

From: "Rose, Meagan" <Meagan.M.Rose@nh.gov>

To: "Rose, Meagan" <Meagan.M.Rose@nh.gov>

Sent: Mon, Apr 29, 2024 02:58 PM

Subject: Report on behalf of Executive Councilor Janet Stevens, District 3



STATE OF NEW HAMPSHIRE

Executive Council

STATE HOUSE ROOM 207

CONCORD, NEW HAMPSHIRE 03301

(603) 271-3632 FAX: 271-3633



TO: All District Three Constituents
FROM: Executive Councilor Janet Stevens

DATE: April 29, 2024

**EMERGENCY DECLARATION ROCKINGHAM COUNTY
COASTAL RESILIENCE GRANT FUNDING
\$20.2 MILLION GRANT FOR ROUTE 1A SEAWALLS & REVETMENTS
SAFETY IMPROVEMENTS ON ROUTE 125 BRENTWOOD
PELHAM INFRASTRUCTURE IMPROVEMENTS**

EMERGENCY DECLARATION ROCKINGHAM COUNTY

- **FEMA ROCKINGHAM COUNTY *IN-PERSON APPLICANT BRIEFING FOR ELIGIBLE LOCAL GOVERNMENT AND PRIVATE NON-PROFITS ON TUESDAY, APRIL 30, 2024 AT 10:00 a.m.* - HAMPTON POLICE DEPARTMENT 100 BROWN AVE. (see below)**
- **U.S. SMALL BUSINESS ADMINISTRATION LOANS ANNOUNCED APRIL 23, 2024 - FILING DEADLINE JUNE 18, 2024**

A formal **Emergency Declaration** was issued on April 19, 2024 by the Federal Emergency Management Agency for severe storm and flood damage in Rockingham and Grafton counties from January 9th - January 14, 2024.

The necessary damage threshold - **Federal Emergency Management Agency (FEMA)** formula based - for Rockingham County is **\$1,445,210.00 dollars**. The **Preliminary Damage Assessment** is currently **\$1,657,525.00 dollars**. The state-wide threshold was established to be **\$2,500,000.00** with the current **Preliminary Damage Assessment** approximately **\$3,004,838.00**

The **Preliminary Damage Assessments** for both Rockingham County and the State of New Hampshire represent **current storm related expenditures received from municipalities, government agencies and eligible private non-profits 501 (c) (d) or (e) 3 organizations which provide critical services (water supply, electric power, telephone communications, direct medical care, fire and emergency services)**. Eligibility for private non-profits https://www.fema.gov/sites/default/files/documents/fema_private-nonprofit-eligibility-factsheet.pdf
The following District Three municipalities participated in **Preliminary Damage Assessments (PDA)** with FEMA and New Hampshire's Homeland Security Emergency Management: *Hampton, Hampton Falls, New Castle, Newton, North Hampton, Portsmouth and Rye*.

It was not mandated for New Hampshire government entities or private non-profits to submit Preliminary Damage Assessments. **However, formal Requests for Public Assistance are required for compensation/reimbursement for**

eligible expenses directly incurred as a result of the January 9-January 14, 2024 storms.

These critical steps must be completed within 60 days of the formal Emergency Declaration.

5. Government entities and private non-profits are required to compile and submit an **Inventory of Damages** attributed to the January 10-January 14, 2024 storms.
6. Project Scoping will be implemented.

Town officials and private non-profits who have yet to report damages, or have questions, should contact NH HSEM at 211 or 1-866-444-4211 (non-emergency) 8:00 a.m. - 7:00 p.m. weekdays Please see eligibility fact sheet for private non-profits. https://www.fema.gov/sites/default/files/documents/fema_private-nonprofit-eligibility-factsheet.pdf

U.S. Small Business Administration announced on Tuesday, April 23, 2024 that Private Non-Profit organizations "that provide **non-critical services of a governmental nature** may be eligible to apply for low-interest disaster loans for damages as a result of severe storms and flooding that occurred January 9-14, 2024". Non-critical private non-profits include - food kitchens, homeless shelters, community centers, schools, colleges, libraries, museums.

- Up to \$2 million dollars per organization may be borrowed to replace damaged property, equipment - terms 30 years 3.25% interest. See link to my Executive Council website [SBA Disaster Loans](#)
- Additional loan funding for mitigation improvements will be available for eligible non-profits - the maximum amount is 20% of total damages.
- Private Non-Profits providing non-critical services must first apply for support via the SBA. If an organization is denied or exhausts proceeds from an SBA loan, FEMA assistance can be initiated. Private Non-Profits providing critical services apply directly to FEMA. See additional information on my Executive Council website [Private Non Profit Organizations SBA and FEMA Disaster Assistance](#)

In addition, the U.S. Small Business Administration provides loans to businesses, small agricultural cooperatives, small businesses engaged in aquaculture and "most private, non-profit organizations of all sizes", following an Emergency Declaration. The two loans - Physical Disaster Business Loan Program and Economic Injury Disaster Loans - provide loans to "repair or replace disaster damaged property" and provide "working capital loans for ordinary and necessary financial obligations that cannot be met as a direct result of the disaster". The deadline for Economic Injury Disaster Loans is January 21, 2025. [Additional information on Economic Injury Disaster Loans can be found at U.S. SBA](#)

NH DEPARTMENT OF TRANSPORTATION AWARDED \$20 MILLION DOLLAR PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) GRANT FOR NH ROUTE 1A SEAWALL REVETMENT RECONSTRUCTION - PHASE 1.

During the Governor's Advisory Council on Intermodal Transportation meeting on August 23, 2023, I strongly advocated for an agenda item presented for consideration as an addition to the Ten Year Transportation Improvement Plan. This proposal, valued at \$80 million, sought to address the vulnerability and structural integrity of 14 seawall and revetment sections along Route 1A. These critical infrastructures had suffered significant damage from two nor'easters in 2018, which was further exacerbated by storms on January 10th and 13th, 2024. New Hampshire does not have a State Resilience Improvement Plan.

Fast forward to the New Hampshire Department of Transportation (NHDOT) Rye Public forum on April 15, 2024, where I proudly announced the approval of NHDOT's grant application for a \$20.2 million PROTECT Grant from the Federal Highway Administration. This grant specifically targeted the repair and reconstruction of three revetments along Route 1A in Rye and North Hampton.

Spanning 3.2 miles between Rye and North Hampton, the affected segments of seawall and revetment faced extensive damage during the aforementioned storms, prompting an Emergency Declaration by FEMA in 2018. Following site inspections by the Federal Emergency Management Agency and NHDOT, findings were issued in November 2018, leading NHDOT to commission GZA GeoEnvironmental for a coastal resilience study. The study, concluded in 2021, formed the basis for the PROTECT Grant application submitted in August 2023. Now, with the grant approved, preliminary engineering, including design and environmental permit approval, can

commence. The project aims to address the vulnerabilities identified by constructing engineered revetments tailored to specific coastal exposures and wave conditions, while also factoring in considerations for sea level change.

The initial phase of construction will target three revetments—numbers 7, 10, and 13—stretching from Sawyers Beach in Rye to Little Boars Head in North Hampton. This initial project phase aims to alleviate the impact of wave overtopping, enhance the stability of revetment stones, and streamline post-storm cleanup efforts by implementing specially engineered revetments tailored to the unique coastal conditions at each site. Moreover, these designs will account for the anticipated rise in sea levels.

Scheduled for Fiscal Year 2026, this construction effort is particularly crucial given the significant road closures experienced along this 0.6-mile stretch of Route 1A during the 2018 nor'easters, totaling 37 hours compared to just 4 hours in the northern section of Route 1A. As Route 1A serves as a vital evacuation route for coastal storms and NextEra Seabrook, protecting and ensuring this critical asset is my top infrastructure priority for District Three.



PRESS RELEASE

FOR IMMEDIATE RELEASE

DATE: April 18, 2024

CONTACT: Kirsten Howard, Resilience Program Coordinator, 603-559-0020

des.nh.gov

Requesting Applications for 2024 New Hampshire Coastal Resilience Grant Projects

Portsmouth, NH - The New Hampshire Department of Environmental Services (NHDES) Coastal Program is requesting 2024 Coastal Resilience Grant (CRG) applications for projects. For the purposes of the CRG funding opportunity, coastal resilience is the capacity of a coastal community or coastal system to adapt in a changing climate—not only measured by the capacity to “bounce back” quickly from shocks and stresses like storms, but also, and perhaps more importantly, measured by the capacity to “leap forward” by fostering sustained and equitable achievement of community goals and ensuring the social, economic, environmental, and cultural wellbeing of all peoples and habitats over the long-term.

The CRG funding opportunity supports projects that build capacity, advance planning, and develop designs to increase coastal resilience, with specific focus on community and/or habitat resilience. Projects must take place in one or more of New Hampshire’s Coastal Zone communities which include Dover, Durham, Exeter, Greenland, Hampton, Hampton Falls, Madbury, New Castle, Newfields, Newington, Newmarket, North Hampton, Portsmouth, Rollinsford, Rye, Seabrook, and Stratham. Eligible applicants include coastal municipalities, quasi-governmental organizations, non-governmental organizations, academic institutions, and state agencies.

Approximately \$100,000 in CRG funding is available. Applicants must request a minimum of \$9,000 and no more than \$30,000 per project. Funds are made available to the NHDES Coastal Program through the National Oceanic and Atmospheric Administration Office for Coastal Management, under the Coastal Zone Management Act.

For instructions, evaluation criteria, and to access the Application Form, visit the CRG [website](#). Applications must be submitted using the NHDES Application Form **no later than 4:00 pm EDT on Friday, May 31, 2024**. An informational webinar about the CRG funding opportunity will take place on Monday, April 29, 2023 at 10:00 AM EDT. You can register for the webinar [at this link](#). A recording of the webinar will be made available on the CRG website.

This funding opportunity marks the eighth time that the NHDES Coastal Program has offered competitive grant funds for coastal resilience projects. Since 2014, 25 projects have been funded throughout NH coastal communities totaling \$1,069,747 in federal

grant funds and \$498,730 in match commitment from grantees. Projects previously funded by the CRG opportunity are summarized on the CRG website.

Questions about the 2024 CRG request for applications are welcome. Please contact NHDES Coastal Program Resilience Coordinator Kirsten Howard at (603) 559-0020 or kirsten.b.howard@des.nh.gov with any questions. Questions must be received by 4:00 PM EDT on Friday, May 24, 2024 and all questions and responses will be made publicly available at the CRG website. Additionally, you may sign up for office hours to discuss project ideas, answer questions, and workshop applications. Office hours will take place with NHDES Coastal Program staff and will be held Thursday, April 25; Wednesday, May 15; and Tuesday, May 28 from 1-3PM EDT. You can sign up for office hours [at this link](#) or by emailing Kirsten Howard at kirsten.b.howard@des.nh.gov.

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ROUTE 125 SOUTH ROAD BRENTWOOD INTERSECTION- I WAS THE ONLY ELECTED OFFICIAL WHO STEPPED UP TO STOP AN INCREASE IN ACCIDENTS AND FATALITIES AT THIS INTERSECTION AND DELIVERED A SOLUTION.

I spoke at the April 16, 2024, Brentwood Selectboard Meeting regarding the work and initiatives I have taken to finalize safety improvements at the intersection of Route 125 and South Road in Brentwood. Five of the 11 most dangerous roadways in New Hampshire – including Route 125 - are within District Three.

In September of 2022, New Hampshire Commissioner of Public Safety informed me of a fatal motorcycle accident – at a dangerous intersection/portion of Route 125 – which had not been included in a NH DOT Corridor Study or prioritized for safety improvements. I partnered with two residents to address safety upgrades and made this infrastructure project my top priority. There were a multitude of necessary steps taken to improve safety at the Intersection:



Pictured Above: Councilor Janet Stevens & DOT Commissioner Bill Cass, Rt. 125 Public

- o Meeting with NH State Police to collect accident/crash data at the site.
- o Meeting with residents – site walk
- o Requested NHDOT conduct a site visit/assessment – formal site visit completed
- o I immediately advocated for infrastructure upgrades/turn lanes and requested immediate deployment of Direct Message Signage and Driver Response Feedback near the intersection. Long term recommendation – traffic light
- o I met with the NHDOT Commissioner and discussed the need to fund intersection improvements via Highway Safety Improvement Plan (HSIP) funding – which requires a Road Safety Audit (RSA).
- o Conducted a Brentwood Community Forum March 23, 2023 to address resident concerns and hear testimony of those involved in accidents at the site. Commissioners and Assistant Commissioners from Department of Public Safety, NHDOT, representatives from Office of Highway Safety, NH State Police, local law enforcement in support
- o 96 hours later – Police saturation on Route 125 went into effect with support from local enforcement from Rochester, Kingston, Barrington, Milton, Strafford County Sheriff's Office, Plaistow, Epping, Brentwood, Lee, Rockingham County Sheriff's Office and NH State Police.
- o NHDOT Direct Message Signage placed along Route 125 (Speed Strictly Enforced/Watch Your Speed/Turning Traffic Ahead).
- o From March 27, 2023 – May 26, 2023 – 338 hours of safety enforcement allocated to Route 125, 950 vehicles stopped, 245 stopped for speeding.
- o Vendor for Road Safety Audit selected. July 11, 2023 – Road Safety Audit Conducted.
- o Road Safety Audit draft report reviewed and revised.

The findings of the Road Safety Audit were presented with the recommendation to proceed with Intermediate-Term Safety Measures. Safety measures include:

- Permanent left turn lanes at Route 125 and South Rd. intersection - will result in 48% crash reduction-
- Two-way left turn lanes from Heavenly Donuts driveway to Precision Marine & Motorsports driveway - will result in 36% crash reduction.
- Repavement and build up shoulder at Heavenly Donuts for right turn pocket
- Upgrade shoulders to accommodate increased traffic load
- Widen pavement at County Courthouse Drive for right-turn lane

The estimated project cost is \$850,000. Intermediate improvements may be added to 2024 State Funded District 6 resurfacing contract - with work taking place the Summer or Fall of 2024. The benefit cost ratio is 75.43 and well exceeds HSIP criteria of one.

PELHAM INFRASTRUCTURE AND SAFETY IMPROVEMENTS

I was contacted by Pelham, NH Police Chief Anne Perriello on January 22, 2024 regarding motor vehicle crashes and injuries at the intersection of NH Route 128/Mammoth Road and Keyes Hill and Tallant Roads. I immediately contacted the New Hampshire Office of Highway Safety, New Hampshire Department of Transportation and New Hampshire Department of Public Safety State Police to request motor vehicle crash data.

Data obtained from Pelham, NH Police Department documented 22 motor vehicle crashes at the intersection of Mammoth and Keyes Hill/Tallant from January 1, 2021 - March 13, 2024. The ten year total for motor vehicle accidents at this intersection was 74. I requested a formal meeting with the Pelham Police Department, New Hampshire Department of Transportation and Office of Highway Safety, and local stakeholders, which was held on March 14, 2024.

Recommendations will be presented at the Tuesday, April 30, 2024 Pelham Selectboard Meeting.

PELHAM RED LIST BRIDGE - The Main Street over Beaver Brook Bridge is currently in the Ten Year Transportation Improvement Plan and is a priority due to Red List status. The project is fully funded at \$4,101,773.00 dollars and involves bridge and culvert replacement. A public hearing commission is required to review project scope due to "the proposed improvements will impact approximately twenty-two properties, although no building acquisitions are required".

I will chair the commission and have selected two other commission members. A request will be presented to the Governor and Executive Council to approve the petition for a Commission Hearing, scheduled in July of 2024. Construction is scheduled for 2025.

Pictured below: Councilor Janet Stevens with Members of the Pelham Police Department



Meagan Rose

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