



LRPC Executive Board Meeting

Wednesday, September 8, 2021

9:00-11:00 AM

In-Person Attendance

LRPC Office, Humiston Building, 1st Floor Conference Room
103 Main Street
Meredith, NH 03253

Virtual or Telephone-only Attendance

Online Access: <https://us02web.zoom.us/j/84636959984> (audio only)

Telephone-only Access: Dial 1-929-205-6099 and enter Meeting ID 846 3695 9984

AGENDA

Seven (7) Executive Board members must be present in-person at the meeting location to establish a quorum. The quorum can vote to allow remote participation by other Executive Board members in conformance with RSA 91-A.

1. **Call to Order**
2. **Draft Minutes of June 9, 2021** Attachment
3. **Finance Report**
4. **Monthly Executive Report** Attachment
5. **Committee Reports**
 - a. Transportation Technical Advisory Committee (TAC)
 - TAP and GACIT Updates
6. **Old Business**
 - a. Summer 2021 HHW Collection Report Attachments
 - b. Annual Meeting Planning Committee
7. **New Business**
 - a. FY21 Audit Presentation
 - b. FY23 Membership Appropriations Attachment
 - c. FY23 HHW Appropriations Attachment
 - d. Meeting Formats, mask optional
 - e. Proposed Bylaw Amendments Attachment
 - Quorum
 - Remote Meeting Participation
 - f. Funding Updates
 - State School, Housing Needs Contract, Pardoe Foundation
8. **Roundtable**
9. **Adjourn**

News Articles

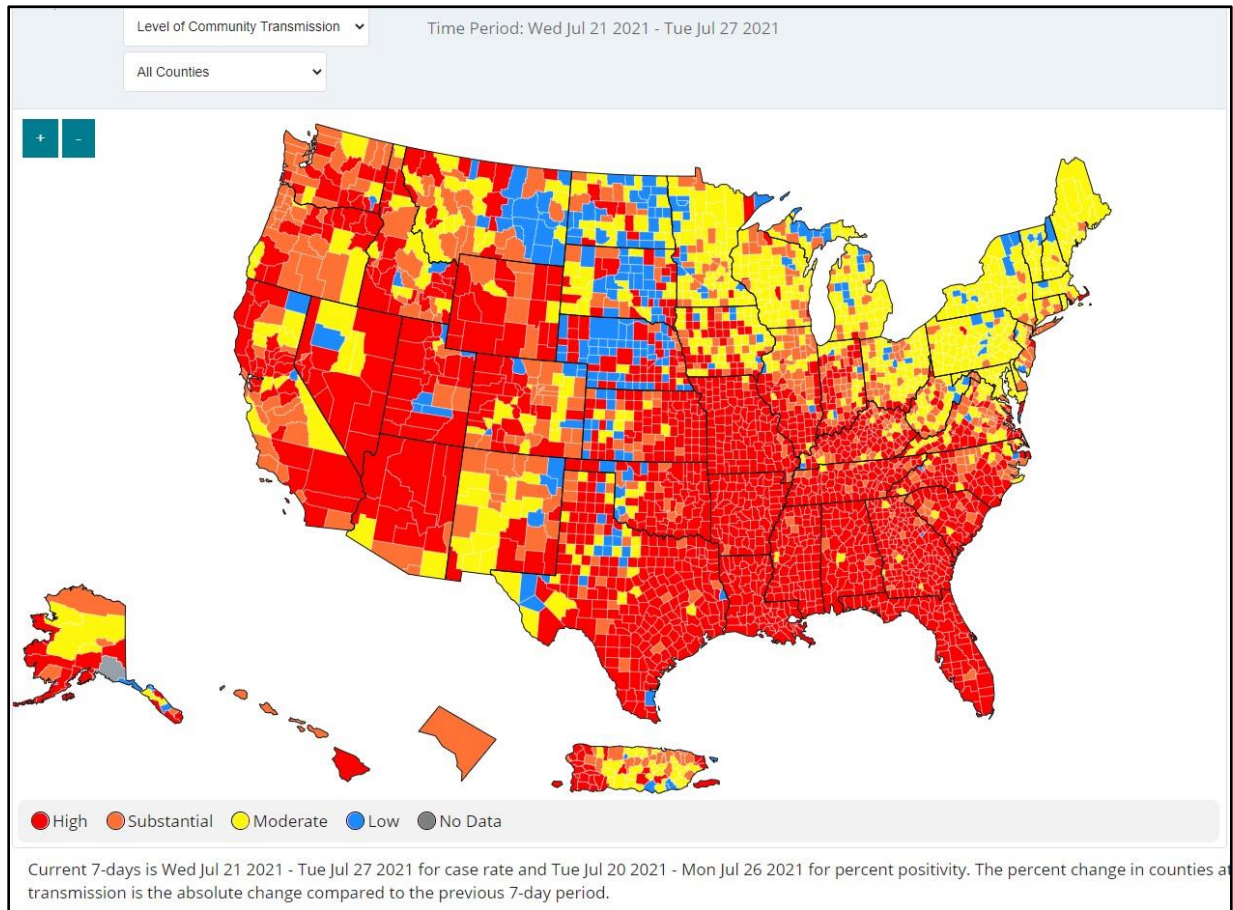
Hyperlinked items below are included as PDFs at end of meeting packet.

- [Kuster Votes To Bolster Nation's Transportation Infrastructure, Bring Critical Projects to New Hampshire](#)
- [An exercise in spending 'constraint': State's next 10-year transportation plan is 'fairly conservative'](#)
- [Pardoe Gift - SPPF Press Release, June 30 2021](#)
- [10 NH Projects Receive Northern Border Regional Commission Grants](#)
- [Grants boost NH Lakes Region external inbox community](#)
- [Workforce housing will help grow the economy](#)
- [Maine tries to shift some costs of recycling onto companies instead of taxpayers](#)
- [Lakes Region HHW Collections — Protecting Loons from Lead](#)
- [Broadband coming to two more N.H. Electric Cooperative towns](#)
- [Bristol Town Administrator: Rural Broadband Means Healthy Businesses And Lives](#)
- [N.H. Electric Co-op Expands Its Broadband Services To Two Rural Towns](#)
- [Networking Via Canoe on the Saco With NH's New Outdoor Czar](#)
- [The Waste Too Nasty for The Trash – Hazardous Collection Day Draws Crowds](#)
- [Private group interested in purchasing former State School site](#)
- [State Issues RFP for Laconia State School Property](#) (click on page to enlarge)
- [Franklin eyeing this summer as first bright season in decades](#)
- [Groundbreaking Set for Franklin Whitewater Park: July 12 ceremony to mark start of first such project in New England](#)
- [Paddlers whet their appetites as Franklin breaks ground on whitewater park](#)
- [Report: Pandemic has accelerated NH lake property sales](#)

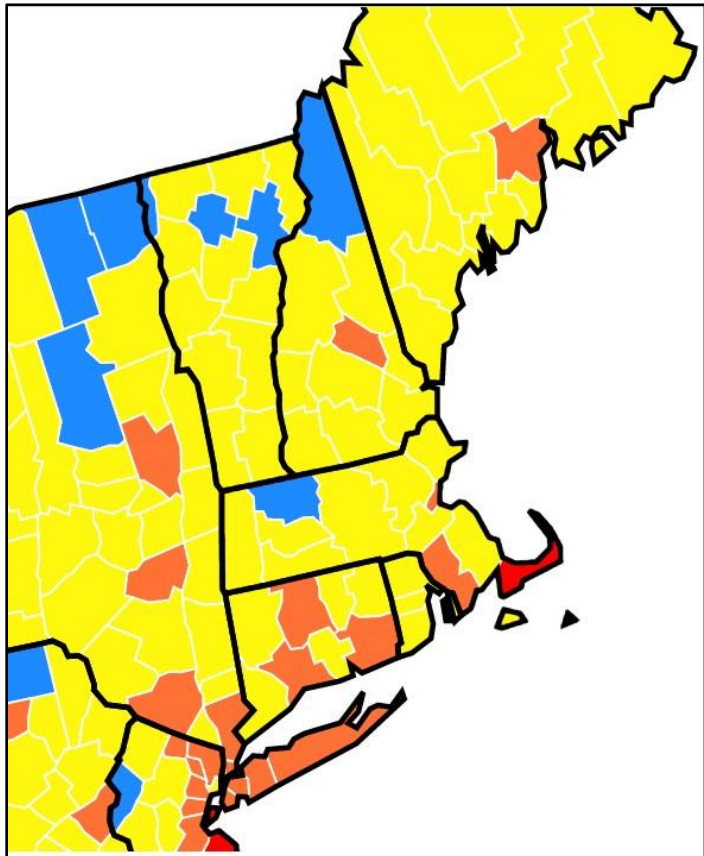
Images

1. [CDC USA Transmission Level, July 21–27, 2021](#)
2. [CDC Belknap County Transmission, July 21–27, 2021](#)
3. [CDC USA Community Transmission by County, August 22–28, 2021](#)
4. [NH COVID Dashboard, Belknap County, August 24–30, 2021](#)

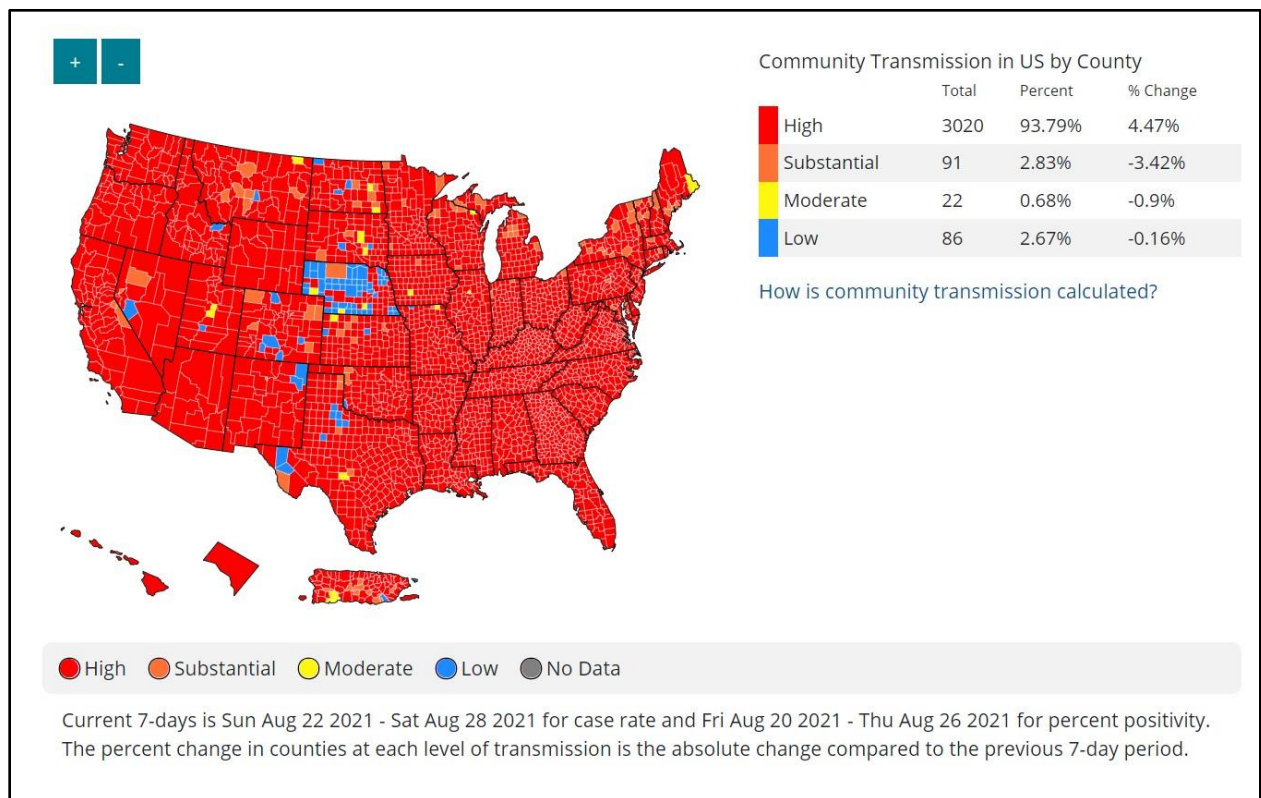
CDC USA Transmission Level, July 21–27, 2021



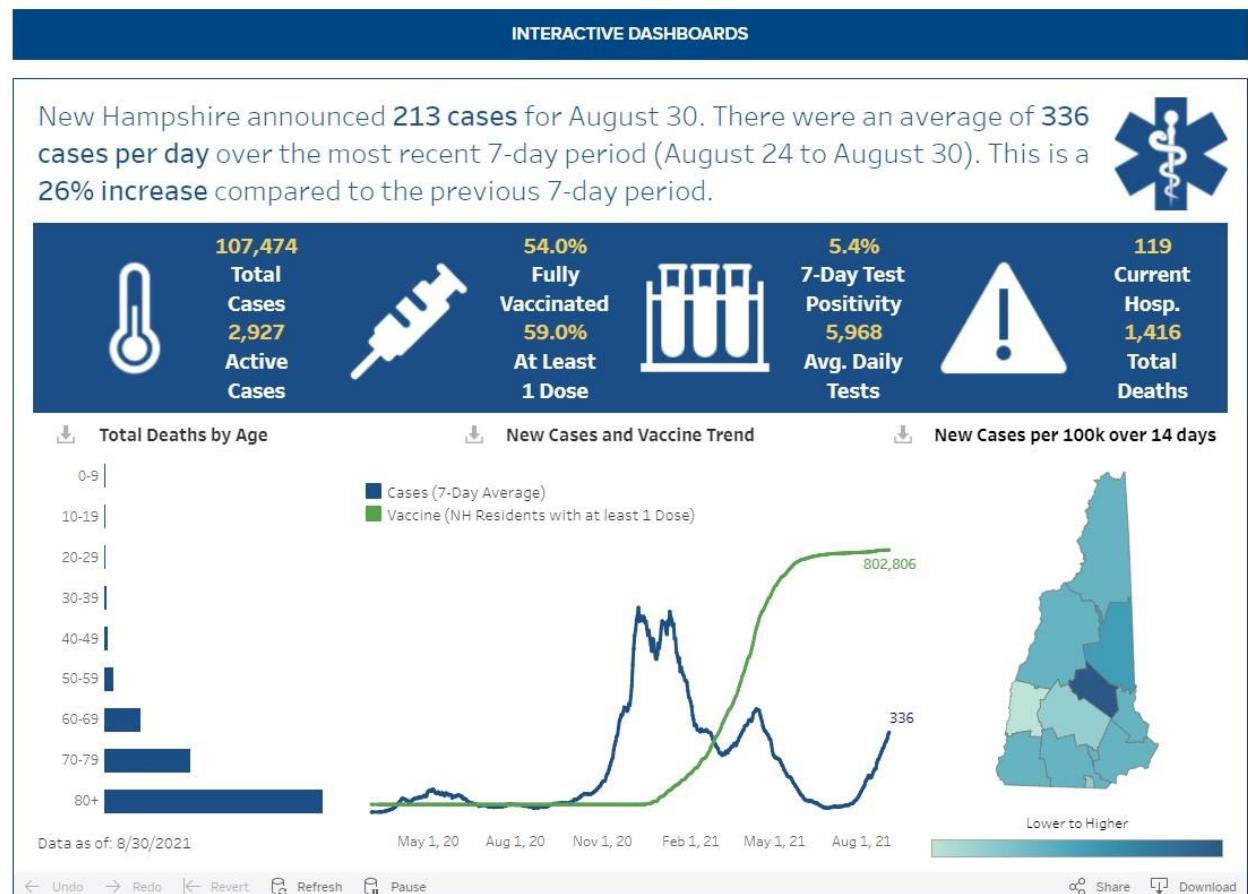
CDC Belknap County July 21–27, 2021



1. CDC USA Community Transmission by County, August 22–28, 2021



2. NH COVID Dashboard, Belknap County, August 24–30, 2021





LRPC Executive Board Meeting

DRAFT Minutes of June 9, 2021

PRESENT	John Ayer, Mardean Badger, Bill Bolton, Pat Farley, Steve Favorite, Tony Giunta, David Katz, David Kerr, Jean Marshall, Robert Snelling, Steve Wingate
ABSENT	Dean Anson
STAFF	Jeff Hayes (Executive Director), Tracey Ciriello (Meeting Recorder)
PUBLIC	None
LOCATION	None—Electronic Meeting Only via Zoom Phone and Video Conference

1. Call to Order

Chairman Ayer called the meeting to order at 9:00 AM and stated that the meeting was being held electronically, without a physical location, due to the state of emergency regarding COVID-19 and was accessible to the public via Zoom phone and videoconference, as authorized in accordance with the applicable Executive and Emergency Orders in effect.

The Chair conducted ROLL CALL ATTENDANCE and noted a quorum was present: Badger—yes; Bolton—yes; Farley—yes; Favorite—yes; Giunta—yes; Katz—yes; Kerr—yes; Marshall—yes; Snelling—yes; Wingate—yes.

2. Approve Minutes of May 12, 2021

M. Badger moved to approve the minutes of May 12, 2021. P. Farley seconded the motion. **SO VOTED**

ROLL CALL VOTE by the Chair: Badger—yes; Bolton—abstain; Farley—yes; Favorite—abstain; Katz—yes; Kerr—yes; Marshall—yes; Snelling—yes; Wingate—yes; Giunta—yes.

3. Finance Report

J. Hayes reviewed the cash account and reasons why it was needed. D. Katz asked about line items 7069 and 7070. J. Hayes indicated they reflected direct expenses, including a temp position that had been included. He explained how this year had only one PT admin position budgeted and for FY22, two temp admins, noting that retaining admin staff was one of the biggest problems. D. Katz noted it was the same in town offices regarding admin staff retention. J. Hayes reported that the audit can be done by last year's auditor and will proceed if the Executive Board agreed; the consensus was yes to proceed with the audit. The Chair noted the finance report was accepted pending final audit.

4. Monthly Executive Report

J. Hayes reviewed the monthly report, noting the GALA project took up a lot of time and the Streetscaping grant project was underway. P. Farley noted past regional efforts such as electricity purchasing and asked why couldn't LRPC encourage regional efforts to improve and/or purchase equipment for transfer stations. D. Katz asked his town why they couldn't combine cardboard with other communities and was told it wasn't contract-specific for the recycler/handler. J. Hayes explained that if they had a joint contract with another town, then it could be done, although there may be a greater transport expense. D. Kerr suggested that maybe the answers to some of these questions could be found by looking at the B CEP (Barnstead, Chichester, Epsom, Pittsfield) solid waste district, which is jointly owned by four communities and perhaps a presentation could be scheduled. J. Hayes noted there is an RSA that enables this, and that one of the work tasks of the Solid Waste Management Grant that LRPC has applied for would require looking into solid waste districts if we get the grant.

5. Committee Reports

a. Transportation Technical Advisory Committee (TAC)

D. Kerr reported on the status of the TAP proposals. NHDOT has reviewed the proposals and sent recommendations to the DOT Commissioner, so the TAC is waiting to hear back. J. Hayes noted there was a big backlog of transportation projects in the state and that we have a list of ready projects. D. Kerr reported that Congressman Pappas attended a portion of the meeting virtually and how broadband was one of the first things he mentioned, along with municipal water, energy grid, bike & pedestrian, and transit but was cognizant that you can't deficit-fund everything.

A presentation was given on Electric Vehicles by NHDES staff. There are over 400 charging stations in Maine, which is pitching them as a tourism attraction, versus 104 in New Hampshire. J. Hayes noted that he talked with LRPC Principal Planner S. Slack about how electric vehicle model ordinances and what kinds of zoning and land use regulations for charging stations might be a good fall topic. He commented that less than 10% of transportation funds are provided by the state—90% is federal funding. Sometimes it's 20%, but 10% is toll credits (tax). The NHDOT Commissioner says we leave money on the table and don't draw down all the funds available to us.

D. Katz asked if our region should support increasing the gas tax or do nothing, and whether we should be inclined to push one option over the other based on what our communities want. J. Hayes indicated we could ask legislators to spend more time on it and that he does not have a personal opinion but described it as an ongoing issue that changes rapidly so if we are not nimble enough to follow/track proposed legislation, we could end up supporting a bill we didn't intend to. D. Katz proposed adding to the next TAC agenda to get priorities from communities. J. Hayes confirmed the TAC has done this before and suggested perhaps the Executive Board take a stand and draft a position first, then bring it to TAC members to check with each community so that the Executive Board is not making policy but tasking the TAC to look at an issue. The Chair agreed, noting that each Commissioner/Executive Board member answers to their Board of Selectmen. D. Katz suggested tabling the discussion until September. J. Hayes offered to look up previous TAC information to share with D. Katz.

6. Old Business

a. Kim Ayers Award *(tabled from May 12)*

J. Hayes recapped the discussion regarding giving the Kim Ayers Award (The B. Kimball Ayers, Jr. Award) to John Cotton and described some background and history that came up in the researching about his career, confirming that the well-known USGS maps known as "the Cotton maps" were indeed named after him. R. Snelling noted that there was no consensus reached at the last meeting beyond agreeing to recognize Mr. Cotton. Discussion continued, including whether to wait until June 2022 or September 2021. Consensus was reached to give the Kim Ayers Award to Mr. Cotton at the September 27, 2021 meeting, not to decide on the wording or rewording of the award now, and for J. Hayes to direct staff come up with draft wording for the award types/scopes discussed then announce the new award or awards at the September 27 meeting going forward; S. Wingate so moved. T. Giunta seconded the motion. **SO VOTED**

ROLL CALL VOTE by the Chair: Ayer—yes; Badger—yes; Bolton—yes; Giunta—yes; Katz—yes; Kerr—yes; Marshall—yes; Snelling—yes; Wingate—yes.

The agenda was taken out of order so that agenda item 7.a. could be addressed next, then the agenda resumed order after agenda item 6.b, with agenda item 7.b.

b. Updated Draft FY22 Budget

J. Hayes reviewed the couple of changes requested in May, confirming taking the annual meeting line to the professional services line for the \$5–7K needed for the CEDS document update. Consensus was to defer the budget vote until September because a physical quorum in June is unlikely. R. Snelling moved to recommend the FY22 proposed budget as amended for submission to the full Commission. D. Katz seconded the motion. D. Kerr asked about salaries. They were unbudgeted in FY21 under Professional

Services but are budgeted in FY22 where they should be under Salaries & Wages. The Chair noted a typo in the word Planning under Potential Revenues. **SO VOTED**

ROLL CALL VOTE by the Chair: Badger—yes; Bolton—yes; Farley—yes; Giunta—yes; Favorite—yes; Katz—yes; Kerr—yes; Marshall—yes; Snelling—yes; Wingate—yes; Ayer—yes.

7. New Business

a. June 28 Commission Meeting Discussion

J. Hayes noted that the Governor's Executive Order extending the state of emergency will expire on June 11, 2021, which means that the remote meeting option will end. Because a quorum will probably not be met, he proposed waiting until September for the full Commission to vote on the budget and suggested limiting the meeting to the topic/guest speakers on broadband. Because the speakers have been planned for some time with at least one out of state, the guest speakers would be able to attend remotely via Zoom. Discussion centered on the chicken & egg nature of a quorum—that a physical quorum is required for a public body to meet, but can a public body continue a meeting if a quorum fails to show as long as it does not officially conduct business/take action, or has the ability to declare a quorum. Questions included whether RSA 91-A means that a public body must always terminate a meeting if a quorum is not met and whether three people could declare a quorum. The Chair observed that the Executive Board was not prepared to answer these legal questions today.

b. Summer 2021 HHW Collection

Twenty-four out of 25 participating communities have committed—only Northfield will not be participating this year.

c. Set FY22 Meeting Schedule

J. Hayes reviewed the updated meeting schedule and list of potential topics for FY22. The consensus was to choose November 29, after Thanksgiving, rather than the Monday before, November 22. Marty Parichand of the whitewater park in Franklin has agreed to be our June 2022 annual meeting speaker. Future ideas for topics were suggested and discussed, including New England history, mapping/geography/placemaking, and archaeology.

8. Roundtable

Executive Board members shared news about their communities.

9. Adjourn

The Chair declared the meeting adjourned at 11:57 AM.

*Respectfully Submitted,
Tracey Ciriello, Meeting Recorder*

MOTIONS SUMMARY

MOTIONED / SECONDED / RESULT

- | | |
|---|--|
| 1. Approve May 12, 2021 Minutes as presented. | <i>Badger / Farley / passed with 2 abstentions</i> |
| 2. Give John Cotton KAA in September + rename existing awards for the future. | <i>Wingate / Giunta / passed</i> |
| 3. Recommend FY22 budget as amended for ED to submit to full Commission. | <i>Snelling / Katz / passed</i> |

ACTIONS BY CONSENSUS

1. J. Hayes will look up previous TAC information regarding whether LRPC should take a position to support an increase on the gas tax or not to share with D. Katz.
2. Staff to work on awards re-wording, bring language to September 8th EB meeting.
3. Give KAA award to J. Cotton at the September 27 meeting.
4. Announce new awards/revamping of awards at the September 27 Commission meeting.



Monthly Executive Report

FY21
June 2021

General Administration / Education & Outreach

- The Samuel P. Pardoe Foundation awarded LRPC a \$20,000 multi-year grant of \$5K per year over the next 4 years starting with this year. LRPC did not apply for this grant but was selected as one of 15 valedictory grantees.
- Prepared for and attended the LCHIP Board Meeting in Concord including review of FY22 proposed budget.
- Reviewed NHOSI housing needs assessment information.

STAFF TRAINING

- FHWA webinar on Engaging Traditionally Underserved Communities using Virtual Public Involvement (VPI).
- Webinar on disposal of difficult materials.
- Live online SADES UNH training for staff & interns: Stream Crossings | Culverts & Closed Drainage Systems for RPCs | Pedestrian Infrastructure.
- EPA Healthy Communities grantee webinar on Pollution Prevention (P2) measurement/reporting methods.
- Coordinated staff participation in SADES training sessions. Participated in RSMS Forecasting Refresher class.

Economic Development

- Amendment extension request for NBRC GALA project approved from 9/30/21 to 9/31/22.
- Amendment extension request for NBRC LRCC Harriman House approved from 9/30/21 to 9/30/22.
- CDBG/GALA project - construction started
 - CDBG/GALA Amendment request approved (additional lrpc adm funds of \$15,240 awarded)
 - Submittal of second LRPC adm. claim for CDBG/GALA project
- Submittal of second claims for Grafton County CDBG Microenterprise COVID Grant funds.

Regional

- **PRLAC**
 - Explored options for updating the Pemi River Corridor Management Plan. Followed correspondence with Chair, NH DES, and others. Prepared to distribute May minutes and June agenda.
 - Reviewed and discussed Bylaws, especially regarding the determination of a "quorum" in light of the impending return to in-person meetings later this month. Explored options for updating the Pemi River Corridor Management Plan.
- **NH Geodata Portal**
 - Worked on formatting of CEDS StoryMap.
- **USDA Community Facility Technical Assistance & Training Disaster Grant for Streetscaping**
 - Review Plymouth site plan regs and zoning for compatibility with transportation and streetscaping plans.
 - Worked on educational workshop/roundtable information for representatives of participating municipalities.

Local

- **Andover.** Worked on linkages and adjustments to Andover Zoning map data.
- **Bridgewater.** HMP community profile updates, work on hazards chapter. work on community profile, development trends draft.
- **Center Harbor.** Corresponded with EMD, BOS, and NHHSEM regarding local adoption anticipated at June 30 BOS meeting. Printed and delivered additional copy of plan to town.
- Completed revisions to Center Harbor HMP Update. Submitted revised plan to NH HSEM. Received conditional approval. Submitted materials to Center Harbor EMD and BOS for local adoption anticipated at June 30 BOS meeting.
- **Effingham.** Phone conversation with ZBA chair regarding variance criteria and gas station proposal in groundwater protection zone.
- **Northfield.** Circuit Planner assistance to the Planning Board.
- **Ossipee.** Discussed details of Water Resources map with Planning Board rep and corresponded with NHDES regarding data.
- **Plymouth**
 - General Technical Assistance:* Gather CIP template and estimate info for Jeff to share w/Plymouth.
 - RSMS Project:* Reviewed feedback materials from Road Agent. Worked with Assistant Planner on completing preparatory work for RSMS data collection.
 - CCDS Project:* Reviewed data collection process and status. Reviewed training with interns and Assistant Planner both in the office and in the field.
- **Sanbornton.** Replied to Town Planner's questions about conditional use permit requirements in the zoning ordinance.
- **Tilton.** HMP Update.
- **Tuftonboro.** HMP Update.

Household Hazardous Waste

- Addressed several inquiries regarding HHW for Moultonborough, Laconia. Worked on outreach efforts. Handled several calls from site coordinators.
- Participated in site visits in Ossipee, Meredith, and Bristol.
- See Annual Collection Participation Results table (separate document).

Solid Waste Management

- Hosted second Local HHW Coordinators' meeting to plan for 2021 Household Hazardous Waste Collections.
- Purchased HHW t-shirts, signs, and banners for all 8 collection sites.
- Finalized 2021 HHW event flyers and FAQ handout.
- Worked with the Sandwich Recycling Project to draft new signage for their town transfer station, to educate residents about how to recycle properly.
- Continued updating LRPC Solid Waste and HHW webpages with resources and event information.

EPA HEALTHY COMMUNITIES GRANT

- Prepped raised bed garden and camp composting sites during Memorial Day Work Weekend.
- Published Camp Composting BMP Guidance Docs to the Lakes Region Farm to School Network. www.nhfarmtoschool.org/lakes-region-farm-to-school-network.
- Provided technical assistance during Staff Training Week to educate all North Woods/Pleasant Valley camp staff about composting and waste audits.
- Provided technical assistance for training WoTu camp staff about composting.

- Awarded a \$4,000 GROW grant from New England Grassroots Environmental Fund to purchase a gardening activity center/potting shed for the WoTu Sustainability Cooperative.
- *Grant Administration*. Completed and submitted Quarter 3 Report with narrative, photos, in-kind match; reviewed grant budget and submitted monthly invoices.

Transportation

- Updated data and reported on the status of the Transportation programs.
 - Attended NH Rail Trails Plan Stakeholder Advisory Committee Meeting. Drafted list of steps to prepare for upcoming Bike-Ped re-striping opportunities. Looked at current and past paving projects where bike striping could be located..
 - Prepared draft of the 2020-2021 UPWP Final Performance Report.
 - TAC membership tracking: Sent appointment and reappointment reminder letters to towns regarding upcoming term expirations.
 - Worked on data preparation and scheduling through June. Performed troubleshooting with Field Technician regarding counts.
 - Worked on re-scheduling of Traffic Counts through June to ensure that budgetary constraints are observed.
 - Sent information to Congressman Pappas's office regarding projects.
 - Attendance at meeting with Congressman Pappas and municipal officials regarding infrastructure funding.
-

ACRONYMS

BEDC	Belknap Economic Development Council	NCIC	Northern Community Investment Corporation
CDAC	Community Development Advisory Committee (CDFA)	NHDES	NH Department of Environmental Services
CDBG	Community Development Block Grant	NHDOT	NH Department of Transportation
CDFA	Community Development Finance Authority (NH)	NHOSI	NH Office of Strategic Initiatives
CEDS	Comprehensive Economic Development Strategy	P2	Pollution Prevention (EPA)
GAP	NH General Assistance & Preservation Fund	PRLAC	Pemigewasset River Local Advisory Committee
FHWA	Federal Highway Administration	RSMS	Road Surface Management System
HHW	Household Hazardous Waste	SADES	Statewide Asset Data Exchange System
LACLT	Laconia Area Community Land Trust (now known as LRCD)	TAC	Transportation Advisory Committee
LRCD	Lakes Region Community Developers (formerly LACLT)	TAP	Transportation Alternatives Program
		UPWP	Unified Planning Work Program
		USDA	US Department of Agriculture
		WoTu	Wolfeboro-Tuftsboro



Transportation Technical Advisory Committee (TAC) Meeting

Minutes of June 2, 2021 (Zoom and In-Person)

Members Present	LRPC Staff
Malcolm (Tink) Taylor - Holderness, Chair George Tuthill – Alexandria David Kerr – Barnstead Dari Sassan (Alt) – Belmont Mark Hempton - Effingham Meghan Theriault - Gilford Paul Hazelton – Hebron Krista Larsen - Laconia John Edgar- Meredith Robert Pollock - New Hampton Joe Fagnant – Plymouth Juliet Harvey-Bolia (Alt) – Plymouth John Gotjen - Tamworth Lee Anne Moynihan – Tilton Tavis Austin – Wolfeboro	Jeffrey Hayes, Executive Director Susan Slack, Principal Planner Jessica Bighinatti, Assistant Planner
	Guests
	Congressman Chris Pappas Kari Thurman, Rep. Pappas Staff, Fran Taylor, Rep. Pappas Staff Jessica Wilcox, NHDES Wesley Anderson, Laconia Public Works Director Julie Dolan, Sandwich Broadband Committee

Non-Voting Members
Lucy St. John, NHDOT, Bureau of Planning and Community Assistance Samantha Fifield, NHDOT District 3 Chris Turgeon, NHDOT District 2 Cindy Yanksi, Belknap Merrimack CAP

1. Welcome and Introductions / Call to Order

Chairman Taylor called the meeting to order at 2:00 p.m. and read the required Notice of Electronic Meeting pursuant to the Governor's Executive Order 2020-16. Attendees and guests introduced themselves.

2. Approval of Minutes

At the request of the Chair, a motion to approve the April 7, 2021 meeting minutes was made by P. Hazelton and seconded by R. Pollock with corrections. A roll call vote was taken, and all voting TAC members voted in favor. J. Harvey-Bolia abstained.

3. Transportation Updates

Transportation Alternatives Program

S. Slack updated TAC members on the five TAP projects that were prioritized by TAC and submitted to NHDOT in April. The results of the scoring prioritized the projects in the following order:

1. Laconia: Multi-use trail, sidewalks – Elm St and Hickory Stick Lane
2. Plymouth: Pave Warren Street, Russell Street, Crawford Street, and the intersection of Russell and Pleasant Streets and connect to sidewalk work on Main Street
3. Moultonborough: Bike-ped pathway Phase III – Moultonboro Neck Road
4. Bristol: 4-season multi-use pathway on abandoned RR bed along Pemigewasset River – Bristol Falls Park to Profile Falls
5. Belmont: Winnisquam Scenic Trail Phase II paved multi-use trail – Osborne’s Agway (US 3) to Jefferson Road

S. Slack said the final selection of projects will be done through a statewide process and recommended by NHDOT. She reported more funding will be put toward TAP projects than originally planned - \$12 million instead of \$6 million. Also, NHDOT will contract with a consultant for design services for TAP projects, which would relieve municipalities from some project administration and will allow DOT to manage projects on behalf of municipalities, with active communication between municipalities and the on-call consulting engineer. DOT will speed up the process to have projects ready to bid, and some will be ready to bid immediately while others will be “on the shelf” ready to go. Municipalities will not have to appropriate the full cost of the project, just the municipal match. DOT recommended that the Congressional delegation take the top ranked TAP projects from each region as legislative earmarks in the infrastructure bill; the TAP program could fund any overruns in project costs, and be able to fund projects deeper on the TAP list.

L. St. John noted that projects for TAP will be added into the Ten Year Plan and there have not been any official updates on the federal legislation.

Ten Year Plan

J. Bighinatti discussed the two new projects from the Lake Region proposed to NHDOT for the 2023-2032 Ten Year Plan as well as the additional money dedicated to the Tilton project that was incorporated into the 2021-2030 Plan.

- Tilton – Main St/School St Improvements (roundabout) (42600)
 - **added to the 2021-2030 Ten Year Plan**
 - **exceeded available allocation by \$619,123**
 - **#1 priority for this year’s TYP is the \$619,123 from last round**
- Meredith – NH 25
 - **Improvements to 4 intersections east of the village**
 - **NHDOT project estimate - \$2,813,515**
- Plymouth – Tenney Mountain Highway (NH 25)
 - **Roundabout at Smith Bridge Road intersection**
 - **NHDOT project estimate - \$2,835,819**

J. Bighinatti said the GACIT meeting dates have not been announced yet, but will take place over the summer and fall. Meetings will be hybrid the public may participate. GACIT will review NHDOT’s proposed Ten

Year Plan, hold public meetings around the state, and make its recommendations to the Governor prior to the end of 2021. The Plan will then be taken up by the state legislature for final approval.

NH State Bike Ped Plan

J. Bighinatti updated TAC members on the development of the Statewide Pedestrian and Bicycle Plan, which is scheduled to be published in Fall 2021. She said LRPC had provided information to the consultants working on the plan on desired bicycle and sidewalk segments in the Lakes Region. She also noted that LRPC had coordinated an in-person workshop with NHDOT in 2019 at which members of the public were able to comment on desired bike lanes, sidewalks and trails. She said LRPC plans to update its 2012 Lakes Region Bike Ped Plan during the coming year.

4. Congressman Chris Pappas – Transportation Infrastructure

Rep. Pappas, who serves on the US House Committee on Transportation and Infrastructure, spoke about the transportation and infrastructure proposals under discussion in Congress. He said the focus is on safety improvements for highways and bridges, as well as funding for expanded broadband, water and sewer, and energy infrastructure. He said he supports including funding for bicycle and pedestrian infrastructure to improve the connectivity of bike-ped and rail-trail systems. Improved public transit facilities for older residents and funding for rail may also be included in the legislation.

T. Taylor asked what the definition of infrastructure is. Rep. Pappas said that is one of the first questions to be answered by the bill. Debate will focus on whether the bill will be limited to traditional forms of infrastructure, such as transportation, or whether additional infrastructure will be added, such as housing, renewable energy, broadband, water and sewer. Another issue to be debated is how green the bill be and whether it will include emissions reduction measures and such things as electric vehicle charging stations. How an infrastructure bill will be paid for is another question that needs to be asked. Rep. Pappas said the bill needs to be funded in a sustainable manner.

J. Dolan urged the inclusion of broadband funding in the bill. Rep. Pappas agreed that reliable broadband service is important to communities. Affordability is important due to the lack of infrastructure/systems built; many broadband projects still need to be built. Mapping could be help assist in fixing gaps of broadband systems.

In responding to questions from TAC members, Rep. Pappas noted that the legislation that authorizes current transportation funding expires at the end of the federal fiscal year in September and that the current discussions in Congress are focused on funding levels for the next round. He said New Hampshire is hopeful the bill will fund more projects..

T. Taylor asked about the potential for increases in the federal gas tax, which funds transportation projects, and how the push for electric vehicles will affect the gas tax. Rep. Pappas said the federal gas tax has not increased since the 1990s and that improvements in gas mileage and the introduction of electric vehicles has meant less gas tax money to fund transportation. He said there are proposals for pilot

programs to base fees on vehicle miles traveled and other efforts to understand the gas tax and how to better utilize it.

5. Electric Vehicles and Electric Vehicle Charging – Jessica Wilcox, NHDES

J. Wilcox, a transportation specialist at the NH Department of Environmental Services and coordinator of the Granite State Clean Cities Coalition, gave a presentation on “Positioning Your Communities for Electric Vehicles.” She discussed the different types of electric vehicles:

- Battery Electric Vehicles (BEVs) powered solely by an electric battery
- Plug-in Hybrid Electric Vehicles (PHEVs) powered by a combination of an electric motor and a gasoline engine
- Both BEVs and PHEVs are considered Plug-in Electric Vehicles (PEVs) and require electricity to charge the electric battery.

She described the environmental and consumer benefits of EVs, which include reduced emissions of NOx, greenhouse gases and other pollutants, and are cheaper to fuel and maintain than fossil fuel powered vehicles. She also described the three types of EV charging:

- Level 1: 2-5 miles of range per hour of charging
 - Standard 120v AC Wall Outlet
- Level 2: 10-25 miles of range per hour of charging
 - Requires 240v electrical service and dedicated 40-amp circuit, which is the same used by a clothes drier or stove
- DCFC: 60-80 miles of range per 20 minutes of charging
 - Requires three-phases 480v AC electric circuit
 - Needs to be mounted on an equipment pad

She discussed DC Fast Chargers and highlighted information available from the US Department of Energy’s Resource EV Charger Selection Guide:

https://afdc.energy.gov/files/u/publication/EV_Charger_Selection_Guide_2018-01-112.pdf

Also discussed were locations in New Hampshire for EV charging stations, including schools, downtowns, park and rides, and other commercial areas. Federal Highway Administration designated EV corridors in New Hampshire include: I-89, I-93, I-95, F.E. Everett Turnpike, Spaulding Turnpike/NH 16, US-302, US-2, US-4, NH 9, NH 11, NH 12, and NH 101.

he Granite State Clean Cities Coalition Newsletter contains more details:

<https://www.granitestatecleancities.nh.gov/happening/documents/news-20200910.pdf>

J. Wilcox also discussed issues involved in the permitting of new EV charging stations. New Hampshire municipalities can determine their own electric permitting process. As a result, the permitting process for

EV charging stations is often undefined, resource intensive, lengthy, and variable from place to place. She offered suggestion to streamline the permitting process:

- Standardize the permit view and inspection process
 - Classify stations as an accessory use that do not trigger zoning reviews and clearly identify any exceptions.
 - Provide concurrent reviews for building, electrical, etc.
 - Clearly establish the grounds for denying a permit.
 - Develop inspection checklists specifying what needs to be inspected and when, that the project will be inspected to ensure consistency with issued permits, documents to bring, and who should be present.
- Make the permitting process transparent
 - Create facts sheets to clearly identify required application materials, where to find applications, timelines, fees, and points-of-contact.
 - Feature this information prominently on website.
- Offer options to submit permit applications electronically
 - Provide forms, ideally fillable PDF applications that accept electronic signatures, online; or
 - Provide application forms on website and allow applications to be submitted via email.
- Count EV charging spaces as parking spaces
 - Update ordinances to clarify that spaces for charging stations count toward minimum parking requirements.
 - To incentivize the deployment of charging stations, some municipalities count EV charging spaces as more than one parking space for zoning purposes.

P. Hazelton asked if there is a limitation for a town or individual putting in a level 2 charger if a town does not have an ordinance. J. Wilcox said there would be a limitation for someone hiring an electrician and installing a Level 2 charger. P. Hazelton also asked if there is EV battery recycling or reclaiming. J. Wilcox said this is a growing discussion in the U.S., there aren't many sites in the U.S. reclaiming and recycling, but Tesla is a company that is pushing for this to happen.

D. Kerr asked about the cost of charging an EV at a public site and the effect of winter driving on the EV using a defroster and heater. J. Wilcox said the EV charger site host takes on the cost of charging the vehicle. An online interactive map was shown displaying nearest charging stations and the cost of its use. She said that EVs tend to use more energy heating the car and all its systems during the winter, but car companies are creating vehicles that have better technology that can help better regulate temperature and systems energy uses.

6. Other Business

T. Taylor discussed the possibility of having a fully in-person TAC meeting for September 1. J. Hayes said a majority would be needed to meet in person to establish a quorum, and that a hybrid meeting (in-person and virtual) would allow for those who want to attend in person. A poll will be sent out during the summer break to see how many members will attend in person or virtually.

J. Bighinatti said that letters for TAC membership had been sent to those whose appointment will expire during the summer and advised members to follow up with their town offices to have appointment letters sent to LRPC.

Next TAC Meeting, September 1, 2021 – Hybrid

7. Adjournment

The Chair asked for a motion to adjourn the meeting. P. Hazelton made the motion, it was seconded by R. Pollock, and the meeting adjourned at 3:53 p.m.

Lakes Region HHW Collection 2021: Participant Survey

2021	BELMONT	BRISTOL	FRANKLIN	GILFORD	LACONIA	MEREDITH	OSSIPEE	MOULTONBOROUGH	TOTAL	%
Total Vehicles	122	214	239	128	317	210	208	271	1,709	carpool
1. Total Households	122	214	241	128	317	213	208	278	1,721	0.7%
% of Total Households	7%	12%	14%	7%	18%	12%	12%	16%	100%	
Web surveys	0	0	0	0	0	0	0	0	0	0.0%
2. Where did you hear about this collection?										
Dump/Transf Sta./DPW	9	71	31	9	5	89	120	37	371	21.7%
Radio	0	0	1	0	1	1	0	0	3	0.2%
Newspaper	12	19	15	13	32	14	6	9	120	7.0%
Flyer/Brochure	1	8	3	4	1	8	21	21	67	3.9%
Town Sign	17	38	143	61	185	30	3	115	592	34.6%
Word Mouth/Prior knowledge	28	25	33	9	35	11	23	35	199	11.6%
Newsletr, e-news, e-blast	9	3	2	2	10	9	16	20	71	4.2%
Public Access TV	0	0	0	0	0	0	0	0	0	0.0%
Community Web Site	13	16	22	28	15	24	7	10	135	7.9%
LRPC Web Site	0	23	0	0	0	32	11	10	76	4.4%
DES Web Site	0	0	0	0	0	0	0	0	0	0.0%
Facebook	11	8	5	0	2	4	1	2	33	1.9%
Town Hall	0	2	0	0	1	0	4	7	14	0.8%
Other - see below	16	2	4	2	0	9	4	23	60	3.5%
3. Have you ever attended an HHW collection in the Lakes Region before?								Respondents:	1,671	
Yes	77	120	149	88	170	130	112	156	1,002	60.0%
No	42	87	89	40	133	81	84	113	669	40.0%
Not Sure							2			0.0%
Percent of first-timers	35%	42%	37%	31%	44%	38%	43%	42%		

Note: Percentages may not total exactly 100% due to incomplete or multiple responses.

Comments

Great/Great idea	10	DPW needs to be bigger/Very efficient though.
Glad/Happy/Very happy we have it	6	Do it at the Freed Transfer Station
Keep it going		Weekdays would be nice
Keep up the good work!/You're awesome!	3	Missed Gilford
Thanks/Much appreciated	5	Been attending for 30 years!
Make it easier.		Original participant
Not sure what will be taken.		Need better signage at Ossipee entrance
Do it more often		Post details at the Ossipee website
Everything is fine. Thumbs Up.		We watch for it every year.
Good for the environment		Sign at dump should say where collection is located
Glad it's not raining		The volunteers are exceptionally bright

Medications?

Latex?

Smoke detectors?

Remind folks about fluorescent bulbs

Expand what is taken

5

2. Other locations

The Tamworth Exchange email

The Sandwich Board

School

Church

**Lakes Region HHW Collection 2021: Participation in
Collection by Community and Collection Site**

	Collection Sites								
2021	BELMONT	BRISTOL	FRANKLIN	GILFORD	LACONIA	MEREDITH	OSSIPEE	MOULTON-BOROUGH	TOTAL
VEHICLES	122	214	239	128	317	210	208	271	1,709
HOUSEHOLDS	122	214	241	128	317	213	208	278	1,721
% of Total HH	7%	12%	14%	7%	18%	12%	12%	16%	
Alexandria	0	29	1	1	0	0	0	0	31
Andover	0	5	43	0	2	0	0	0	50
Belmont	77	0	0	0	16	0	0	0	93
Bridgewater	0	8	0	0	0	0	0	0	8
Bristol	0	92	2	0	0	0	0	0	94
Center Harbor	0	0	0	0	1	24	0	4	29
Effingham	0	0	0	0	0	0	46	0	46
Franklin	0	0	136	0	1	0	0	0	137
Freedom	0	0	1	0	0	2	52	1	56
Gilford	1	0	1	114	28	0	0	0	144
Gilmanton	29	0	0	2	5	0	0	0	36
Hebron	0	33	0	0	0	1	0	0	34
Hill	1	10	9	0	0	0	0	0	20
Holderness	0	10	0	0	0	29	0	5	44
Laconia	4	0	0	10	241	1	0	0	256
Meredith	0	3	0	0	8	127	0	11	149
Moultonborough	0	0	0	0	0	3	0	212	215
New Hampton	0	17	2	0	0	8	0	0	27
Ossipee	0	0	0	0	0	1	71	0	72
Sanbornton	7	5	25	1	9	1	0	0	48
Sandwich	0	0	0	0	0	9	2	28	39
Tamworth	0	0	0	0	0	4	23	8	35
Tilton	3	0	21	0	6	0	0	0	30
Tuftonboro	0	0	0	0	0	3	14	8	25
Other	0	2	0	0	0	0	0	1	3
TOTAL	122	214	241	128	317	213	208	278	1,721

Notes: 24 Communities, 8 Sites

Other: Wolfeboro, Groton, Danbury

Lakes Region Planning Commission Municipal Appropriations 7/1/2022 - 6/30/2023 Fiscal Year 23							
Municipality	2020 Census	Comparison			FY23 Share	FY22 Share	\$ Change
		2018 Total Eq. Valuation (\$000's)	2020 Total Eq. Valuation (\$000's)	Total Eq. % Change			
Alexandria	1,776	\$ 209,747	\$ 241,449	15.11%	\$ 1,600	\$ 1,452	\$ 148
Alton	5,894	\$ 1,850,355	\$ 2,183,855	18.02%	\$ 8,671	\$ 7,456	\$ 1,215
Andover	2,406	\$ 292,626	\$ 309,039	5.61%	\$ 2,123	\$ 2,108	\$ 15
Ashland	1,938	\$ 248,227	\$ 294,840	18.78%	\$ 1,822	\$ 1,882	\$ (60)
Barnstead	4,915	\$ 575,876	\$ 688,076	19.48%	\$ 4,475	\$ 4,102	\$ 373
Belmont	7,314	\$ 754,924	\$ 857,348	13.57%	\$ 6,254	\$ 6,052	\$ 202
Bridgewater	1,160	\$ 422,743	\$ 462,030	9.29%	\$ 1,785	\$ 1,655	\$ 130
Bristol	3,244	\$ 520,016	\$ 563,362	8.34%	\$ 3,219	\$ 3,153	\$ 66
Center Harbor	1,040	\$ 481,986	\$ 573,866	19.06%	\$ 1,989	\$ 1,875	\$ 114
Danbury	1,250	\$ 116,979	\$ 142,802	22.08%	\$ 1,060	\$ 984	\$ 76
Effingham	1,691	\$ 176,783	\$ 205,997	16.53%	\$ 1,465	\$ 1,306	\$ 159
Franklin	8,741	\$ 624,281	\$ 720,394	15.40%	\$ 6,734	\$ 6,386	\$ 348
Freedom	1,689	\$ 570,709	\$ 624,645	9.45%	\$ 2,482	\$ 2,370	\$ 112
Gilford	7,699	\$ 2,035,591	\$ 2,297,705	12.88%	\$ 9,977	\$ 9,325	\$ 652
Gilmanton	3,945	\$ 504,172	\$ 593,019	17.62%	\$ 3,691	\$ 3,501	\$ 190
Hebron	632	\$ 311,979	\$ 305,313	-2.14%	\$ 1,103	\$ 1,164	\$ (61)
Hill	1,017	\$ 88,033	\$ 105,285	19.60%	\$ 836	\$ 865	\$ (29)
Holderness	2,004	\$ 764,621	\$ 1,003,825	31.28%	\$ 3,584	\$ 3,326	\$ 258
Laconia	16,871	\$ 2,321,901	\$ 2,673,831	15.16%	\$ 16,119	\$ 15,241	\$ 878
Meredith	6,662	\$ 2,236,356	\$ 2,432,152	8.76%	\$ 9,713	\$ 9,381	\$ 332
Moultonborough	4,918	\$ 3,277,024	\$ 3,819,913	16.57%	\$ 12,094	\$ 11,451	\$ 643
New Hampton	2,377	\$ 305,319	\$ 359,454	17.73%	\$ 2,229	\$ 2,119	\$ 110
Northfield	4,872	\$ 360,637	\$ 428,013	18.68%	\$ 3,818	\$ 3,684	\$ 134
Ossipee	4,372	\$ 781,520	\$ 909,081	16.32%	\$ 4,703	\$ 4,447	\$ 256
Plymouth	6,682	\$ 478,392	\$ 523,662	9.46%	\$ 5,082	\$ 5,232	\$ (150)
Sanbornton	3,026	\$ 523,642	\$ 579,584	10.68%	\$ 3,134	\$ 2,953	\$ 181
Sandwich	1,466	\$ 426,075	\$ 493,947	15.93%	\$ 2,037	\$ 2,033	\$ 4
Tamworth	2,812	\$ 368,060	\$ 417,844	13.53%	\$ 2,619	\$ 2,654	\$ (35)
Tilton	3,962	\$ 580,059	\$ 643,519	10.94%	\$ 3,823	\$ 3,531	\$ 292
Tuftonboro	2,467	\$ 1,102,976	\$ 1,320,637	19.73%	\$ 4,618	\$ 4,496	\$ 122
Wolfeboro	6,416	\$ 2,239,448	\$ 2,578,499	15.14%	\$ 9,928	\$ 9,802	\$ 126
Total:	125,258	\$ 23,700,700	\$ 29,352,985	23.85%	\$ 142,787	\$ 135,986	\$ 6,801

Total Appropriations for Municipalities:

\$ 142,787 \$ 135,986

Total FY20 Municipal Membership Appropriation: \$ 135,986
Source: U.S. CPI U Unadjusted 12-mos [5.0%]. Ended May 2021: \$ 6,801
Total FY23 Municipal Membership Appropriation: \$ 142,787

Note: Dues are derived by calculating each municipality's share of the region's overall population and equalized property valuation on the year of the decennial census. Population and equalized valuation are weighted equally by taking the average of the two shares for each municipality. Dues are then increased annually according to the US Bureau of Labor Statistics CPI index.

☐ **Approved** by Executive Board:

☐ **Approved** by Commissioners:

Lakes Region Planning Commission
Household Hazardous Waste Appropriation FY22
(based on housing figures)

	2010 Census		FY22 Share
Municipality	Total Dwelling Units	% Total Dwelling Units	
Alexandria	967	1.59%	\$ 1,636
Andover	1,121	1.84%	\$ 1,896
Belmont	3,615	5.94%	\$ 6,115
Bridgewater	995	1.63%	\$ 1,683
Bristol	2,488	4.09%	\$ 4,209
Center Harbor	795	1.31%	\$ 1,345
Effingham	963	1.58%	\$ 1,629
Franklin	3,938	6.47%	\$ 6,662
Freedom	1,580	2.59%	\$ 2,673
Gilford	5,111	8.39%	\$ 8,646
Gilmanton	2,118	3.48%	\$ 3,583
Hebron	600	0.99%	\$ 1,015
Hill	512	0.84%	\$ 866
Holderness	1,510	2.48%	\$ 2,554
Laconia	9,879	16.23%	\$ 16,712
Meredith	4,728	7.77%	\$ 7,998
Moultonborough	4,940	8.11%	\$ 8,357
New Hampton	1,083	1.78%	\$ 1,832
Northfield	1,969	3.23%	\$ 3,331
Ossipee	3,057	5.02%	\$ 5,171
Sanbornton	1,612	2.65%	\$ 2,727
Sandwich	1,057	1.74%	\$ 1,788
Tamworth	1,969	3.23%	\$ 3,331
Tilton	1,845	3.03%	\$ 3,121
Tuftonboro	2,435	4.00%	\$ 4,119
HHW Total (New Fixed Price contract)			\$ 99,000
Universal			\$ 4,000
TOTAL	60,887	100.0%	\$ 103,000

LAKES REGION PLANNING COMMISSION, INC.

BY-LAWS

Including Amendments through
April, 1982
June, 1998
April, 2008
October, 2017

PROPOSED BYLAW AMENDMENT 2021

ARTICLE 1. LEGAL BASIS FOR PLANNING COMMISSION

- 1.1 The legal basis for the Regional Planning Commission is contained in Chapters 36:45 N.H. RSA.
- 1.2 The legal basis for the provision of technical assistance is contained in Chapter 292 N.H. RSA.

ARTICLE 2. NAME

- 2.1 The name of this Regional Planning Commission shall be:

"THE LAKES REGION PLANNING COMMISSION, INC." (DELETE HIGHLIGHTED SECTION)

ARTICLE 3. PURPOSE

- 3.1 The purpose of the Lakes Region Planning Commission shall be to promote the growth and prosperity of cities, towns and villages in the Lakes Region. This purpose will be advanced by promoting a spirit of regional cooperation and decision making; providing technical assistance, on request, to member communities; and otherwise serving as a regional planning commission as set forth in RSA 36:45-58.

ARTICLE 4. REPRESENTATION OF MEMBER MUNICIPALITIES AND THE COUNTIES

- 4.1 Each municipality and county which shall become a member of the Lakes Region Planning Commission, Inc. shall be entitled to representation on said Commission as provided by Chapter 36:46 N.H. RSA.
- 4.2 Representation

Representation on the Commission shall be by: Commissioners, Alternate Commissioners and Associate Commissioners.

Commissioners to the Lakes Region Planning Commission shall be persons from municipalities comprising Planning and Development Region #2 as delineated by Governor's Executive Order, which have fully paid current assessments.

4.3 Alternate Commissioners

Each member municipality or county may appoint Alternate Commissioners, who shall be authorized to act as Commissioners for the municipality in the absence of a Commissioner. In no case shall the total number of votes cast by a municipality or county exceed the authorized number of Commissioners.

4.4 Associate Commissioners

Municipalities, which have not paid current assessments or which are otherwise ineligible for full voting membership, but are nevertheless interested in Regional Planning, may be Associate Members and appoint Associate Commissioners to the Commission. The Lakes Region Planning Commission may also, by vote, accept as Associate Commissioners any person who has an interest in Regional Planning.

ARTICLE 5. VOTING PRIVILEGES

- 5.1 Commissioners shall have full voting privileges and shall be eligible to hold any office in the Commission, except those for which remuneration is provided. Alternate Commissioners may exercise the voting privileges of an absent Commissioner from his municipality or county.

ARTICLE 6. FINANCES

6.1 City and Town Appropriations to the Commission

The Commission shall prepare an annual budget and shall determine on a reasonable and equitable basis in relation to the current State valuations and population of municipalities the amount to be paid by each member. The amount to be paid by each member shall be certified to its municipal officers in sufficient time to allow an appropriation to be made.

The failure of a member to appropriate and pay the amount determined by the Commission within a year of the mailings of the assessment notice terminates its membership except as provided under Section 4.4.

ARTICLE 7. DUTIES AND RESPONSIBILITIES OF THE COMMISSION

7.1 Commission

The Commission shall be comprised of the Commissioners from each member municipality having voting rights as established by these Bylaws.

7.2 Duties

The Commission shall be the policy making body and, as such, shall establish positions to be taken on all matters of regional importance, shall determine the Goals and Objectives for the Regional Planning Program, and shall review and approve the Annual Work Program and Budget which shall provide the operational framework for the Executive Board.

7.3 Standing Rules

The Commission may adopt Standing Rules for the purpose of establishing Employee Policies, Financial Procedures and other Commission policies. Such Rules may be amended by a majority vote of the Commission at any regular meeting upon recommendation of the Executive Board.

7.4 Responsibilities

Commissioners shall attend all regular meetings of the Commission. In the event a Commissioner misses three (3) consecutive regular meetings, the appointing authority shall be so notified in writing by the Executive Board.

ARTICLE 8. EXECUTIVE BOARD AND STAFF

8.1 Executive Board

The officers of the Commission shall include a Chairman, a Vice-Chairman, a Secretary, a Treasurer and an Executive Board consisting of the previously mentioned officers, four (4) Area Commissioners and up to four (4) At Large Commissioners elected by the Commission. The Area Commissioners shall each reside within and represent one of the four geographic Areas within the LRPC Region as shown in Fig. 1 (Area Map). The four (4) At Large Commissioners shall provide the same geographic representation insofar as possible. Commissioners shall not be reimbursed for their services, but may be reimbursed for expenses incurred on behalf of the Commission upon approval of the Executive Board.

8.2 Staff

- a. The Staff of the Commission shall include an Executive Director.
- b. The Executive Director shall annually prepare and submit to the Executive Board a recommended schedule of personnel required to carry out the annual work program. Such schedule to include at a minimum the number of positions, job description and salary range.
- c. The Executive Board shall take action, as required, on the recommended schedule for submission to the Commission as part of the Annual Work Program and Budget.
- d. The Executive Director shall be responsible for filling the approved positions in a manner consistent with the Commission's Personnel Policies.
- e. Staff members shall not have voting powers in Commission affairs.

8.3 Nomination of Executive Board

A Nominating Committee of up to five (5) Commissioners shall be appointed by the Executive Board of the Commission at least one hundred eighty (180) days in advance of the Annual Commission meeting. The Nominating Committee shall consider the interest, ability and residency of Commissioner members in serving as members of the Executive Board. This information shall be used in preparing a ballot to be submitted to the Commission. The Nominating Committee may nominate one or more candidates for each office.

8.4 Election of Executive Board

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

8.5 Terms of Office

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

8.6 Vacancies

The Executive Board may temporarily fill vacancies in office occurring between annual elections, Executive Board Members so elected to hold office only for the balance of the current year or until their successors are elected and assume the duties of the office.

8.7 Duties of Executive Board

The Executive Board shall be responsible for the carrying out of the Annual Work Program within the Budget as approved by the Commission.

For this purpose, the Executive Board is authorized to take all actions necessary to implement the Work Program, including but not limited to, approving and signing of contracts in the name of the Commission and publicizing the position of the Commission on matters of concern to local and Regional Planning issues.

The Chairman shall call meetings of the Commission and the Executive Board and shall preside at these meetings. He shall, except as otherwise provided, create and discharge standing committees and special committees and serve as a non-voting ex-officio

member of all committees, except in the case of a tie when he shall vote. He shall also perform such other duties as are customary to the office.

The Vice-Chairman shall act as Chairman in the absence or incapacity of the Chairman.

The Secretary shall perform such duties as are customary to the office, including responsible direction of such secretarial duties as are assigned by these By-laws, and shall put into effect the directives of the Commission.

The duties of the Recording Secretary may be assigned to the Commission's staff by the Commission. In the absence of the Secretary at any meeting, a Secretary Pro Tem shall be appointed by the Chairman for that meeting.

The Treasurer shall perform such duties as are customary to the office, including responsible direction of such financial duties as are assigned by these By-laws and shall put into effect the directives of the Commission.

The Treasurer, Chairman, and Vice-Chairman shall be bonded for the faithful performance of their duties if and when so voted by the Commission in an amount to be determined and approved by the Commission. The premiums for such bonds shall be paid from Commission funds.

It is the duty of the Area Commissioner to convene Area meetings and bring issues of local concern to the attention of the Executive Board, along with representing the interest of the Commissioners in their area on any matters that may come to a vote before the Executive Board. It is also the responsibility of the Area Commissioner to bring certain matters as requested by the Executive Board to the attention of the Commissioners within their area for consideration and recommendations.

Any contract previously approved by the Executive Board may be signed by the Executive Director, with confirmation by the Chairman. If such confirmation is given verbally, it shall be confirmed in writing by the Chairman within thirty (30) days.

8.8 Duties of Staff

The Executive Director shall be in charge of the office and all other employed staff; shall conduct a regional planning program subject to the approval of the Executive Board; shall be in charge of all general correspondence of the Commission; shall prepare an annual budget, including estimated revenues and expenditures for the fiscal year, to be reviewed by the Executive Board prior to submission for approval by the Commission; and shall keep accounts which shall at all times be open to inspection by the Officers and Executive Board and which shall be submitted for an annual auditing as prescribed by the Executive Board. He shall be bonded for the faithful performance of his duties and shall further undertake such other duties as the Executive Board shall assign to him.

8.9 Annual Reports

The Executive Director shall prepare an annual written report which shall be presented to the Commission at its first meeting following the Annual Meeting, including an

audited statement by a C.P.A. as of June 30. He shall also submit monthly financial reports to the Executive Board.

ARTICLE 9. MEETINGS

9.1 Commission Meetings

There shall be at least two meetings a year of the entire Commission to be held at a time and place to be determined by the Executive Board which shall best serve the convenience of the greatest number of Commissioners. The Annual Meeting shall be held in June.

9.1.1 Area Commission Meetings

There shall be at least one (1) and up to two (2) meetings a year of the Commission in each of the four Areas hosted by the Commissioners from each of the four Areas.

9.2 Additional Meetings

Additional meetings may be called by the Chairman or by a majority vote of the Executive Board.

9.3 Notice of Meetings

Seven (7) days notice of all meetings of the Commission shall be mailed by the Secretary or Executive Director to all Commissioners, Alternate Commissioners and Associate Commissioners, except in an emergency, when, with the approval of a majority of the Executive Board, the Chairman may call a meeting on shorter notice. Distribution of a semi-annual calendar of meetings shall meet the requirement for a meeting notice if a reminder is distributed to the Commissioners prior to each meeting.

9.4 Minutes of Meetings

Minutes of all monthly meetings of the Commission and the Executive Board shall be kept by the Secretary or a person designated by the Executive Board

9.5 Meetings of the Executive Board

Meetings of the Executive Board shall be called by the Chairman as frequently as, in his judgment, the accumulation of business to be transacted shall demand and at places and times to be determined by him.

9.6 Quorum

9.6.1 Commission/and Area Meetings

Commissioners from **51%** (**CHANGE FROM 50 TO 51%**) of the member municipalities, which have voting privileges and which have appointed at least one Commissioner, shall constitute a quorum. **In circumstances when a quorum is not present and when Commission action is essential, the Chairman may**

declare a quorum upon the unanimous approval of those Commissioners present. (DELETE HIGHLIGHTED SECTION)

9.6.2 Executive Board

Seven (7) Executive Board Members shall constitute a quorum.

In circumstances when a quorum is not present and when Executive Board action is essential, the Chairman may declare a quorum upon the unanimous approval of those Executive Board Members present. (DELETE HIGHLIGHTED SECTION)

9.7 Parliamentary Procedures

Roberts Rule of Order, as amended, shall govern in questions of parliamentary procedure, except as herein otherwise provided.

9.8 Electronic Participation in Meetings (ADD ENTIRE NEW SECTION)

The Lakes Region Planning Commission, its Executive Committee, Transportation Technical Advisory Committee and any other committee or sub-committee that may be established shall allow one or more members of those bodies to participate in a meeting by electronic means of communication for the benefit of the public and the specific committee subject to the provisions of RSA 91-A:2, III.

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

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

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

ARTICLE 10. AMENDMENTS

Upon authorization of the Executive Board or upon request by resolution through written ballot by a majority of the Commissioners a proposed amendment to the By-laws shall first be submitted to the Commissioners in preliminary form for consideration and comment for a period of not less than thirty (30) days. Not later than thirty (30) days after this period, the Executive Board shall submit to the Commission a report summarizing the comments received by, and recommendations of, the Executive Board and the proposed amendment in final form as a written ballot. Adoption of any amendments shall require **(ADD "a Quorum and")** the affirmative vote of a two-thirds (2/3) majority of the Commissioners present and voting.

ARTICLE 11. SAVING CLAUSE

Any portion of these By-laws found to be contrary to law shall not invalidate other portions.

THE SAMUEL P. PARDOE FOUNDATION

Directors: Charles H. Pardoe, II, President
P. Bruce Pardoe, Vice President
Charles E. Pardoe, Treasurer
Spencer Pardoe Ballou, Secretary

RELEASE DATE: June 30, 2021

CONTACT: Mary Phillips, GMA Foundations 617.391.3080 / mphillips@gmafoundations.com

Laconia, NH... The Samuel P. Pardoe Foundation has awarded \$600,000 in multi-year grants as it prepares to wind down its grantmaking program in the Lakes Region. Fifteen valedictory grantees were selected to receive an annual grant from the Foundation for each of the next four years in recognition of their vital roles in the community.

“The valedictory grantees share the Pardoe Foundation’s long-standing commitment to meeting the needs of Lakes Region residents and protecting the region’s environment” said Charles H. Pardoe, President of the Foundation.

The Foundation expects to announce additional wind-down activities, including support for certain capital projects and partial funding for programming at Prescott Farm Environmental Education Center, in 2022. A Master Plan for Prescott Farm was recently approved by the City of Laconia.

During the next four to five years, the Foundation board will plan for the eventual sunset of the Pardoe Foundation. The Foundation’s grant application portal is now closed.

Over the past 25 years, the Foundation has donated \$11 million in grants for education, human services, and land and resource management to Lakes Region organizations.

The Samuel P. Pardoe Foundation was established in 1989 under the will of Samuel Prescott Pardoe. The Foundation moved its operations in 1997 from Washington, D.C. to Laconia, New Hampshire, where it focused on supporting a variety of local charities, including Prescott Farm Environmental Education Center on White Oaks Road in Laconia.

Valedictory grants have been awarded to:

Audubon Society of New Hampshire
Belknap County Conservation District
Granite United Way
Lake Winnepesaukee Association
Lakes Region Community Services
Lakes Region Conservation Trust
Lakes Region Mental Health Center
Lakes Region Planning Commission
New Beginnings
New Hampshire Center for Nonprofits

THE SAMUEL P. PARDOE FOUNDATION

Directors: Charles H. Pardoe, II, President
P. Bruce Pardoe, Vice President
Charles E. Pardoe, Treasurer
Spencer Pardoe Ballou, Secretary

New Hampshire Catholic Charities
New Hampshire Preservation Alliance
Society for the Protection of New Hampshire Forests
Thompson-Ames Historical Society
Waypoint



Grants boost NH Lakes Region external inbox community

Jul 2, 2021

LACONIA — The Samuel P. Pardoe Foundation has awarded \$600,000 in multi-year grants as it prepares to wind down its grant-making program in the Lakes Region. Fifteen valedictory grantees were selected to receive an annual grant from the Foundation for each of the next four years in recognition of their vital roles in the community.

“The valedictory grantees share the Pardoe Foundation’s long-standing commitment to meeting the needs of Lakes Region residents and protecting the region’s environment” said Charles H. Pardoe, President of the Foundation.

The Foundation expects to announce additional wind-down activities, including support for certain capital projects and partial funding for programming at Prescott Farm Environmental Education Center, in 2022. A master plan for Prescott Farm was recently approved by the City of Laconia

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New Beginnings

New Hampshire Center for Nonprofits

New Hampshire Catholic Charities

New Hampshire Preservation Alliance

Society for the Protection of New Hampshire Forests

Thompson-Ames Historical Society

Waypoint

10 NH Projects Receive Northern Border Regional Commission Grants

Federal-state partnership advances economic development in state's rural counties

August 9, 2021

CONCORD, NH – Ten projects, totaling \$4.5 million, will receive funding from the Northern Border Regional Commission. Awarded annually, these federal grants help to address economic challenges and advance the local economies eligible within Belknap; Carroll; Cheshire; Coos; Grafton, and Sullivan Counties.

"The grants awarded today provide a significant boost to the communities receiving them," said Gov. Chris Sununu. "The funding strengthens infrastructure, creates jobs, and encourages investment critical for future growth and opportunity."

Created by the US Congress in 2008, the NBRC is a federal-state partnership whose mission is to help alleviate economic distress and help the region grow throughout northern counties of Maine, New Hampshire, Vermont, and New York. The New Hampshire Department of Business and Economic Affairs (BEA) works with communities and organizations throughout the year on projects that are eligible for the grants.

"The projects receiving funding this year reflect some of the pressing needs of our rural communities, including broadband development, childcare, and access to clean water," said BEA Commissioner Taylor Caswell. "These projects will make a real difference in the communities."

The following projects received awards:

Colebrook: Receiving \$250,000 to clean out its wastewater treatment facility lagoons for the first time in 20 years, directly supporting the increased manufacturing of Covid-19 –related nitrile gloves at American Performance Polymers and the expansion necessary to meet demand;

White Mountains Community College: Receiving \$350,000 for workforce training and development in the region;

Mid-State Community Development Corp. (Plymouth): Receiving \$350,000 to expand childcare services and create 16 jobs to serve the needs of 816 area children under age 6;

Newport: Receiving \$600,000 to improve and replace over 4,000 feet of water lines, ensuring 1,600 residential users and major employers have reliable access to clean water;

Littleton Industrial Development Corp.: Receiving \$210,000 for expansion of the industrial park, including 600 feet of access road and culvert replacement; installation of water/sewer lines, landscaping and permitting needed for expansion of current businesses and development of new ones;

Umbagog Snowmobile Association (Errol): Receiving \$251,076 for the purchase of a new trail groomer to promote snowmobiling by providing access to 1,000 miles of trails in the area, sustaining businesses and encouraging new business growth;

Hebron: Receiving \$995,110 to construct a 25-mile fiber-optic broadband network to provide affordable, fast and reliable internet service to every home and business in the town;

Sandwich: Receiving \$840,493 to support a public-private partnership to construct a fiber-optic broadband network, which will replace unreliable DSL and provide affordable access to homes and businesses;

Goshen: Receiving \$500,000 to increase broadband access within the town and meet the needs of an emerging remote workforce, and to redesign Mill Village Road South (Route10) to facilitate economic development by attracting traditional brick and mortar businesses;

Wakefield: Receiving \$245,000 to rehabilitate the former Old Union Hotel's upper floors, improving infrastructure and economic development opportunities, including job creation and training.

For more information about the Northern Border Regional Commission, visit <https://www.nbrc.gov/>



FOR IMMEDIATE RELEASE:

July 1, 2021

CONTACT:

[Jen Fox](#), (202) 597-1894

Kuster Votes To Bolster Nation's Transportation Infrastructure, Bring Critical Projects to New Hampshire

Washington, D.C. — Today, Rep. Annie Kuster (NH-02), a Member of the House Energy and Commerce Committee, voted in favor of [H.R. 3684, the *INVEST in America Act*](#). This legislation includes critical investments in our nation's infrastructure to bolster local projects — like roads, bridges, and highways — as well as to minimize the impact of climate change.

"We have the opportunity to bolster our nation's infrastructure, make bold investments in our communities, and take purposeful, strategic steps to ensure future generations have the transportation systems in place to thrive," **said Rep. Kuster**. "The *INVEST in America Act* passed by the House today will create jobs and put us on the path to build back better from COVID-19 in New Hampshire and across the country while making meaningful changes to preserve our environment. I'm thrilled my bipartisan legislation, the *Invest in American Railroads Act*, was included in this bill, along with funding for 17 projects across New Hampshire's Second District, and I urge the Senate to pass this measure to preserve American infrastructure as the global standard."

The INVEST in America Act:

- Reauthorizes critical transportation programs, including the federal-aid highway program, transit programs, highway safety, and rail programs, to keep America moving;
- Addresses climate change by making critical investments in electrifying America's transportation sector, our nation's largest source of carbon emissions;
- Invests \$109 billion in updating America's passenger and freight rail systems;
- Revises Buy America procurement requirements for highways, mass transit, and rail to support American industry;
- Establishes a rebuild rural bridges program to improve the safety and state of bridges in rural communities, like redline bridges in New Hampshire; and
- Implements new safety requirements across all transportation modes.

The *Invest in America Act* includes reforms to the Railroad Rehabilitation Improvement Financing Program (RRIF) based on Rep. Kuster's bipartisan *Invest in American Railroads Act*:

- The updates to RRIF will make it easier for states and local communities to build rail projects — like the Capitol Corridor Project which Kuster has long advocated for — by unlocking nearly \$27 billion in low-interest loans.

Background on projects in the *INVEST in America Act* for New Hampshire:

The INVEST in America Act includes critical projects in New Hampshire's Second District which Rep. Kuster secured in this legislation. The full list of projects for NH-02 is outlined below, along with statements of support from local stakeholders in the Granite State.

New Hampshire Projects Secured by Rep. Kuster:

Claremont Intersection Improvements, Claremont: \$1,000,000

This project will divert large trucks that currently travel through downtown Opera House Square away from the center of town. This will improve the safety and ambiance of the square.

*"Investing in our infrastructure is a city priority, but we cannot do all that is needed without federal resources," said **Charlene Lovett, Mayor of the City of Claremont**. "Congresswoman Kuster's work to ensure that Claremont receives these funds accelerates our efforts, fosters economic growth and improves public safety."*

Ashuelot-Trail Cheshire-Trail, Swanzey: \$1,200,000

Upgrades nearly seven miles of pedestrian and bike trails to enhance alternative forms of transportation in the region.

George Street Bridge, Keene: \$729,191

This project will rehabilitate a critical thoroughway in Keene to enhance mobility, and safety in Keene.

Marlboro Street Cheshire Rail Trail, Keene: \$681,123

This project will extend the Cheshire Rail Trail to improve outdoor recreation opportunities in Keene and bolster connectivity within the town and surrounding communities.

*"We are so grateful to Representative Kuster and her team for supporting these important transportation projects," said **Elizabeth Dragon, Keene City Manager**. "The bridge and trail improvements would not be possible without this level of support and teamwork that keeps Keene moving forward and serving our community's long term needs."*

*"The implementation of these two Cheshire Rail Trail projects is part of a broader regional strategy to improve one of the Monadnock Region's greatest assets – its rail trails – which are becoming increasingly popular among the region's residents and a draw for recreational tourism and economic development," said **J.B. Mack, Principal Planner at the Southwest Region Planning Commission**. "Keene has a disproportionate number of local bridges to maintain compared to most other NH communities – thirty-five in total. Nine of them are considered red-list bridges including the George Street Bridge. Addressing the George Street Bridge will be assistive in the City's efforts to address its ongoing bridge challenges."*

Spruce Street Connector, Nashua: \$1,000,000

Connects the Nashua Riverwalk with the Nashua Heritage Rail Trail. This will provide a vital link between two non-motorized networks that provide access to the City's 325-acre Mine Falls Park and its miles of paved and natural trails, benefiting two of the state's most economically distressed and densely-populated census tracts.

Heritage Rail Trail Extension, Nashua: \$1,200,000

This project would extend the bike and pedestrian trail in downtown Nashua and continue the trail for connection to the City's future downtown rail station.

*"Getting funding for the Heritage Rail Trail East and the Spruce Street Connector will make it easier for residents and visitors to get around Nashua," said **Nashua Mayor Jim Donchess**. "The Heritage Rail Trail East will provide a bicycle and pedestrian path that runs through some of the*

most densely populated neighborhoods in the city and connect them to our Main Street at one end and the site of the future rail depot on the other."

Loudon Intersection Improvements, Loudon: \$2,347,256

Facilitates improvements at the intersection of NH106 and South Village Road, a high traffic area and site of road fatalities.

Merrimack River Greenway, Concord: \$1,584,800

Project is the first stage of the Merrimack River Greenway Trail which will run along the river from Boscawen through Concord to Pembroke.

"The Merrimack River Greenway Trail has been in the works for several years," said Concord Mayor Jim Bouley. "With the help of Congresswoman Kuster and the dedication of dozens of volunteers and the Concord City Council, we are one step closer to getting shovels in the ground to make this project a reality."

Multi-use Path Connecting Warner Village, Warner: \$920,000

Supports the construction of a multi-use Path Connecting Warner Village to other local businesses. This project will improve public safety in an area that has seen several accidents and fatalities in recent years.

"The multi-use path will connect the village area to retail businesses near exit 9 off Interstate 89, providing a safe route for bikes and pedestrians to bring more people to Warner to live and visit," said Diane Ricciardelli, Warner Town Administrator. "The need for a safer multi-use path along Route 103 has been of high importance to our residents; that stretch of road can be a bit daunting as they contend with cars and navigate very limited shoulder access. In addition to providing a safe route of travel, the path will slow down cars and make overall travel safer. We appreciate the work that has gone into this bill and look forward to the next steps."

"Trails in our region have seen a substantial increase in use as people seek to get outdoors during the pandemic. Construction of the Merrimack River Greenway Trail and the Warner sidepath project will go a long way to connecting our region's population centers and rural open spaces for people of all ages and abilities," said Matthew Hicks, Chair of Central NH Regional Planning Commission. "Improving the safety of our transportation system is a high priority, and the Route 106 and South Village Road intersection improvement in Loudon will help address a longstanding safety issue along the corridor."

NH 128 and Sherburne Road and Mammoth and 111, Pelham: \$1,240,000

This project makes improvements to high-traffic intersections in Pelham to reduce traffic and improve safety.

"The Nashua Regional Planning Commission is thrilled to learn that funding for the NH 128/Sherburne Road and Mammoth Road/111A intersection improvement project in Pelham, the Heritage Rail Trail East project in Nashua, and the planned Spruce Street bicycle and the pedestrian connector project in Nashua have been included in surface transportation reauthorization legislation by the House Committee on Transportation and Infrastructure," said Jay Minkarah, Executive Director of the Nashua Regional Planning Commission. "These projects are among the highest transportation priorities in the greater Nashua area and will go a long way toward advancing transportation system equity and enhancing multi-modal mobility and public safety in the region."

Plymouth Sidewalk Project, Plymouth: \$414,000

Project will improve pedestrian safety and ensure ADA compliance in a busy, high-density, multi-family area and create a walkable route to downtown.

Trestle Bridge—Mill City Park Trail, Franklin: \$1,200,000

Construction of a pedestrian walkway on a historic trestle bridge in Franklin connecting Mill City Park with Trestle View Park. This project will build on Franklin's tremendous efforts to enhance its appeal as a world class whitewater destination.

*"Anyone who has been through Franklin's downtown has seen this iconic trestle view bridge. It stands large and proud over the Winnepesaukee River located at the entrance of the main downtown area," said **Judie Milner, Franklin City Manager**. "It is a vital piece of Franklin's history and I am honored by Congresswoman Kuster's support to provide federal surface transportation funding for the Trestle Bridge Mill City Park Trail in order to preserve and repurpose the bridge as part of the City's revitalization effort by connecting Mill City Park to the downtown."*

*"Both projects greatly support active transportation advances in our outdoor recreation economy," said **Jeffrey R. Hayes, Executive Director of the Lakes Region Planning Commission**. "The Franklin Trestle project will provide greater connectivity to the new whitewater park and the sidewalk improvements in Plymouth will greatly improve the walkability, safety and attractiveness of the downtown."*

Mechanic St/High St/Mascoma St Intersection, Lebanon: \$2,400,000

This project supports the reconstruction of the Mechanic Street/High Street/Mascoma Street Intersection, a major thoroughfare into Lebanon which will improve traffic flow and in a fast-growing city.

*"Congresswoman Kuster continues in her efforts to assist the City in addressing the backlog of infrastructure issues we face," said **City of Lebanon Mayor McNamara**. "The funding that she seeks for the reconstruction of the Mascoma St./High St./Mechanic St. intersection will reduce the risks to motorists, pedestrians and bicyclists. The City of Lebanon is very appreciative of her efforts."*

*"This project being added to this legislation ensures the timely delivery of an important project that will address longstanding safety issues for drivers, pedestrians, and bicyclists at a challenging intersection in the City of Lebanon," said **Meghan Butts, Executive Director of the Upper Valley Lake Sunapee RPC**. "Thank you again to Representative Kuster for remembering UVLSRPC and working for all of New Hampshire."*

Waterville Valley Pedestrian Improvements, Waterville Valley: \$948,110

Creates safe multi-modal transportation alternatives throughout the core of Waterville Valley by reconstructing roadway to include a dedicated Bike/Pedestrian lane. This will kickstart implementation of Waterville Valley's Pedestrian Village Revitalization Plan.

*"The Town of Waterville Valley is very pleased that funding for our Pedestrian Improvement Project is included in the surface transportation reauthorization legislation," said **the Waterville Valley Board of Selectmen**. "Our Town has experienced a 30%+ increase in full-time residents and our school population has almost quadrupled over the past year. Improvements to our roads and pedestrian/bicycle paths are critical as we deal with increased numbers of cars and pedestrians in our community. We appreciate the assistance that Congresswoman Kuster and her staff have provided in securing this funding for our project."*

Whitefield Sidewalk Project, Whitefield: \$396,704

The project replaces existing sidewalks around the town common, known as King's Square, and constructs a new sidewalk along NH Route 116 (Littleton Rd.). This will improve pedestrian safety and disabled persons' access to businesses and community activities in the village center.

Littleton Sidewalk Project, Littleton: \$710,159

Project will replace sidewalks downtown on Cottage Street and Mill Street, improving active transportation options in the town.

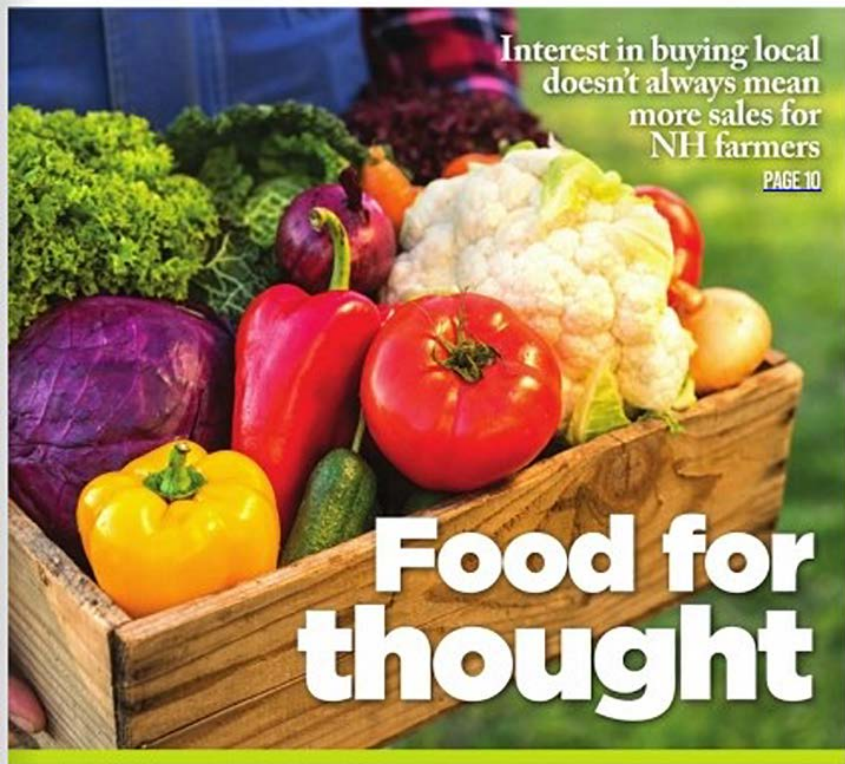
Gorham Sidewalk Redevelopment, Gorham: \$898,196

This project will facilitate the development of safe, ADA compliant, non-motorized access between two separated areas of town. This is Phase II of a Gorham revitalization project called "Growing a Greener Gorham."

*"The Town of Gorham's Route 2 (Lancaster Rd) Sidewalk Infrastructure Project is Phase II of a town-wide economic revitalization project entitled 'Growing a Greener Gorham.' The Town of Gorham is extremely grateful to Representative Kuster and her staff for their support of this project which will improve infrastructure for cyclists, walkability, and pedestrian access," **said Denise Vallee, Town Manager.** "The project will result in better connectivity between Gorham's multi-use trail systems and excellent amenities, which will ultimately benefit our recreation economy."*

*"It is great to assist our member communities in bringing these ready-to-move projects forward to taking advantage of this funding opportunity," **said Michelle Moren-Grey, Executive Director of the North Country Council.** "Having these infrastructure projects funded through the House Committee on Transportation and Infrastructure's surface transportation reauthorization legislation not only helps these projects reach completion, but it also opens up more of our traditional transportation funding streams to support a greater number of projects in the region."*

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Interest in buying local
doesn't always mean
more sales for
NH farmers

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Food for thought

An exercise in spending 'constraint' State's next 10-year transportation plan is 'fairly conservative'

BY MICHAEL KITCH

"This is an appropriate starting point, a fairly conservative approach, recognizing there's a long way to go," said state Transportation Commissioner Victoria Sheehan after the department presented its draft of the 2023-2032 Ten Year Transportation Improvement Plan (TYP) in July to the Governor's Advisory Commission on Intermodal

Transportation, or GACIT.

Gov. Chris Sununu's father, former Gov. John H. Sununu, introduced the planning process in the early 1980s, and the Legislature codified it in statute in 1994. Every two years, GACIT — whose members include the five executive councilors — has reviewed and updated the 10-year plan in order to adjust the scope and timing of projects and pro-

grams to make optimal use of federal and state dollars. After meeting

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FEATURED INTERVIEW



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advocate
Amy Innarelli

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keeping themselves
safe from Covid

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The difference
between 'excellence'
and humility

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Assessing the DEI efforts
of largest private firms

When it comes to leadership
diversity, results are mixed

BY BOB SANDERS

Publicly owned companies have been coming under increased pressure to improve and disclose their diversity. In fact, on Aug. 6, the Securities and Exchange Commission approved new rules that will require companies that list shares on the Nasdaq exchanges to meet certain race and gender targets.

But private companies are mostly ... private. They don't have to even disclose their leadership team, much less justify their gender or ethnic balance. And most are lightighted about the whole subject, unlike many publicly traded corporations and nonprofits who, on the whole, make a big deal about it publicly.

To get an idea of how New Hampshire-based private companies are addressing an issue that has grown evermore at the center of conversations among businesspeople, NH Business Review looked at the largest private companies based in the state, according to our 2021 Book of Lists. We found that

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FROM PAGE 1

State's next 10-year transportation plan is 'fairly conservative'

FROM PAGE 1

with the nine regional planning commissions and holding public hearings around the state, GACIT passes its recommendations to the governor, who in turn presents it to the Legislature in December.

In presenting the draft for 2023-2032, Sheehan opened by noting that revenue from gas taxes and road tolls, foregone when traffic volumes slipped between 5% and 7% during the pandemic, will be offset by federal funding. The state Highway Fund, consisting of gas tax revenue, has been balanced with \$41 million of federal stimulus funds, and the American Rescue Plan Act is expected to cover the shortfall in road toll revenue to the state's turnpike system.

Altogether, the three federal aid packages — the Coronavirus Response and Relief and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act and American Rescue Plan Act — have provided \$133 million for roads and bridges, public transit and airports. And additional funds are pending.

Roads and bridges

However, Sheehan said, the amount of future federal funding is "uncertain" as the Biden administration's infrastructure proposals make their way through Congress. She said the 10-year plan assumes some \$181 million in federal funding annually, or some 72% of program expenses, but added Congress is weighing increases of between 22% and 50%. And she said there is also talk of restoring so-called "earmarks," legislation with appropriations to fund specific projects in particular states.

Thus, the Department of Transportation recommends "constraint," assuming an average of \$230 million from 2023 to 2026 and \$237 million level-funded from 2027 to 2032. In light of the cloud over federal funding, the Senate transferred \$50 million from the state general fund to the Highway Fund in the 2022-23 budget.

Peter Stamnas, director of project development, told the commission that the overriding strategy of the 10-year plan is to sustain the aggressive program of maintaining and preserving roads and bridges, work that was begun in 2016 and 2018.

In 2016, Senate Bill 367 increased the gas tax by 4.2 cents a gallon, from 18 to 22 cents, raising \$34 million a year, and authorized a \$200 million borrowing to complete the widening of Interstate 93. The financing package provided \$102.5 million for highway and bridge work between 2016 and 2033.

Two years later, this initiative was restructured and enhanced after the state secured a federal loan through the Transportation Infrastructure Finance Innovation Act, or TIFIA. The loan enabled the state to complete the widening of I-93 while increasing investment in other roads and bridges fourfold between 2016 and 2025.

At the time, the state borrowed \$200 million at 1.09% with principal payments deferred for nine years from 2016 to 2025. During the deferral period, between \$19.2 million and \$23.6 million in revenue from the increased gas tax are being allocated to highway and bridge repair as well as \$4 million in municipal highway block grants and \$6.8 million municipal bridge aid.

Altogether, the TIFIA financing provides \$257 million for roads and bridges — more than twice the amount originally projected by SB 367 — throughout every corner of the state.

As a result, Stamnas said, 80% of state roads are in good or fair condition and are projected to remain so for the next four years, leaving 20% (805 miles) in poor or very poor condition.

All told, 96% (845 miles) of interstate and divided highway miles are in good or fair condition, along with 92% (1,431 miles) of major corridors, and 80% (1,439 miles) of regional corridors — all at or above the DOT's targets. And 62% (891 miles) of secondary highways meet the same standard, just 2% below target.

Likewise, Stamnas said the funding package has shrunk the number of bridges on the Red List while slowing the pace of those being added to the list. The number of bridges currently on the list

A federal loan (TIFIA) enabled the state to complete the widening of I-93 and double investment in roads and bridges. But after 2025, paving on rural roads and municipal bridge work will be reduced significantly due to limited state funding.



— 118 — is projected to fall to 103 by 2027 before rising to 128 in 2032, 14 fewer than the 142 projected in the 2019 10-year plan. The plan proposes an average annual investment of \$77 million, including \$17 million in preservation work, to accelerate bridge work. Of the 168 bridges expected to be added to the list by 2030, 158 are expected to be removed by 2032, 81 of them because of 10-year plan projects.

However, the NHDOT notes that after the TIFIA funding for paving and bridges expires in 2025, paving on rural roads, particularly the 1,552 miles ineligible for federal funding, will be reduced "significantly" as state dollars will be limited. Likewise, without the TIFIA money, annual state aid to municipalities for bridge work is projected to slide from \$6.8 million to \$3.2 million by 2032.

Major projects

Among the major projects in the 10-year plan, construction of Exit 4A at Derry-Londonderry will cap the widening of I-93 from Salem to Manchester. The project includes a diamond interchange with access to Derry by way of a five-lane, one-mile connector road and reconstruction of Folsom and Tienketo roads to run 2.3 miles to Route 102. Work will proceed in three phases with completion expected in 2026 at an estimated cost of \$112 million.

Another handful of projects are slated for the 89 miles of the turnpike system, which operates as an enterprise fund

financed by toll revenue that in 2021 amounted to \$113 million.

Projects include the rehabilitation of the General Sullivan Bridge at \$30 million, widening of the Everett Turnpike between Nashua and Bedford at \$156 million, reconstruction of Exits 6 and 7 on the Everett Turnpike in Manchester at \$148 million and widening of I-93 between the junctions with I-89 and I-393 at \$375 million.

The plan calls for completing the bridge project and Everett Turnpike widening by 2024 and 2025, respectively, but delays work on the Manchester exits for three years, to 2027. Likewise, the start of widening the turnpike section of I-93 between Bow and Concord will be delayed two years to 2028 with the entire project not to be completed until 2033.

While highways, roads and bridges represent the major components of the 10-year plan, it also addresses airports,

railroads and public transit as well as the interests of pedestrians and cyclists.

There are two dozen airports in the state — three commercial airports (Manchester, Portsmouth and Lebanon) and nine publicly owned airports, all eligible for federal funding — as well as 12 private airports. Funding for maintenance, improvement and expansion averages \$28.9 million annually, with the Federal Aviation Administration providing 90% of it and state and local government splitting the balance. The 10-year plan includes 14 airport projects.

The Federal Transit Administration provides most of the \$312 million in annual funding the state receives for public transit, which includes seven intercity bus routes and 11 local transit providers, along with 25 park-and-ride lots and driver services in 197 communities. However, the frequency and extent of services, especially in rural areas, is limited.

There are 194 miles of active rail lines, 153 miles of which are used at least monthly by six operators, four freight services and two tourist services. Funding for maintenance and construction amounts to \$1.1 million and is supplemented by \$600,000 from lease payments by railroad operators.

Finally, the Transportation Alternative Program, with \$13.4 million in funding, awards grants requiring a 20% match for construction of sidewalks and off-road trails, including those in the 339 miles of abandoned rail corridors.

GACIT is scheduled to meet Sept. 1 for presentation of the 10-year plan draft. **ENR**



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https://www.laconiadailysun.com/news/local/workforce-housing-will-help-grow-the-economy/article_d67802ee-df43-11eb-b39d-438417b2094e.html

Workforce housing will help grow the economy

By RICK GREEN, FOR THE LACONIA DAILY SUN
Jul 8, 2021



Carmen Lorentz

LACONIA — Working to develop affordable housing in New Hampshire is not for the faint of heart.

High costs of labor and building materials, exclusionary zoning requirements and land that is difficult to build on all make it a challenge to find ways to put a roof over the head of workers needed to maintain and grow New Hampshire's economy.

Carmen Lorentz, executive director of Lakes Region Community Developers, chooses to be optimistic.



“I do have hope,” she said. “I know there will be more funding available over the next few years to build housing for essential workers. It’s not anything that will happen quickly, but state and federal agencies are investing more money in housing production.

“We want to make sure the Lakes Region is positioned to use some of that funding.

“I definitely feel like the tide is turning.”

There are signs that public opposition to growth may be easing.

A telephone survey of nearly 500 people last year by The Center for Ethics in Business and Governance at Saint Anselm College found that 63 percent supported the statement, “My community needs more affordable housing to be built,” while 21 percent disagreed.

Top reasons for this support were:

- Letting seniors downsize.
- Fairness to the less fortunate.
- Keeping young people in the state.
- Reducing homelessness.

“We are seeing a growing awareness of the connection between an adequate supply of housing and a strong state economy,” said Dean Christon, executive director and chief executive officer of New Hampshire Housing Finance Authority. “If employees have an adequate range of housing options near where they work, the state’s businesses will be able to attract and retain the workers needed to keep our economy thriving.”

Even if there is a growing consensus that affordable housing is needed, zoning rules frequently do not provide the flexibility or density required for a project to materialize.

“But that’s changing, too,” Lorentz said. “There’s a realization that businesses are better off when they have a local workforce. Workers do need to have homes. Among our tenants are people who work in health care, education and hospitality.”

Still, change takes time.

Lorentz’s organization has had to delay a project in Wolfeboro that would provide single-family, starter homes.



“We put it out to bid, but the prices came back too high,” she said. “We would have had to sell them for well above the intended price. That’s on hold until next year.”

Labor and material costs in the wake of the pandemic are particularly high and the hope is that they may decline somewhat in the coming months.

Lorentz said municipalities can help by easing zoning requirements that sometimes prevent new apartment buildings or housing subdivisions from ever getting off the ground.

“Zoning is a huge part of making it work out,” she said. “As a developer, when we look at a town, if we have to try to get a zoning variance, we’ll just say ‘Never mind.’”

Lorentz said the state Legislature can assist by passing a new tax increment financing law that would apply to residential development.

This financing, now often used for commercial development, allows municipalities to fund infrastructure improvements in a given district by borrowing money and paying off the debt with increased property tax revenue fostered by those improvements.

Infrastructure improvements make land ready for development.

This is true in Laconia, where residential growth could take place if Hilliard Road, which runs northeast from Parade Road, could be improved and if water and sewer service could be brought to the area.

Laconia Planning Director Dean Trefethen said the city has the ability to work with a developer through “performance zoning,” essentially providing flexibility to move a project along if it matches city goals, in this case for more housing.

“What we’d like to see is typical middle class housing,” he said. “This would look a lot like what was built in the ‘60s or the ‘70s, smaller ranches and Capes.”

Performance zoning is allowed in the urban commercial zone downtown, along the Court Street and Union Avenue corridor as well as at the former Laconia State School property and a couple of adjacent parcels.

Although the Hilliard Road area is not designated for performance zoning, it is mentioned in the city’s Master Plan as a possible place it could be implemented.

If smaller, less expensive homes were to be built, middle-income families could qualify for programs that could allow for financing of 90 to 95 percent of the overall cost.

Also, there is a chance that the old Laconia State School property at Meredith Center Road and North Main Street could eventually be opened for residential and commercial development.

Ultimately, this could tie in with hoped-for development around Hilliard Road.

It could all be done in a way that preserves the natural beauty of the area, Trefethen said.

“There are state forest and state park parcels in that area that can’t be developed,” he said. “It would be kind of neat if you could do development around them. It would provide open space for the people.”

The advertisement is a rectangular graphic. The top half has a dark blue background with the text "Making homeownership a reality in New Hampshire every day." in white. The bottom half has a white background. In the center is the Northway Bank logo, which features a blue line-art mountain peak above the word "Northway" in a large blue font and "BANK" in a smaller blue font below it. To the left of the logo, it says "Member FDIC" and "NMLS #405698". To the right of the logo, it says "CLICK TO LEARN MORE". In the bottom right corner, there is a small icon of a house with a dollar sign inside, and the word "OWNERSHIP" written below it.

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OWNERSHIP

Maine tries to shift some costs of recycling onto companies instead of taxpayers

By [Frances Stead Sellers](#)

June 14, 2021 at 9:47 a.m. EDT

   746

CORRECTION

TRENTON, Maine — At the height of tourist season, the recycling bins in this coastal town used to swell with glass and plastic, office paper and piles of cardboard from the local boatyard. But the bins are gone, and their contents now join the trash, destined either for an incinerator to generate electricity or a landfill.

Trenton is one of many Maine towns that had to cut back or close their recycling operations after events both global and local. In 2018, China, which used to take much of America's plastic waste, banned most of those imports. Last year, a plant in Hampden, Maine, that promised to provide state-of-the-art recycling for more than 100 municipalities shut down.

With mountains of boxes and bubble wrap from online pandemic shopping now going in the trash, lawmakers are trying to make Maine the first state to shift some of the costs of its recycling onto companies — not taxpayers. If the bipartisan bill passes, Maine will join several Canadian provinces, including neighboring Quebec, and all European countries, which have for decades relied on so-called extended producer responsibility programs, or EPR, for packaging.

“It’s good that the bottom fell out,” said state Rep. Nicole Grohoski (D-Ellsworth), the bill’s Democratic sponsor, whose district includes Trenton. She doesn’t think the old system of shipping products halfway around the world to China makes sense as countries try to reduce their carbon footprints.

“We have to face this problem and use our own American ingenuity to solve it,” Grohoski said.

The proposed legislation, which is vehemently opposed by representatives for Maine’s retail and food producing industries, would charge large packaging producers for collecting and recycling materials as well as for disposing of non-recyclable packaging. The income generated would be reimbursed to communities like Trenton to support their recycling efforts. EPR programs already exist in many states for a variety of toxic and bulky products including pharmaceuticals, batteries, paint, carpet and mattresses. At least a dozen states, from New York to California and Hawaii, have been working on similar bills for packaging.

“It’s a reflection of the pressure they are seeing from corporate investors,” said de Thomas, who anticipates there may be similar shifts in national policies.

“That’s the big enchilada,” he said.

EPR programs for packaging, which accounts for about 40 percent of the municipal waste stream, have worked well in other countries, said Scott Cassel, CEO of the Product Stewardship Institute, who said benefits include new jobs as well as reinforcing the circular economy — or continual reuse of resources.

“These are tried-and-true strategies,” he said. “None of these first bills will be perfect. But this is a path that we need to start down in the U.S.”

In Maine, the bill’s opponents raise concerns about the logistics retailers might face policing the new policies and the potential for food costs to rise for consumers who are just emerging from the pandemic. They cite a study from Toronto’s York University, which analyzed New York’s EPR bill and estimated an additional \$36 to \$57 per month in grocery costs for the average family of four. EPR advocates contest those findings, saying there is little evidence of significant costs ending up with consumers in other countries.

For many rural Mainers who don’t enjoy the benefits of free curbside waste collection, the debate over recycling seems irrelevant. They haul their own trash to transfer stations to avoid the \$6 weekly charge for having it collected.

“I’ve never been one to recycle,” said Penny Lyons, a Trenton resident, although her family has a stash of bottles and other beverage containers on a flatbed trailer that can be turned in for cash. Her husband, who works in car sales, is able to dispose of their solid waste at work, she said.

Chocolate maker Kate McAleer, who owns Bixby & Co., said that to follow federal food safety guidelines her company uses metalized film that is a challenge to recycle but protects against pests, air, sunlight and tampering. Changing that would affect her products’ shelf life.

She said legislators don’t understand the complexity of food safety. “I think they think there are solutions that there aren’t,” Bixby said.

Christine Cummings, executive director of the Maine Grocers and Food Producers Association, said her primary concern is “the unknowns” for businesses in a state that sits at the end of distribution routes and relies heavily on incoming goods.

“What is this going to do on our supply chain?” she asked.

Grohoski dismisses such concerns.

“We won’t be out on a limb for long,” she said, anticipating that if her bill passes, other states will soon follow suit.

In the meantime, some communities are paying a premium to continue recycling programs by shipping materials south to Portland, the state’s biggest city. Others are devising ways to process and sell recyclable materials.

At the Unity Area Regional Recycling Center in Thorndike, Me., about 90 miles north of Portland, Steve Wright and Jeff Reynolds are running an eight-town sorting operation, feeding paper and plastics into giant green balers and glass into a machine that grinds bottles into a glistening powder that can be used for insulating boxes around lithium

The pandemic has increased the piles of cardboard, particularly from pet owners leery of going inside stores, Wright said.

“We’ve seen a lot more Chewy boxes,” said Wright.

The operation is powered by 40 solar panels and has room to expand — particularly if the EPR goes through.

“We have to move now,” said state Rep. Stanley Paige Zeigler, a Democrat from Montville, one of the participating towns, who has worked alongside Grohoski to advance the EPR bill.

Sarah Nichols, Sustainable Maine director at the Natural Resources Council of Maine, sees the bill as the logical next step for a state that has led the way in environmental policies. Maine passed one of the first bottle bills in the 1970s and in 2004 the first laws requiring manufacturers to pay the entire cost of recycling computers and televisions. In 2019, the legislature passed the nation’s first statewide ban on plastic foam food containers that will soon go into effect.

“Maine is seen as a national leader in environmental policy,” Nichols said. “That’s why people move here and visit. It’s part of our state’s personality.”

Nichols points out that Department of Environmental Protection estimates show it can cost 67 percent more to recycle than dispose of packaging. Taxpayers pay at least \$16 million annually to manage packaging material through recycling or disposal — costs they have no control over.

Nichols argues that the EPR bill would give manufacturers an incentive to reduce packaging and design it so it is more easily recycled.

Old recycling habits die hard at the transfer station in Southwest Harbor, which takes Trenton’s trash. The facility, with its stunning views over the forested slopes of Acadia National Park, goes by the name EMR, or Eastern Maine Recycling — an echo of what used to happen here.

Residents drive up to pitch their waste into bays still bearing green signs reminding them of the old days when they sorted their waste: Glass, tin, aluminum and plastic in one; magazines, catalogues and other paper goods in another.

The baler that used to package up paper hasn’t been used for a couple of years, said the site’s owner, Mark Worcester. Instead, Worcester is sending out a 25-30 ton container of trash — sometimes two — every day, usually to be incinerated for electricity.

“We get tons and tons of cardboard,” Worcester said.

On a busy Saturday morning, car after car pulled up loaded with packaging materials, folded ready for the recycling that would not happen.

“It’s a reflex,” said Jon Zeitler, as he broke down a box and chucked it into the bay that used to be for paper goods.

“Mentally, I have to,” said Jonathan Quebben as he, in turn, pitched his cardboard in.

Susan Raven, a third-grade teacher, said she has made a point of telling her students how to be responsible custodians of the earth. But it’s hard for them to put that into practice, she said, as she pulled out of her car’s trunk the plastic boxes her family of four always used to sort their recycling and then pitched it all into the trash.

“We can’t break the habit,” she said.

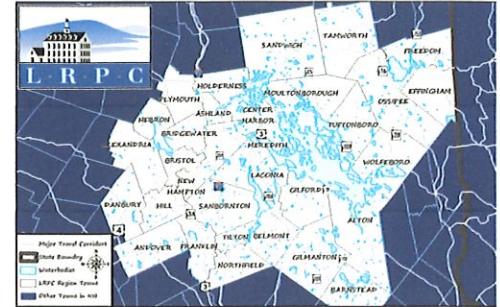
2021 Lakes Region HHW collections – Protecting loons from lead

Did you know, lead poisoning from ingested lead fishing tackle is the leading known cause of adult loon mortality in New Hampshire? The Lakes Region Planning Commission is partnering with the Loon Preservation Committee to collect illegal lead fishing tackle at this year's Household Hazardous Waste (HHW) Collection. Residents and taxpayers from the 24 participating Lakes Region communities can bring their lead sinkers to any of the 8 collection sites, for no additional charge. Each household can also bring up to 10 gallons or 50 pounds of other HHW for safe disposal.

While the Loon Preservation Committee has a Lead Tackle Buyback Program at participating locations around New Hampshire, which provides a financial

incentive to turn in illegal lead tackle, note that the HHW sites will not be providing vouchers, only free disposal. To find a buyback location near you, and to learn more about lead impacts on local loon populations, visit: www.loonsafe.org

The 2021 Lakes Region HHW collections will be held on the Last Saturday of July and First Saturday of August from 8:30 a.m. to noon. The following communities are participating: Alexandria, Andover, Belmont, Bridgewater, Bristol, Center Harbor, Effingham, Franklin, Freedom, Gilford, Gilmanton, Hebron, Hill, Holderness, Laconia, Meredith, Moultonborough, New Hampton, Ossipee, Sanbornton, Sandwich, Tamworth, Tilton and Tuftonboro. The Town of Northfield has



(Courtesy image)

postponed participation this year.

On July 31 bring your lead fishing tackle and hazardous waste to the Belmont Fire Station (14 Gilmanton Rd.), or the Public Works Garages in Franklin (43 W Bow St.), Gilford (55 Cherry Valley Rd.) or Meredith (17 Jenness Hill Rd.).

On August 7 materials will be collected at the Newfound Regional High School in Bristol (150 Newfound Rd.), the Public Works Garage in Laconia (27 Bisson Ave.), and the Town Highway Garages in Moultonborough (68 Hwy Garage Rd.), and Ossipee (55 Main St.).

As a reminder: acrylic/latex paint and alkaline batteries are NOT considered HHW and will not be accepted on the collection days. These products can go in with the household trash. Please dry out your latex paint before disposal.

To read a full list of accepted items, view a map of the collection sites, or make a donation to the program, visit www.lakesrpc.org/serviceshhw.asp or call the Lakes Region Planning Commission at 603-279-5341. Find us on Facebook and Instagram (@lakesrpc).

Notable people

The University of Maine has named the following students to the dean's list honors for the spring 2021 semester: **Casey Libuda** of Gilford; **Deanna Martin** of New Hampton; **Evan Bolognani** and **Hawthorne Snell** both of Plymouth; and **Erin Hagerty** of Loudon

...
Cody L. Boucher of Gilford, majoring in finance, has been named to the scholastic honor roll for spring 2021 at Oregon State University.

...
Maria Draper of Laconia, graduated from Emerson College in Boston, MA. Draper received a BS in communication disorders.

GARDEN from page 31

pandemic.

"We are all very thankful we are able to host this special ceremony and honor all those who have served," he said.

Facing Center Street, the Remembrance Garden is framed by shrubbery, flags and the exterior wall of the museum upon which hundreds of memorial bricks are affixed. In addition to Marrone, prior supporters of the Remembrance Garden include Meredith Village Savings Bank, Northeast Delta Dental, and John Warner.

In the event of rain, the dedication ceremony will take place inside the new DuQuoin Education Center, which features ample seating and space.

To learn more about The Wright, visit wrightmuseum.org.

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BROADCAST LINEUP AUGUST 27!

Bristol Town Administrator: Rural Broadband Means Healthy Businesses And Lives

New Hampshire Public Radio | By **Peter Biello**, **Julia Furukawa**

Published August 30, 2021 at 5:01 PM EDT



LISTEN • 7:10



Dave Webster Via Flickr CC /

A windfall of federal money is opening up doors for internet access in rural areas. The pandemic exposed existing inequities that kept those without reliable broadband from telehealth, remote school and work. In Bristol and Grafton County, broadband expansion is in the works.

Get NHPR's reporting about politics, the pandemic, and other top stories in your inbox — sign up for our newsletter today.

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News from New Hampshire and 



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mean for the future. Below is a transcript of their conversation.

NHPR
Fresh Air

Peter Biello: This is All Things Considered on NHPR. I'm Peter Biello. Millions of federal dollars are being disbursed throughout the Granite State to expand access to broadband. The pandemic laid bare the need for internet access in rural areas.

The town of Bristol in Grafton County received \$1.6 million from the CARES Act last year and is poised to get more than \$300,000 more through the American Rescue Plan. It's putting that funding toward providing more equitable internet access in the community. Nik Coates is the Bristol town administrator. Nik, thank you for speaking with me.

Nik Coates: I appreciate it, Peter. Thank you.

Peter Biello: So, give us a sense of what broadband access looks like in Bristol right now.

Nik Coates: So, broadband access in Bristol is uneven, like many communities, especially smaller communities where there is essentially one provider, that's the cable company and the cable company provides service on coaxial cable. So it's not the fastest. It's not the slowest, I mean, it's certainly not satellite, but it is not the speed in which we want to be able to grow high-tech businesses here, provide stable, reliable internet for schooling, for remote working. So, before the pandemic, we were thinking a lot about the importance of telehealth and the importance of telework and remote schooling and the pandemic sort of accentuated that.

And so right now, we have a provider in town, the cable company, and what we identified is that there is slow service or, in some places, there's really no service. And that puts us behind the eight ball in terms of how we operate as the community and our schools operate.

Peter Biello: So expansion has to do with both making the lines you have faster and extending lines to places that don't have those lines yet.

Nik Coates: That's right. So, the projects that we've brought in, we've built out a new system which is really focused on trying to connect all of our municipal buildings and one aspect of it back to the university system and received internet service through the university system, which we can then connect into the schools, which allows the schools to be able to plug into advanced research at those universities, as well as MIT and the

much higher speed and a lot more stable for people who need better internet at home for all the various reasons, such as health, schooling and homework, so there's the multifaceted component. We really essentially rebuilt the system here in Bristol to meet our needs to be able to control our destiny as a community.

Peter Biello: So, the town of Bristol is receiving quite a bit of money from the federal government through various channels. How big a deal is this money? What's it going to make possible?

Nik Coates: It's going to completely improve our regional economy. So, what we realized very early on, even before all this pandemic was happening, is, so we have to have an international manufacturing plant here in town. We also have some regional businesses and we have some smaller businesses. And what we realized is that one of the greatest weaknesses that they all have is the ability to have good internet speeds and good, stable internet connections. What we believe is going to happen is this is going to allow the larger company here in town to be able to expand their operations and to stay strong and to stay with us.

It's going to allow some of those smaller type [of] businesses to really grow and expand and get to market a lot easier, a lot faster. And it's also going to level the playing field for our kids. Like many communities in the state as well, what's really important about this internet system is the telehealth aspect. We have a lot of folks who are trying to recover from different addiction issues or mental health services. And you can't provide telehealth if you don't have a decent internet connection. We have a health care provider here in town that's focused really on providing that level of service. But they weren't able to deliver that level of service because the internet connections at those homes did not exist. So, being able to have people who have these internet connections, they can now access mental health services, addiction treatment, regular routine doctor's appointments that they may not necessarily.

So for us, it's both an economic improvement as a community and being able to help us grow our tax base, but then also to really have the best quality of life so that people can live here and can access the health care and access all the different things that they need to be able to access.

Peter Biello: You said that this is not just a thing that'll help Bristol's economy, but the

getting this federal money and deploying it in the service of expanding broadband?

Nik Coates: Well, the good news is that a lot of these communities are going to get to learn the things that we bang our head against the wall on for three years around. Things like, 'how do you how do you build it? So who do you need to build it? What does it need to look like? Where should it go? What sorts of decisions do you need to make around that? Things like insurance, you know, how do you insure something like this? To things like how do you work with the pole owners to ensure that you can build a system on somebody else's poles, to really kind of understanding what is it the needs of the community are.

So, what we hope is that with all the things that we did wrong for the first couple of years and figured out how to do it right, we can now move forward and help those communities have a model so that they can do it a lot easier and a lot faster. And what's really important is that we're all tied together. Bristol's economy isn't tied to just how Bristol does its job and does its work. But Bristol could also, more importantly, succeed in working with partners in neighboring communities and the county, because if we can lift up the county and do this across the entire county, it's going to make the county a lot more viable.

Not to sort of wax poetic, but I grew up in New Hampshire, and there was always this discussion about how do we improve the North Country? How do we lift the North Country up? How do we help the North Country get back on its feet? And I really believe that this is the best way to do this, is that the county can be the most-connected county in the country, which is going to set it apart from other places, because what people are looking for now is the ability to be able to get on this internet system and have fast internet and be able to do all the things that they need to do. But they also want the quality of life, of being able to hike in the mountains and bike on the trails and having good schools. What I think this is going to be able to do, by us helping show the way, is that other communities are going to be able to do it for itself. And then we're going to have a vibrant county, which is going to really put us on the map.

Peter Biello: Nik Coates is the town administrator for Bristol. Thank you very much for speaking with me.

Nik Coates: I appreciate it. Thank you.

Tags

[NH News](#)[broadband](#)[Internet](#)[bristol](#)

Peter Biello

Peter Biello is the host of All Things Considered and Writers on a New England Stage at New Hampshire Public Radio. He has served as a producer/announcer/host of Weekend Edition Saturday at Vermont Public Radio and as a reporter/host of Morning Edition at WHQR in Wilmington, North Carolina.

[See stories by Peter Biello](#)



Julia Furukawa

Julia Furukawa joined the NHPR team in 2021 as a fellow producing All Things Considered after working as a reporter and editor for The Paris News in Texas and a freelancer for KNKX Public Radio in Seattle.

[See stories by Julia Furukawa](#)

BUSINESS & ECONOMY

Networking Via Canoe on the Saco With NH's New Outdoor Czar

By PAULA TRACY, InDepthNH.org July 22, 2021



Ellen Chandler photo

Getting ready to paddle down the Saco River for "Rocktails & Streams: Dinner on the Saco."



Tyler Ray of Granite Outdoor Alliance, left, and Outdoor Czar Scott Crowder are pictured by the Saco River. **Paula Tracy photo**

NORTH CONWAY – About 50 of the state's outdoor leaders took to the sunny but rain-swollen Saco River for a six-mile paddle through quick water on Wednesday, then had dinner and networked on a beach along its banks around a fire pit.

The event was set up by Granite Outdoor Alliance, <https://www.graniteoutdooralliance.org/> (<https://www.graniteoutdooralliance.org/>) whose mission is to sustainably grow the outdoor economy in New Hampshire. It included an opportunity for many to meet the state's new outdoor czar for the first time.

The paddling event dubbed a "Rocktails & Streams: Dinner on the Saco" was a fundraiser and networking opportunity for Granite Outdoor Alliance, with Beach Family Camping at 776 White Mountain Highway providing the canoes, livery, and beach for the gathering, and Rek-lis Brewery of Bethlehem providing the food and beverages.

Only four months on the job, with a young family in Merrimack, Scott Crowder is the nation's 16th state outdoor director.

Crowder got out of canoe along the route with others to collect trash along the sand cliffs lined with swallows. The swim floats appeared abandoned and the deflated plastic water floats were found on the sandy shores.

The group negotiated their canoes over rocks and submerged trees, along a wild side of North Conway many had not seen before while taking in views of the Moat Mountain range, White Horse Cliff, and the verdant ski trails at Mount Cranmore Resort.

There, among the paddlers were state Sen. David Watters, D-Dover, who was just returning from Colorado on a national conference on environmental innovation. He has been an advocate for the outdoor industry in the state.

Enjoying “Rocktails & Streams: Dinner on the Saco” **Paula Tracy photo**

There were other leaders of many regional and local non-profit organizations such as the Appalachian Mountain Club and Jackson Ski Touring Foundation. Paddling the six miles from the first bridge to the Beach Camping area were members of retail, trade associations, hospitality, and advocacy groups for professional guide services, ski and snowboard industry, and those who provide retail products for the industry.

Crowder is on a networking tour of the state, he said, to find out what the state leadership needs are.

InDepthnh.org will interview him in the fall to see what he has learned from his rounds and what initiatives he will get behind.

Economic development, conservation, infrastructure development including workforce housing issues, and businesses connectivity are all in the job description. He noted Arkansas has now become the 17th state in the nation to create a similar position.

Gov. Asa Hutchinson announced the creation in June of the office of outdoor recreation within the Arkansas Department of Parks, Heritage and Tourism.



“Rocktails & Streams: Dinner on the Saco” Paula Tracy photo

Crowder knows the Lakes Region well having grown up on Lake Winnepesaukee in summers and as founder of the successful Pond Hockey Classic each winter. For the past 10 years, he has been a member of the tourism board in the Lakes Region.

Growing up in Nashua as well as Lake Winnepesaukee, Crowder was chosen to be the new – and it’s a long title – director of Recreation Industry Development within the New Hampshire Department of Business and Economic Affairs.

The money for the position came from a federal Northern Borders grant, obtained by the congressional delegation to foster economic development in rural regions. Implementation of the new outdoor arm was slowed by the pandemic.

For some states, the outdoor czar's associated offices are with conservation or parks, but in the Granite State, the job is part of tourism and economic development wing led by Taylor Caswell, commissioner of the state Department of Business and Economic Affairs.

According to a study, the Granite Outdoor Alliance reports the outdoor industry in New Hampshire makes up about 37,000 jobs and provides in the area of \$528 million in local taxes paid per year.

Both tourists from out of state and residents enjoy the outdoor resources, making it a draw for young adults to come to raise their kids, hike, ski, boat and enjoy the varied seasons and landscape options.

Keeping it the jewel that it is is important, Crowder said.

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The Laconia Daily Sun

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TUESDAY, AUGUST 10, 2021

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The waste too nasty for the trash

Hazardous disposal day draws crowds

By ROBERTA BAKER
THE LACONIA DAILY SUN

LACONIA — It's a once-a-year chance to shed substances too toxic to put in a landfill. At Laconia's Household Hazardous Waste Collection on Saturday, cars and trucks snaked around Bisson Ave. and lined up Strafford Street between 8:30 and noon, waiting to offload batteries, antifreeze, paint thinner, leftover motor oil and gasoline and partly used cans of house paint, and other chemicals that shouldn't leach into drinking water or soil.

Laconia Public Works collected toxic castoffs from 317 vehicles, down from 426 at that site during 2020. But across the Lakes Region, the overall collection rose. During seven hours over two days, July 31 and August 7, over 1,700 vehicles

see **WASTE** page 6



Technicians from Tradebe Waste Removal in Newington separate and pour off volatile chemicals at Laconia's household hazardous waste collection on Saturday. (Roberta Baker/The Laconia Daily Sun)

Mayor upset over Sununu's State School plan

By MICHAEL MORTENSEN
THE LACONIA DAILY SUN

LACONIA — A move by the state to contract with a broker to sell the Laconia State School property as quickly as possible is an injustice to the city, according to Mayor Andrew Hosmer.

The state just recently officially advertised for a commercial real estate firm to find a buyer for the 213-acre property and 27 buildings in a "relatively rapid 'as-is'

sale," according to the request for proposal posted on the state Department of Administrative Services website.

The move by the agency disregards the effort to market the property that is being done by the Lakeshore Redevelopment Planning Commission — a volunteer panel established by the Legislature in 2017 to come up with a comprehensive plan to market the complex for private development.

"I am disappointed by the governor's

attempt to sell the property without any input or collaboration from the Lakeshore Commission or the city of Laconia," Hosmer said Monday. "This parcel is critical to the future development of the city."

The city is concerned that quick sale could result in a buyer developing just the more lucrative land that fronts on North Main Street and leaving the rest of the property to lie fallow. The city, on the other hand, wants a more comprehensive mixed-use type of

see **SELLING** page 5

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**High Court opinion sought
in local case** see page 4

WASTE from page 1

dropped off hazardous household chemicals and batteries at sites in Belmont, Franklin, Gilford, Bristol, Ossipee, Laconia and Moultonborough, said David Jeffers, regional planner for the Lakes Region Planning Commission, which organizes the regional collection from residents of 24 communities. Last year, the total turnout was just over 1,600, Jeffers said.

On Saturday, the Laconia Public Works Department collected roughly 300 gallons of motor oil that will be burned to heat the Public Works building. But the category surrendered in greatest numbers was fluorescent light bulbs, said Wes Anderson, the city's public works director.

"I would love for us to not have to do this," said Jeffers, who added that he's pleased the healthy turnout. "I would love for everyone to use up everything



Tyler Smith of Laconia Public Works, collection site manager, and Dave Jeffers, regional planner for Lakes Region Planning Commission, in Laconia on Saturday. (Roberta Baker/Laconia Daily Sun photo)

they have, or find ways to donate it. Small trace amounts of toxic substances can have great impact."

No one seemed to be bothered by waiting in line. Most drivers considered it a small sacrifice to protect drinking water and the local environment.

"I have last minute items that I don't want to put in the garbage," said Steve Loughlin of Audrey Lane, who brought bug killers, weed killers, an old fire extinguisher and more. "We don't want to pollute the water system. It makes sense."

It was the big day to dump unwanted chemicals stored in residents' garages, tool sheds, basements, barns, and under the kitchen and bathroom sink. The annual take is around 20,000 gallons of toxic liquids that might otherwise end up in the water supply, Jeffers said.

"We got a huge turnout," said Tyler Smith, an equipment operator for Laconia Public Works, who served as Laconia's site director. "We didn't know what to expect." Last year was a record turnout, with 426 people dropping off at the Department of Public Works garage on Bisson Ave.

"Our communities find it's a service people want," Jeffers said. "If people don't have an opportunity to turn stuff in, (town roads crews) find it at the end of a dirt road."

This year, through a joint effort of LRPC and the Look Preservation Committee in Moultonborough, residents of towns participating in the hazardous waste collection could also get rid of lead fishing sinkers, which are banned because loons eat them.

Usual items accepted include oil-based paint, pesticides and fertilizers, pool chemicals, drain cleaners, oven cleaners, paints, gasoline contaminated by water and fuel and lubricants for power equipment and vehicles including cars, boats, trucks, tractors and snowmobiles. Items that don't qualify for the regional hazardous waste collection include tires, electronics, ammunition, fireworks, asbestos, propane tanks and radioactive materials.


To increase the participation rate, LRPC is using traditional and social media to reach more of the 90,000 houses in the greater Lakes Region before their chemicals are disposed of by flushing down toilets, spilling down drains, or pouring outside or in bodies of water.



Cars and trucks lined up at 9:30 am Saturday for Laconia's household hazardous waste collection. (Roberta Baker/The Laconia Daily Sun photo)

"It's good for the planet. It's no bother to wait," said Howard Doherty of Howard Street, as his car inched closer to the garage, where employees were collecting universal waste such as batteries, fluorescent light bulbs and motor oil. Items eligible for drop off included art supplies, cleaning fluid, roofing



















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WASTE from page 6

ing tar, unbroken fluorescent bulbs, car wax polish, antifreeze, diesel fuel, carburetor cleaners, herbicides, pesticides, pool cleaners, tar-based driveway sealers, oil-based paint, paint removers, stains, varnishes and spray paint.

Around the corner from the open garage bay, things got more serious and odoriferous. Waste technicians from Tradebe, an international waste removal company with a headquarters in Newton, emptied containers of volatile organic chemicals into drums, including unused fuel and oil contaminated with water, and sorted chemicals according to substance type. One worker wore goggles and a hazmat suit while pouring off gasoline, solvents and other liquids that are dangerous to inhale or ingest.

In the past 20 years, Kris Fournier, Tradebe's vice president of technical services, said he's seen greater numbers of people participating, but the quantities collected have decreased. One notable exception has been fertilizers, weed killers and pesticides — chemicals for gardens and lawns, which seem to be common across geographic locations, and have increased.

Here, where boating is popular, Fournier expects to haul off a lot of gasoline mixed with water. "The ideal would be if they just bought enough so we wouldn't



Grant Copatch of Alexandria, an Eagle Scout, and Broderick Edwards of Hebron, a current member of Boy Scout Troop 59, volunteered Saturday at Bristol's hazardous waste collection at Newfound Area Regional High School. (Roberta Baker/The Laconia Daily Sun photo)

have unused gas sit around. We collect tens of thousands of gallons every year," he said.

Ellen Gambee of Gilford brought unused chemicals for the garden, "Things I thought I would use, but couldn't lose, and vow never to buy again," she said.

Liz Sibson-Tuan, who lives in California but summers in Gilford, came for the first time, with a pickup filled with bags of bottles of oil, paint thinner and various lubricants, which were supposed to be in open bins or boxes to allow for easy handling and inspection. "I just cleaned out my dad's garage," she said. "I showed up and said, 'I don't have this planned see next page

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Canada reopens its border for vaccinated US visitors

DERBY LINE, Vermont (AP) — Canada lifted its prohibition on Americans crossing the border to shop, vacation or visit on Monday while the United States is maintaining similar restrictions for Canadians, part of a bumpy return to normalcy from COVID-19 travel bans.

U.S. citizens and legal residents must be both fully vaccinated and test negative for COVID-19 within three days to get across one of the world's longest

and busiest land borders, and Canadian officials warn they won't sacrifice safety for shorter border waits. Travelers also must fill out a detailed application on the arriveCAN app before crossing.

On the first morning that U.S. citizens were allowed to cross into Canada again, it was slow going in the tiny border town of Derby Line, Vermont, where long stretches passed without any cars headed into downtown Stanstead, Quebec.

from preceding page

correctly.' They said, 'Don't worry, we'll take care of it.' What's great is, these towns support each other."

"I was cleaning out my garage. Most of the stuff was from the previous owner, and I didn't know what to do with it," said Gail Sibley who lives on Valley Street. She brought anti-freeze, rat poison and oil for a lawnmower, among other things. "I think some people would tend to throw it in the regular garbage if they didn't have this."

Bristol's collection at Newfound Regional High School witnessed a steady stream, but no numbers were available on Saturday. "We started at 7:30 with people lined up, waiting to get in," site coordinator Steven Favorite said.

Jeffers, who has been running the regional collections for 20 years, said misunderstandings abound about what constitutes hazardous waste, and what can safely be tossed in the trash. Leftover latex house paint, which is often brought in car trunks filled with partly or mostly empty containers, is not yet considered hazardous waste in New Hampshire, although surrounding states collect and recycle it as hazardous waste.

"Latex paint has been a bee in our bonnet for decade," said Jeffers. In New Hampshire, "it's not hazardous waste. It's water-based and not oil-based. You dry it out and it can go in the trash." That is, until the legislature passes laws that require it to be added to the hazardous waste stream. If transported to a treatment plant, it can be recycled and reused as paint.

Jeffers said that to his knowledge, no hazardous waste is stored or processed in New Hampshire. Most is trucked to an EPA-approved kiln in New York.

For more information on what to do with hazardous household materials, alternative drop-off locations and a list of specific substances and how to get rid of them safely, go to lakesrpc.org. Look under "services" and "household hazardous waste collection." The Lakes Region Household Hazardous Product Facility in Wolfeboro is open the third Saturday of the month from May through October, 8:30 to noon. Free or a fee depends on whether you live in a participating community, but anyone can bring hazardous materials and pay. For more information, call 603-569-5826.

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Roberta Baker can be reached at Roberta@laconiadailysun.com

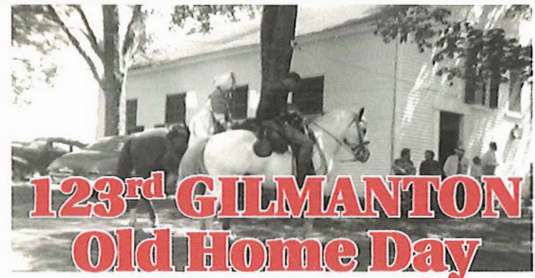
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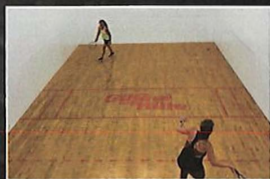


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https://www.laconiadailysun.com/news/local/private-group-interested-in-purchasing-former-state-school-site/article_76f518f0-ebc5-11eb-9ccc-83b155103f55.html

Private group interested in purchasing former State School site

By RICK GREEN, for NH Business Review

Jul 23, 2021

LACONIA — More than 200 acres of prime state-owned real estate commanding sweeping views of mountains and water has become a target for private acquisition.

Members of a commission charged with planning for the site, once home to the Laconia State School, say a group is working up a purchase offer.

“There’s an active group that seems to be very interested in that property but I’m not at liberty to say who they are or what they want to do, but it would be a great thing for the greater community and very good for Laconia. That’s been exciting,” said Rusty McLear, a member of the Lakeshore Redevelopment Planning Commission.

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George Bald, chairman of the commission, said that while any offer would be considered by the state, the commission has been a point of contact for those interested in acquiring the site at North Main Street and Meredith Center Road, adjacent to Ahern State Park and Lake Winnisquam.

“We have every reason to believe they have the financial ability or can get the financing to do the project,” Bald said.

Any sale would be subject to approval by the governor’s office, which gained streamlined ability in recent legislation to OK such an acquisition together with the Executive Council.

“We’ve explained to the governor the people who are interested and have to wait and see,” Bald said. “We don’t have any signed agreements. We have to continue to work with those people.”

Gov. Chris Sununu formed the panel four years ago to chart a way forward that would include economic development and job creation. The land now is underused. It has an operating state emergency communications center and abandoned buildings from previous uses.

The commission has hired and collaborated with consultants to study the property, market demand for future uses, infrastructure needs, government grants, historic preservation and environmental factors. Early on, studies showed there wasn’t sufficient demand for industrial use. A master plan was drawn up showing potential commercial, medical and residential uses.

Residential was seen as providing an economic benefit because lack of housing has become an impediment to workforce growth and business expansion.

Whoever buys the property would ultimately be largely responsible for up to \$20 million in needed infrastructure, including water, sewer, roads and a water tank, among other things, Bald said.

Bald said there is also potential interest from more than one group.

A key aspect will be a plan to develop the land in accordance with its master plan, he said.

“The city deserves to have the state do a good job to make sure this ends up something the city is proud of and makes a difference in terms of taxes and what it looks like for the community,” he said. “Certainly there is a demand for housing.”

Mayor Andrew Hosmer said that it could be good news for the city if a private group surfaces to develop the entire property. His concern is that only the easiest-to-develop parcels along existing roadways would be built out, or that a group would have to spend so much on infrastructure that the cost of new neighborhoods would be out of reach for most workers.

“It’s not as easy as putting up a for sale sign and walking away,” Hosmer said. “If the state does that, they neglect their responsibility to the city and its citizens. The state has used this site however they wanted, for the developmentally disabled, for prisoners, for Covid patients. It has not been on the tax rolls. They don’t get to just walk away from it. They should have a sense of obligation and responsibility.”

Calls to the governor’s office were not immediately returned.

A budget trailer bill signed by Sununu last month states “the governor, with approval of the executive council, shall have the sole authority to sell, convey, lease, rent, exchange, transfer, abandon, or otherwise dispose of any of the property, whether tangible or intangible, at the lakes region facility on such terms and conditions as the governor and executive council deem appropriate and without regard to any other provision of law affecting or restricting the sale, conveyance, lease, rental, exchange, transfer, abandonment or other disposal of state property.”

The normal process for selling a state property would otherwise be quite complicated and lengthy. The commission had sought approval to create an authority that could have presided over a streamlined sale process.

The property was used as a home for the developmentally disabled for decades. It was used for prison facilities, which were also discontinued. Some homeless Covid-19 patients were housed in a vacant building at the site early in the pandemic.

Several unsuccessful attempts have been made over the years to either sell or redevelop the property.

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State issues RFP for Laconia State School property

New Hampshire has put the former Laconia State School property on the open market, aiming to reap "the best current value for the state by selling the property 'as-is' without further delay."

The Department of Administrative Services has issued a request for proposals for a commercial real estate broker "to commence marketing the property to suitable, qualified buyers as soon as possible before the end of the 2021 summer season, with or without regard to the mission, findings or recommendations of the Lakeshore Redevelopment Planning Commission."

The RFP follows passage of the state budget, which at the initiative of Gov. Chris Sununu, authorized him, with the approval of the Executive Council, to bypass the statutory process for disposing of state property. That process includes several levels of departmental and legislative review as well as an obligation to grant a first offer to the city where the property is located.

What the RFP calls "a novel disposal directive and procedure" unique to this particular property, aims "to negotiate a relatively rapid 'as-is' sale of the property notwithstanding the ongoing activities of the Lakeshore Redevelopment Planning Commission."

In 2017, after repeated efforts to sell the property came to nothing, the commission was established to work in partnership with the city to recommend ways of redeveloping the site to foster "self-sustaining economic development and job creation or the benefit of the city of Laconia, Belknap County and the state of New Hampshire."

The Legislature appropriated \$350,000 in each year of both the FY 2020-21 and FY 2022-23 bienniums for the commission to undertake its work.

George Bald, the commission's chair, said, "We will continue to do what we've been



doing, consistent with the charge we were given by the Legislature." Since it was convened, the commission has worked closely with city and regional officials while regularly hosting open meetings to sound the public about its plans and progress.

The RFP comes in the wake of confirmation by commission members in July that a private investment group is working on a purchase offer.

Bald said that while any offer would be considered by the state, the commission has been a point of contact for those interested in acquiring the site at North Main Street and Meredith Center Road, adjacent to Ahern State Park and Lake Winnisquam.

"We have every reason to believe they have the financial ability or can get the financing to do the project," Bald said.

Recently, the commission itself issued two RFPs, one for a thorough survey of the en-

tire property and another for appraisals of the property, "as is" with the "backbone" infrastructure complete and subdivided into parcels, both with and without the infrastructure package.

While the RFP issued by the state acknowledges "the Commission has compiled a great deal of useful due diligence regarding the Property from which the successful Respondent may benefit," it also cautions that "reasonable care should be taken when relying on such information given the fundamental differences between the Commission's underlying statutory mission and the Department's new directive to realize the best current value for the State by selling the Property 'as-is' without undue delay."

Likewise, the same RFP all but dismisses the city's interest in the future of the property.

— MICHAEL KITCH

NH BUSINESS REVIEW

Ernesto Burden Vice President, Publisher

eburden@nhbusinessreview.com, ext. 517

Jeff Feingold Editor

jfeingol@nhbr.com, ext. 518

Lisa Rajala Associate Editor

lrajala@nhbr.com, ext. 518B

Bob Sanders Staff Writer

bsanders@nhbr.com, ext. 518C

Maria McDonnell Business Manager

mcdonnell@nhbr.com, ext. 514

Jodie Hall Creative Services Director

jhall@nhbr.com, ext. 518D

Rosie Tichanuk Senior Graphic Artist

rtichanuk@nhbusinessreview.com, ext. 518E

Robin Saling Graphic Artist

rsaling@nhbr.com, ext. 518F

Kimberly Lenzki Advertising Sales Director

klenzki@nhbusinessreview.com, ext. 518A

Karen Bachelder Sales Executive

kbachelder@nhbr.com, ext. 514B

Cynthia Stone Sales Executive

cstone@nhbr.com, ext. 514C

Rosie Schlander Special Projects

Sales Representative

rschlender@nhbr.com, ext. 518J

Emily Samatis Event & Marketing Manager

esamatis@nhbusinessreview.com, ext. 518K

Heather Bowd Business and Sales Coordinator

hbowd@nhbusinessreview.com, ext. 518L

Margen Connor Digital Media Specialist

mconnor@nhbusinessreview.com, ext. 518M

Brook Heinberg Vice President,

Consumer Marketing

bheinberg@nhbr.com

Sherin Pierce Vice President, Retail Sales

spierce@nhbusinessreview.com

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Franklin eyeing this summer as first bright season in decades

By ADAM DRAPCHO, THE LACONIA DAILY SUN

May 7, 2021



The Winnepesaukee River as it flows through downtown Franklin. (Adam Drapcho/The Laconia Daily Sun photo)

FRANKLIN — Tourism businesses in the Lakes Region are hoping that a busy summer will snap them out of a year-plus skid they've been in since the start of the coronavirus pandemic. Expressing that optimism were Governor Chris Sununu and other state officials, who visited Franklin to kick off the 2021 tourism season.

But for businesses in the Tree Rivers City, 2021 might be the year that they snap out of a downturn that was in place long before anyone had heard of COVID-19.

This year is when a long-sought after addition to downtown will finally open. Mill City Park, the only whitewater park of its kind east of the Mississippi, is expected to open this summer after years of planning, permitting and grant writing. Marty Parichand, a Central Ave entrepreneur who has championed the idea as a way to usher in a new era for Franklin, said the park will open in June, and work on creating some of the in-river whitewater features will start in July.

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"It's a huge accomplishment," Parichand said, crediting broad community support for the initiative.

"To get here, to get permitted, to raise the funds, to work within the river, is an incredible task."

Sununu said the work that Parichand and his team of collaborators represented the "Gold standard" in what he wants to see – a "new generation" of attractions to draw people to the Granite State.

"Being right here in Franklin, Mill City Park is the great example of what we're trying to create all across the state," Sununu said.

The state is projecting tourism levels that will approximate those of 2019 – 3.45 million visitors, who will spend \$1.8 billion.

A river town

In the past, those tourists – and their dollars – would have passed through Franklin on their way to the Lakes Region or White Mountains. That trend is short-lived, though, and the pending opening of Mill City Park will hasten its demise.

Whitewater paddlers have long been drawn to the Winnepesaukee River, as it flows through Franklin, but only when the water is high enough for the river's natural bottom to generate whitewater features. Key to Mill City Park's success will be the engineering of the river bottom to create three permanent water features – one surfable wave and two “holes” – to attract paddlers to the river. Also part of the plan is the development of 13 acres of shoreline to include multiuse trails, natural play areas and tent sites.

While Parichand has been the effort's most consistent promoter, he said its success has been due to a community effort.

“It is this community which transformed this land, that nobody wanted, looking over a river that everyone devalued for 60 years,” Parichand said.

The river was once the power source behind Franklin's heyday as a mill town. The mills closed long ago, but Parichand said a second heyday could be summoned if people stop thinking about the city as a mill town, and start thinking about it as a river town.

“The river was always here for us, it will always be here for us,” Parichand said. “If we take care of it, it will take care of us.”

Supporters of the project say that the park will draw whitewater enthusiasts, who will look for places to eat and drink, perhaps stay overnight, when they're done paddling. That, combined with other outdoor recreation opportunities nearby, could serve as a new economic generator for Franklin.

“When we're successful, one day, every resident, and every visitor who comes to Franklin, will make a memory on the banks of the river,” Parichand said.

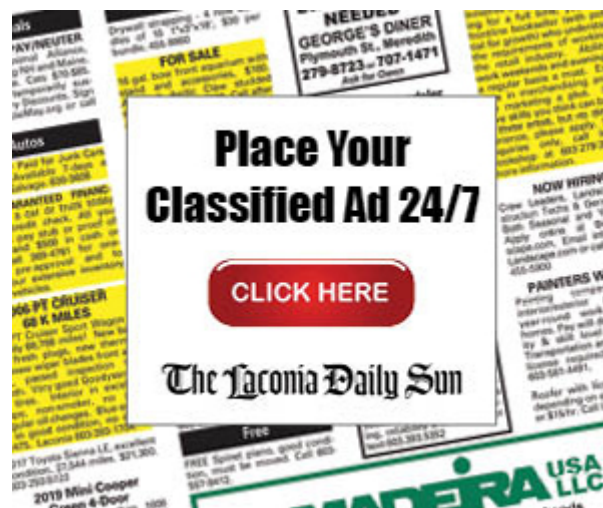
Waiting to turn the corner

For businesses in Franklin, the opening of the park represents a new opportunity.

Jo and Diana Brown, mother and daughter, operate the Franklin Cafe on Central Avenue. They opened the business in 2015, but with a different plan. It was originally a New Hampshire-made gift shop, but was recently re-organized as a coffee shop, including the addition of an espresso maker and steamer for cappuccinos and lattes.

“We made this transition because of what’s happening with Mill City Park, we want to fit that vibe,” said Diana. In addition to coffee, they also offer panini sandwiches, wi-fi, and lots of comfortable seating. “We wanted to create a place for people coming off the river.”

Jo said they hope to see business pick up by about 20% this year. “That’s what we lost due to the pandemic, we’d like to make that back,” she said.



Even though the park isn't open yet, they've already seen their numbers improve.

“People seem to be really excited about what’s going on,” said Diana.

Damon Lewis and his business partners opened Vulgar Brewing in downtown Franklin just before the pandemic hit. They survived through the shutdowns and the restrictions, relying largely on curbside pickup, and are now hoping for their first good year.

“We’re hoping it’s going to be pretty busy, there’s got to be a lot of pent-up demand. We’re anticipating a good summer,” Lewis said.

Vulgar, a small establishment, managed to keep most of its employees through the pandemic, which Lewis said was due in part to federal relief programs. That's a relief to him, he said, because attracting new staff has been challenging.

There are a handful of outdoor picnic tables at Vulgar, and Lewis said he and his partners were considering adding more. They shelved those plans, though, when they couldn't get enough respondents for more servers to cover those tables.

For Miriam Kovecs, who opened Broken Spoon, an Asian noodle and steamed-bun sandwich shop in Franklin in November, staffing is already becoming an issue. She would like to have three employees, but currently has two. On Friday, during lunch, Kovecs was by herself, as one employee was out due to a family emergency and her other worker had to call in sick.

"One of them is literally about to birth a human," Kovecs said.

Meanwhile, her internet suddenly cut out, and instead of helping lunch patrons she was stuck on hold with her communications provider, trying to figure out how to get back online.

Kovecs sees Mill City Park as a positive development for Franklin, but wonders if the city is going to be able to take advantage of more traffic.

"I put it out there last week that I was hiring, but everyone's hiring, so it's rough," Kovecs said. 'Finding people that are the right fit is hard, too.'

Tapping tourism for talent

If a boom in tourism leads to a shortage of workers, perhaps the state could use one to solve the other, said Taylor Caswell, commissioner of the state's Department of Business and Economic Affairs.

Caswell noted that the state's marketing efforts aren't just aimed at enticing other Northeasterners to make a road trip to New Hampshire – they hope that many of those visitors will decide to stay.

"Today's tourist is tomorrow's talent," Caswell said. "It's a great place to live, a great place to work, a great place to start a business."

Sununu said that the problem of businesses who struggle to find enough workers is preferable to the alternative.

“I’d rather have 2.9% unemployment than 9.2% unemployment,” Sununu said. “We’re pushing workforce as hard as we can, everybody needs staff right now.”

One of the changes that the state made recently was to renew the requirement that people collecting unemployment benefits have to show that they’re looking for work. That rule will go back into effect on May 23. Though some business owners said that rule is coming too late for the start of the busy season, Sununu said that he felt it was important to give people on unemployment adequate warning.

“We don’t want anyone to feel like they’re being cut-off from unemployment,” Sununu said. “To be fair to these individuals, we wanted to give them some warning.” There were also some changes that needed to be made on the state’s side, so that the system was prepared to make the change, he said.

Sununu said that he saw the low unemployment figures as evidence that the state’s balanced approach, weighing economic welfare against public health measures, has succeeded. The labor market will sort itself out by offering higher wages, Sununu said, and those higher wages might coax some people who have left the workforce, such as to homeschool children during the pandemic, to get back into the game.

“I firmly believe a lot of folks, come this fall, are going to re-enter the workforce,” Sununu said. “It’s a better problem than most, a lot of states would love to have our problem.”



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Paddlers whet their appetites as Franklin breaks ground on whitewater park

By ADAM DRAPCHO, THE LACONIA DAILY SUN

Jul 12, 2021



Franklin City Manager, Judie Milner laughs as she and other dignitaries use — what else — kayak paddles at the ceremonial

FRANKLIN — Marty Parichand wrote pages and pages of draft comments in preparation for Monday morning's moment, the ceremonial groundbreaking of the Northeast's first whitewater park. He tossed them all, though.

"This is a real surreal moment," he told the crowd of people gathered, despite a light rain, to celebrate the day that the dream Parichand brought to Franklin five years ago was becoming a reality. His dream was to turn the Winnepesaukee River, as it flows into downtown Franklin, into a playground for paddlers.

To do that, though, he had to convince others that, not only was it a good idea, but that it was even possible. After all, the project would take lots of money, as well as cooperation from City Hall and state government.



"For me, personally, it has been a long journey," Parichand told the crowd. "I put everything I had into something I believed in. As people, I don't think we do that enough. We put ourselves in safe spaces, we walk a line that someone else put (there) for us."

Until Monday morning, when contractor Alvin J. Coleman's crew were waiting for the speakers to finish so they could begin preparing the site for their heavy equipment, all of Parichand's conversations had been about possibilities, theoreticals that, if put in place, could spell a brighter future for a city long down on its luck.

“Everything we’ve done up to this point has been intangible,” Parichand said. But, looking out at the faces in front of him, none of which he knew before relocating to Franklin five years ago, he said the intangibles still hold water for him. “I’ve very excited to surf until my arms fall off,” he said, “but the relationships I’ve found with all of you are more important.”

Plans for Mill City Park include the creation of three whitewater features – as well as a stretch of rapids – covering 1,200 feet of the river. Improvements to the shoreline will include a walking path, grandstand seating and an amphitheater for people who wish to stay dry yet still take in the action.

The park is expected to draw whitewater enthusiasts from far away, and they are going to spend millions of dollars when they come to Franklin, Parichand said.

That promise has already prompted investment in downtown. Vulgar Brewing Company previously cited the park project as among its reasons for locating on Central Avenue, and there are new places to get lunch or a cup of coffee within steps of where paddlers will take their boats out of the river after their run.



Olivia Zink, interim mayor of Franklin, said more investments are underway. A developer purchased an old mill building on the riverbank and is planning a \$20 million refurbishment that will house both people and another brewery. She said that kind of money wouldn’t have been spent if not for the whitewater park.

Robert Desrochers Sr., a city councilor who has lived in Franklin all of his life, said the project has “sparked a new light” for the city. “I was here when the mills closed in the ‘70s. Shortly after the mills closed, the businesses closed.” There used to be shoe and clothing stores, a theater, and lunch

spots that would have lines out the door each day, he recalled. The city hasn't had that kind of economic activity since.

The paddlers could change that, though. Scott Crowder, director of the state's Office of Outdoor Recreation Industry Development, said the recreation industry generates 3.2% of the state's overall Gross Domestic Product, and currently employs 37,000 of its residents. Franklin already has a head start on becoming a recreation hub, since there are several opportunities nearby for mountain biking, both for the casual biker as well as the thrill-seeker.

"It's amazing to see that this city, which was built on the back of the river, is being revitalized on the back of the river," Crowder said.

The project isn't just about economics, but also pride, said Jeremy Laucks, executive director of the Mill City Park organization. The park will just be one step, he said, and many more steps will be required.

"In the community as a whole, we have a lot of work to do," Laucks said.

Laucks, who is a former competitive paddler, said it was remarkable that the group gathered on Monday had something to celebrate. He has seen, in other places, the impact that such a park can have on a community, "but I've also heard about all the parks that never happened." The fact that Mill City Park is one of the few to succeed, he said, was due to Parichand.

"It turns out, Marty is a lot more stubborn than a lot of people, he also likes to surround himself with other people who are equally stubborn," Laucks said.

The park won't solve all of Franklin's problems, he said, but if the city can build the Northeast's only whitewater park, there's reason to believe it can find a solution to its schools, roads and other issues, he said. "There's a lot of stubborn people who will make sure of that."

Report: Pandemic has accelerated NH lake property sales

NH Business Review Fri, 08-13-2021

During the 2008-09 recession, Glenn S.

Phillips, CEO and lead economic analyst at national brokerage firm Lake Homes Realty, received calls from an influx of potential buyers, lured by news reports of foreclosures in the residential market.

"They were trying to get a deal," said Phillips. But, with the exception of a few developers, that was not the case when it came to vacation homes. Most recreational homes are paid for with cash by individuals with discretionary funding.

More than 10 years later, during the next economic downfall, Phillips likewise has not seen a negative effect, but instead "the pandemic drove what was already a high demand market and accelerated it."

Take New Hampshire, for example, where the week of July 19, home listings totaled \$1.734 billion, one-third of dollars tied to purchases near Lake Winnepesaukee and 23% of all home and land listings.



'Even if the economy slows, we expect lake real estate and other discretionary real estate to remain really strong,' says Glenn Phillips, CEO of national brokerage firm Lake Homes Realty.

While top locations like Lake Winnepesaukee and Lake Sunapee remain popular, Phillips has noticed a national trend toward purchasing homes at less well-known lakes, or even ponds that are not accessible to water sports, but simply provide a serene view.

"In your area of the country, you're getting a lot of people out of Boston and New York who are looking for that home out of a city area, and they don't want to be too far from their home base of work where they have primary, but some are selling a primary and making that move full time, where they believe they can work remotely and commute occasionally," said Phillips.

Some 76% of New Hampshire lake homes potential buyers, seen shopping at LakeHomes.com, are from out of state.

New York and Boston remain the top location for buyers in search of New Hampshire vacation homes, followed by Hartford and New Haven, Conn.; Providence, R.I.; Portland, Maine; Burlington, Vt.; as well as Philadelphia, Pa.; Washington, D.C.; and even Tampa, St. Petersburg, Fort Myers and Naples, Fla., according to Lakes Realty's Summer 2021 report.

"Even if the economy slows, we expect lake real estate and other discretionary real estate to remain really strong, and probably bolstered by pandemic thoughts, either work remotely" or the desire to grab that vacation homes now, said Phillips, whose Hoover, Ala.-based brokerage has two real estate agents in New Hampshire. "Those mindsets will keep strong because the pandemic is not disappearing." — **LIISA RAJALA**

From: <https://read.nhbr.com/nh-business-review/2021/08/13/?article=3852570>