

SPECIAL COMMITTEE ON AIRPORT ACTIVITIES

April 7, 2008

5:00 PM

Chairman DeVries called the meeting to order.

The Clerk called the roll.

Present: Aldermen DeVries, Shea, Pinard, J. Roy

Absent: Alderman Garrity

Messrs: M. Brewer, B. O'Neill, R. Fixler, A. Vogt

Chairman DeVries addressed item 3 of the agenda:

3. Update from Mark Brewer, Airport Director, regarding the following items:
 - a) Capital Programs
 - b) Master Plan
 - c) Soundproofing Program
 - Noise Contours
 - d) Air Service
 - e) Airport Access Road

Chairman DeVries asked are you going in order of the agenda?

Mr. Mark Brewer, Airport Director, responded yes. Thank you, members of the Committee, for inviting us over here this afternoon. This is my first Committee meeting, and I would be remiss if I did not thank you, Madam Chair, for your indulgence in allowing me to get three months on the ground before having this

first meeting. I realize it's been since September of last year that anyone from the Airport was here, so I think we've got some updates on several different items for you. We have taken the liberty to put together a presentation. It's not to control the agenda, but to make sure we touch on all the things that we think you're looking to receive an update on. We certainly want it to be more of a dialog, so if you have any questions please feel free to stop us along the way. At this point, what I'd like to be able to do is focus on a couple of things that we have just specifically from my perspective, and then we're going to transition into a broader look at the soundproofing program, and also the Master Plan. One thing, as all of you know, any airport that receives federal funding and has commercial air service is obligated to follow a very strict set of federal rules and regulations, and that's called Part 139. Every airport, on an annual basis if not more often, gets a very sophisticated and very thorough inspection by the Federal Aviation Administration. This staff just completed that after three days and nights of the inspector being at the Airport a week or so ago. I must say that a glowing report came back for the Airport. Being new to the staff, I really can't take the credit for it, but I would be remiss if I did not bring it up publically, that if we take anything away from this meeting tonight, the community knows that the Airport is operating safely and securely. Safety and security is obviously our number one priority. Something else I'd like to focus on, which is unique to my position here in Manchester versus any other position I've had, is the opportunity to sit on a rail authority. As a member of the New Hampshire Rail Transit Authority, under the leadership of Senator Burling up in Concord, it has really gained a lot of momentum. I think what initially started out as an expectation of getting a commuter rail line from Lowell to Nashua has really broadened now. It has gone from Lowell to Nashua to look at including the Airport, going to downtown Manchester, and then eventually into Concord. I think you all know that in the eastern part of the state we have the Downeaster that goes up into Maine, and on the western side we have the Vermonter going up into Vermont. Senator Burling and the Authority are looking to create what we're going to label as the Capitol Corridor Rail Service, from southern New Hampshire right up into the state Capitol. I think that as we start looking at the modeling and the site locations for a potential rail station associated with the Airport that the economic import, not only to the Airport but to the whole community, is going to be tremendous. Now, it's going to take years to develop; it's going to take a lot of money to develop; but the momentum is there, and I will keep you up to date as to where from an airport perspective we see this going in the future. Speaking of an economic engine, everyone talks about any airport as being the economic engine of their community. One of the things we do to measure the health of that economic engine is to periodically do an economic impact study. The last one that was done for the Manchester Airport was in 2003, and that represented about a \$700 million annual economic impact to the state and to the community. I will tell you that I come from Providence, Rhode Island, and we updated our economic impact study back

in 2006. Now, Providence is a little bit larger than Manchester-Boston Regional Airport, but not that much. In 2006 the economic impact of the TF Green Airport alone was \$1.9 billion. So I don't believe that it is stretching the facts at all to say that the Manchester-Boston Regional Airport has an economic impact of well over a billion dollars. But I don't want to speculate, so I want to inform the Board and this Committee in particular that in our FY 2009 budget, I'm putting money aside to update the economic impact study, and we will certainly be happy to share that with the Board as soon as that is completed.

Chairman DeVries stated that will be helpful. Thank you.

Mr. Brewer stated speaking of the economy and money, I want to talk a little bit about budgets, FY 2008 and 2009. For big picture numbers, the FY 2009 budget is very similar to that of the FY 2008. In both cases, revenues at the Airport will be around \$59 million. The FY 2009 budget calls for \$59,200,000, with expenses around \$58,400,000, leaving net income of about \$700,000 for FY 2009. That's very similar to what we're experiencing in FY 2008. Now, in the FY 2008 budget, much like every other City department that has to deal with snow, we've been dealing with a severe winter at the Airport. Right now we are over budget in the snow removal account by about \$715,000. We had a little over a million dollars budgeted. We're coming in a little under \$1.8 million to complete the year's worth of snow removal, and hopefully we're done. Not to worry. We have other revenue sources that are coming in ahead of budget, meaning revenue from our food and beverage and retail concessions. These are coming in better than budgeted. We also have some expenses that are coming in under. Of the \$715,000 that we are over budget, all but \$100,000 is sand, chemicals, and supplies that were required for the snow removal. About \$100,000 of it is additional labor. So what that tells you is that there were a significant number of challenges out there; it wasn't the light, fluffy snow that we're used to. It was a very challenging, wet and slippery snow that we had to deal with. If I can, I will shift gears and go down to the last item on my report, before we get into the Master Plan, on the legislative side. I've got one thing I want to talk about from a federal perspective and one from a state perspective. On the federal side, this is for the Airport Improvement Program (AIP). Again, everyone who buys an airline ticket, part of that ticket cost goes into the Aviation Trust Fund. Through the FAA, that Aviation Trust Fund, after the money is authorized and appropriated by Congress, is distributed through the airport system, based on the number of passengers that each airport has and other criteria, such as the amount of cargo that they handle. AIP, unfortunately, is in what some airport directors are calling the 'perfect storm.' It's a reauthorization process through Congress that expired September 30th of last year. Unfortunately for the airport industry, and it isn't just airports because the highway funding is in the same boat as well, we're now locked up into this federal process called a presidential election. So Congress has

only been appropriating a portion of the money that had previously been authorized. Consequently, some of the funding for federal projects may slip; it may fall a little bit behind the original anticipated schedule. I raise that issue because with FY 2009 monies, unless something happens...FY 2009 in the federal fiscal year starts October 1st of this year. One of the most important projects that we have identified through the Federal Aviation Administration process is the new, updated Airport Master Plan. As soon as that money becomes available, we'll start that. Before I get into the Master Plan update, I want to point out one thing on a state-wide level that has come to our attention. I want to thank the Board Chairman for calling this to our attention because it does have potentially significant impact on the Airport. It's something called House Bill 686 which deals with Radio Frequency Identification Tags. Those RFID tags are in anything from our airport security ID badges to inventory control systems at department stores. It's a very common mechanism to be able to store data on a particular item and then read it later. Part of House Bill 686 puts some very severe constraints on how these RFID tags can be used. I'm not about to get into our airport security program, but I will tell you that our ID system security program uses it. In other airports around the country the TSA uses it to track bags...not to track bags for bad guys, but to track bags through a very sophisticated conveyor belt system, bags that automatically go through an explosive detection machines. If one of those bags alarms, the TSA wants to make sure that they get to that bag. They open it, they check it, and they clear whatever the alarm could have been. In order to do that, they put an FRID tag on that bag and then track it throughout their system, and then are able to positively clear that bag and keep a record of it. The potential is, if this bill passes in its current form, that this kind of system could be in jeopardy anywhere in New Hampshire, not just at Manchester-Boston Regional Airport. There are also other programs, TSA security-related, that use RFID tags that would not be able to come into play here in Manchester, should it pass in its current form. So I just want this Committee to be aware. I sent a letter to the Mayor which I believe has been delivered to all of the Board of Mayor and Aldermen about this issue, and the Airport will be prepared to testify in Concord if we're asked to do so on this issue. But I thought it was serious enough and had security issues strong enough that I wanted the Board, especially this Committee, to be aware immediately.

Chairman DeVries stated I do realize we're going to have a more in depth presentation on some of these items, but if there are any questions from the Committee, I want to give you the opportunity to ask.

Alderman Pinard asked Mark, is there anything we can do, as far as this Committee or the Board of Aldermen? I read the letter and you have my side of the thing because I think we should follow your leadership on this, and Senator

DeVries, and Ted Gatsas and Senator D'Allesandro, I think with their support in the Senate, we might be able to kill that bill faster than expected.

Chairman DeVries stated if you'd like to have a vote of support from this Committee...I have no doubt the Airport will be up giving testimony, and I think the security needs of the Airport of course will be compelling, and need to be brought to light, but we'd be happy to assist you in any way if you'd like to have an independent vote of this Committee. The hearing is tomorrow?

Mr. Brewer replied the last time I checked on a hearing date, it was Friday. At that point it had not been posted, so I'm not aware of a specific date.

On motion of Alderman Pinard, duly seconded by Alderman Shea, it was voted to discuss this item.

Alderman J. Roy asked is this a motion that should be taken up at the full Board?

Chairman DeVries responded what we could do is make it a referral to the full Board since it appears we'll have a full Board meeting and attempt to get the full Board endorsing with the support of the Mayor at that point in time. For those...I'm not sure if you did give the name...Long-term Radio Frequency Identification device?

Mr. Brewer stated yes, Radio Frequency Identification.

On motion of Alderman Pinard, duly seconded by Alderman Shea, it was voted to assist the Airport Director in making sure that House Bill 686 does not interfere with the security functions and efficiency functions of the airport and to refer this item the full Board.

Mr. Brewer stated I'll turn your attention now to the Airport Master Planning. Any airport that receives federal funds is obligated to have a Master Plan, which basically gives the airport a five year, a ten year, and a twenty year outlook. What is unique in this upcoming Master Plan in 2008 is the opportunity to take a look at the Manchester-Boston Regional Airport in perspective to the New England Regional System Plan. I believe that some of you may have received a briefing on this in the past, but if not, let me just give you a very brief overview. I know we have other presentations pending. But essentially, for the first time anywhere in the country, the FAA took a region such as New England and it eliminated all the state, county, and city boundaries and just looked at population bases. It looked at highway systems, rail systems, and transportation infrastructure and said, if these passengers at these population centers wanted to fly, and get into the National Air Transportation System, which airport would they use, assuming that it provided air

service at a price they could afford and got them where they wanted to go, when they wanted to get there.? And having done that, the Regional System Plan looked at the eleven air carrier airports in the New England area. And what this shows us is that between now and 2020, depending on which forecast you look at, Manchester-Boston Regional Airport, which currently serves about four million passengers a year, will grow somewhere between seven million and nine million. So let's just split it and say it goes from four million to eight million. That's effectively a doubling in size between now and 2020. From this new Master Plan's perspective, it's not a case of 'build it and they will come.' It's a case of, let's validate the forecasts, understanding that they're coming, and what kind of infrastructure do we need to get us there, to accommodate this growth. Let me just back up ever so quickly to the Master Plans that have already been done. Back in 1990 was the Master Plan that originated what people now call the new terminal building. Now the new terminal building has been here for 14 years already. It looks like it's brand new, and that's kudos to the staff that has taken care of it so well. It also created some additional parking and roadway service enhancements. Where we're at now is the completion of the 1997 Airport Master Plan. I'm not going to go through every one of these bullet points, but what I would really like to point your attention to is the second bullet, Reconstruction and Lengthening of Runway 735 from 7,000 feet to 9,250 feet; and the third bullet, Lengthening our Crosswind Runway from 5,800 feet to 7,600 feet. Those two items alone have enabled this Airport to meet that demand that I just talked about from an airfield infrastructure capability. That will allow larger airplanes, not necessarily more airplanes, but larger airplanes to fly non-stop, coast-to-coast and meet the needs of our traveling public for this region up to 2020. Again, a new Master Plan will validate that, but I would be very surprised if a new Master Plan would focus very much attention on the airfield. I also want to call your attention to the second bullet up from the bottom, which is two 75,000 square foot passenger terminal additions. If you recall the 1990 terminal was about 150,000 square feet. This just about doubles it. Now I will move ahead to the 2000 Airport Master Plan update. Again, assuming federal funding comes in October and we will start this. We're out on the street as we speak with a request for qualifications from airport consultants to help us go through the Master Planning process. Those qualifications are due back to us at the end of April. In May and June we'll be evaluating those and hopefully make a selection in the June-July timeframe. And then we'll work until October defining the scope of work and the price for the Master Plan so we can hit the ground running when the time comes, when the federal monies start flowing. I think the new Master Plan is going to focus on the terminal building and on the land-side infrastructure. Now you could say, we have 14 gates there now, with four million passengers, so we're going to go to eight million passengers, potentially, so perhaps that means a doubling of the size of the terminal building. Not necessarily. There is new technology that is out there that gives you more efficiencies and more effective use of your infrastructure. If

there's one message that we have heard from the airlines and from the community, it's to keep the operating costs low. And one of the ways that you can do that is by getting more value out of what you already have. So if we can incorporate technology into the terminal building more than we already have, I think we can accomplish that, and still allow the terminal to grow, and still be customer friendly. We also want to take a look at the land-side, meaning roadway systems, parking lots, a potential for a second parking garage. That 1997 Master Plan included over \$500 million worth of capital improvements. I can't begin to guess what this is going to recommend from a capital improvement perspective over the next 20 years. But what I can tell you is that whatever we can do to maximize what we already have, we're going to do that. The other issue is local zoning regulations. We want to take a look at a bigger picture about compatible land use around the airport. Having as many people impacted by noise as we have now, are there things that we can do? Are there zoning things that we can put into place that can help provide more soundproofing for residents or to more residents? Are there more things that we can do to have compatible land use at land that is currently undeveloped? We need to look at all that and incorporate it into a document that's not only approved by the Airport but also by the federal government. And one thing we're going to get into in a great deal more detail coming up is the Noise Contour update in FY 2009 as well. I just wanted to give you a broad brush of where we see the new 2008 Master Plan update going.

Chairman DeVries asked at what time will you find out whether or not AIP funding is available for your Master Plan project?

Mr. Brewer responded we're hoping that sometime in September we will know whether or not the FAA will have money for an October start.

Chairman DeVries asked so the May-June development of the scope and pricing of the project goes forward and then you find out whether or not you will complete the rest of the items.

Mr. Brewer responded that's correct. What we want to be able to do is, as soon as the federal monies are released, is move forward. The capital program this year is actually just a completion of some of the projects that were started last year and got timed out because of the weather. There are no major capital improvement programs underway because the new Master Plan will identify what those capital programs need to be and where they need to be aren't in place yet. So that's going to be our focus, to get the Master Plan process done.

Chairman DeVries asked since this is probably the single-most important component for anybody who lives in and around the Airport who is concerned about what their life might be ten or fifteen years from now, is there

potential...obviously there will be times for those neighborhoods to weigh in for public input sessions?

Mr. Brewer responded absolutely. There is a requirement in the Master Planning process for public input, public hearings, and public participation. I also have made it clear to the Board, to the town of Londonderry, and to the community that we're not going to do this in a vacuum. I want to reach out to individuals. I want each of the members of the Board of Mayor and Aldermen to be thinking about who are the best individuals to be on this, not only from a business and economic development perspective, but also from a community perspective. It needs to be a balanced approach.

Mr. Brian O'Neill, Deputy Airport Director, stated Mark wasn't here during the last Master Planning process, and I just wanted to have everyone recall that it was a very open and inclusive process that included numerous public hearings and a lot of participation. We had representatives from all of the local communities, as well as some of the major stakeholder groups involved with the Airport. I know that Mark is committed to improving upon that in this Master Plan.

Mr. Brewer stated I would like to turn this over to Richard Fixler, who is our Assistant Airport Director for Engineering and Planning, to talk about the Residential Soundproofing Program.

Mr. Richard Fixler stated I'd like to update you on the status of the residential sound insulation program and then talk a little bit more about the Noise Contours and the update of the Noise Contours. On this first slide you can see that to date we have sound-insulated what we will call 1,080 units because that includes not only individual homes but apartments and condominiums. Those would be 1,080 living units, of which 1,015 are in the City of Manchester. The balance would be in Londonderry. We've also sound-insulated three schools: Green Acres, Goffs Falls School, and St. Francis, when it was there. We've done a couple of churches, two daycares, and we've also done the fire station down by the airport, the living quarters. The next slide gives you a breakdown by area off the end of each runway. Runway 6 would be to the west of the Airport, the Brown Avenue area. There are a total of 103 units in that area, of which we've done 97 to date. We have six to go. Off of 17, which is north of the airport, there are 700 total units to be done, of which we've done 645. To the east of the airport we have 375 units and we've done 273, so we have a majority of what's left, the 102 units in that area; that's the majority of what we have left under the current program. To the south in Londonderry, there are 69 total units, of which we have four left to do. So you can see from that there are a total of 1,247 units that have been identified and are eligible and are included in the program, of which we only have 167 units left to complete. Through the course of the program we had a series of

homeowners who declined to be in the program, and where we were nearing the end of the federal funding portion of our sound insulation program, we went back and made an effort to contact every one of those homeowners and unit owners. Individually there were 112 homeowners that we contacted, as well as the Beech Hill Apartments, which were an additional 320 units, so I believe when Mike Ferron was here at your last Committee meeting he had indicated there were 400 or so units that had declined, so that would be made up of basically the 112 plus the 320 or so that we have. The Beech Hill Apartments declined to be in the program because they had received HUD money. They had replaced all their windows. They weren't interested in our program. Of the 112 remaining ones, which is basically made up of new owners and people who had previously declined, 35 have now opted to be in the program and 77 are still declining to be in the program. So out of the 167 that are left, that will be broken up into five groups. One of those groups is the daycare. That's a stand-alone group. The other 167 will be in four groups. The Airport is applying for a single grant this year of up to six million dollars. We haven't finalized that number but it will be up to six million dollars to complete the program by the end of calendar year 2009. Here's the breakdown, if you're interested in seeing what streets or what areas are included in each of those groups. We have group 27, which is 41 units that I'll just let you read through for yourself, the streets that are involved. We've already begun the construction on that group, and that should be completed by August of this year. Group 29 is forty additional units, and you can see the area is mostly north of the Airport, and again, we opened bids for that group last week. Construction will begin in August and will be done by the end of the year. Group 30 is another 41 units. We'll complete design later this year. We're meeting right now with the eligible homeowners to make sure they want to be included in the program. We walk them through so they understand what the impact will be to them during the process and what the improvements will be, and then they sign on in a permanent way, and construction will be next spring for that group. Then the last group, which is to the east of the airport, is some homes that were added in by the FAA last fall. We'll be designing those at the end of this year, and that will be the last group to be constructed, late next year. The daycare is being designed now and will be constructed next summer.

Mr. Brewer stated over the past several years, the Airport has done about \$2.5 million a year in sound insulation programs. We have up to six million dollars this year. Brian O'Neil, Richard Fixler and I went down to meet with the FAA on January 30th, and we pushed and pushed hard for the FAA to wrap up this program. It has been going on for many, many years, and we felt that it was important that we did it more rapidly, and they concurred. And so we were able to more than double the amount of money that was coming our way for the next fiscal year, so we can move this process quicker.

Mr. Fixler stated I'd like to add just one other thing. I'm not sure that Mark is even aware of this. In our meetings with the FAA over the years, the FAA has approved and added 328 units that are actually outside the contours, but are connected with streets that are within the contours; they're part of neighborhoods that were partially within the contours, and the FAA has approved those additional homes and they are in our program.

Chairman DeVries asked that's over the years from inception?

Mr. Fixler responded since 2004 is when we started doing.

Alderman Shea stated I notice that you have asked for a grant of six million dollars. Assuming that that's granted, what contingency do you have in place if in fact that's not granted? In other words, are you assuming that it is going to be granted? Is it a done deal before you know whether it is or not?

Mr. Fixler responded we're assuming that it will be. We're moving ahead as if it will be. If it's not, I think the bottom line is that the program may take a little bit longer to complete than the end of 2009. We'd have to evaluate that. It would just go back to being more, as Mark described before, \$2.5 million per year. So it might stretch it out, perhaps another year.

Alderman J. Roy stated one question I have is about the total units that you talked about in the very beginning that you've soundproofed, 1,080. Does that include the ones that have been torn down since they've been soundproofed?

Mr. Fixler responded it would include every one that we've done.

Alderman J. Roy stated some of those were torn down within three years of being soundproofed, and I'm wondering if you're now looking ahead in this new program to identify any areas that may exist that don't need to be soundproofed now because they're going to be torn down. I just thought at the time it was an exceptional waste of money. I don't know what the total number would be, but with your long range plans here, it looks like you plan out ten years, and it was obviously within that ten year period that we tore down the buildings that we had just insulated.

Mr. Fixler stated if you look at the timing of the whole program, it started back in 1993. The Master Plan that identified the program that required those to be torn down actually didn't take place until 1996. It was finalized in 1997. So, unfortunately, from a timing perspective, we didn't know in what direction the Airport was going in those particular areas until after we had done those. Just for your information, when we advertised for the demolition of those homes, we

advertised such that somebody could relocate those homes to another location and several homes were relocated, as opposed to just being torn down.

Chairman DeVries stated when we've gone through the presentation so far, we've talked a little bit about how we are at the very tail end of the available federal dollars for the Soundproofing Program, and that's because the federal government has very specific areas within the sound contours that they allow to be soundproofed, and once you reach the end of the sound contours, you no longer are eligible. I've had extensive conversations with the prior airport director, Kevin Dillon, about the next step. I think it was alluded to earlier that there are some zoning changes that we might consider putting into place that would allow us to reshape or adapt the sound contours to allow those that are noise impacted, but just outside the federal contours to receive some relief. I don't think we need an extensive conversation about that tonight because it still is a year and a half out. From my understanding, the first part of that is going to be the adoption by Manchester of the zoning changes, if not entirely then at least in some systematic fashion so that larger areas are now available, and then trying to identify what the local funds may be to assist with soundproofing more homes. Am I still on track? Is that going to be part of the conversation of the next Master Plan?

Mr. Brewer responded it will be, and that's a good segue into the next section of the presentation, which is the new noise contours. As you know from your conversation with the former airport director, we are going to have to go out and redo noise contours. Based on our expectations, based on quieter aircrafts and fewer flights, we are anticipating that they may very well be smaller than the existing contours under the current program. That's not to say there won't be other options, but that is certainly one of the key ingredients in determining what will be able to be done, so we need to do that. It's part of the same AIP program. We have money programmed for FY 2009, and pending the FAA's ability to have a program and fund it, we plan to move forward and produce new noise contours during 2009, in that timeframe. That has to play into what would become ultimately eligible or not eligible, if we do go to the 60 DNL contour, as opposed to the 65, which we're limited to today.

Chairman DeVries stated I'd like to ask you to elaborate on one point, because it's hard for anybody who is at home listening to the Airport noise, because it is a busier airport today than it was maybe back in the 1980's and 1990's, to understand why those noise contours would be shrinking. So maybe you could give us a little bit better explanation. I know you mentioned that the engines have changed. But elaborate a little bit on that.

Mr. Brewer stated federal legislation required all aircraft to go to what's called stage three aircraft engines, which are significantly quieter than the old aircraft.

We used to have at Manchester 727's and DC 10's, and a lot of aircraft with very, very loud engines, as opposed to the current aircraft you have today, which is a fleet primarily made up of 737's and 757's, aircraft that are more modern and meet the state's three requirements for aircraft noise. So that's one issue. And I believe that Brian is probably going to speak to a little bit about the numbers of aircraft and you can see that even though we're busier, as far as passengers go, I think there has been some level of consolidation in terms of flights, so there actually are fewer flights than there were in the early 2000's. You can't compare it back to the early 1980's because certainly we have more flights than we did then, but when these last noise contours were done in 1999, I believe we had more flights than we do today.

Mr. O'Neill stated back in 2005 Manchester-Boston Regional Airport had approximately 111 daily departures, so that would be 222 total operations at the airport. Currently we have, depending on which day, between 75 and 80 daily departures. So not only has it impacted our available seat activity, which I'll go into in more detail in my presentation, but it has also impacted the number of flights that we have daily, and the number of passengers. So if you look back at 2005 we handled almost 4.4 million passengers, and for the last two years we haven't even been able to surpass the four million passenger mark, so we have had a consolidation of flights. For a variety of different reasons, we've had some flights that have not come back to the Airport after they've left on a seasonal basis, so we are down in the number of flights that we currently have at the Airport.

Mr. Fixler stated to complete the discussion on noise contours, the 2003 noise contours that were actually developed in 1999, had been approved by the FAA, and as I mentioned earlier, we've added additional houses over the last several years, to the tune of 328 additional houses outside the contour. The new noise contours, as I mentioned will be in the 2009 program. That's just a summary of the criteria that's used to determine contours. There is a standard integrated noise model that is used around the country which the FAA requires you to use. It's the Integrated Noise Model (INM). When you put devices in various locations around the Airport, those are used pretty much to verify what the model tells us. The model is also based on radar tracking that data, flight schedules, and aircraft mix. And just an update on noise complaints, if you go back to 2002, we had 585 complaints. Last year we had 110, and this year we've had 23 to date.

Chairman DeVries stated if anyone who is here in the audience has questions on any of the Airport functions being presented, these Airport representatives might be available to answer some of those. I've heard a lot of this information previously, but it may be new to some and they may have some questions of you as well.

Mr. Brewer stated we'd be glad to be available to any member of the public for as long as it takes. Just as a reminder, in the back of your briefing book are the actual noise contours. There is just one item I would like to point out. The reason we didn't put them up on the slides is that they are very minute and have too much detail. I don't think it would show very well, nor do I think that you want to get in to that level of detail, but I do want to just caution you that on those slides in the back of your briefing book are some color-coded homes that show that they are available for being sound insulated. There are additional homes that are above and beyond those that are not reflected in those current maps that you have, so do not rely too heavily on the color-coding, but I did want to give you at least a sense of where the newest contours were.

Mr. O'Neill stated although the Airport is involved in many different aspects of air transportation, whether it's cargo or charters, commercial air service is the bread and butter of the Airport. It's the core mission of airports across the country to provide the best air transportation services possible for the regions that they serve. This air service enables business retention, economic development, tour generation, and citizen mobility into the global marketplace. Manchester-Boston Regional Airport currently employs approximately 2,500 employees at the Airport. That's people doing aviation and airport-related jobs. As Mark mentioned earlier, we contribute over a billion dollars annually to the New Hampshire economy. This air service and our ability to retain and expand upon this air service provides the revenues necessary to meet the debt service of the \$249 million outstanding that we have in General Airport Revenue Bonds. Our goal certainly is not to be the biggest. For years we had been able to attract air travelers away from Logan because big necessarily isn't better. I think the goal here in Manchester is to provide the air transportation services that air travelers in our region are looking for. And in order to do that, we're going to have to fill in some of the gaps in our non-stop service offerings. So as we go out there and meet with airlines and talk about the missions of the airport, it certainly isn't to be the biggest airport in the region. It's to provide the services that the air travelers in the region are looking for and are needing, so they won't have to travel outside of the region to access airports outside of the region. As everyone knows, this is a very challenging aviation environment. The rising cost of jet fuel and the soft national economy certainly doesn't help. There's an increase in low cost airline competition. I'm sure that you all heard about Skybus, the airline that was operating out of Pease until Saturday night. They have filed for bankruptcy and are no longer in service. They joined ATA and Aloha Airlines as three airlines in the last two weeks that have closed up shop and are no longer providing services for their passengers. We at Manchester have been impacted as well by this volatile aviation environment. We have had significant downsizing in aircraft that are serving the market. We've also lost several key cities. We no longer have Pittsburg service. When US Airways and America West merged, they decided to

de-emphasize the Pittsburg hub and we lost our Pittsburg service. When Delta Airlines entered bankruptcy, part of their bankruptcy proceedings was to reallocate the larger MD88 aircraft, the 142-seat aircraft to other, larger markets and international markets, and now we are served by the 70 and 50 passenger regional jet. So, Manchester-Boston Regional Airport is certainly taking a hit because of the decisions at the corporate level of airlines nationwide. I think it's important to point out some of the good news at Manchester-Boston Regional Airport. In 2007, Manchester was fortunate enough to have four new flights added during the year. We had one to Philadelphia, one to Chicago, one to Orlando, and a new non-stop destination to Phoenix which has been very popular. So far in 2008, we've had an announcement by Southwest Airlines that they're going to be adding a daily non-stop flight between the airport and Fort Lauderdale, Florida, which I'm sure will be extremely popular. We seem to be bucking the trend a little bit with the regional airports across the United States. In the last nine months, Manchester has exceeded the previous year's month on eight occasions. And the only reason why we weren't able to make that nine out of nine is we had so many snowstorms in the month of December that we had flight cancellations and we fell 3,000 passengers short of surpassing December 2006. So, for the past nine months, we've done fairly well at the Airport, but we need this to continue in order for us to be able to meet the debt obligation that I talked about earlier. The Airport is out meeting with all of its existing airlines. I think Mark mentioned that we're going to be meeting with Southwest Airlines tomorrow and talking about their plans for the next 12 to 24 months, but it's also important to go out and meet with airlines that don't currently serve us, to highlight the benefits of serving Manchester and talk about the possibility of them beginning service at some point in the future. This next chart is a pretty good visual example of how Southwest Airlines has continued to invest in the Manchester market. You can see that they began service back in 1998, but since the chart began in January of 2000, there has been a steady increase in the weekly seats available on Southwest Airlines at Manchester-Boston Regional Airport. Unfortunately, as you can see from this slide, that's not true for all airlines that are serving the Airport. If you look at the service that Delta, United, US Airways, Continental, Northwest, and Air Canada are providing, you can see that over the past two years we have had a significant decline in the weekly seats available at Manchester. It's dangerous to put all of your eggs in one basket, but if we needed one egg to put in our basket, Southwest Airlines is a financially secure airline that has certainly made some significant investments in Manchester already. This is just a visual depiction of our existing route map, and if we were to fast forward to the end of the decade, I think you would see the Airport trying to add Denver, Dallas, Los Angeles, San Diego, San Francisco...some of the major cities west of the Mississippi. It's going to be very challenging for us to do that. The increasing jet fuel prices are making the airlines very skittish about providing long haul service, but it's the job of the Airport to go out there and talk with them, to highlight the benefits of serving a regional airport

like Manchester where you can still access the densely populated metropolitan area which is Boston. We've been very fortunate and worked hard to keep our costs per plane passenger low, so if you look at the industry average of \$7, \$8, \$9 per plane passenger, for Manchester it's under that; it's \$5.88. If you look at an airport like Boston Logan, they're cost per plane passenger is up around \$12 or \$13. It's our goal to keep the Airport cost effective for the airlines that serve and hopefully we'll be able to expand the existing air service levels by doing that.

Chairman DeVries asked do you envision Manchester-Boston Regional Airport becoming an international airport?

Mr. Brewer responded yes, but not in the sense of Logan Airport. Logan is always going to be the large, international hub. But I think that with the infrastructure we already have on the airside with those longer runways, with a customs and border protection facility already at the Airport, we would be remiss if we did not try to offer that level of service, not only to our customers who live in the region who might want to go abroad, but also for the economic benefit of bringing international passengers into the Manchester area. One thing I would like to follow up on is one thing that Brian mentioned I on several occasions about Southwest Airlines investing in Manchester. I made a call earlier today and talked to Southwest about Skybus and their bankruptcy. You may have read that US Airways has offered to take any passenger who comes up to their ticket counters with a Skybus ticket for \$50 per segment and bring them back to Boston. I called Southwest and asked if they were able to match that, and they said that they would take any passenger who was abandoned by Skybus and bring them to Manchester for free. The reason that they're doing that is that many of the passengers that fly Skybus out of Pease are New Hampshire residents. They're committed to us, they're committed to the state and they're committed to the region. So they will bring them back to Manchester for nothing. Unfortunately, they'll have to find their way back to Pease to pick up their car if that's in fact how they got there, but the reality is, to get home at no cost from Southwest Airlines I think is a wonderful gesture on their part. If I may, one last item on our agenda is the Federal Real ID Act. I have great news to report, and that is that all 50 states have now met with the Department of Homeland Security, complied with whatever they needed to comply with in terms of either asking for an extension or not asking for an extension. The reality is that there will be no disruptions, which is the bottom line, on May 11th, which is when the Real ID Act goes into effect. I know Senator DeVries and Senator Gatsas were both very active and involved at the state level. I'm most appreciative of their efforts, both publically and behind the scenes. Brian and I met with the Governor and talked about this. He totally understood the implications to the residents of New Hampshire and the state did what it needed to do to prevent any disruptions at the Airport.

Chairman DeVries stated I want to thank you very much for an excellent presentation. We've never had high tech like this and I think it really assists the viewers at home who are trying to follow along and really get an idea of the direction of the Airport. Just for those who came for the public hearing, there is a presentation that we'll have first from Alex Vogt, who is with New Hampshire DOT, on the access bridge project, which is really starting to gain steam around the Airport. Afterwards we will open up to any questions that you have of the individuals here, and I would just ask those who are at home listening, if you have seen this presentation and you have questions, feel free to look for either the Airport or my email on the City of Manchester website and present any questions you have. I'll pursue getting the answers for you. Just because you weren't able to come here and participate, we'll certainly try to answer your questions still if you get in touch with us electronically. So Alex, thank you for being patient. We took a little more time than we thought we would, but I thank you for coming tonight and offering the presentation. When you do your visual, because this is the state of New Hampshire, a little less high tech and you don't have the same graphic presentation, but if you would share with the audience that has come at the same time we line up for the cameras, we'll see if we can get both at the same time.

Mr. Alex Vogt, DOT, stated thank you for having me. For those in the audience, I do have copies of the presentation plan on the front bench and also the plan that shows the contract breakouts. The plan hasn't changed since 2004. I've been project manager since 2002, and at that time we did some minor engineering adjustments to the layout and shifted some of the ramps. The concept has pretty much remained the same since 2004. All the access to and from the Airport will be free, to the FE Everett Turnpike, as the ramps go around the Bedford toll plaza. One thing that's really exciting that's been happening is there is a lot of construction going on right now. The first contract went out last April for the Merrimack River Bridge, so if you've been down on Route 3A on Brown Avenue and looked over across the river, you have seen construction going on in the river. There are two piers that they have to put in the river. That bridge is a major aspect of construction that's going on. It's a six-span bridge. It's 1,200 feet long. Beginning from the west side, it goes over the railroad, over the Merrimack River, with the two piers. You're about 60 feet up above the river at that point. That crosses into the City of Manchester and goes over Route 3A at Brown Avenue and then finally ends and touches down, and the rest of the road will continue north into the Airport. That's the first contract that went out, after we managed to acquire all our mitigation land last April. We've had two other contracts go out since then. There's a major contract on the FE Everett Turnpike that consists of the bridge for the turnpike to go over the ramps, and that's currently under construction too. If you go through the Bedford toll plaza and look to either side to the south of the plaza, you'll see construction going on there. Our third contract

went out last fall, and you're going to see construction start. It is a major bridge project for the little Cohas Bridge, which is the bridge that will finally come up into the Airport property. That bridge is a large steel structure. It's 435 feet long and it's 90 feet above Little Cohas Brook, so it's going to be quite high above that ravine. It will be pretty impressive when you come across into the Airport. As I said, we're starting to get construction underway here, getting the ball rolling. The Merrimack River bridge is going to take two and a half to three years to complete. We want to keep the construction moving following that. We have five other construction projects scheduled in the ten year plan, beginning this fall, which is fiscal years 2009 through 2013. That's based on the ten-year highway improvement plan which currently is about ready to be approved by the legislature and the Governor and the Executive Council. This plan gets revised every two years. We're just finishing that two-year cycle, so in another two years there will be another cycle. Maybe we'll get an update on some of these later contracts. Currently the funding for the construction goes out until 2013, with the final contract for paving and signs, and we should be able to have the whole access road open by the end of 2013. At this point if you have any questions or any details you want me to review, I would be happy to.

Chairman DeVries stated I have a couple of questions from individuals who have already contacted me at home. I do note that there's been some staging of the cranes and such, and I assume that's for work in the river.

Mr. Vogt stated that's correct. If you go down on Brown Avenue on 3A, we've bought the corridor to the river there, and so there are cranes being set up there. They also have to build a couple of piers on the land side.

Chairman DeVries asked are they in the position where they will need to be for the construction or are they set up there and they will be deployed to a different location?

Mr. Vogt responded I haven't been down there for probably three weeks. I'm not sure exactly where they are today. Usually they just set them up and they'll move them to where they need to have them be and they'll move around it as needed also.

Chairman DeVries stated also, there has been some additional signage on Route 3A, Brown Avenue, hazard signs and such. Does that sound like part of your project? I can't assume it's anything else.

Mr. Vogt responded it's under the Merrimack River bridge contract. There's going to be work on 3A also. So we do have construction signs that would be up north

and south of there alerting motorists that construction activities will be going on, like construction vehicles crossing the road. We have utilities that have to be relocated as part of that to start with such as sewer and water lines. Overhead power lines have to be moved out of the way of the new bridge. That's all part of it. Construction of 3A will be underway also this summer.

Chairman DeVries asked so the signage that is up is just while they're working on 3A, or is that there till 2013?

Mr. Vogt responded it will be up while we're working on 3A. Once we're not working on 3A anymore we'll be able to take down active construction zones, but there will be a future construction project that will finish up the work of 3A, so the signs will go up again when we have to do additional work there. It shouldn't be there continuously for five years.

Chairman DeVries asked can you give us an idea of what it will look like if you live down in the 3A corridor? What will it look like this construction season? Maybe we'll start there. What kind of work can we expect?

Mr. Vogt responded mostly this year we'll see them working on the abutments and the piers, which means they'll be pouring concrete piers coming up out of the ground, out of the river to a point where they'll be able to start to set some structural steel. Steel probably won't be coming in till toward the end of the summer. And I'm not sure if the contractor is going to start on the west side or the east side to set the steel but they'll start from one side of the bridge and start erecting the steel as they come across. So we'll probably start seeing the structural steel being set toward the end of the summer, the major steel beams. These spans are approximately 200 feet each, so there will be beams coming in that they'll have to assemble and then lift and set in place.

Chairman DeVries asked do you expect any disruption of traffic during the course of construction this year? Are you planning any detour activity or anything that the residents need to know about and plan for? Not that you can plan for that.

Mr. Vogt responded there would be some disruption of traffic on 3A when we have to set the steel over the road. We will be coordinating that mostly with the City when we get to that. That may be toward the end of this year or sometime next year, as I mentioned, depending on what side of the river they start on. Usually when we do that we try to have a window of time to set beam, get it stabilized, and closed to traffic. We do that at lows. Quite often we try to do that at night when there's hardly any traffic. We put up message boards well ahead of

time to alert people that this will be happening on a certain day or night. We would then sign a way around if possible, or at least let them know at a point where they make a decision where they want to go. That's still quite a ways away but certainly that's what we normally would do.

Chairman DeVries stated when we first determined this bridge would be built, we fought to get a bike pedestrian path coming across to give some connectivity from the Heritage Trail over in Merrimack to some of the bike pedestrian trail ways that we're trying to expand here in Manchester. Did that survive and are you still planning on constructing that?

Mr. Vogt responded yes it did, and that's something that should benefit all the residents in the neighborhoods. It's going to be a ten-foot wide pedestrian bike path on the south side of the bridge. It will connect over to Route 3 in Bedford and also back over to the Heritage Trail which runs parallel with the railroad. On the Manchester side it will curve back down to 3A to Brown Avenue and also connect into the neighborhoods to the south and continue further to the east into Londonderry to where Pattonville Road is going to be connected in.

Chairman DeVries stated and I thank you for your attention to that because it's very difficult to get...these neighborhoods have been very disconnected from the City of Manchester with a lot of the takings and developments for the growth of the airport and we're trying to reconnect these neighborhoods back into the City by giving them a safe pedestrian path to travel so children can get back without going out onto Brown Avenue to Little League fields down off of South Willow Street. It would be a nice vision to connect it all and make this happen for those neighborhoods, so I thank you for paying attention. There was one detail that I didn't think to ask way back when: Is the signal on Route 3A going to be pedestrian activated?

Mr. Vogt responded I'd have to look at the details, but we do have a crosswalk there. We do have sidewalks that go along 3A, so there would normally be a push button to activate that.

Chairman DeVries stated I would ask you if you could let me know that because I think that will also allow the neighborhoods that are on the west side of Route 3A to gain access to the same pathway, so not only will all of Trolley Crossing be reconnected, but it will help give everybody a nice place to walk dogs and push strollers. Kids can learning how to ride bikes, when we can get it all up and running. It's a vision, but if we let pieces of the vision go we never get the whole picture.

Alderman Pinard stated Alex, you and I have been through this for the past ten years with public hearings here and there, and I'm glad one of the Aldermen is happy to see it coming alive. It's something that's really needed. I went through the Bedford toll the other day. Can you shed a little light on what's going on? I think that's the key to this whole project. Can you elaborate a little bit on this one?

Mr. Vogt responded that's part of the work that's being done with the bridge that goes...the turnpike is going to go over the ramps. We've had to add an additional toll booth and another temporary toll booth to the west side to help with the traffic control because of the bridge just south of the toll plaza that's under construction. The ramps are going to go under the turnpike. We're going to do it a third at a time. This means we have to shift traffic to the east and then to the west as we build this a third at a time. We needed these additional toll booths to accommodate the traffic. One of them is temporary; one's going to remain permanently. It's part of the traffic control for the construction activities.

Chairman DeVries asked does the Committee have any questions? I'd love to open it up to the public. We were just discussing logistics, just in case there are questions that I need to respond back to you on. I'd ask when we bring a microphone to you if you might state your name and your address, if you don't mind stating that, and it will assist me in getting back any response that's not answered for you today. If anybody has any questions, raise your hand.

Mr. Dick Roux stated I live just over the Litchfield line in Litchfield. Do you expect both and 3A and 3 to have both north and south interchanges from the access road?

Mr. Vogt responded I'll start with 3A. Route 3A will be connected to the Airport Access Road signalized intersection on 3A with a connector road that goes up to the Airport Access Road. And at that point there will be another signalized intersection, and eventually, according to our maps, the town of Londonderry will be adding a fourth lane to that intersection which will be relocated at Pattonville Road. So, from the Airport Access Road you can connect back down to 3A, full access through a couple of signalized intersections. On the other side of the river in Bedford there will be a series of ramps both eastbound and westbound that will take you down to Route 3A. There will be full access, whether you're going north or south on Route 3. It will take you either east or west, either to the FE Everett Turnpike or east to the Airport. All those ramps will be free to the FE Everett or the Airport.

Ms. Sue Brough, Hazelton Court, stated I look forward to this road. I'm an active cyclist. I like to be able to get across to Merrimack. The question I have for you

is, in addition to the railroad we have and the airport right next door, what kind of noise is this going to bring, with all the traffic coming across the river right behind the house and up to the airport?

Mr. Vogt responded the road will bring some noise. If you're out there today you can probably hear some noise from the FE Everett, even though it may be a mile away. We did do a pretty extensive noise study on the Airport Access Road to determine levels of noise it would have, if it would impact residences within a certain area, and whether noise walls would be needed. We found that the noise levels really weren't significant, especially to the Hazelton Court area. It's far enough away that this would pretty much be a background type of noise. It wouldn't be very loud, but there certainly would be some noise that you would be able to hear.

Mr. Brian Harrington, 7 Hazelton Court, stated Alex, I believe you and I have spoken on the phone in the past. I've been dealing with various right of way agents over the last couple of years... and we settled a temporary easement on my property. I was told at the time it would be roughly three years, and I was just wondering how that looks at this point. Is that an accurate estimate on the work that will be done affecting my property, which is right on the corner of Hazelton Court and 3A?

Mr. Vogt responded I think the three year duration is the maximum time period that you would be impacted. Could you clarify that a little more?

Mr. Harrington stated it's a temporary easement. I believe it's just for sidewalk. I'm right on the corner where the road starts to splay.

Mr. Vogt stated I'm familiar with the area. I'm not sure where you got the three year duration of it.

Mr. Harrington stated that's what the right of way agents have told me.

Mr. Vogt stated I think that's the duration that we would be working on 3A in that area, maximum.

Mr. Harrington stated that was my question. Thank you.

Ms. Mulone stated we live on the corner of Faith Lane and Brown Avenue, which is not too far from there. We're not quite sure we understand how we can get across from the bridge on 3A.

Mr. Vogt stated if you're on 3A there will be a new signalized intersection which would be just north of where the proposed bridge is coming across. That intersection is about where Brown Avenue and 3A intersect today. From there there will be a connector road that goes up to the Airport Access Road. You would be able to access the Airport Access Road at that point. You'll be able to go east or west. There will be a signalized intersection so you can turn right and head across the Merrimack River bridge, make a left turn and head into the airport.

Chairman DeVries asked the exits off the Everett Turnpike, will they be tolled or not?

Mr. Vogt responded there will be no toll on any of the ramps. We've allowed a provision for one of the ramps in the future, if needed, that goes to Route 3, but currently we're planning to open it with no tolls at all. It will be free.

Chairman DeVries stated though that's certainly very good for all of the residents in this area, to be able to get across and get onto the Everett Turnpike without having to pay a toll, it may come back to bite me a little bit because we have a potential recycling project that is going further down toward 293, and my concern of course is that those trucks, if they're coming from the south, may try to circumvent paying a toll by getting off on this exit and traveling the length of Brown Avenue. I'm throwing that out there just for those who are listening pertaining to this because any assistance I get from these neighborhoods as I fight that battle to at the very least control it, since we don't seem to be able eliminate it, control it and maybe the contract as it develops down on Gay Street, if it does develop down on Gay Street. I don't know that it's anything within your purview for DOT to assist, but it has always been one of our factors that what is good for our residents and we like to see doesn't always...cut through traffic I guess is the term for it and it was always a concern with people trying to circumvent by cutting across and coming in above the toll. You probably did some studies on that early on.

Mr. Vogt stated those are issues that come up a lot of times, and if an issue does come up, we can work with you to see what can be done and try to minimize that and make it hard to get through so they won't want to do that. We don't think there will be a lot of diversion but there will be some people that are going to do it, obviously.

Chairman DeVries stated and I think that's part of the reason that Route 3A has not been widened out for the entire corridor, though it certainly has up to the existing Airport entrance because that would only make this diversion a little harder to prevent or resist.

Alderman Shea asked would there be some consideration for not allowing trucks on that particular road? In other words, you can forbid certain weights of trucks and allow vehicles to use that bridge. Is there anything that could possibly dictate that?

Chairman DeVries asked could I take a first answer at that? In Londonderry there is a thousand acres that is also going to connect to this bridge that is scheduled to become an industrial park, and that is just off of the maps you have given us here. Certainly stopping truck traffic that is going to the Airport and also now a major industrial park in Londonderry...I don't think you're going to limit truck traffic on the bridge.

Alderman Shea stated well, no, but if you could limit traffic...in other words, this particular road would go to the Airport or beyond. However, anything going north could possibly be restricted if it's not part of that particular corridor.

Mr. Vogt stated you have some resources on Brown Avenue north of there because that's in the urban compact, and there may be some things you can do. There's a numbered route so it does limit what you can do and what restrictions you can have.

An unidentified woman stated in light of that, Brown Avenue right now is a disaster for traffic. Do you think this is going to solve that problem? You're going to have people who are going to want to avoid the Bedford tolls and come all the way up Brown Avenue to Route 3A and get on the back way. Is that going to cause more traffic on Route 3A than there is now? I currently have trouble getting out of my street in the morning. Both ways you're going to have traffic trying to avoid this toll, especially with all the industry down on Brown Avenue, the other end.

Mr. Vogt stated I don't know if I could answer that quickly. We have done a traffic model to try to answer those questions and figure out where the traffic is going to come and go, and how much traffic there is going to be. We're pretty much showing that Brown Avenue and Route 3A really are not going to have significant additional traffic. This is just going to take traffic that is currently either heading further north to get on 293 or trying to find some other way over to 93 and get it onto the Airport Access Road at this point. So south of where it crosses we don't anticipate any change in the volume of traffic. That traffic is pretty much traffic that's going to those neighborhoods and destinations in that area. There will be a little bit of diversion because it will be a little easier maybe to come up here now instead of heading south to Hudson, but our projections do not show any significant change in traffic on 3A. What changes you will see will be from additional development that happens on 3A or the neighborhoods. The

Thousand Acres in Londonderry though, most of that traffic will be accessing Airport Access Road when that gets developed, and heading onto FE Everett. It will not be going down 3A unless you have some employees that live down there and they're commuting to work.

Chairman DeVries stated let me just see if I can clarify some of that answer because it got a little convoluted. You indicated that you did not anticipate seeing any change positive or negative with the traffic flow on Route 3A and that would be the Hazleton Avenue section of Route 3A or are you talking 293 to the Airport as it exists today?

Mr. Vogt responded I think north of where the Airport Access Road crosses you will see a drop in traffic on that segment. South of Airport Access Road on 3A you shouldn't see any significant change. North of the Airport Access Road near Hazelton Court you will see a change because most traffic would take the Airport Access Road. It would be more convenient to get into the airport. There will still be some people, if their destination is Brown Avenue, who will drive up that way, but I think most people are going to get on the Airport Access Road and either head over to the turnpike or head up to the airport that way.

Chairman DeVries stated and the reduction between 293 and the existing airport entrance...and I'm putting you on the spot; you may not recall this because I don't think you were the project engineer on the 293 expansion, but that is for a short term, the reduction of traffic that they expect to see resulting from the road work. If I recall it was maybe for ten years, and then maybe something like 2014 they expect increased traffic to return in that area. Does that sound correct to you?

Mr. Vogt responded it sounds familiar. Traffic from 293 down to the Airport I think was going to be half, or something in that range, when it was opened up. There is still a lot of industry and business and people that work in that area, so there's still a lot of traffic that will want to go along that segment. That sounds familiar, in that scope.

Alderman Pinard stated it seems to me I've been involved in this for many years, and Alex, there's been discussion from way back when for 93 to come in from the Londonderry side into the airport, and that went to sleep for a while. But I was at some gathering recently and that subject keeps coming up. I think Mark was there and we talked about that. There's always a possibility of 93 coming in that way into the airport. If that happens then I don't think we're going to have to worry about the traffic because the traffic flow will be on both ends, on the Everett Turnpike and Route 93. So that's something that I think we should think about because it's going to happen.

Mr. Vogt stated there's nothing in the ten year plan for any of that, so it's going to be quite a while if it does happen.

Chairman DeVries stated I think they've anticipated with the build-out of this that that's not likely to happen for an easy 30 years, even if it's wanted by all parties that might be involved or impacted.

Alderman Pinard stated that could be part of what we've been talking about for many years and the talk is still there so when they do that everything will...it's not going to happen tomorrow but it's something that could possibly be in the ten year plan.

The unidentified woman stated the Airport Access Road over the river seems to have gone a little further north than when we had first talked about it. I'm looking at the area between the bridge and the back of the Hazelton Court homes, and I'm just wondering now, it seems like a small area, so does that kind of preclude any building in that area? They were talking about possibly building up some things there that were concerning us. So do I understand that it's a little too small for hotels or gas stations or anything like that?

Mr. Vogt responded no, it's not too small for some development or some type of hotel or something to go in there. We bought the land directly along the river for eco-habitat and land right where the Airport Access Road crosses, but from where the connector road signal is, north along Brown Avenue/3A, there is a lot that's left there that we've bought the rest of the land from, but they do have plans to develop it. I'm sure they'll be to the City's Planning Board to do that in the near future.

Chairman DeVries stated the neighborhood that I refer to as Old Brown Avenue had concerns because we had a prior public hearing about whether they want to be connected to this ramp that comes down onto Route 3A, and the outcome of that meeting was an emphatic no. They did not want any connectivity onto the ramp that comes down off the access road. That is still the way. There is still no connectivity into that neighborhood, is that correct?

Mr. Vogt responded no connectivity. You'd have to come in off of Route 3A.

Chairman DeVries asked you'd have to go down onto Route 3A? Can you explain the signalized intersection there? Does the southernmost end of Brown Avenue now meet at the intersection? That was dependent, if I remember correctly, on a taking that may or may not have occurred.

Mr. Vogt responded the Old Brown Avenue actually ends a couple feet north of where the signalized intersection is on 3A, so you can access 3A at that point with a right turn in and a right turn out.

Chairman DeVries asked and that's to control some of the movements for that neighborhood as well?

Mr. Vogt responded right.

Chairman DeVries stated if anyone has additional questions, I can be reached through the City of Manchester website. I do have an email directly on there. Mr. Vogt, is it easy for you to be reached as well, or would you prefer that to be funneled through me?

Mr. Vogt responded if they have questions for me, they can go to the Department of Transportation website. We have this plan posted there, and my name, number and email address are there, so they can contact me that way.

Chairman DeVries stated so those at home who are having trouble seeing these plans can pick them up on line.

There being no further business, on motion of Alderman Pinard, duly seconded by Alderman Shea, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee