



2009

# annual report



**Associated General Contractors  
of New Hampshire, Inc.**



The past year as President of the Associated General Contractors of New Hampshire has been an exciting one for me. The first three months of my presidency were busy, but I welcomed the challenges that came my way. Increased legislative activity allowed me to get involved more than I have been able to in the past. Coupled with that, the AGC

of NH office building needed to tackle a drainage project in the heavy winter months. Though it was a difficult task, it was made easier by the donations of several members.

This year, highway and building contractors alike saw increased regulations and decreased funding. Working actively with the Association, I testified alongside Gary Abbott during bill hearings, and helped draft amendments with fellow members. Highway funding was a top priority in my presidency this year as transportation projects are facing a deficit. Once I learned that increasing the gas tax had become part of the House Budget, which was then passed, I joined several members in campaigning for its passage in the Senate. We worked hard to get our message across, and though I know it did not pass this year, I am proud of the effort we put in, and hopeful for its passage in the future.

As the year progressed, activity slowed with the closing of the Legislative session, and the Association focused on study committees and looking at ways to get our economy moving. Working with the Department of Transportation and the Department of Environmental Services, AGC of NH pushed for stimulus projects that would keep the construction industry moving.

I am proud to say that the Association continued to grow, even in a down economy. We gained new members throughout the year, and interest in the Association remained steady. Gary Abbott reported to the Board that membership had grown some 30% since 2005.

As my time as AGC of NH President comes to an end, I am honored to have been able to hold this position. The support shown to me by Gary and the staff, the Board, and our many members will stay with me for many years to come. Although my presidency is coming to a close, my work with AGC of NH will continue, as the Association is one of the most respected and politically active organizations in our industry. Again, thank you for the opportunity to have been your Association's President.

Respectfully Submitted,

Glenn Cairns  
AGC of NH President  
George R. Cairns & Sons, Inc.



*Dan Messier, 2008 President, passing the gavel to Glenn Cairns at the 2008 Annual Meeting*



*Gary Abbott, Glenn Cairns & Ron Ciotti at the AGC of America Annual Convention in San Diego*



*Glenn Cairns testifying at a gas tax hearing before the House Public Works & Highways Committee*

# board of directors

2009



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*DOT Commissioner George Campbell speaks to AGC of NH Board of Directors*

## Building

This year's Building Committee faced a tough legislative year. The legislature focused on increasing labor regulations within the industry, and brought up accountability and disclosure once more. During the year's first meeting, the committee welcomed guest speaker, Curtis Barry of the DuPont Group, who spoke about the proposed legislation regarding express trusts. When Public Works announced possible changes to the Labor Compliance Enforcement requirements, the committee wrote a letter to Administrative Services requesting a meeting to discuss more practical requirements. The meeting was held during the summer, but Administrative Services was not in a position to change the new requirements. The committee was successful in adding language that limited the type of people required to be on the Master List, as well as limiting the OSHA requirement to only those that are required to be OSHA certified as stated in the law.

## Environment

This year's Environment Committee saw many tough bills, many of which were retained or rereferred. One bill the committee focused on was fluvial erosion hazards. Originally, the zoning guidelines for fluvial erosion hazards were not scientifically defined, however the committee worked hard to make sure that the guidelines were scientifically defined. In the second half of the legislative session, the committee directed its attention to the Comprehensive Shoreland Protection Act. The committee felt that the current law restricted commercial development. The committee worked on the language to allow commercial development throughout the summer, and met with DES to discuss the proposed language. Also, in the summer, a new DES draft on Best Management Practices for Blasting was issued. The committee had voiced several concerns when the original draft was issued in October of 2008. The committee was concerned with the new draft too, as it included two attachments suggesting language for municipalities to use when blasting occurred. However DES stated that a third draft is being worked on.



## Highway Specification

AGC of NH's Highway Specification Committee met throughout the year with the Department of Transportation to clarify and help revise DOT's rules and procedures that relate to construction projects. The AGC/NH DOT joint committee worked on updating specification 698, regarding field facilities and what was required to be in the job trailer; section 624 and section 104.11, regarding railroad protection and basis of payment; section 108, regarding

critical path method (CPM) progress scheduling, just to name a few. AGC helped draft language, accepted DOT's new language, and helped form subcommittees to further study issues.

## Human Resources

This committee stayed very active in 2009. The committee worked diligently on Senate Bill 40, a bill that requires employers of seventy-five or more employees to provide workers and local governments with sixty days advance notice of layoffs. Working closely with the Department of Labor Commissioner, the committee helped clarify the definition of a seasonal employer, in hopes to trigger an exemption for the construction industry. Additionally, the committee welcomed several guest speakers who presented up-to-date information on relevant issues. Presenters included Cynthia Flynn, Department of Labor, who discussed jobsite compliance; Karen Aframe, Bernstein Shur, who presented updates on the FMLA and the ADA; Dan Duhamel and Rob Simpson, The Rowley Agency, who updated the committee on the new COBRA requirements; John Wilson, Goff Wilson, who discussed the new I-9's and E-Verify system, and Commissioner of Employment Security Tara Reardon. These meetings were all informative and thought provoking, generating productive discussion among the participants.



## Legislative

The Legislative Committee began the legislative session by resuming its role reviewing bills that would have the greatest impact on the industry, either positively or negatively. After review, they recommended AGC's position (support, oppose, monitor) for the bills to the Board of Directors. Some bills were referred to AGC committees for a closer inspection and involvement throughout the session. The Legislative section of this report highlights the top bills of the year; please turn to page 4 for more information.

## Flagging

AGC of NH held two flagging courses throughout the year, one in January, and one in April. The course, mainly for flag trainers, instructs attendees about the New Hampshire Department of Transportation regulations, proper flag person training, use of paddles and flags, placement of flaggers on the jobsite, and proper placement of signs. Course participants were required to pass a short exam qualifying them to train their own employees in proper flagging techniques and safety.

Infrastructure funding dominated the legislative year again. Add to that, increased regulations for construction, and it made a tough session for the industry. AGC lobbied in opposition of the bills that sought to increase regulations, but also worked with the sponsors and supporters to ease the requirements of the bills. While AGC was not able to “kill” all of those bills, their efforts resulted in lesser requirements than original bills had proposed. Infrastructure funding came from the budget in the form of increased vehicle registration fees, and the increase of one toll. After many options were laid on the table, the legislature agreed on this solution for the short-term.

### Washington Fly-In

On May 19th, AGC of NH members Christian Zimmermann, President of Pike Industries; Mark Charbonneau, President of Continental Paving; Larry Major of Pike Industries; and Mike Reilly of Brox Industries; along with AGC of NH’s Gary Abbott flew to Washington D.C. to meet with NH lawmakers about the highway trust fund and Reauthorization. Their visit was part of the AGC of America’s Transportation Construction Coalition (TCC) Fly-In. Over 450 contractors and other industry affiliates took to Washington D.C to relay the importance of highway funding.



During their visit, AGC of NH met with Senator Jeanne Shaheen, Representative Paul Hodes, Representative Carol Shea-Porter, and Winnie Chang, a staff member for Senator Judd Greg. Their conversations centered on the fact that New Hampshire’s Highway Trust Fund is in desperate need of support, along with the Nation’s Highway Trust Fund. Gary Abbott and members emphasized that our lawmakers need to support legislation that will help the Highway Trust Fund, and without a change, the Highway Trust Fund will fall deeper into the red, leaving NH’s roads and bridges to fall into greater disrepair.

### Economic Recovery

This year saw the installation of a new President, Barack Obama, and with that came the American Recovery and Reinvestment Act. One of President Obama’s first actions was to release funds into the ailing U.S. economy through a stimulus package. States received billions of dollars for their state programs and agencies, which would create jobs and help turn the economy around. New Hampshire was one of the first states to use the funds,

putting several Department of Transportation (DOT) projects to work. The stimulus funds boosted DOT’s project capabilities, allowing them to repave more roads than they would have otherwise, and complete projects that would have been pushed back further or left unfinished. Many areas in the state saw relief from the stimulus funds, and jobs were saved or created as a result of the act.



### 2009’s Top Bills

#### Compliance With Accessibility Standards

House Bill 530 establishes a system of certification and enforcement for the accessibility standards outlined in the state building code. It applies when a public building is undergoing construction, additions, or alterations. It will require plans and drawings to be inspected by a qualified individual to certify that they meet accessibility standards. Upon completion, a qualified individual must certify that the finished project meets accessibility standards. AGC of NH opposed this bill, but worked with the sponsors to ease the requirements. AGC of NH was responsible for the addition of allowing a licensed engineer to be considered a qualified individual. This bill passed both the full House and Senate.

#### Building Code Fees

House Bill 187 became an important issue in the second half of the legislative year. The bill would permit the state fire marshal to establish fees associated with administration and enforcement of the state building code. AGC of NH worked with the Senate to amend the bill, stating that the fire marshal may only collect fees when there is no municipal building code inspector. AGC of NH further recommended that appeals continue to be brought before the planning board. In the original bill it would have mandated that appeals be brought before the superior court. The bill passed both the full House and Senate with AGC of NH’s recommendations.

#### Indirect Impacts on Wetlands

House Bill 222 was a complicated environment bill introduced this year. Relative to fill and dredge permits in wetlands, the bill requires the Department of Environmental Services (DES) to consider direct and indirect impacts of project proposals on wetlands. The Association and its members opposed this legislation, citing the fact that it is not a true wetlands



issue. The House Resources Recreation and Development Committee recognized that more time was needed to clarify the bill's requirements, and therefore the bill was retained, and a study committee was formed. The study committee worked on language that will be discussed during the upcoming legislative session.

### **In-Lieu Fees**

Senate Bill 65 allows the Department of Environmental Services (DES) to accept in-lieu payments for the restoration or creation of wetland or river impact for any size. The DES may accept payment in the unavoidable loss of aquatic resource function. AGC of NH testified in support of this bill. This bill faced contention in the Committee of Conference because legislators were unsure if the 10% administrative fee outlined in the bill would cover all the associated costs. The full House and Senate passed this bill and a study committee was created to study the administrative fee percentage for in-lieu fees.

### **The Budget**

This year a few of AGC of NH's important highway-related bills were put into the budget. This included increasing the gas tax. The House included the gas tax increase in their version of the budget as a revenue source for highway funding, and then passed it to the Senate. The Senate originally calculated its budget using the projected revenue from the gas tax, but at the last minute removed the gas tax because of a promised veto threat from the Governor. The Senate reformed its budget, providing highway funding in the form of increases in vehicle registrations and tolls. During a Committee of Conference, the House and Senate agreed to a highway funding solution that included increased vehicle registration fees and increasing the Hampton mainline toll. The increase in the toll is also House Bill 391, which proposed to use the toll funds to install open road tolling. The full House and Senate passed the budget, recognizing that the highway funding solutions were only for the short-term.



### **Design Build for Transportation Projects**

Senate Bill 69 allows certain transportation projects to utilize the design build concept, and excludes these projects from the financial contract ceiling. The bill also changes the cap to all transportation projects. AGC of NH proposed an amendment worked on by members, and collaborated further with the Department of Transportation (DOT). AGC of NH and the DOT worked together to amend the bill so the department would have the ability to proceed on any project up to \$25 million. For projects over that amount, a public hearing would be held, and approval of the Executive Council would be needed in order to

proceed. The full House and Senate passed this legislation.



### **State WARN Act**

Senate Bill 40, also known as the mini WARN Act, requires employers to provide advance notice of layoffs and impending plant closures. This bill had been an important bill for AGC of NH's Human Resources Committee, and they worked with the Department of Labor throughout the legislative session to define "seasonal employee". The bill reads that a seasonal employee is one who has been employed for fewer than 6 months, or was hired with the understanding that their employment is temporary. AGC of NH worked to define seasonal employee in hopes of excluding construction companies from the bill. The bill's definition of seasonal employees will most likely exclude construction companies, but it does not state that it definitely will, and therefore AGC of NH is still unsatisfied with the bill. This bill passed the full House and Senate.

### **Unemployment Trust Fund**

Senate Bill 129 was originally a bill to establish a study commission to study the unemployment trust fund and negative balance employers. However, because of the continued downshift in the economy, the bill took on a new direction, focusing on the solvency of the trust fund. It will gradually raise the limit of employer payer contributions to the Unemployment Trust Fund. It also creates a new table 3 for employers who have been negative for the three preceding years. AGC of NH was present at several meetings concerning the trust fund, and suggested the gradual increase in employer contributions. This bill passed the full House and Senate.

### **Limits Imposed for Overweight/Oversize Permits**

In late September, the Department of Transportation (DOT) held a meeting to discuss the changes to the permit process regarding overweight/oversize loads. DOT has been collecting data related to load and axle spacing configurations, as well as reviewing the procedures, regulations and permits over the past year.

From the data, the Department determined specific limits that, if exceeded, would lead to a bridge review. The bridge review will be done at the applicant's expense, and will take, at a minimum, two hours to complete.

The changes took effect in November of this year. AGC of NH

attended the meeting, as did many members. AGC of NH's Gary Abbott questioned whether a bridge review would be necessary each time a permit application is received that will exceed the limits. The bridge review conducted should be allowed to be used in similar configurations.

## Project Labor Agreement Placed on New Hampshire Construction Project

This year, the Association faced a new obstacle, project labor agreements (PLA). PLAs were brought to the forefront by President Obama through an Executive Order (EO) suggesting the use of a PLA on federal contracts over \$25 million. AGC of NH followed this legislation, but became more involved when the Department of Labor (DOL) required the use of a PLA on the Job Corp facility being built in Manchester, NH.

The EO stated that agencies may use a PLA on a project-by-project basis, but does not mandate the use of a PLA. AGC of NH felt that the use of a government mandated PLA was not inline with the construction industry in New Hampshire because open shop contractors perform the majority of the work. AGC of NH worked with AGC of America in writing a letter to the DOL questioning their use of a PLA. AGC of NH wrote an additional letter in support of AGC of America's letter, further emphasizing the fact that a PLA is not in the best interest of the project and the New Hampshire construction industry.

The many questions surrounding the project ultimately led to its cancellation. The U.S. DOL issued an amendment stating that they will be reviewing the use of PLAs.

## Expiration of SAFETEA-LU

This year, the six year federal authorization for highway funding, SAFETEA-LU, expired on September 30. This meant that without a reauthorization, highway funding would be left in limbo. The House Transportation and Infrastructure committee proposed a full six year reauthorization in order to keep funding levels up. However, the Senate took the position of the Administration, proposing to extend the authorization for another 18 months. This would allow more time for negotiations, and researching adequate funding sources.

House Transportation and Infrastructure Committee Chairman James Oberstar felt the full reauthorization was necessary in order to keep up the momentum the American Recovery and Reinvestment Act (ARRA) had created. In this situation, an extension of the current authorization would negate the good that has come from the ARRA because states would not be able to move forward with important transportation projects. The Senate, and the Administration, felt that an 18 month extension was the best solution at the time because the extension would allow Congress to develop adequate and sustainable revenue sources for Federal highway funding.

As the deadline neared, the House passed a three month extension in order to keep the trust fund solvent, while not losing momentum for a full reauthorization. The Senate moved from an 18 month extension to a 6 month extension after facing opposition in its own body. As negotiations continued, the current authorization was extended to December 18, 2009.

## Retained and Referred Bills from the 2009 Legislative Session

Throughout the 2009 Legislative Session, many bills that AGC of NH followed were retained, or referred to committee. These bills were kept from a final vote because the committees felt that the bills needed more work, or needed to be looked at more closely. As the 2010 session begins, many of the retained or referred bills will come back into focus. AGC of NH will continue to monitor these bills, and the impact they may have on the construction industry.

### Retained

- House Bill 108: establishing an employer's private right of action to enforce the payment of workers' compensation coverage premiums
- House Bill 124: relative to the rate of the gas tax
- House Bill 133: requiring employers to report certain information regarding outsourcing to the Department of Labor
- House Bill 222: relative to fill and dredge permits in wetlands
- House Bill 355: relative to oil fund disbursement board authority and fees for oil discharge cleanup
- House Bill 434: relative to a health insurance access program
- House Bill 540: relative to fees for motor vehicle records
- House Bill 561: relative to insurance coverage for persons having deafness and hearing loss
- House Bill 617: permitting private employers and others to join the state health insurance program
- House Bill 629: revising certain motor vehicle laws
- House Bill 644: increasing the rate of the road toll, establishing the road and bridge account, limiting the use of road toll revenues, and establishing a commission to study revenue sources for funding improvements
- House Bill 652: relative to the impact of demolition and construction projects
- House Bill 661: relative to family leave insurance
- House Bill 662: relative to paid sick days
- House Bill 663: relative to working families' flexibility

### Referred

- Senate Bill 56: relative to financial responsibility for large groundwater withdrawals
- Senate Bill 94: relative to the creation of express trusts for payment of claims for materials and services rendered in building projects
- Senate Bill 166: relative to mineral extraction, mining, and reclamation in New Hampshire

### Building Trips

This year AGC of NH embarked on a construction tour of a number of member projects throughout New Hampshire, and even into Massachusetts. The aim was to take pictures of projects in all stages of completion for the Association's publications. Through the rainy summer, we traveled to jobsites seeking the perfect pictures to represent members and enhance publications. On member lead tours of the sites we were able to capture construction as it happens.



Harvey Construction Corporation, The MacMillin Company, and Baybutt Construction Corporation were kind enough to let us come to their sites. While on location, we saw many more members in action, as SUR West and Foard Panel were subcontractors on a few of the projects.

A special thanks goes out to all the members who gave us their time and allowed us to visit their jobsites and take photos.



This year's AGC of NH dinner meetings focused on its members, celebrating their accomplishments over the past year. Members and guests were able to celebrate another year together at the Annual Meeting. AGC of NH's Annual Meeting, held towards the end of 2008, celebrated the year's achievements and marked the beginning of the New Year. Recognizing the strides they have made in this tough economy, AGC held its semiannual Awards Banquet. The Awards banquet honored those who have an excellent safety record, and companies who completed outstanding projects over the past two years with the NASA awards, and the Build NH Awards. The annual golf tournament, held in the summer, offered friendly competition and another chance for members to get together. These events were a great time for members to come together in a social setting to enjoy good food, company, and a few laughs too.

### Annual Meeting

Leading AGC of NH into the New Year, the 59th Annual Meeting was held on December 11th at the Castleton in Windham. AGC of NH's Annual Meeting was once again hit by unexpected weather. 2007's Annual Meeting was struck by a heavy snowstorm, and 2008's faced wintery weather as well, this time in the form of an ice storm. The ice storm did not halt the event, as many members and guests braved the weather to see the installation of the new President and the Board of Directors. 2008 AGC of NH President Dan Messier of Pro Con, Inc. handed the gavel over to incoming AGC of NH President Glenn Cairns of George R. Cairns & Sons, Inc. Dinner was followed by entertainment, former New England Patriot, Steve Nelson. Nelson entertained the group through his personal stories and jokes about how he got to where he is today.

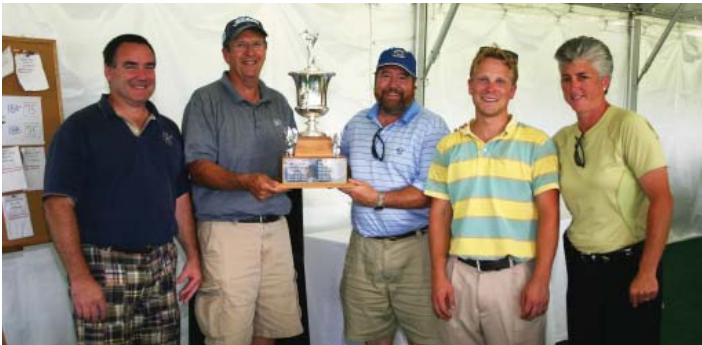


### Build Awards Banquet

On May 22nd, AGC of NH rewarded the winning entries for the Build NH Awards at this year's semiannual Awards Banquet. Over 70 members and guests came together at Fratello's Italian Ristorante in Manchester, NH to recognize their industry peers for their exemplary work throughout the year.

The awards presentation began with the National AGC Safety Awards (NASA). These awards recognize members who made safety their priority in the past year, and had a zero incident rate in their division. Four firms, The MacMillan Company, Pike Industries, Baybutt Construction, and D.R. Key Corporation,

received awards. Projects took center stage as the Build NH awards were presented next. This year, AGC of NH introduced two new environmental categories: Best Environmental Building Project, and Best Environmental Highway/Bridge Project. The new categories reflect the movement towards becoming more environmentally conscious and aware. Three companies won for their exceptional and innovative projects. Harvey Construction won Best Building Project for the renovation of the Currier Museum of Art. Their work transformed the museum into another piece of the museum's vast collection. Gilbane Building Company won the first ever Best Environmental Building project for their work with the Concord Hospital. Focusing on sustainability, Gilbane added East and North Wings, and helped the Concord Hospital become the first LEED certified hospital in the state. Lastly, Redimix Companies won the first Best Environmental Highway/Bridge Project for their work on the White's Park parking lot in Concord, NH. Using pervious pavement, Redimix transformed the parking lot into a self draining lot, eliminating the need for more expensive equipment, while allowing run off and rain water to be filtered naturally.



## Annual Golf Tournament

AGC of NH's Annual Golf Tournament was held on August 19 at Stonebridge Country Club in Goffstown, NH. The club boasted gorgeous New England views from every hole, and a challenging course. Over 100 players competed in the tournament on what was one of the best days of the summer. At 8 AM the scramble-format tournament began with a shotgun start. Navigating over sand traps and water hazards, players enjoyed a challenging and friendly competition. Following the tournament, players came back to the clubhouse to enjoy lunch. As the players gathered, they eagerly watched the scoreboard fill in, taking guesses at who would bring home the coveted Company Challenge Trophy. This year, instead of the traditional BBQ, AGC of NH featured a clambake, complete with a 1 ¼ pound lobster and a ½ pound of steamers.

As lunch wrapped up, it was time to announce the winners of the various contests that took place throughout the tournament. The awards presentation kicked off with a raffle. Players were able to enter this free raffle for a chance to win one of five prizes. Griff Richard from EnviroVantage was the first name picked, and he won a free membership to Stonebridge Country Club. Next, Dick Piper of R.M. Piper was chosen, winning a Calloway Big Bertha

Diablo Driver. Dale Sackett of Beck and Bellucci was picked third, and he won a free weekday foursome. Lastly, Mason Bradley of Liberty Mutual and John Timmeny of the Rowley Agency each won an AGC polo. This year there were three closest to the pin contests, one at hole #4, one at hole #6, and one at hole #16. Jim Hollar who played with the Barker Steel team won at hole #4, John Kelley of Liberty Mutual won at hole #6, and lastly, Andy McDonald won at hole # 16. All three won gift certificates to the Stonebridge Country Club Pro Shop. At hole #17 Andy Karwoki of ADA Traffic Control had the straightest drive, winning him a gift certificate to the Pro Shop. The longest drive was hit by Mike Lee of Acadia Insurance at hole #2, he won a gift certificate to the Pro Shop as well. Lastly, the EnviroVantage team of Scott Sansoucie, Erin Lacoss, Griff Richard, and Evan Lonstein won the Skins Contest.

With the contest prizes awarded, it was time to announce the tournament winners. Stonebridge Country Club donated a free golf lesson to "the most honest team," and the team from D'Amante Couser Steiner Pellerin, Bill Wilcox, Skip Kelley, Sylvain Noiseaux and John Paonessa, were rewarded with this prize. This year, the teams from Hutter Construction and EnviroVantage were tied for first place in the tournament. The club's golf pro broke the tie by using the score on the most challenging hole. The win went to EnviroVantage with a score of 58. While Richard Upsall, Tim Reid, Mindy Inglis-Reid, and Marcus Aho of the Hutter Construction Team came in second, they did win the Company Challenge Trophy, the most coveted prize of the tournament. Both the EnviroVantage Team and the Hutter Construction team won gift certificates to the Pro Shop.



## New Member Luncheon

On November 19, AGC of NH hosted a special luncheon for members that joined the Association within the last year. The new members joined the Board of Directors and the Association staff in learning more about the services, functions, and publications AGC of NH provides to its members. Board members shared their experiences with the Association, and the new members were given the opportunity to ask questions and speak about their companies.



This year, *A Safer Road to Tomorrow* (Safer Roads) received recognition for 2008's infrastructure awareness campaign. The Associated General Contractors of America presented the coalition with a *2009 Chapter Public Relations Award* for their work towards educating the public about the need for safer roads. The coalition continued to educate the public in 2009 with the release of "In the Red," its 3rd informational booklet; as well as a calendar and an updated website.

Through various charts and graphs, the booklet shows how New Hampshire's highway funding has decreased over the years due to unexpected natural disasters, and less travel. "In the Red" was sent to the Legislature, Regional Planners and Road Agents, Chambers of Commerce, and other State agencies. It was also part of the literature the Association used during meetings with Senators to further emphasize the need for adequate highway funding.



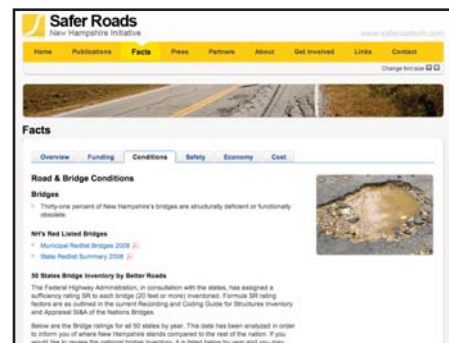
2009 marked the 4th year for Safer Roads' annual calendar. 2009's calendar depicted the conditions and deficiencies of New Hampshire roadways over the year. The graphic cover photo how in disrepair New Hampshire roads can become. Monthly facts gave information about maintenance costs, road usage, safety, tourism and more. Distributed to members, cities and towns, as well as legislators, Safer Roads was able to reach much of the driving public with this publication.



Last year, Safer Roads worked on an intensive awareness campaign through a four pronged effort. The coalition educated the public on the need for infrastructure funding and better roads. The production of a calendar, DVD, booklet, and a quarterly newsletter, won the coalition a PR Award from the Associated General Contractors of America. The 2008 calendar highlighted the deficiencies of the infrastructure, while the DVD, "The Right Road to a Sound Future," raised public awareness of the transportation issues in the state. Lastly, the booklet, "Use Caution: Rough Roads Ahead for New Hampshire," illustrated the road and bridge problems in the state, and discussed possible funding options.

The coalition also updated its website this year with how infrastructure plays a part in safety, tourism, and the economy. The coalition's productions are available for download, including the quarterly newsletter. The website is a great resource for any person who wishes to know more about driving and roads in New Hampshire.

As always, increasing infrastructure awareness among the driving public was the top priority for the coalition. Safer Roads continued to campaign for infrastructure awareness this year with the production of "In the Red", an informational booklet highlighting the need for funding; 4th annual calendar; and an updated website. The continued effort has been able to reach and educate more of the driving public.



"In the Red" makes the case that without proper resources to restore the infrastructure the entire state's quality of life is at risk. This booklet highlights the need for infrastructure funding by forecasting what will happen to New Hampshire roads if funding is not provided. It shows how the Highway Trust Fund is in the red, leaving funding for our state's infrastructure at a deficit.



The Safer Roads coalition moves into its sixth year with a continued focus on its mission; educating and informing the public about the need for highway funding and the importance of adequate roads and bridges.

With 2009 quickly coming to a close, and the start of a new year upon us, I'd like to take this time to pause and reflect on the past year. It always amazes me all that happens in one short year, as you have been able to read about in this report. This year, my message focuses on the issues and events the Association worked on, including those that members don't always get a chance to see.

The start of the year had the entire office running on new Mac computers. I know there are many dedicated Windows users out there, but the Mac computers have greatly increased our productivity, allowing us to complete more projects and expand our capabilities. With our new Mac capabilities, we were able to redesign and control our new website without outside consultants. The whole staff came together to write content and redesign the site, making it better for our members and visitors.

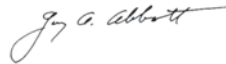
In March, the Association was awarded the National AGC Infrastructure Awareness Campaign Public Relations Award for our Safer Roads effort the previous year. It was the second time the chapter had received this award; the first time was some thirteen years ago in 1996. The award coincided nicely with this year's legislative efforts to support increased highway funding. The Association aggressively sought support from everyone we could, meeting with lawmakers and testifying in support. In the end, we got a temporary solution but not the long-term fix that could have been implemented. Legislatively, the industry faced many challenging bills this year, but I feel that the Association was able to recommend options to lawmakers that minimized the impact on our industry. These small, day-to-day challenges are as equally important as the headlining issues, and make a substantial overall impact on the industry.

As summer came to an end, the Association faced one of the most controversial issues of our time, a project labor agreement (PLA). In August, the U.S. Department of Labor (DOL) required the use of a PLA on the publicly funded Job Corps. project. In a state that has always prided itself as having an open competitive marketplace, whether your firm is union or open shop, the DOL managed to turn the competitive bid process upside down with its PLA requirement. This raised a firestorm of questions regarding fairness and practicality that ultimately led to the cancellation of the project. This issue may be over for now, but everyone will be waiting to see how the DOL repackages the project for early next year.

Often times, our day to day operations are overlooked. I know I have an excellent staff that has continued to produce better and better publications, newsletters, materials, and events. They are always working towards improving member services and benefits, which I know is one of the most important aspects of the Association. With so many things happening from week to week, I know it is my staff that helps the office run smoothly, keeping projects and committees on task.

As I look from the present to the future, I can see that we have accomplished a lot this year, but that we have the ability to accomplish even more next year.

Respectfully Submitted,



Gary Abbott  
AGC of NH Executive Vice President



**Gary Abbott**  
*Executive Vice President*

For over 20 years, Gary has worked as both a lobbyist and Administrator for the AGC of NH. In his time, he has worked proactively with the legislature, the Board of Directors, and other organizations. He also works actively with the staff to meet Association goals.



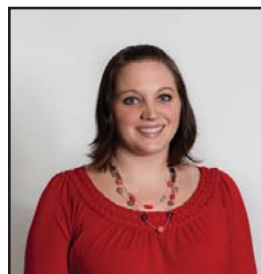
**Andrea Johnson**  
*Publications Coordinator*

Andrea has been with AGC of NH for 5 years, and has spent that time designing newsletters, booklets, flyers, and maintaining the website. Andrea is the contact for the Safer Roads effort, PR Committee, and Legislative Committee.



**Nicole D'Amboise**  
*Administrative Assistant*

Nicole joined AGC of NH in March of 2009. She writes newsletter stories, and maintains the Plans Room & Low Bids Newsletter. Nicole is the contact for the Environment and Building Committees.



**Bobbie Caradonna**  
*Bookkeeper/Functions Coordinator*

Bobbie has directed functions and trainings, as well as handled bookkeeping for the past five years. Bobbie is the contact for the Human Resources and Highway Specification Committees.