa Roy were present at this meeting. The meeting was called to order by Mr. Papakonstantis at 6 PM.

2. Non-Public Session

MOTION: Ms. Belanger moved to enter into non-public session under RSA 91-A3II(I). Ms. Gilman seconded. In a roll call vote, the motion passed 5-0, and the meeting entered non-public session at 6 PM.

The Board reconvened at 6:45 PM.

3. Approval of Minutes

a. Regular Meeting: July 13, 2026

MOTION: Ms. Belanger moved to approve the July 13, 2026 Select Board regular meeting minutes as presented. Ms. Gilman seconded. The motion passed 5-0.

4. Town Manager's Report

a. Park Street Bridge Update

Mr. Cohen said there is a neighborhood effort to preserve the Park Street Bridge by applying to the NH Preservation Alliance. There wasn't sufficient time to come before this Board with the application for the "Seven to Save" program, so Mr. Cohen allowed Mark Furlong to use his [Mr. Cohen's] name on the application on behalf of the community. This program was also used for the Ioka Theater. Ms. Gilman said this is just a designation, it doesn't come with any money attached.

b. New Hampshire Department of Environmental Services' Report on June 9, 2026 Annual Site Visit to Exeter Wastewater Treatment Plant

Mr. Cohen said NHDES conducted their annual inspection June 9. The plant is clean, seems to be running well, and all equipment is in good condition. The facility is at a high level of compliance.

c. Chamber of Commerce Community Guide

Mr. Cohen said we received communication from the Exeter Area Chamber of Commerce that the 2026 business guide and directory is now available. It's at their office on Water Street or on their website.

5. Police Department - Swearing In

Chief McCain introduced Stephen Bolduc, and Town Clerk Jennifer Shupe swore him in as Deputy Chief.

6. Public Comment

- a. Mark Furlong of 20 Forrest Street said he is here on behalf of the Park Street/Oak Street neighborhood group. The group met last week and people felt positive about the report from the meeting two weeks ago. They will continue to collect signatures on the petition. He contacted the NH Preservation Alliance, and they will allow us to amend our nomination with additional support. Mr. Papakonstantis said we can put that on the agenda for a future meeting.

7. Discussion/Action Items

a. Elections Update

Town Moderator Kate Miller said the primary election is the day after Labor Day, September 8. This is the Statewide primary. It will be held at Talbot Gym. We've had assurances that the roundabout project will be done by that time. The General Election is November 3. We expect decent turnouts for both elections. There is a lot in the news about changes in election laws; the best sources are the Town website elections page and the NH Secretary of State's website, which are up to date. If residents have moved to Exeter and they have turned 18 or will turn 18 on election day, they should register in advance. People can register at the polling place, but lines can be long there. The deadline for registering in person closes between six and thirteen days before the election. People can also register by mail. If people know they won't be able to get to the polls, they may be eligible for an absentee ballot, but they need to apply ahead of time. Regarding students voting, school IDs are no longer valid for identification. The State issues non-driver identification cards that can be used if the student doesn't have a driver's license. We are looking for people who would like to assist at the elections, as "Inspectors of Elections." The term begins in August 2026 and lasts for two years.

Ms. Gilman asked about the purging of the rolls. Attorney Miller said it applies to voters who have not voted in four or five years. Mr. Papakonstantis asked about absentee ballots. Attorney Miller said you need to have a photo ID and make a copy of that to go with the application, or you have to have the application notarized. There was a law passed to allow people without ID to vote with an affidavit. That was changed recently, but the change was reversed by a Federal court.

Ms. Belanger asked how soon we can put our reminder voting signs out. Mr. Cronin said we usually try to get it out a week before the election. Ms. Belanger asked if it could be put out early because of the holiday weekend and construction.

b. August 7 & 8 Plan New Hampshire's Exeter Train Station Charrette

Economic Development Director Darren Winham was present for this item. Mr. Winham said there is a 57-page report in the Board's packet. On Aug 7 and 8, we'll have a team of volunteers from Plan NH who will meet at Lincoln Street School and walk the area. There will be two public listening sessions; this will consist of break-out groups with topics to work through. This design is about both the Train Station and Lincoln Street. The charette team will put together a report on Saturday using the input from the public. It will cost \$5,500 to do it, but we got a grant and a scholarship, and the Economic Development budget will take care of the rest.

c. New Police Station and Fire Substation Project Update

Project Manager Paul Vlasich was present for this item. Mr. Vlasich said the project was \$15.7M, and is 42% financially complete as of June 30. All issues that came up have been manageable. Progress is going smoothly. The teams that worked on this trimmed it down to a financially feasible project. There are 20 stalls under a canopy with solar panels, which was held back. There was an emergency driveway onto Jillian Lane which was withheld. Parking in the front was compacted. We will now roll those items back into the project for construction, and we are still within the budget. We are exploring the commissioning of the HVAC, lighting controls, and security. We are working on landscaping options, although we have limited space for it. Drywall is being installed on both floors; they are roughing in the mechanical and fire protection above the ceiling; they are installing the lattice and gridwork for the lighting; and the windows are being installed. Paving will start tomorrow if the weather is good. In mid-August, the canopy that was on hold will start to be put up. In the fall, the solar panels and siding will appear. In early 2027, we'll be substantially complete.

Mr. Chartrand asked if the solar panels allow the building to be net-zero as the voters wanted, and Mr. Vlasich said yes.

d. New Police Station and Fire Substation Furnishings Contract Award

Police Chief Josh McCain was present for this item. Chief McCain said he's happy with how the building construction is going. He's looking for approval for his proposal for a contract with WB Mason, which will be well under budget. The company will come in and install everything. We applied for a grant that may offset some of the money for the trainee room, since it will be the emergency operations center. There is a six-to-eight-week lead time. We should wait until we hear the grant response, which should be at any time. Mr. Chartrand asked if the money for this comes out of the bond for this project, and Chief McCain said yes.

MOTION: Ms. Belanger moved to award the procurement of furniture, fixtures, and equipment to WB Mason for an amount not to exceed \$218,662 and further authorize the Town Manager or their designee to sign all appropriate paperwork. Ms. Gilman seconded. The motion passed 5-0.

Mr. Papakonstantis said National Night Out is Tuesday, August 4. Chief McCain thanked Bruce Page for organizing the event.

e. FY26 Budget Update

Finance Director Corey Stevens was present for this item. Mr. Stevens said we're finishing our 2025 audit. There are very few journal entries that we need to make, which is a good sign. We'll have a \$6.6M unassigned fund balance, an increase of \$590,000 over the prior year. Last week we received our refundable Clean Energy Credit for the solar array. That money goes to pay our debt service, and then the project will generate revenue going forward.

Mr. Stevens discussed the General Fund revenue through June 30, 2026. In May, the Tax Department sent out \$34.5M in property tax bills. 24% of that, or \$8.2M, is allocated to the town; the rest is for the schools and county. There was a 96% collection rate by July 19, consistent with prior years. Other sources of revenue are building permits and fees; we're below where we were at June 30 of last year, but at 82% of the budget projection. Meals and Rooms tax is remitted at the end of the year. The interest income is at 77% of budget, with \$464,000 as of mid-year; we've had good luck with TD Bank. Every budget that we surpass helps us keep our tax rate low. For transfers-in from the solar array, we had \$300,000 budgeted; that is the solar array revenue, credits, and net metering fees. We're slightly below 50% collected. We lost solar production for about 45-60 days this year. Our miscellaneous revenue is 39% of budget, compared to 37% in the prior year.

General Fund expenses were 43% spent of the \$27M budget, about the same as last year. Labor costs were budgeted at \$18M; we spent \$7.7M or 43% of the budget. It's underbudget due to vacancies and staff turnover, including the Town Manager, Planning Department staff, and Public Works. The Snow and Ice budget is overbudget for 2026; we spent \$466,000 out of a \$290,000 budget. Labor challenges have led us to employ outside contractors. We have a Snow and Ice Deficit Fund, and we will likely draw on that. In Debt Service, we've spent 20% so far; we send the bulk of our bond payments in July. 2026 will be the first payment on the Public Safety Complex. We had \$11.7M in operating expenses, or 43% spent so far.

In Water and Sewer, the Water Fund revenue was collected at 50%, the same as last year. Last month the Board approved rate increases, which will take effect in October, leading to an uptick in revenue. In Water Expenses, labor costs are generally in line with expectations. We did have vacant positions, but that is offset with part-time help. He calculates that in the first six months, we saved \$70-90,000 in labor and benefits in the Water Fund. Non-Labor expenses were generally in line. There were some timing differences in when supplies were purchased. Debt service is paid at the end of the year. In Capital Outlay, a planned project has not started. There was \$236,000 net income for the Water Fund.

Regarding the Sewer Fund, revenues are consistent year over year, at 44%. We have the SAG Grant which is part of the revenue, and comes in at the end of the year. We received a letter from the State that their commitment for the

SAGs previously awarded will continue through the life of the project, so he's hopeful we'll see the total of \$18M. In Debt service, we make a \$3.3M payment on the Water Treatment Plant in December, so spending is low at this point. Our net income was \$1.2M; rates are structured to collect through the year.

Ms. Belanger said this is a good report on the solar array, considering it was down for some time.

Mr. Chartrand asked if the check from the US Treasury would have been included on the report of grants. Mr. Stevens said he believes so. Ms. Belanger asked if any other grants are outstanding; Mr. Stevens said the Transportation Alternatives Program (TAP) grant. Ms. Roy said we're hoping to have that signed in the next month or so.

f. Recently Enacted State Laws that Will Significantly Impact the Town

Town Manager Paul Cohen said the Legislative Session is complete. The Governor has signed in 34 bills in the last few weeks. The first is the law that puts a question on the ballot in November 2026 and 2028 regarding a school spending cap, HB 1300. It requires a majority. It would be tied to the inflation index; the most recent figure was 4.3%. It allows a provision for new growth in the assessed value of the community due to new construction. The law requires a cap of 6% of the School Board's budget to be tied to administrative costs. There's no provision for the law to be repealed in that two-year period. This is now in effect across the State. Ms. Gilman said the process of this bill was shameful. It started as something totally different and the Senate did a "replace all" amendment. They wanted to do this permanently, but we got them to do it for two years. She added that towns can already propose a budget cap.

Mr. Cohen also mentioned HB 1010, HB 1588, and SB 564. HB 1010 and 1588 are tied together and allow for housing by right in commercial zones, as long as there are adequate roads, water, and traffic infrastructure. 1588 said the only development restrictions allowed are frontage setbacks and height requirements consistent with commercial developments. If a developer were denied, they could seek attorney fees from the town. 1010 limits the ability to conduct studies on adequate roads, water, and traffic. SB 564 removes the town's ability to limit the length or number of houses on a dead-end roadway, provided it does not violate the Federal fire code. There are concerns expressed in the community about approving these projects, but many of these decisions are directed by State law.

g. New Hampshire Municipal Association 2027 – 2028 Legislative Policy Conference Voting Delegate

Mr. Cohen said the 2027-2028 legislative session will start in January. Incumbents will file bills in September; NHMA will bring forward its proposals on behalf of its member communities. They're seeking community participation in that process. He will be there, but he would be willing to not be the representative. Mr. Papakonstantis said the Town Manager has historically

represented Exeter, but he's willing to do it if needed. Ms. Belanger asked if we have to make that decision tonight, and Mr. Cohen said no, it would need to be made in August. Mr. Papakonstantis asked to have it on the August 10 agenda.

h. Proposed Significant Federal Grant Rules Changes

Mr. Cohen said NHMA gave us notification of proposed changes on Federal Grants. The change would permit Federal Agencies to terminate grant awards after the project begins or change the requirements of the grant even after project completion. Projects would have to comply with current executive orders, regardless of when they are issued. NMHA would like the Board to contact the Congressional Delegation and have them take action. The Board agreed to send a letter.

MOTION [Not Voted]: Mr. Chartrand made a motion to send a letter to all four members of our Congressional Delegation protesting this change to the federal grant rules; he would like the Chair of the Select Board to sign this. Ms. Belanger seconded. Ms. Gilman asked if we should also send this to the Governor and Executive Counsel.

Mr. Chartrand withdrew his motion and Ms. Belanger withdrew her second.

MOTION: Mr. Chartrand made a motion to send a letter to all four members of our Congressional Delegation, as well as the Executive Counselor and Governor, protesting this change to the federal grant rules; he would like the Chair of the Select Board to sign this. Ms. Belanger seconded. The motion passed 5-0.

i. Select Board Recommittal of Tax Collector Warrants – Paul Cohen, Town Manager

Mr. Cohen said this is the "recommittal warrant." The auditors have certified the uncollected tax balances, so the Board needs to have a formal vote to recommit those to himself as the Town's Tax Collector.

MOTION: Ms. Belanger moved to approve the Recommittal Warrant for property taxes having uncollected property taxes of \$26,602,532.39 and unredeemed tax liens of \$1,039,056.27 as of June 15th, 2026. Ms. Cowan seconded. The motion passed 5-0.

MOTION: Ms. Belanger moved to approve the Recommittal Warrant for Jeopardy Taxes having uncollected taxes of \$746.00 as of June 15th, 2026. Ms. Cowan seconded. The motion passed 5-0.

8. Select Board Committee Reports

- a. Ms. Gilman had no report.
- b. Ms. Belanger had no report.
- c. Ms. Cowan had no report.
- d. Mr. Chartrand conservation commission, Train Station Committee.

- e. Mr. Papakonstantis said the Tree Committee talked about level three water restrictions and watering trees. Eileen Flockhart met with the new Principal of Main Street School. EXTV is planning videos about the Tree Committee's work. The Swasey Parkway Trustees met but he did not attend. At River Advisory, they had a Pickpocket Dam update; people from Brentwood were there and asked questions which were answered by Mr. Vlasich and the consultant. There will be a public update at the Public Library on August 20. Mr. Cronin gave a DES services flow study update. Tomorrow he will attend the Trustees of the Trust Fund meeting. National Night Out is August 4th, so he will not be at the Pairpoint Park meeting that evening. The BRC kickoff is August 5.
- f. Ms. Belanger said she went to a neighborhood information meeting for the roundabout detours, which was well-attended. Mr. Cohen said the tone was very positive. They were excited about the commitment to have this project completed in August, before school opens. He added that there will be a meeting tomorrow night at the Library for the School Street project.

9. Correspondence

- a. A report from NH DES regarding their annual site visit to the Wastewater Treatment Plant
- b. A letter from Chamber regarding the new business guide
- c. A report from Mr. Winham
- d. The petition submitted at the last meeting

10. Review Board Calendar

- a. The next meetings are August 10, August 24, September 14, and September 28. September 1 is also available if needed. The Primary is September 8.

11. Non-Public Session

- a. There was no non-public session at this time.

12. Adjournment

MOTION: Ms. Belanger moved to adjourn. Ms. Cowan seconded. The motion passed 5-0 and the meeting was adjourned at 8:34 PM.

Respectfully Submitted,
Joanna Bartell
Recording Secretary

Appointments/Resignations

Permits & Approvals

Tax Abatements, Veteran's Credits & Exemptions

Memorandum

TO: Paul Cohen
Town Manager
Town of Exeter

FROM: Scott Marsh, CNHA
Municipal Resources
Contracted Assessor's Agents

DATE: August 4, 2026

RE: Notice of Intent to Cut Wood or Timber
Watson Road
Tax Map 40 Lot 15

We have received the attached Intent to Cut request for the above reference property. Property was recently transferred and owner has signed, the land is not in the current unproductive category and there are no outstanding taxes. As the form appears complete, it is recommended that it be signed by the Select Board.

If there are any questions or additional information desired, please let me know.

Town Manager Report

Select Board Committee Reports

Correspondence

Mark O'Reilly
10 White Oak Drver – Apt. 208
Exeter, NH 03833

July 26, 2026

Town Manager
Town of Exeter
10 Front Street
Exeter, NH 03833

Dear Town Manager:

Enclosed is an article from a recent Boston Globe regarding the dangers of e-bikes.

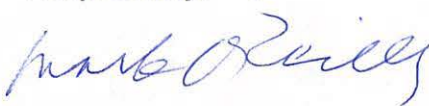
I recently witnessed an example of extremely irresponsible driving by a “biker gang” of six kids, four bikes with kids riding double on two of them. The gang was probably middle school age.

The Globe says “think of them as a motor vehicle” which is what they are, a motorized cycle. The youthful operators have no training, no knowledge of rules of the road and no motor vehicle insurance. And they are not on their parent’s vehicle insurance policies.

The “biker gang” was stopped in the left turn lane on Portsmouth Avenue in front of McDonald’s. When the light turned green, they turned left on Holland Way into the wrong lane (fortunately no on-coming cars) and did an immediate wrong-lane turn into McDonald’s.

I recommend that the Town Council consider the text of the Globe article and enact a law governing e-bikes within Exeter. Better safe than sorry.

Respectfully,



Mark O'Reilly

RECEIVED

JUL 29 2026

Town Manager's Office

LivingArts



JESSICA RINALDI/GLOBE STAFF

'Think of them like a motor vehicle'

What ER doctors want parents to know about e-bikes and e-scooters before getting one for your child

By Kara Baskin
GLOBE CORRESPONDENT

Last year, my 15-year-old lobbied for an e-scooter. It would get him to school faster, give him a taste of independence, and, of course, his friends had them. He didn't yet have a driver's license, and he was still mastering the art of carrying his laundry downstairs. But we said yes, with the usual conditions: Wear a helmet. Follow the rules of the road.

In the ensuing months, micromobility devices — e-bikes, e-scooters, and similarly lightweight vehicles that operate at roughly 20 miles per hour, though some can exceed those speeds — made troubling news.

In August 2025, a pedestrian was struck by an electric bike near Copley Square, later dying from those injuries. In late 2025, a Stoneham child died in an electric dirt bike crash. Kids who aren't mature enough to control high-speed vehicles, plus drivers unaccustomed to navigating around these devices on the road — it's a dangerous combination.

As crashes mounted, lawmakers took notice. This spring, Governor Maura Healey proposed the Ride Safe Act, regulating where and how



different micromobility devices can operate. Earlier this month, House Democrats introduced similar legislation, acknowledging that while e-bikes and e-scooters offer speed and convenience, they also pose growing safety risks.

In the meantime, what's a concerned parent to do (besides, of course, not buying them in the first place)? I talked to Lois Lee, a pediatric emergency room physician at Boston Children's Hospital, and Mollie Lebowitz, chief of pediatric emergency medicine at Newton-Wellesley Hospital, to understand the medical risks.

Their takeaway: Stop thinking of e-bikes and e-scooters as toys or up-graded bicycles.

"I think the biggest misconception parents have is that an e-bike

just is something that goes a little faster than a bike, and an e-scooter goes a little faster than a scooter. But they're actually very different," Lee says.

They're heavier, faster, and more powerful. E-bikes were reported as the reason for about 155,200 emergency department visits from 2017 to 2024, according to the Consumer Product Safety Commission.

"Although e-bikes and e-scooters look like regular bikes and scooters, they're motorized vehicles. Think of them like a motor vehicle," Lee says. "You wouldn't allow your child to drive a car until they had the training and had a license. Similarly, you should think about the same skills for riding an e-scooter and an e-bike."

The American Academy of Pediatrics recommends that children under 16, too young to have a driver's license, shouldn't operate or ride e-scooters. The Consumer Product Safety Commission recommends that children 9 through 12 shouldn't operate any product that travels faster than 10 mph, including e-bikes.

Lee is conducting NIH-funded research on e-bike and e-scooter injuries. Preliminary findings show inju-

ries have increased since 2022, with the biggest spike occurring between 2024 and 2025. The dangers often lie in everyday, seemingly benign conditions.

"What we're seeing is that there's a bump in the road, a pothole, or something in the sidewalk that sort of trips them up. They lose their balance, and then they fall. And the other thing that we're seeing, both with e-bikes and e-scooters, is children being hit by cars," Lee says.

Some of the resulting injuries are relatively minor, such as bruises and sprains — but, in young kids, those injuries can have lasting repercussions.

"Sprains are more significant in the sense that kids can have limps. They might not be able to participate in sports. Some need crutches or an air cast, and it's a whole realm of length of time for recovery. Some get better pretty quickly. Others take a few weeks," says Lebowitz, who often sees forearm and collarbone injuries.

Lebowitz also worries about growth-plate injuries, which can stunt bone growth in kids who are still developing.

But doctors warn that e-bikes and

e-scooters can cause far worse consequences, ranging from fractures and concussions to internal bleeding. If a heavy handlebar strikes the abdomen, it can cause bleeding from the liver or spleen. And, if kids don't wear helmets, they run the risk of serious traumatic brain injuries.

Concussions can cause headaches and dizziness lasting for weeks, Lee says, impairing a kid's ability to participate in school.

"And then there are the most serious kinds of injuries, which include bleeding on the brain, which could require surgery. It's those injuries, in particular, that can potentially lead to death. Thankfully, deaths are uncommon — but have been reported with injuries, particularly from e-bikes," Lee warns.

Lee says that helmets reduce the risk of serious brain injury by 80 percent and serious facial injury by 60 percent for traditional bicycles. Protection on micromobility devices is just as important, given their speed. And bike helmets just aren't protective enough, she says.

"It's very important for parents to know that [kids] need an all-sport helmet, not just a bicycle helmet, which is actually not the appropriate helmet to wear when riding an e-scooter or an e-bike. They need a higher-quality helmet, made for higher speeds," Lee says.

"But, most importantly, if they're not wearing a helmet, they should not ride on anything. If you can't trust your child to wear a helmet when riding a regular bicycle, then you really have to think hard about whether they should be riding on an e-bicycle."

The maturity factor is key: Kids need adult-level decision-making skills to operate these vehicles.

"They need to be pedestrians first, so they need to understand traffic. If you don't trust your 8-year-old to walk to school by themselves and cross the road, then you really should not trust that same child to use an e-scooter where they're navigating as a pedestrian but on a wheeled motorized vehicle," Lee says.

"Then, in addition to being a pedestrian, they essentially need driving skills, because a micromobility device can go up to 20 miles per hour, or even faster."

Lebowitz, who has a 10- and a 14-year-old, puts it bluntly.

"Honestly, I would never allow my children to be on [them]," she says. "My opinion, and the opinion, I think, of the majority of my colleagues, would be that children should not be on these. It's high-risk, and to me, the risks are worse than the benefits."

My son sits for his driver's permit next month. I might be more excited than he is. In the meantime? He's getting a different helmet — and we just might yank his good old-fashioned bike out of storage.

Kara Baskin can be reached at kara.baskin@globe.com.



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 777-1514

www.exeternh.gov

July 29, 2026

Governor Kelly Ayotte
Office of the Governor
of the State of New Hampshire
107 North Main Street
Concord, NH 03301

Dear Governor Ayotte,

The Town of Exeter is contacting you regarding the proposal to revise the OMB Guidance for Federal Financial Assistance located in title 2 of the Code of Federal Regulations (CFR), subtitle A.

Exeter applies and receives many federal grants which are used to support the building and repair of municipal roads, and vital infrastructure, such as water and sewer systems, like the Exeter sewer siphon project that was recently completed under the Squamscott River; fund energy and efficiency projects, like our recently installed solar array; support administrative activities to update local land use regulations and incentivize residential development; upgrade treatment equipment to meet EPA standards; and development and upgrade of outdoor recreation areas enjoyed by residents and visitors alike. Exeter works with the New Hampshire Community Development Finance Authority (NHCDFA) to secure Community Development Block Grants (CDBG), which fund municipal projects that support economic opportunities and revitalization for low to moderate-income populations.

The Town of Exeter has considerable concerns about how the proposed OMB Guidance for Federal Financial Assistance will negatively affect the ability to apply for and receive federal grants due to many new requirements, more rules, and increased compliance burdens. These additional administrative burdens may cause municipalities to not apply for grants, which, in turn, costs taxpayers more for much needed projects within their municipality.

In addition to increased administrative costs, the proposed expanded rules that allow the federal agencies to terminate grant awards even after a project gets started is alarming. Every grant will be accompanied by massive uncertainty as to whether the grant award will be fully delivered. In Exeter, major projects are approved at the annual town meeting contingent on grant funds being available to offset local taxpayer costs. If a federal agency terminates a grant award after a project is started and Exeter can't make up the difference, the project will be suspended until additional funding is appropriated at a future annual town meeting, subject to voter approval.

Not only does the proposed OMB Guidance for Federal Financial Assistance create funding uncertainty even when grants are awarded, but it also creates immense administrative uncertainty. Allowing the federal government to retroactively change grant requirements after the grant is awarded can tie projects to new and unexpected requirements midway through construction, or even after completion. Towns and cities may have never applied for the grant if they were aware of potential new, onerous, and retroactive requirements tied to it. Additionally, requiring all grants to comply with current Executive Orders, regardless of when the grant was awarded, when the Executive Order was issued, or whether the Executive Order is being challenged in court, would have the same effect.

Requiring pass-through entities to ensure that subrecipients do not take actions that could damage the pass-through entity's or the federal agency's reputation establishes new liabilities that towns and cities would have limited recourse to prevent or address. For example, a subrecipient's employee or volunteer who speaks poorly of the local government, the granting agency, or the federal government could cause the grant to be terminated, leaving the local government to pay the costs incurred. The town or city government has no way to police or prevent such speech, especially if it is constitutionally protected. Local projects receiving federal grant funding could lose this funding because an employee or volunteer with a subrecipient uses poor judgement in what they say.

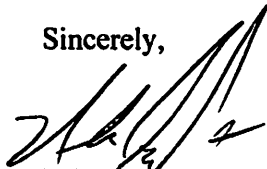
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By updating the rules and introducing new unknowns or additional impediments, there is concern that New Hampshire towns and cities will be less likely to apply for federal grants and, when they do, will take on unspecified financial risk in accepting them.

Therefore, The Town of Exeter Select Board supports efforts to simplify federal grant processes but urges OMB to reconsider provisions that would increase administrative burdens, introduce uncertainty, and expand federal control over local decision-making.

On behalf of the Exeter Select Board, thank you for your attention to this correspondence.

Sincerely,

A handwritten signature in black ink, appearing to read 'Niko Papakonstantis', with a stylized flourish at the end.

Niko Papakonstantis
Exeter Select Board Chair

NP/pam



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 777-1514

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July 29, 2026

Councilor Janet Stevens
State House, Room 207
107 North Main Street
Concord, NH 03301

Dear Councilor Stevens,

The Town of Exeter is contacting you regarding the proposal to revise the OMB Guidance for Federal Financial Assistance located in title 2 of the Code of Federal Regulations (CFR), subtitle A.

Exeter applies and receives many federal grants which are used to support the building and repair of municipal roads, and vital infrastructure, such as water and sewer systems, like the Exeter sewer siphon project that was recently completed under the Squamscott River; fund energy and efficiency projects, like our recently installed solar array; support administrative activities to update local land use regulations and incentivize residential development; upgrade treatment equipment to meet EPA standards; and development and upgrade of outdoor recreation areas enjoyed by residents and visitors alike. Exeter works with the New Hampshire Community Development Finance Authority (NHCDFA) to secure Community Development Block Grants (CDBG), which fund municipal projects that support economic opportunities and revitalization for low to moderate-income populations.

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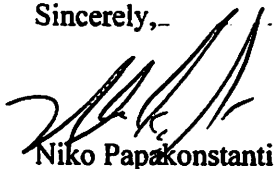
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By updating the rules and introducing new unknowns or additional impediments, there is concern that New Hampshire towns and cities will be less likely to apply for federal grants and, when they do, will take on unspecified financial risk in accepting them.

Therefore, The Town of Exeter Select Board supports efforts to simplify federal grant processes but urges OMB to reconsider provisions that would increase administrative burdens, introduce uncertainty, and expand federal control over local decision-making.

On behalf of the Exeter Select Board, thank you for your attention to this correspondence.

Sincerely,--

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Niko Papakonstantis
Exeter Select Board Chair

NP/pam



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July 29, 2026

Representative Mark Paige
State House – House Member Mail
107 North Main Street
Concord, NH 03301

Dear Representative Paige,

The Town of Exeter is contacting you regarding the proposal to revise the OMB Guidance for Federal Financial Assistance located in title 2 of the Code of Federal Regulations (CFR), subtitle A.

Exeter applies and receives many federal grants which are used to support the building and repair of municipal roads, and vital infrastructure, such as water and sewer systems, like the Exeter sewer siphon project that was recently completed under the Squamscott River; fund energy and efficiency projects, like our recently installed solar array; support administrative activities to update local land use regulations and incentivize residential development; upgrade treatment equipment to meet EPA standards; and development and upgrade of outdoor recreation areas enjoyed by residents and visitors alike. Exeter works with the New Hampshire Community Development Finance Authority (NHCDFA) to secure Community Development Block Grants (CDBG), which fund municipal projects that support economic opportunities and revitalization for low to moderate-income populations.

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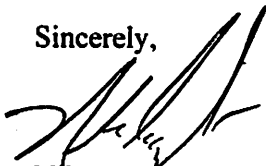
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Niko Papakonstantis
Exeter Select Board Chair

NP/pam



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www.exeternh.gov

July 29, 2026

Representative Gaby M. Grossman
State House – House Member Mail
107 North Main Street
Concord, NH 03301

Dear Representative Grossman,

The Town of Exeter is contacting you regarding the proposal to revise the OMB Guidance for Federal Financial Assistance located in title 2 of the Code of Federal Regulations (CFR), subtitle A.

Exeter applies and receives many federal grants which are used to support the building and repair of municipal roads, and vital infrastructure, such as water and sewer systems, like the Exeter sewer siphon project that was recently completed under the Squamscott River; fund energy and efficiency projects, like our recently installed solar array; support administrative activities to update local land use regulations and incentivize residential development; upgrade treatment equipment to meet EPA standards; and development and upgrade of outdoor recreation areas enjoyed by residents and visitors alike. Exeter works with the New Hampshire Community Development Finance Authority (NHCDFA) to secure Community Development Block Grants (CDBG), which fund municipal projects that support economic opportunities and revitalization for low to moderate-income populations.

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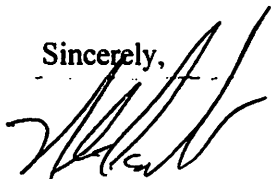
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On behalf of the Exeter Select Board, thank you for your attention to this correspondence.

Sincerely,



Niko Papakonstantis
Exeter Select Board Chair

NP/pam



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 777-1514

www.exeternh.gov

July 29, 2026

Representative Julie D. Gilman
96 High Street
Exeter, NH 03833

Dear Representative Gilman,

The Town of Exeter is contacting you regarding the proposal to revise the OMB Guidance for Federal Financial Assistance located in title 2 of the Code of Federal Regulations (CFR), subtitle A.

Exeter applies and receives many federal grants which are used to support the building and repair of municipal roads, and vital infrastructure, such as water and sewer systems, like the Exeter sewer siphon project that was recently completed under the Squamscott River; fund energy and efficiency projects, like our recently installed solar array; support administrative activities to update local land use regulations and incentivize residential development; upgrade treatment equipment to meet EPA standards; and development and upgrade of outdoor recreation areas enjoyed by residents and visitors alike. Exeter works with the New Hampshire Community Development Finance Authority (NHCDFA) to secure Community Development Block Grants (CDBG), which fund municipal projects that support economic opportunities and revitalization for low to moderate-income populations.

The Town of Exeter has considerable concerns about how the proposed OMB Guidance for Federal Financial Assistance will negatively affect the ability to apply for and receive federal grants due to many new requirements, more rules, and increased compliance burdens. These additional administrative burdens may cause municipalities to not apply for grants, which, in turn, costs taxpayers more for much needed projects within their municipality.

In addition to increased administrative costs, the proposed expanded rules that allow the federal agencies to terminate grant awards even after a project gets started is alarming. Every grant will be accompanied by massive uncertainty as to whether the grant award will be fully delivered. In Exeter, major projects are approved at the annual town meeting contingent on grant funds being available to offset local taxpayer costs. If a federal agency terminates a grant award after a project is started and Exeter can't make up the difference, the project will be suspended until additional funding is appropriated at a future annual town meeting, subject to voter approval.

Not only does the proposed OMB Guidance for Federal Financial Assistance create funding uncertainty even when grants are awarded, but it also creates immense administrative uncertainty. Allowing the federal government to retroactively change grant requirements after the grant is awarded

can tie projects to new and unexpected requirements midway through construction, or even after completion. Towns and cities may have never applied for the grant if they were aware of potential new, onerous, and retroactive requirements tied to it. Additionally, requiring all grants to comply with current Executive Orders, regardless of when the grant was awarded, when the Executive Order was issued, or whether the Executive Order is being challenged in court, would have the same effect.

Requiring pass-through entities to ensure that subrecipients do not take actions that could damage the pass-through entity's or the federal agency's reputation establishes new liabilities that towns and cities would have limited recourse to prevent or address. For example, a subrecipient's employee or volunteer who speaks poorly of the local government, the granting agency, or the federal government could cause the grant to be terminated, leaving the local government to pay the costs incurred. The town or city government has no way to police or prevent such speech, especially if it is constitutionally protected. Local projects receiving federal grant funding could lose this funding because an employee or volunteer with a subrecipient uses poor judgement in what they say.

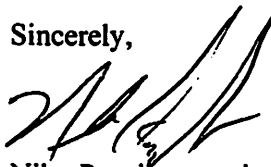
Exeter relies on local property taxes as municipal revenue, so federal grant opportunities are essential for funding local projects and offsetting the local tax burden. Access to federal grant funding is often the difference between a project being approved or denied at an annual town meeting. Exeter is very fortunate to have staff who are aware, up-to-date, and excited to apply for all available grants in respect of taxpayer dollars while working to move forward on projects that are beneficial to all.

By updating the rules and introducing new unknowns or additional impediments, there is concern that New Hampshire towns and cities will be less likely to apply for federal grants and, when they do, will take on unspecified financial risk in accepting them.

Therefore, The Town of Exeter Select Board supports efforts to simplify federal grant processes but urges OMB to reconsider provisions that would increase administrative burdens, introduce uncertainty, and expand federal control over local decision-making.

On behalf of the Exeter Select Board, thank you for your attention to this correspondence.

Sincerely,

A handwritten signature in black ink, appearing to read 'Niko Papakonstantis', written over a horizontal line.

Niko Papakonstantis
Exeter Select Board Chair

NP/pam



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 777-1514

www.exeternh.gov

July 29, 2026

Representative Linda Haskins
156 Front Street, Unit 206
Exeter, NH 03833

Dear Representative Haskins,

The Town of Exeter is contacting you regarding the proposal to revise the OMB Guidance for Federal Financial Assistance located in title 2 of the Code of Federal Regulations (CFR), subtitle A.

Exeter applies and receives many federal grants which are used to support the building and repair of municipal roads, and vital infrastructure, such as water and sewer systems, like the Exeter sewer siphon project that was recently completed under the Squamscott River; fund energy and efficiency projects, like our recently installed solar array; support administrative activities to update local land use regulations and incentivize residential development; upgrade treatment equipment to meet EPA standards; and development and upgrade of outdoor recreation areas enjoyed by residents and visitors alike. Exeter works with the New Hampshire Community Development Finance Authority (NHCDFA) to secure Community Development Block Grants (CDBG), which fund municipal projects that support economic opportunities and revitalization for low to moderate-income populations.

The Town of Exeter has considerable concerns about how the proposed OMB Guidance for Federal Financial Assistance will negatively affect the ability to apply for and receive federal grants due to many new requirements, more rules, and increased compliance burdens. These additional administrative burdens may cause municipalities to not apply for grants, which, in turn, costs taxpayers more for much needed projects within their municipality.

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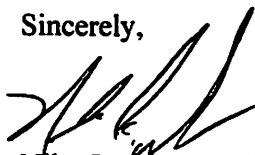
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Sincerely,

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Niko Papakonstantis
Exeter Select Board Chair

NP/pam



Plodzik & Sanderson, P.A.

Certified Public Accountants

July 23, 2026

Members of the Select Board
Town of Exeter
10 Front Street
Exeter, NH 03833

*Sheryl A. Pratt, CPA
Michael J. Campo, CPA
Janet L. Spalding, CPA, MST*

To the Members of the Select Board:

We have performed the procedures enumerated below, which were agreed to by the Town of Exeter (the specified party), solely to assist you with respect to the reconciliation of the final Form MS-61 Tax Collector's Report (Final Form MS-61) of Melissa Roy, as of and for the period January 1, 2026, to June 15, 2026. The Town of Exeter's Tax Collector is responsible for the Town's tax collection accounting records. This agreed-upon procedures engagement was conducted in accordance with the attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in the report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

Our procedures and findings are as follows:

- 1) We reconciled the final Form MS-61 – Tax Collector's Report as of and for the period January 1, 2026, to June 15, 2026 (Schedules A and B) to the Tax Collector's records and noted the following findings:
 - a. Uncollected taxes at the beginning of the period of the final Form MS-61 were in agreement with the prior year ending balances.
 - b. Credit balances per the final Form MS-61 were reconciled to Tax Collector's report of unassigned credits, as of June 15, 2026.
 - c. Receipts and other credits remitted to the Town Treasurer per the final Form MS-61 were reconciled to the Town Treasurer's records and bank deposits for the period January 1, 2026, to June 15, 2026. The remittances per the Tax Collector agreed with the amounts received and deposited by the Town Treasurer.
 - d. Unredeemed tax liens for 2025 and prior years beginning for the period per the final Form MS-61 agreed with the prior year ending balances.
 - e. Interest and costs collected per the final Form MS-61 were reconciled to the Town Treasurer's records and bank deposits for the period January 1, 2026, to June 15, 2026. Interest and costs collected by the Tax Collector were in agreement with the amounts received and deposited by the Town Treasurer.
 - f. Uncollected taxes and unredeemed liens per the final Form MS-61 were reconciled to the Tax Collector's detailed unpaid balances report by type, as of June 15, 2026, without discrepancy.
 - g. Overpayment refunds per the final Form MS-61 were reconciled to the Tax Collector's overpayment report as of June 15, 2026, without discrepancy.
- 2) We prepared recommittal tax warrants for all outstanding tax levies for the review and approval of the Select Board, in the following amounts based on the above procedures:

a) Levy of 2026 (Property Taxes)	\$ 26,602,532.39
b) Levy of 2025 (Lien)	565,170.01
c) Levy of 2024 (Lien)	282,962.86
d) Levy of 2023 (Lien)	87,217.44
e) Levy of 2022 and Prior (Lien)	103,705.96
f) Levy of 2025 (Jeopardy)	746.00
Total	<u>\$ 27,642,334.66</u>

193 North Main Street, Concord, NH 03301
633 Elm Street, Suite 103, Milford, NH 03055

Town of Exeter

July 23, 2026

Page 2

We were not engaged to, and did not conduct an audit, the objective of which would be the expression of an opinion on the accounting records. Accordingly, we do not express such an opinion. Had we performed additional procedures other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Select Board, management, and Tax Collector of the Town of Exeter and is not intended to be and should not be used by anyone other than those specified parties.

Sincerely,

Plodzik & Sanderson

PLODZIK & SANDERSON

Professional Association

Concord, New Hampshire

RECEIVED

JUL 30 2026

Town Manager's Office

SCHEDULE A
TOWN OF EXETER, NEW HAMPSHIRE
Melissa Roy - Tax Collector
Final Form MS-61

Summary of Tax Warrants
For the Period January 1, 2026 through June 15, 2026

	Levy Year	
	2026	2025
Debits		
Uncollected - January 1, 2025:		
Property	\$ -	\$ 2,260,422.46
Prepayment	(21,130.61)	-
Committed during period:		
Property	34,524,244.00	-
Yield	-	8.72
Jeopardy Tax	2,597.00	-
Overpayment refunds:		
Property	-	7,304.00
Interest and penalties on delinquent taxes	-	63,815.25
Total debits	\$ 34,505,710.39	\$ 2,331,550.43
Credits		
Remittances to Treasurer:		
Property	\$ 7,918,169.20	\$ 1,673,035.70
Yield	-	8.72
Jeopardy	1,851.00	-
Interest and penalties on delinquent taxes	-	63,815.25
Conversion To Lien (Principal only)	-	593,203.24
Abatements:		
Property	-	1,619.49
Uncollected - June 15, 2026:		
Property	26,602,532.39	-
Jeopardy	746.00	-
Property tax credit balance	(17,588.20)	(131.97)
Total credits	\$ 34,505,710.39	\$ 2,331,550.43

SCHEDULE B
TOWN OF EXETER, NEW HAMPSHIRE
Melissa Roy - Tax Collector
Final Form MS-61
Summary of Tax Liens

For the Period January 1, 2026 through June 15, 2026

Debits	Prior Levy of:			
	2025	2024	2023	2022+
Unredeemed liens balance - January 1, 2026	\$ -	\$ 420,297.11	\$ 171,643.34	\$ 138,833.08
Liens executed				
Property	625,126.50	-	-	-
Interest and costs collected (After lien execution)	801.59	18,720.57	19,789.42	16,707.98
Total debits	<u>\$ 625,928.09</u>	<u>\$ 439,017.68</u>	<u>\$ 191,432.76</u>	<u>\$ 155,541.06</u>
Credits				
Remitted to Treasurer:				
Redemptions	\$ 58,529.22	\$ 135,194.81	\$ 83,101.73	\$ 33,855.70
Interest and costs collected (After lien execution)	801.59	18,720.63	19,789.42	16,644.48
Abatements:				
Property	1,427.27	2,139.38	1,324.17	1,334.85
Unredeemed liens balance - June 15, 2026	565,170.01	282,962.86	87,217.44	103,706.03
Total credits	<u>\$ 625,928.09</u>	<u>\$ 439,017.68</u>	<u>\$ 191,432.76</u>	<u>\$ 155,541.06</u>

RECEIVED

AUG 06 2026

Town Manager's Office

To The Selectmen & Women of Exeter

M.H. I guess you never thought
we had any good summer days!

Today I would be sitting down by
the river. It was very enjoyable - &
gone. #1 You cannot drive close
enough to the river to enjoy. The entrance
now is a busy parking lot with few
empty parking spots. Also, needed by
the merchants.

I am requesting you open the
lovely river. Much enjoyed & easy to park.
Lots of space. Very, very Sincerely, Charles Wells
6 mo. open. (Shady Lane)



Pam McElroy <pmcelroy@exeternh.gov>

Join NHMA to learn about New Hampshire's Lithium-Ion Battery Disposal Ban & Municipal Responsibilities!

1 message

NHMA <info@nhmunicipal.org>

Mon, Aug 3, 2026 at 10:46 AM

To: Pam McElroy <pmcelroy@exeternh.gov>



New Hampshire's Lithium-Ion Battery Disposal Ban & Municipal Responsibilities Webinar

Date: Thursday, September 10, 2026

Time: 10:00 am – 11:30 am

Format: Zoom

Beginning July 1, 2025, rechargeable lithium-ion (Li-ion) batteries may no longer be disposed of in New Hampshire landfills or incinerators. Because Li-ion batteries can spark, ignite, or explode when crushed or damaged, improper disposal has caused a growing number of fires at municipal transfer stations and solid waste facilities. This session will provide municipal officials with a clear overview of the new disposal ban, the safety risks associated with Li-ion batteries, and the recycling and collection options available to New Hampshire residents. NHDES staff will outline municipal responsibilities under RSA 149-M:27, including public education expectations and strategies for effective outreach. Attendees will receive practical tools and ready-to-use resources to help municipalities

communicate the ban and promote safe battery management in communities.

How to Register:

1. Log in to NHMA's new portal. Check if you have a profile in our portal by following these [login instructions](#). Don't have an account? Contact info@nhmunicipal.org for help.
 2. Once logged in, follow [these steps](#) to register
-

Registration Fees:

- Free for NHMA Members/Associate Members/State Agencies
 - Non-Members (School Employees): \$20
-

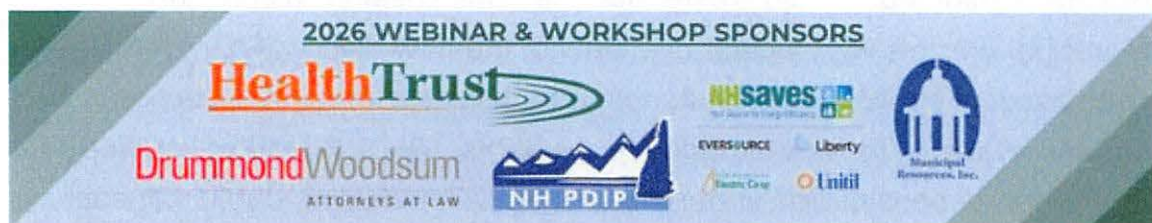
Questions?

- Trouble registering? Email: registrations@nhmunicipal.org or call 603.230.3350
 - Other questions? Email: info@nhmunicipal.org
-

Looking for past webinars?

Visit our [Webinar and Workshop Archive](#) for recordings of previous sessions on a wide range of municipal topics.

REGISTER HERE



25 Triangle Park Drive

Concord, NH 03301

603.224.7447



This email was sent to pmcelroy@exeternh.gov
Don't want to receive emails for this account anymore? [Unsubscribe](#)

Review Board Calendar

Non-Public Session