



Lakes Region Planning Commission

Monday, March 28, 2022

6:00 PM

Plymouth Townhall, Plymouth New Hampshire

AGENDA

- 6:00 PM
1. **Call to Order**
 2. **Approve Minutes of October 25, 2021**
 3. **Lakes Region Transportation Program Updates**
Susan Slack, Principal Planner
Jess Bighinatti, Assistant Transportation Planner
Dave Jeffers, Regional Planner
Paige Wilson, Transportation Grant Writing
 4. **Regional Updates/Announcements**
 5. **Commissioner Roundtable**
Share noteworthy news and happenings from your communities
 6. **Adjourn**

NEXT MEETING: Monday, **April 25**, 2022



Lakes Region Planning Commission

DRAFT Minutes of October 25, 2021

6:00 – 8:00 PM

In-Person Attendance

Moultonborough Public Library
4 Holland Street, Moultonborough NH 03254

Virtual or Telephone-Only Attendance

Zoom Online: <https://us02web.zoom.us/j/89046121665> (audio only)

Zoom Telephone: Dial 1-929-205-6099 and enter Meeting ID 890 4612 1665

Commissioners Present

In Person

Mardean Badger, *Ashland*
David Kerr, *Barnstead*
Bill Dowey, *Bristol*
Steve Favorite, *Bristol*
Rep. Mark McConkey (*Carroll–3*), *Freedom*
John Ayer (Chair), *Gilford*
Rob Mora, *Laconia*
Lynn Montana, *Meredith*
Cristina Ashjian, *Moultonborough*
Celeste Burns, *Moultonborough*
David Katz, *New Hampton*
Doug Read, *Northfield*
Patricia Farley, *Tamworth*
Kelly Goodson, *Tamworth*
Wyatt Berrier, *Alternate, Tamworth*

Virtual

Mark Hildebrand, *Center Harbor*
Mark Hempton, *Effingham*
Stacy Soucy, *Laconia*
Bonnie Osler, *Sandwich*

David Rabinowitz, *Sandwich*
Jeanie Forrester, *Alternate, Tilton*
Steve Wingate, *Tuftonboro*

Others Present Included:

In Person

Rep. Brodie Deshaies (*Carroll–6*)
Nancy Dowey, *Bristol Sustainability Committee Chair*
William Farnum, Tamworth Transfer Station Improvement Committee
Ken Filpula, Moultonborough Transfer Station Supervisor

Virtual

Heather Herring, *NRRA (guest speaker)*
Michael Nork, *NHDES (guest speaker)*
Rep. Karen Ebel (*Merrimack–5*)
Rep. Suzanne Smith (*Grafton–8*)
Richard Doucette
Gabrielle Watson, *Tamworth Transfer Station Improvement Committee*

LRPC Staff Present

Jeff Hayes, *Executive Director*
Paige Wilson, *Solid Waste Planner/Assistant Grants Administrator*
Tracey Ciriello, *Meeting Recorder*

1. Call to Order

- a. Determination of Quorum
- b. Remote Participation

The meeting was called to order at 6:00 PM by the Chair. Because a quorum was not physically present, no action could be taken on any matters but there was consensus to continue meeting due to having guest speakers and for announcements.

2. New Business

- a. Approve Minutes of September 27, 2021
- b. Approve FY23 HHW Appropriations

- c. Proposed Draft Bylaws Amendments (for consideration & comment period)
- d. News and Updates
 - November 29 Meeting Cancelled
 - Updated FY22 Meeting Calendar

New business items were reviewed for announcement purposes only and by default are tabled until the next meeting. J. Hayes described the change in the FY23 HHW appropriations request as the first increase after 3 years of no increases as a result of new data available from the 2020 census. The census occurs every 10 years so previous HHW appropriations have been based on population/housing data from 2010. Some towns lost population and housing stock while others increased. Although the Commission will not be able to vote on the HHW appropriations until March due to lack of a quorum physically present, the Executive Board reviewed them on October 13, 2021 and voted to submit them as presented to the Commission for approval.

J. Hayes explained that the Executive Board's proposed amendments to the bylaws amounted to essentially three small but substantive changes: changing the quorum requirement of 50% to 51% so that a majority of member municipalities is required for a quorum; deleting the text stating that the Chair may declare a quorum when action is essential and upon the unanimous approval of those present; and inserting a new section stating that electronic participation in meetings is permitted pursuant to RSA 91-A:2, III. A consideration and comment period is now open regarding the preliminary proposed changes, after which the Executive Board will submit a report to the Commission summarizing comments received along with recommendations of the Executive Board and the final form as a written ballot. Per the bylaws, adoption of amendments requires the affirmative vote of a two-thirds (2/3) majority of Commissioners present and voting.

The November 29, 2021 meeting was cancelled by the Executive Board at its October 13, 2021 meeting due to conflicts with Thanksgiving and holiday travel. An updated FY22 meeting calendar was included in the electronic meeting packet and posted on the Commission Meeting page on the website.

3. Topic: Updates on Recycling Markets and NH's Solid Waste Legislation

J. Hayes gave some background history, noting that LRPC began its Solid Waste Management Program about 5-6 years ago, funded by a grant from USDA Rural Development while LRPC's annual Household Hazardous Waste program, now in its 35th year, began in 1986 and is one of the oldest and is the largest regional collection in the state, with 25 participating communities (the other 5 member communities belong to separate solid waste districts). He introduced Paige Wilson, LRPC's Solid Waste Planner and Assistant Grants Administrator, who gave an introduction/overview of LRPC's Solid Waste Management Program and introduced virtual guest speakers Michael Nork from the NH Department on Environmental Services (NHDES) and Heather Herring from Northeast Resource Recovery Association (NRRA).

Mr. York's presentation focused primarily on updates regarding recent solid waste legislation—recently passed as well as proposed legislation for 2022. He reviewed HB 617 and HB 413 which passed in 2019 and 2021, respectively, regarding a committee to study recycling streams and solid waste management, compost facility rules, and reduction goals. He discussed disposal reduction goals vs. waste management, noting two goals for municipal solid waste and construction & demolition, first to reduce by 25% by 2030 and the second to reduce by 45% by 2050. The state's Solid Waste Management Plan is being updated with a completion goal of November 2022.

Ms. Herring gave a slideshow and talk describing her organization, a municipal-membership based in the northeast for cooperative marketing and purchasing of recyclable commodities—connecting municipalities selling recyclables to companies that purchase them, and gave an update on the most recent/current recycling markets and trends especially in light of the changes with the China market since 2018. With photos and graphics, she illustrated the process and materials, from single stream to source separated; the financial resources of municipalities vs. cost and strategies such as waste diversion (i.e., recycling); problems with contaminated items and what the effects are on the equipment, cost, and lifecycle of the stream; to transportation and the types of markets themselves—including what items are of current and/or future value.

Some of the pros and cons/viability and issues of different market types included glass and crushed glass (processed glass aggregate, or PGA), fibers, and aluminum.

The guest speakers answered questions from Commissioners. State Representatives Brodie Deshaies, Karen Ebel, and Suzanne Smith were invited to comment and/or take questions regarding recent and proposed solid waste legislation and LSRs (legislative service requests).

4. Commissioner Roundtable

Due to the time (7:59 pm), the Chair confirmed that there would not be a roundtable. Moultonborough Commissioners Cristina Ashjian and Celeste Burns were acknowledged for the town hosting the meeting.

The next meeting is scheduled for March 28, 2022 and will be tentatively held in Plymouth.

5. Adjourn

The meeting adjourned at 8:00 PM.

*Respectfully Submitted,
Tracey Ciriello
Meeting Recorder*

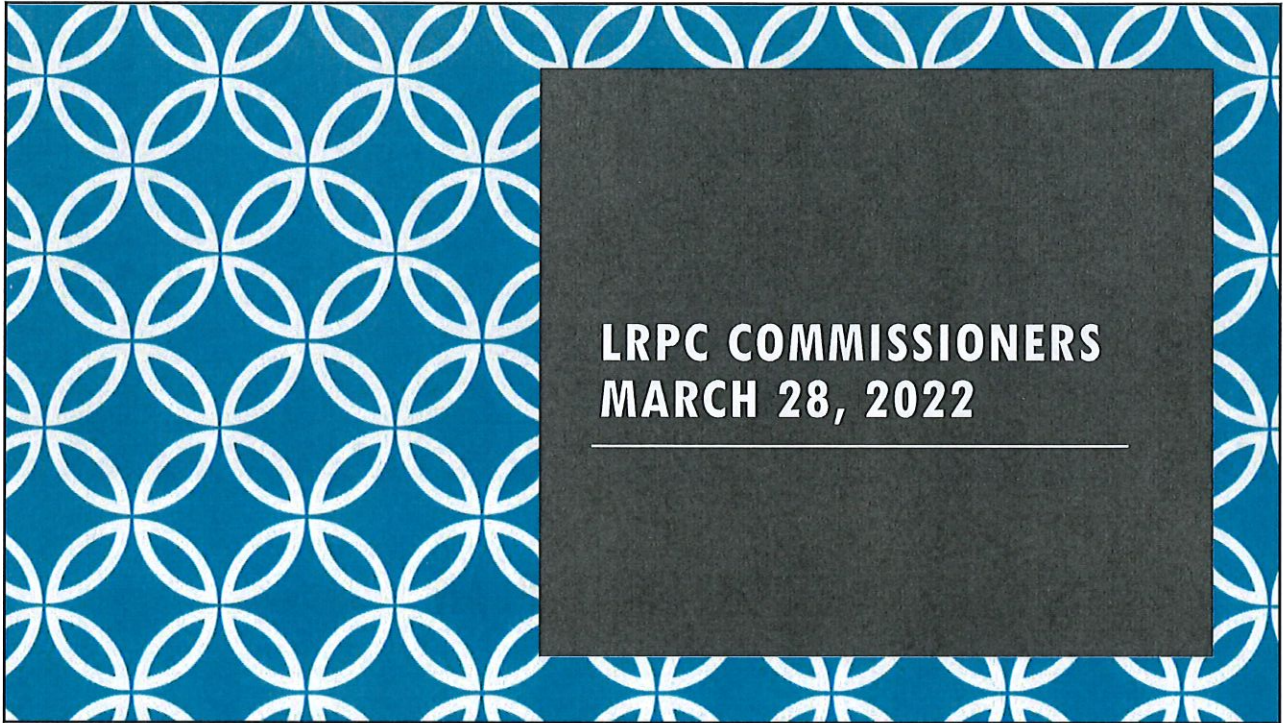
Motions Summary

Motioned / Seconded / Passed

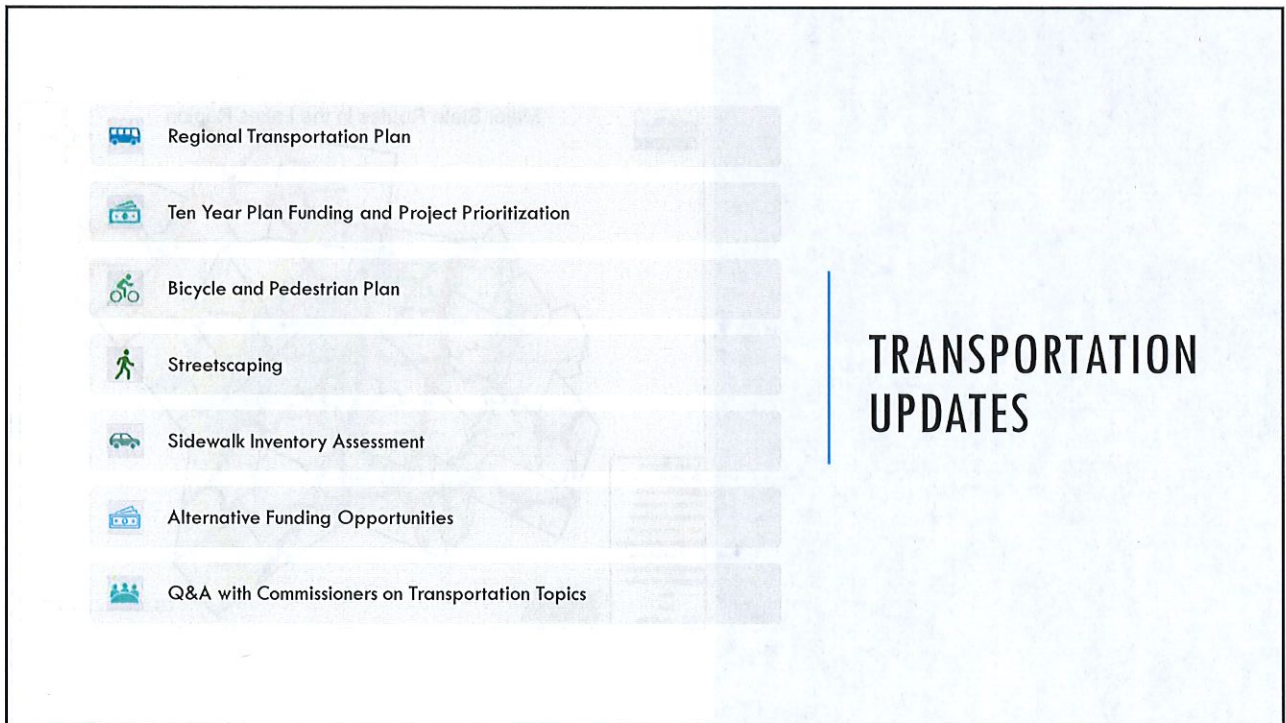
None (quorum not present).

Post-Meeting Follow-up Materials

- | | |
|--|---------------------------------|
| 1. Guest presentation: NHDES – LRPC Solid Waste Legislation 10.25.21 | Posted on website after meeting |
| 2. Guest presentation: NRRA – LRPC Recycling Markets 10.25.21 | Posted on website after meeting |



1



2



3

LRPC is in the process of updating the Long-Range Transportation Plan and will be focusing on completing the update for the next year.

The plan examines current and past regional conditions and integrates the considerations of the environment and natural resources, economics, demographics, land use, infrastructure to develop a plan that looks over Lakes Region Transportation needs over 10 years into the future.

Major State Routes in the Lakes Region

Lakes Region Corridors

- I-95
- I-95/US 3 Corridor
- I-95/US 11 Corridor
- I-95/US 18 Corridor
- I-95/US 28 Corridor
- I-95/US 104 Corridor
- I-95/US 108 Corridor
- State
- Local
- Waterbodies

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Arterial Highway System is the group of roads constituting the highest degree of through traffic movement and largest proportion of total travel.

Collector Road System is the group of roads providing a link between through traffic movement and direct private property access functions.

US 3 –Corridor Network –NH 3A, NH 25 West, NH 175, NH 175A, NH 132, NH 127

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CORRIDOR ORGANIZATION

Each Corridor section includes:

Community Demographics

Crash Data

Roadway Conditions

Current Projects and Project Recommendations

Bicycle and Pedestrian

Freight

Rail

Air

...and more

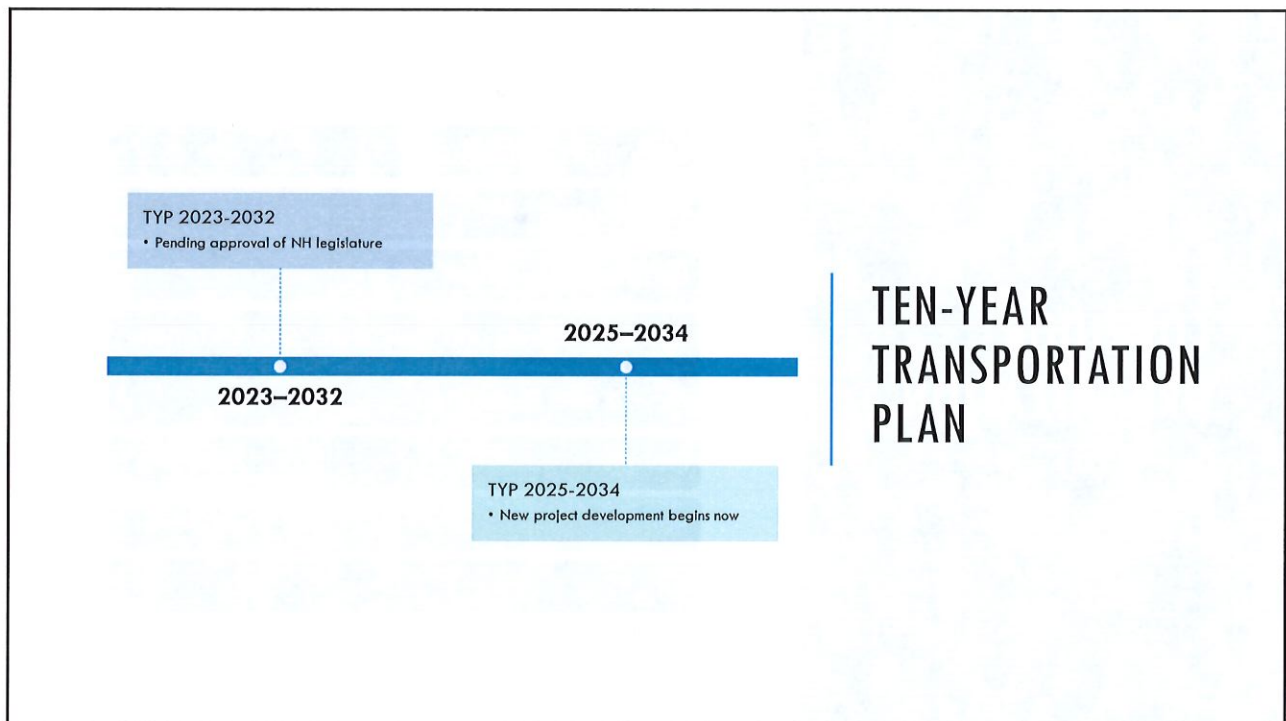
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TEN YEAR PLAN FUNDING AND PROJECT PRIORITIZATION

Susan Slack

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TYP 2023-2032

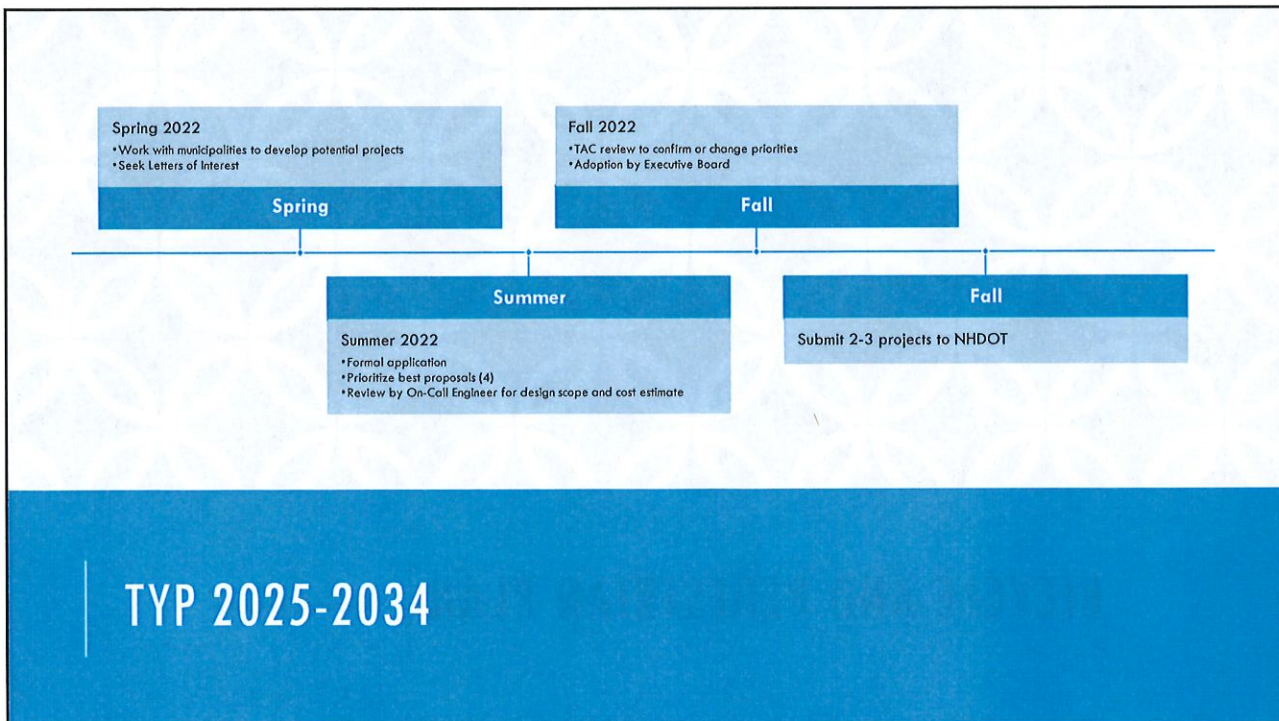
Laconia – Elm St sidewalk and path (TAP)

Laconia – Weirs Blvd bridge replacement




Meredith – NH 25 intersection improvements @ Laker Lane, True Road, Quarry Road, Patrician Shores


Plymouth – NH 25 Tenney Mountain Highway intersection improvements @ Smith Bridge Road

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TYP 2025-2034

Regional Allocation - \$5.1 m

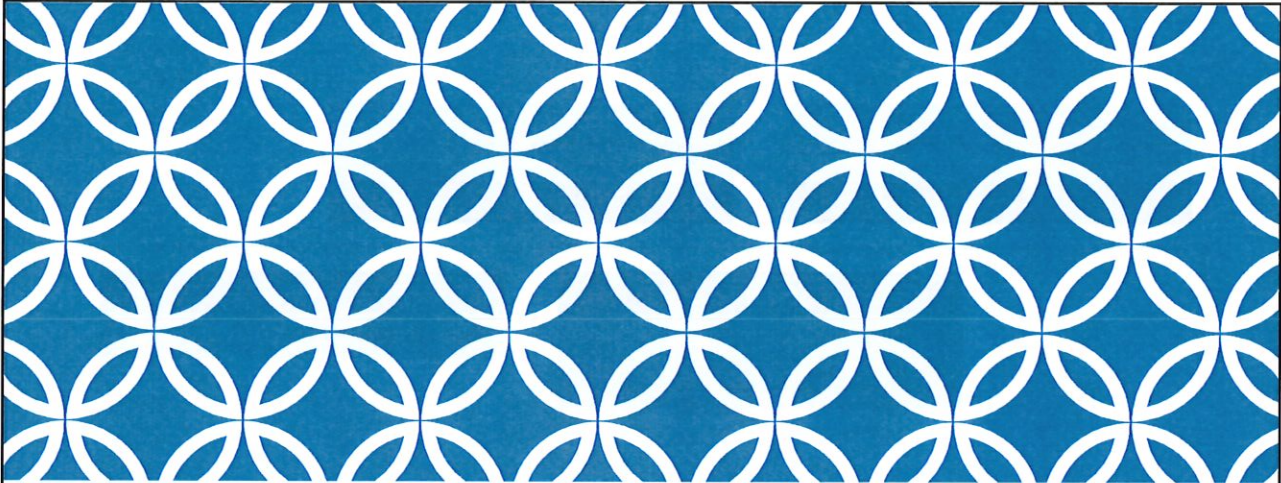
- Based on population and No. of lane miles

Fiscally constrained

Highway segments and intersections

Bicycle and pedestrian improvements

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BICYCLE AND PEDESTRIAN PLAN

Jessica Bighinatti

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LRPC IS IN THE PROCESS OF UPDATING THE 2012 WALKING AND BICYCLING PLAN AND WILL BE COMPLETED MAY OF 2022.



Vision and Goals for Bikeable and Walkable Region-Goals and Accomplishments



Bicycling and Pedestrian Projects (Existing and Desired)



Bike-Ped Trends and Public Input (Survey)



Regional Planning Recommendations

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FINAL SURVEY RESULTS

633 completed surveys, 2012 survey had 250 completed results

What Prevents you from Walking More?

- Lack of Sidewalks and/or sidewalk connectivity- 57%
- Weather- 32%
- Traffic Safety Concerns- 31%

Who Should be responsible for maintaining and improving pedestrian infrastructure?

- Local Government -62%
- State Government- 25%

What would encourage you to bike or to bike more?

- Four Foot Shoulders on paved roads- 50%
- More off-road bike paths/trails - 44%
- Dedicated on-street bike lanes- 32%

Do you want more Bicycle and pedestrian infrastructure?

- Over 60% of participants noted the need for new or improved bicycle and pedestrian infrastructure.

Walking and Bicycling in the Lakes Region

This survey is conducted by the Lakes Region Planning Commission. It will ask some basic demographic data before a series of questions regarding your habits and thoughts on walking and bicycling. It is not meant to be a scientific survey, and your answers are kept anonymous.

If you have any further questions please contact Jessica Bighorn at jbigorn@lakesregion.org.

Lakes Region Planning Commission

What town/city do you live in?

Please select:

What is your age?

☐ 10 years or younger ☐ 11-19 ☐ 20-29 ☐ 30-39

☐ 40-49 ☐ 50-59 ☐ 60-69 ☐ 70 years or older

What are the top three reasons that you walk?

Please select 3 answers from the list below:

☐ For exercise ☐ To be outdoors ☐ To relax/stress

☐ To spend time with a partner or friend ☐ To walk a pet

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NEXT STEPS



UPDATING PREVIOUS
SECTIONS/CHAPTERS WITH
NEW DATA AND
INFORMATION



WORKING WITH TAC ON
RECEIVING FEEDBACK ON
GOALS AND VISION (STATE
BIKE PED PLAN)



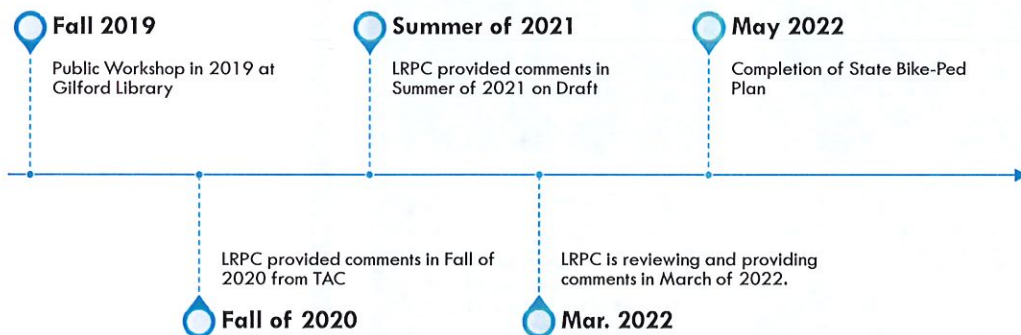
PLANNING A WORKSHOP
WITH THE PUBLIC FOR
FEEDBACK



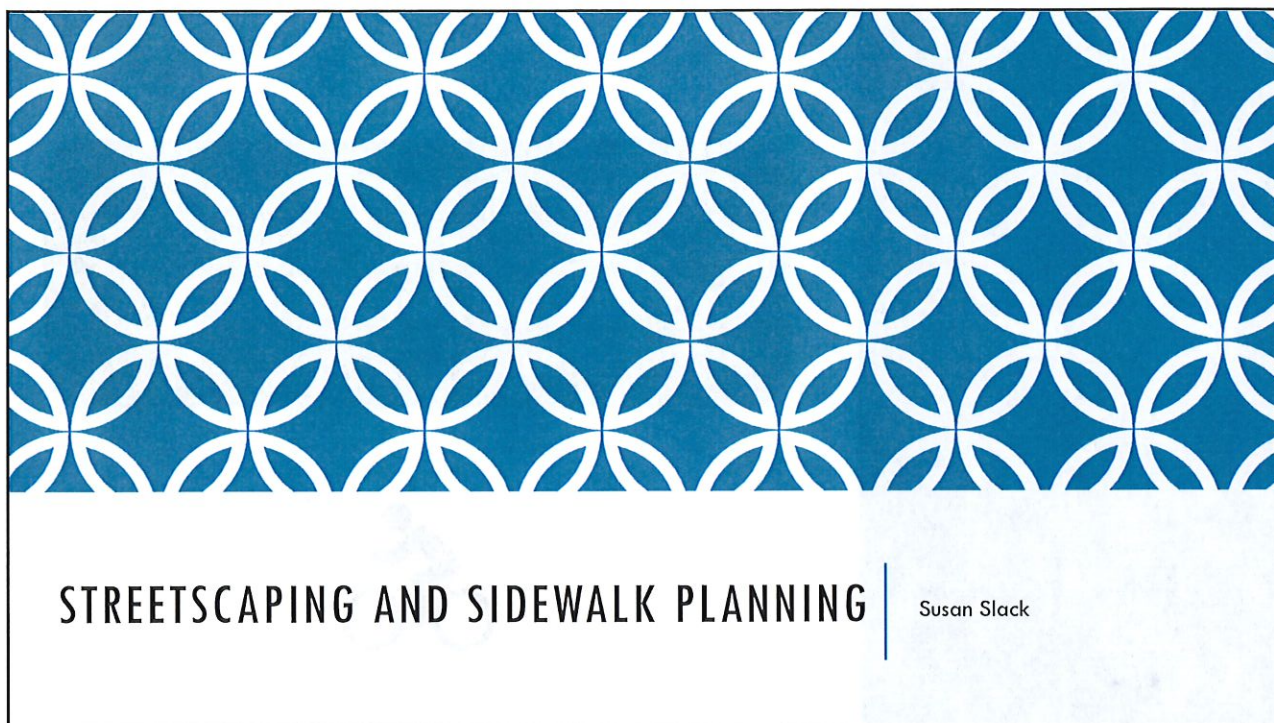
ADOPTION OF LAKES
REGION BICYCLING AND
WALKING PLAN

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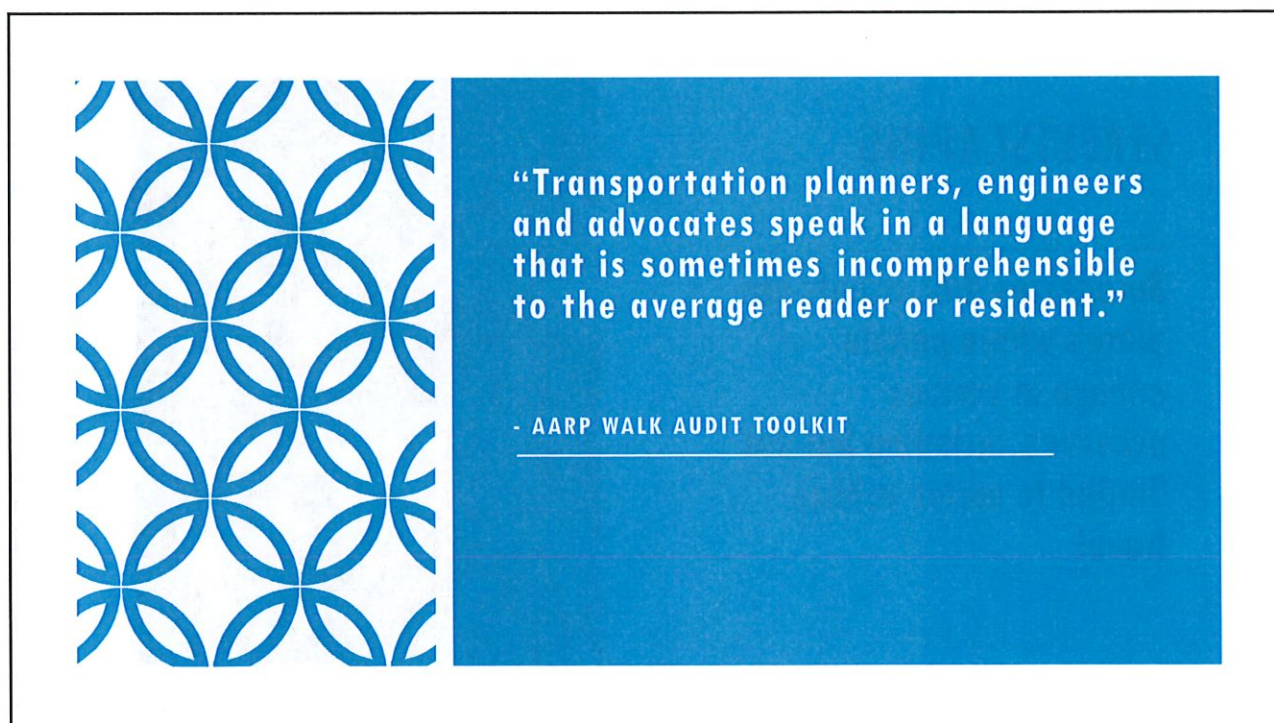
STATE-BIKE PED PLAN



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ACTIVE TRANSPORTATION

Any self-propelled, human-powered mode of transportation, such as walking or bicycling



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STREETSCAPING

Recognizes that streets are places where people engage in various activities, including but not limited to motor vehicle travel



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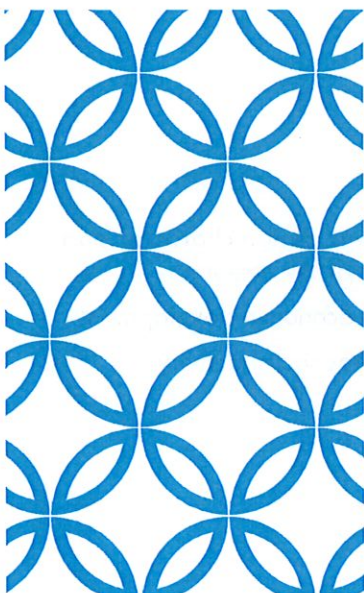
COMPLETE STREETS

Designed for all roadway users, whether they are driving, riding, walking, rolling (wheelchair, stroller)



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LRPC STREETSCAPING PROJECT



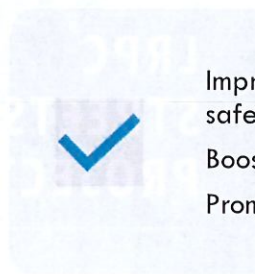
22

TECHNICAL ASSISTANCE

- Provide information on streetscaping concepts
- Offer sidewalk assessments and mapping
- Meet with town officials to discuss potential projects
- Provide information on potential funding sources

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STREETSCAPING



- Improves design character and safety of the street
- Boosts economic development
- Promotes social activity

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STREETSCAPING INCLUDES

Inclusive transportation options
Aesthetic design
Vibrant centers of activity
Pedestrian and bike friendly options



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ELEMENTS OF A STREETSCAPE



SIDEWALKS

CURB
EXTENSIONSLANDSCAPED
BUFFERS

PLANTERS



SEATING



PUBLIC ART

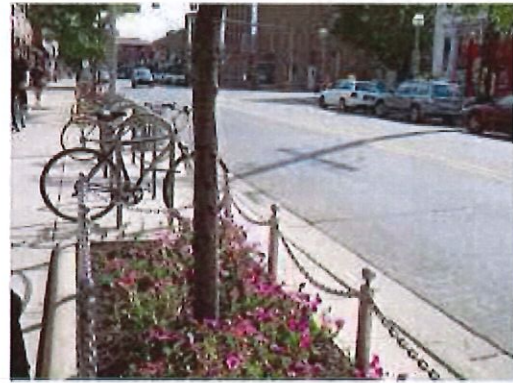


LIGHTING



BIKE PARKING

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MULTI-MODAL MAIN STREETS

State highway as Main Street

Speed management

Winter weather and maintenance

School connections

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PLANNING & ZONING

Mixed Use Zoning

Blends housing, offices, retail, entertainment, institutions, services, restaurants

Pedestrian-friendly

Form-based codes

Development pattern similar to what exists

Relationship between buildings and the public realm (streets, sidewalks, etc.), and the form and mass of buildings in relation to one another

Benefits of Mixed-Use Development

Increased Economic Vitality

Lower Infrastructure Costs

Increased Tax Revenue

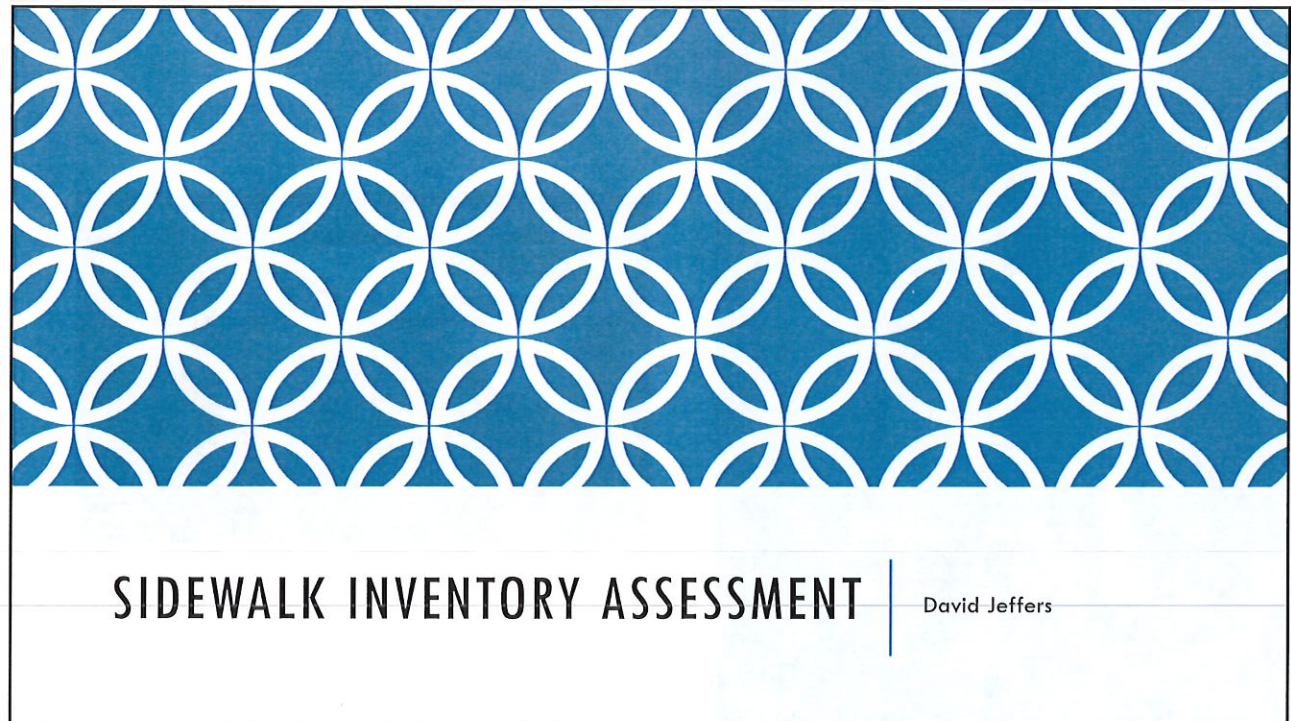
Budget Cost Savings



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LAKES REGION SIDEWALK ASSESSMENTS

Purpose – Sidewalks are an important part of a community's infrastructure. Developing a plan for maintenance and thoughtful expansion begins with assessing and mapping what you have.

Program – Assessment is a module of the Statewide Asset Data Exchange (SADES) program. With standardized attributes, assessments, and training the overall results are consistent and comparable.

The SADES System was developed by UNH T2 in cooperation with NH DOT, NH DES, and NH's Regional Planning Commissions.

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LAKE REGION SIDEWALK ASSESSMENTS

Pilot Program – As a supplement to our USDA Streetscaping project, we assessed the sidewalk infrastructure in a couple of communities.

Products – A full Sidewalk Assessment would result in maps, reports, a list of resources, asset spreadsheet, and GIS shapefile

Next Steps – Local prioritization and implementation

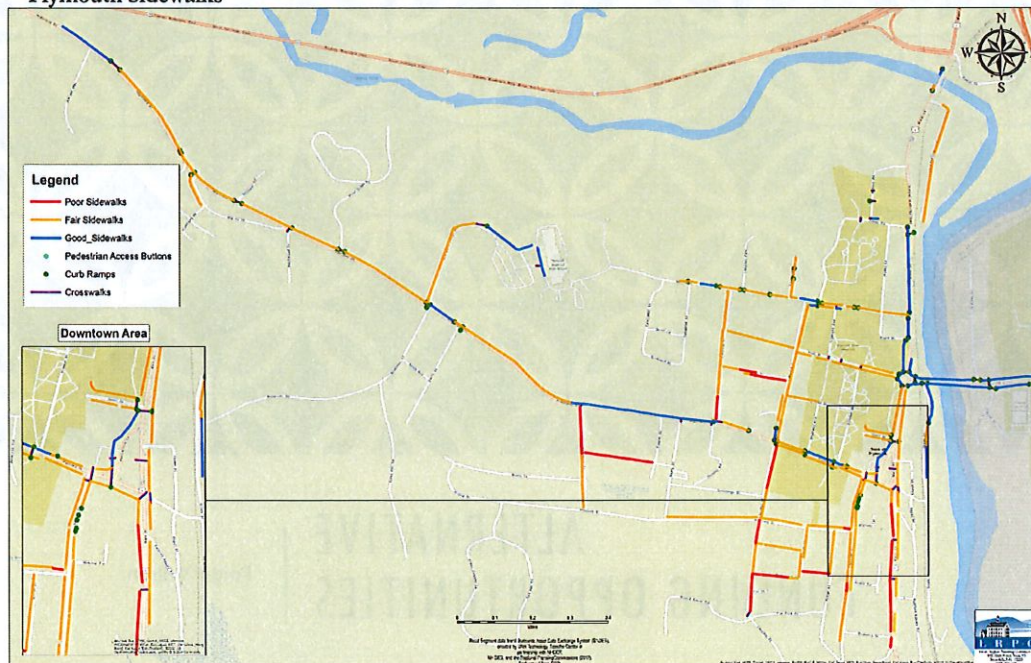


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Plymouth Sidewalks



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LRPC DATA COLLECTION & SADES PROGRAMS

- Municipal Traffic Counts (PD)
- Bicycle and Pedestrian Counts
- Turning Movement Counts (PD)
- SADES
 - Road Surface Management System (RSMS) – Pavement assessment, forecasting, and budgeting (DPW, CIP, BoS)
 - Culvert & Closed Drainage Structure (CCDS) – Inventory along with basic structural measurement & assessment (DPW, HMP) <https://nhsades.maps.arcgis.com/home/index.html>
 - Stream Assessment – Inventory and detailed assessment of permanent stream crossings – structure and landscape with full Geofluvial and aquatic organism passage analysis (DPW, HMP, Cons. Comm.)
 - Guardrail inventory – inventory, assessment, and mapping of guardrails (DPW)
 - Sidewalk Assessment – inventory, assessment, and mapping of Sidewalks (DPW and PB)

For more information and pricing on these programs, please contact:

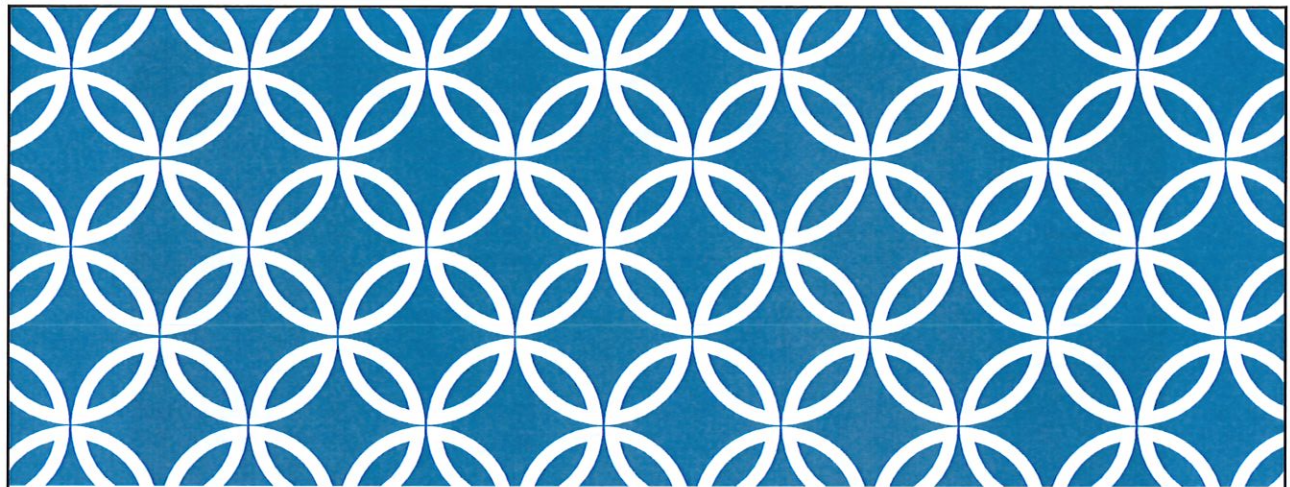
David Jeffers, Regional Planner/GIS

djeffers@lakesrpc.org (603) 279-5341

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ALTERNATIVE FUNDING OPPORTUNITIES

Paige Wilson

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GRANT PLANNING & THINGS TO CONSIDER

- **Project proposal/description** – utilize sidewalk assessments & traffic counting
- Determine **cost estimates**
 - Larger project vision? Assess in full in case a "phase in" approach is appropriate
- Sourcing **match funds**
- Schedule **pre-application meeting** with funders
- Plan funding and timeline of **preliminary assessments** – architectural design, engineering report, environmental assessments(s)

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USDA RURAL DEVELOPMENT COMMUNITY FACILITIES DIRECT LOAN & GRANT PROGRAM IN NH



Applications accepted year round

State Pool Deadline (competitive) – mid-December each year
National Pool Deadline (more competitive) – mid-April each year

- Grants, low interest loans, and combinations of both are available to public bodies.
- Requirements for all applications, plus documentation for:
Non-construction projects VS. Construction projects (architectural & environmental assessments)

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CF GRANT COVERS _____% OF PROJECT COSTS WHEN...

Maximum of 75%

- Population of 5,000 or fewer, and
- MHI is 60% of SNMHI

Maximum of 35%

- Population of 20,000 or fewer, and
- MHI is 80% of SNMHI

Maximum of 55%

- Population of 12,000 or fewer, and
- MHI is 70% of SNMHI

Maximum of 15%

- Population of 20,000 or fewer, and
- MHI is 80% of SNMHI

*SNMHI = State Non-Metropolitan Median Household Income

**Current grant eligibility percentages set by USDA are based on 2010 census data – 2020 update TBD

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CONTACTS

USDA Rural Development Community Programs

Eric Law, Community Programs Director

Eric.Law@usda.gov

(802) 828-6033

Contact Eric to set up a pre-application meeting

Jon Harries, State Engineer

Jonathan.Harries@usda.gov

(802) 828-6035


Tracy Montminy, State Architect

Tracy.Montminy@usda.gov

(802) 828-6057



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**Northern Border
Regional Commission**

NBRC GRANTS

Economic & infrastructure projects in **Belknap, Carroll, Grafton** Counties

Dependent on economic and demographic distress in each county.
 Poverty & Unemployment Levels = Distressed, Transitional, or **Attainment**** Counties
 Potential for up to an 80% matching grant

****Funding still available for Attainment Counties****
 Isolated Areas of Distress, Multi-County/State Projects, Significant Benefits Waiver

"Distress" determination is based on 2022 NBRC Economic and Demographic Report – updated each year.

LAKES REGION

NBRC

**ISOLATED
AREAS OF
DISTRESS**

BELKNAP County

Belmont

Center Harbor

Gilmanton

New Hampton

Sanbornton

Tilton

CARROL County

Freedom

Ossipee

Tuftsboro

GRAFTON County

Ashland

Hebron

Plymouth

CONTACTS

NH Business and Economic Affairs (BEA)
Representatives/NBRC State Program Managers

Janel Lawton
janel.m.lawton@livefree.nh.gov
(603) 545-1579

Contact NBRC about your project in advance of submitting an application



**Northern Border
Regional Commission**

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TRANSPORTATION FUNDING

- TYP (TEN YEAR PLAN FUNDING)
- TAP (TRANSPORTATION ALTERNATIVES)
- CMAQ (CONGESTION MITIGATION AND AIR QUALITY)
- HSIP (HIGHWAY SAFETY IMPROVEMENT PROGRAM)

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Question?

Community Facilities Direct Loan & Grant

What does this program do?

This program provides affordable funding to develop essential community facilities in rural areas. An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial, or business undertakings.

Who may apply for this program?

Eligible borrowers include:

- **Public bodies**
- **Community-based nonprofit corporations**
- **Federally recognized Tribes**

What is an eligible area?

Rural areas including cities, villages, townships, and towns including Federally recognized Tribal lands with no more than 20,000 residents according to the latest [U.S. Census Data](#) are eligible for this program.

How may funds be used?

Funds can be used to purchase, construct, and/or improve essential community facilities, to purchase equipment, and to pay related project expenses.

Examples of essential community facilities include:

- Healthcare facilities such as hospitals, medical clinics, dental clinics, nursing homes, or assisted living facilities
- Public facilities such as town halls, courthouses, airport hangars, or street improvements
- Community support services such as child care centers, community centers, fairgrounds, or transitional housing
- Public safety services such as fire departments, police stations, prisons, police vehicles, fire trucks, public works vehicles, or equipment
- Educational services such as museums, libraries, or private schools
- Utility services such as telemedicine or distance learning equipment

- Local food systems such as community gardens, food pantries, community kitchens, food banks, food hubs, or greenhouses

For a complete list see Code of Federal Regulations 7 CFR, Part 1942.17(d) for loans; [7 CFR, Part 3570.62](#) for grants.

What kinds of funding are available?

- Low interest direct loans
- Grants
- A combination of the two above, as well as our [loan guarantee program](#). These may be combined with commercial financing to finance one project if all eligibility and feasibility requirements are met.

What are the funding priorities?

- Priority point system based on population, median household income
- Small communities with a population of 5,500 or less
 - Low-income communities having a median household income below 80% of the state nonmetropolitan median household income.

What are the terms?

Funding is provided through a competitive process.

Direct Loan:

- Loan repayment terms may not be longer than the useful life of the facility, state statutes, the applicants authority, or a maximum of 40 years, whichever is less.
- Interest rates are set by Rural Development, contact us for details and current rates.
- Once the loan is approved, the interest rate is fixed for the entire term of the loan, and is determined by the median household income of the service area.
- There are no pre-payment penalties.
- Contact us for details and current interest rates applicable for your project.

Grant Approval:

Grant funds must be available. Applicant must be eligible for grant assistance, which is provided on a graduated scale with smaller communities with the lowest median household income being eligible for projects with a higher proportion of grant funds. Grant assistance is limited to the following percentages of eligible project costs:

Maximum of 75 percent when the proposed project is:

- Located in a rural community having a population of 5,000 or fewer; and
- The median household income of the proposed service area is below the higher of the poverty line or 60 percent of the State nonmetropolitan median household income.

Maximum of 55 percent when the proposed project is:

- Located in a rural community having a population of 12,000 or fewer; and
- The median household income of the proposed service area is below the higher of the poverty line or 70 percent of the State nonmetropolitan median household income.

Maximum of 35 percent when the proposed project is:

- Located in a rural community having a population of 20,000 or fewer; and
- The median household income of the proposed service area is below the higher of the poverty line or 80 percent of the State nonmetropolitan median household income.

Maximum of 15 percent when the proposed project is:

- Located in a rural community having a population of 20,000 or fewer; and
- The median household income of the proposed service area is below the higher of the poverty line or 90 percent of the State nonmetropolitan median household income. The proposed project must meet both percentage criteria. Grants are further limited.

Are there additional requirements?

- Applicants must have legal authority to borrow money, obtain security, repay loans, construct, operate, and maintain the proposed facilities
- Applicants must be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms
- Facilities must serve rural area where they are/will be located
- Project must demonstrate substantial community support
- Environmental review must be completed/acceptable

How do we get started?

Contact your [local RD office](#) to discuss your specific project. Applications are accepted year round.

Who can answer questions?

Contact your [local RD office](#).

What governs this program?

- Direct Loan: 7 CFR Part 1942, Subpart A
- Grant: 7 CFR Part 3570, Subpart A

NOTE: Because citations and other information may be subject to change, please always consult the program instructions listed in the section above titled “What Governs This Program?” You may also contact your [local office](#) for assistance. You will find additional forms, resources, and program information at rd.usda.gov. USDA is an equal opportunity provider, employer, and lender.

USDA Community Facilities				
Grant Eligibility - LRPC Communities (2010 Census Data)				
NH (SNMHI) Statewide				
NonMetro MHI		\$67,105		0%
60% SNMHI		\$40,263		75%
70% SNMHI		\$46,973		55%
80% SNMHI		\$53,684		35%
90% SNMHI		\$60,394		15%
Town	County	MHI	Population	CF Grant Eligibility
Alexandria	Grafton	\$56,367	1,613	15%
<i>Alton CDP</i>	<i>Belknap</i>	<i>\$59,464</i>	<i>501</i>	<i>15%</i>
Alton	Belknap	\$57,560	5,250	15%
Andover	Merrimack	\$62,782	2,371	
<i>Ashland CDP</i>	<i>Grafton</i>	<i>\$22,382</i>	<i>1,244</i>	<i>75%</i>
Ashland	Grafton	\$35,857	2,076	75%
Barnstead	Belknap	\$65,727	4,593	
<i>Belmont CDP</i>	<i>Belknap</i>	<i>\$47,438</i>	<i>1,301</i>	<i>35%</i>
Belmont	Belknap	\$56,582	7,356	15%
Bridgewater	Grafton	\$59,167	1,083	15%
<i>Bristol CDP</i>	<i>Grafton</i>	<i>\$31,311</i>	<i>1,688</i>	<i>75%</i>
Bristol	Grafton	\$42,821	3,054	55%
Center Harbor	Belknap	\$56,838	1,096	15%
<i>Center Ossipee CDP</i>	<i>Carroll</i>	<i>\$42,443</i>	<i>561</i>	<i>55%</i>
<i>Center Sandwich CDP</i>	<i>Carroll</i>	<i>\$39,792</i>	<i>123</i>	<i>75%</i>
Danbury	Merrimack	\$46,667	1,164	55%
Effingham	Carroll	\$46,900	1,465	55%
Franklin	Merrimack	\$48,369	8,477	35%
Freedom	Carroll	\$45,030	1,489	55%
Gilford	Belknap	\$60,763	7,126	
Gilmanton	Belknap	\$64,219	3,777	
Hebron	Grafton	\$59,688	602	15%
Hill	Merrimack	\$62,800	1,089	
Holderness	Grafton	\$61,786	2,108	
Laconia	Belknap	\$46,027	15,951	35%
<i>Meredith CDP</i>	<i>Belknap</i>	<i>\$52,422</i>	<i>1,718</i>	<i>35%</i>
Meredith	Belknap	\$54,576	6,241	15%
Moultonborough	Carroll	\$74,207	4,044	
New Hampton	Belknap	\$58,059	2,165	15%
Northfield	Merrimack	\$56,917	4,829	15%
Ossipee	Carroll	\$44,967	4,345	55%
<i>Plymouth CDP</i>	<i>Grafton</i>	<i>\$36,417</i>	<i>4,456</i>	<i>75%</i>
Plymouth	Grafton	\$43,686	6,990	55%
Sanbornton	Belknap	\$61,702	2,966	
Sandwich	Carroll	\$57,105	1,326	15%
Tamworth	Carroll	\$49,545	2,856	35%
<i>Tilton Northfield CDP</i>	<i>Belknap</i>	<i>\$67,708</i>	<i>1,619</i>	
<i>Tilton Northfield CDP</i>	<i>Merrimack</i>	<i>\$48,750</i>	<i>1,456</i>	<i>35%</i>
Tilton	Belknap	\$54,643	3,567	15%
Tuftsboro	Carroll	\$52,679	2,387	35%
<i>Wolfeboro CDP</i>	<i>Carroll</i>	<i>\$42,798</i>	<i>2,838</i>	<i>55%</i>
Wolfeboro	Carroll	\$55,667	6,269	15%

CDP = Census
Designated Place

USDA has not updated eligibility spreadsheet
with 2020 Census (as of 2/2/2022)

USDA Rural Development Community Programs:

Eric Law - Community Programs Director
Eric.Law@usda.gov ; (802) 828-6033

**Contact Eric to set up an initial, pre-application meeting*

Jon Harries - State Engineer
Jonathan.Harries@usda.gov ; (02) 828-6035

Tracy Montminy - State Architect
Tracy.Montminy@usda.gov ; (802) 828-6057

LRPC Grant Assistance:

Paige Wilson, Assistant Grants Administrator
pwilson@lakesrpc.org ; (603) 279-5342

LAKES REGION PROJECTS IN TEN YEAR PLAN 2023-2032					Total Project Cost	
Municipality	Project #	Scope	Dates			
Belmont	43352	NH 140 and Main Street – Improve intersection safety and congestion	PE 2023 ROW 2023 CON 2025		\$777,436	
Bristol	40636	NH 104 – Roadway widening and shoulders for Bike-Ped travel from School Street to west of Danforth Brook Road	PE 2023 ROW 2023 CON 2026		\$2.9 m	
Bristol	41579	NH 3A (Lake Street) – Bike-Ped improvements	PE 2023 ROW 2023 CON 2026		\$2.4 m	
Gilford-Alton		NH 11 Planning Study – Minge Cove Rd to Ellacoya St Park	Underway		\$250,000	
Gilmanton	42603	NH 140 and NH 107 – construct pedestrian islands and sidewalks at intersection and improve curb	PE 2025 ROW 2028 CON 2030		\$1.9 m	
*Holderness - Tamworth	43528	NH 113 – Resurfacing from US 3 in Holderness to NH 25 in Tamworth	Paving -Tier 3-4 - Resurfacing Program		\$1.2 m	
*Laconia	43731	Elm Street – 4300 linear ft of sidewalk and 8 ft wide path on other side of Elm Street (TAP)	PE 2023, 2025 CON 2039, 2031		\$4.78 m	
*Laconia	43845	US 3 Weirs Blvd – replace and improve municipal red-list bridge	PE 2023 ROW 2024 CON 2036		\$2.8 m	
*Meredith	43533	NH 25 – intersection improvements @ Laker Lane, True Road, Quarry Road, Patrician Shores Circle	PE 2027 ROW 2030 CON 2032		\$2.8 m	
Moultonborough	40639	NH 25 and Lake Shore Drive – intersection improvements between Lake Shore Drive (W) and Lake Shore Drive (E)	CON 2025		\$2.4 m	
Moultonborough	41580	NH 25 – Complete Streets improvements to Central Village	PE 2023, 2025 ROW 2025 CON 2027		\$1.6 m	

Moultonborough	41581	NH 25 and Sheridan Road – intersection improvements	PE ROW CON	2023, 2025 2025 2027	\$752,819
Moultonborough	42602	NH 25 and Redding Lane – intersection improvements	PE ROW CON	2025 2027 2029	\$716,476
Ossipee	41251	NH 16 – Pavement rehab and drainage upgrades including improvements at Mt. Shaw Road	CON	2023	\$8.9 m
Plymouth	41583	Highland Street –intersection and sidewalk improvements, including at Reservoir Road	PE ROW CON	2023 2024 2025	\$1.3 m
*Plymouth	43532	NH 25 – intersection improvements at Smith Bridge Road	PE ROW CON	2027 2030 2032	\$2.8 m
Tilton	42600	US 3 (Main Street) and School Street – intersection safety improvements - roundabout	PE ROW CON	2024 2027 2029, 2031	\$2.89 m
*Tilton	29753	Calef Hill Road – reconstruct and reclassify 1.97 miles from Clark Road north to Sanbornton town line	CON	2023	\$3.25 m
Wolfeboro	29615	NH 28 – improvements from NH 109 to Alton town line	PE CON	2023 2024, 2025	\$14.1 m

* Pending 2023-2034 Ten Year Plan approval

VOTING OPENS MARCH 22



The Laconia Daily Sun

WEEKEND

SATURDAY, MARCH 19, 2022

VOL. 22 NO. 202

LACONIA, N.H.

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FREE

**Fire claims
woodworking
barn in Meredith**
see page 5



**Apprenticeship
helps veteran
transition back to
civilian life**
see page 6



Marty Parichand demonstrates paddling through the whitewater at Mill City Park in downtown Franklin. (Jon Decker/The Laconia Daily Sun photo)

From mills to whitewater, Franklin's economy is still driven by the river

Mill City Park celebrates city's history and looks to future

BY JON DECKER
THE LACONIA DAILY SUN

FRANKLIN — Franklin is a city of rivers. Both the Winnepesaukee and Pemigewasset pass through it, forming the Merrimack where they join,

driving the shifting economy of the city. In the pre-Colonial past, these rivers served as prime fishing spots for native peoples. After conquest by settlers, the river's role shifted to an industrial one, powering a variety of mills up and

down the banks for more than a century, providing economic growth at the expense of the health of the river.

Now that the mills are long shuttered, the river is making a comeback, not as a driver of industry, but as a nexus of rec-

reation and exploration of the natural world.

For the past six years, members of the community and city have worked to create a white-water park, where kayakers

see MILL CITY page 8

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City looks to hire lifeguards, camp counselors *see page 9*

MILL CITY from page 1

and other water enthusiasts can test their paddling skills. Franklin resident and business owner Marty Parichand was key to the creation of Mill City Park, and now serves as its executive director.

Parichand said he was inspired by whitewater parks in Colorado.

“Everywhere there’s a whitewater park, it’s a really vibrant place,” Parichand said. “There’s people sitting on the shore watching other people have fun, letting their kids go in ankle deep water playing, it’s just a great way of creating this vibrant area that attracts other people whether or not you want to paddle.”

Parichand has been a paddler for two decades. He discovered his love of whitewater after taking a summer job in college at a rafting company. After graduation, he got what he called “a real job,” stuck inside a cubicle.

“I went through some stuff personally that made me rethink the things I wanted to do in my life, so I changed my career and invested all my time, effort



Kayakers brave the cold March temperatures to experience paddling the rapids at Mill City Park in Franklin. (Jon Decker/The Laconia Daily Sun photo)

and money into things here in Franklin,” Parichand said.

Mill history

“The Winnepesaukee drops 98 feet, something like that from Cross Mill down to the Sanborn Bridge,” said Leigh Webb, president of the Franklin Historical Society, “that’s what creates that constant flow of water, which is the source of power for mills.”

Franklin’s mills started mainly in the paper and pulp-making industry, the first of which was created in 1822, according to Webb.

During this period of industrialization, many farmers found themselves drawn to towns and cities in order to leave behind the debt-heavy, high-risk business of agriculture. With the mills came jobs, and with the jobs came workers.

“This was early 20th Century, late 19th, so not everyone could afford a horse and carriage so they had to walk to where they worked,” Webb said. “That meant that all of their staples, all of their clothing needs, all of the coal or whatever they needed had to be supplied locally, so that’s where Franklin flourished.”

This time of economic boom was temporary, and it came with a cost. The mills polluted the rivers; the labor was dangerous, long, and poorly compensated. Mill workers in the United States often worked at least 60 hours a week, earning about \$1.50 a day in 1900. That’s equivalent of around \$50.20 for a 10-hour day, or \$15,311 per year in today’s dollars.

Such conditions eventually gave rise to labor advocacy, unions, and strikes.

“The fact is the workers wanted a fair return for a day’s work,” Webb said. “There was actually a strike and I think it started in 1921. It was basically the demise of paper making in Franklin. By the late 1930s, I think all the paper mills were gone or burned or demolished.”

Other mills managed to cling onto existence

throughout the decades, until the final one shuttered its doors in 1984.

“Franklin didn’t have much of an identity after the last mill closed. It was just another old mill town,” Webb said, citing the lack of industrial business in the area. “If you look around, there’s just not a lot of literal space to create more industry.”

Franklin today

Franklin’s revival comes in the form of embracing instead of exploiting the environment.

Parichand opened an outdoor gear store, Outdoor New England, downtown, right on the banks of the Winnepesaukee. The store sells backpacking equipment, kayaks and other gear.

“We run the non-profit Mill City Park out of the store. So this is ground zero for all things whitewater park related.”

In addition to the river, Franklin is home to nature trails and protected forest lands, drawing more outdoor enthusiasts to the area.

Parichand hopes the park will bring not just paddlers and outdoors enthusiasts to town, but also spectators.

“The real economic driver for the city is when a paddler comes, 14 people are coming to watch,” Parichand said. “It’s those people that will walk downtown and go shopping and stay to eat and stay overnight. The reception so far has been fantastic. The state of NH has been helping us with marketing and markets outside of the state.”

“Now with Marty Parichand’s idea of a whitewater park, Franklin is rapidly becoming a recreation destination for hiking, jogging, snowmobiles, bicycles when the weather is good, and now kayaking,” Webb said. “The identity of Franklin has changed dramatically over the last two centuries.”

...

To contact Jon Decker, send him an email at jon@laconiadailysun.com.

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