

# United States Senate

WASHINGTON, DC 20510

September 8, 2010

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood:

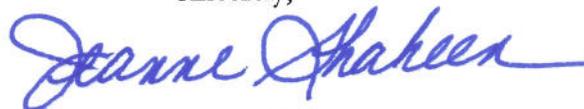
I am writing to express my strong support for the New Hampshire Department of Transportation and Pease Development Authority's TIGER II grant application for \$14 million to make needed port improvements at the Market Street Marine Terminal in Portsmouth, New Hampshire.

This project will rehabilitate and expand the main wharf at the Market Street Marine Terminal to increase operational efficiencies, provide economic opportunities and extend the working life of the terminal. Under this proposal, the main wharf will be expanded by 29,000 square feet, offering ships direct access along the entire length of the wharf and improving functionality. The Market Street Marine Terminal will also receive much needed maintenance and improvements to its structural integrity which due to continuing deterioration has reduced capacity of the wharf. Market Street Marine Terminal supports all marine services and activities in the Piscataqua River and this expansion and rehabilitation is part of an integrated plan for improvements to the infrastructure that serves the region.

Making the improvements to the Market Street Marine Terminal will improve services and opportunities for maritime activity, enhance national security through improved services to the nearby Portsmouth Naval Shipyard and take steps to serve the long-term needs of private and commercial vessels in the region. Additionally, the improved and expanded port facility will bring economic benefits to the region, both by creating 67 direct construction jobs and increasing the opportunity for commercial maritime activity in the area.

I strongly support this proposal to expand and rehabilitate the important Market Street Marine Terminal along the Piscataqua River, and I urge your careful consideration of this worthy project. If you have any questions, please contact my Grants Coordinator, Jen MacLellan, at (202) 224-6299.

Sincerely,



Jeanne Shaheen  
United States Senator

CAROL SHEA-PORTER  
FIRST DISTRICT, NEW HAMPSHIRE

1330 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-5456  
(202) 225-5822 (FAX)

33 LOWELL STREET  
MANCHESTER, NH 03101  
(603) 641-9536  
(603) 641-9561 (FAX)

104 WASHINGTON STREET  
DOVER, NH 03820  
(603) 743-4813  
(603) 743-5956 (FAX)



Congress of the United States  
House of Representatives  
Washington, DC 20515

COMMITTEE ON ARMED SERVICES  
READINESS  
MILITARY PERSONNEL

COMMITTEE ON EDUCATION AND LABOR  
WORKFORCE PROTECTION  
HEALTHY FAMILIES AND COMMUNITIES

COMMITTEE ON NATURAL RESOURCES  
INSULAR AFFAIRS, OCEANS AND WILDLIFE  
NATIONAL PARKS, FORESTS AND  
PUBLIC LANDS

[www.shea-porter.house.gov](http://www.shea-porter.house.gov)

September 2, 2010

Secretary Ray LaHood  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood,

I write in support of the application of the New Hampshire Department of Transportation, in cooperation with the Pease Development Authority, for a Transportation Investment Generating Economic Recovery (TIGER II) discretionary grant for the Piscataqua River Marine Port Improvements. This \$14 million grant will allow for the rehabilitation and expansion of the main wharf at the Market Street Marine Terminal on the Piscataqua River in Portsmouth, New Hampshire. If funded, this project could serve as an important engine of economic growth for Portsmouth and the region.

The main wharf at the Market Street Marine Terminal requires significant repairs. Due to continuing deterioration, the main wharf has a considerably reduced live load capacity. A portion of this grant would be used to repair the wharf, increasing its structural integrity and allowing it to support greater volumes of cargo. The remainder of the grant would be used to extend the length of the wharf by 125 feet. The wharf's current length of 582 feet is insufficient for providing full service for all cargo hatches of bulk carriers, which creates inefficient operations. The additional wharf deck (approximately 29,000 square feet) will provide a much larger area for material lay down and assembly at the facility. Additionally, the expanded wharf will have a greater loading capacity than the existing structures, allowing larger cranes and vehicles to operate at the site. These repairs, additions and improvements will provide a more efficient and operational marine facility.

The repair and expansion of the main wharf will increase economic opportunities and activities at the Market Street Marine Terminal. The New Hampshire Port Authority estimates that this project is likely to result in a 15% increase in cargo that is processed through the port. Additionally, this project enhances the viability of additional economic opportunities, such as the establishment of ferry service between Portsmouth, NH and Yarmouth, Nova Scotia, Canada, which would further increase the potential for economic growth in the region.

Thank you for your consideration of this application.

Sincerely,

*Carol Shea Porter*

Carol Shea-Porter  
Member of Congress



**JOHN H. LYNCH**  
Governor

# State of New Hampshire

## OFFICE OF THE GOVERNOR

107 North Main Street, State House - Rm 208  
Concord, New Hampshire 03301  
Telephone (603) 271-2121  
[www.nh.gov/governor](http://www.nh.gov/governor)  
[governorlynch@nh.gov](mailto:governorlynch@nh.gov)

August 20, 2010

The Honorable Raymond L. LaHood  
Secretary  
U. S. Department of Transportation  
1200 New Jersey Avenue, S. E.  
Washington, DC 20590

Dear Secretary LaHood:

I am writing to express my support for the Transportation Investment Generating Economic Recovery (TIGER II) Discretionary Grant proposal in the amount of \$14 million submitted by the New Hampshire Department of Transportation for the "*Piscataqua River Marine Port Improvements*" to rehabilitate and expand the New Hampshire Port Authority's Market Street Marine Terminal main wharf, located in Portsmouth, New Hampshire, on the Piscataqua River.

This TIGER II Grant application requests funds for rehabilitation and expansion of the Market Street Marine Terminal to address operational deficiencies and to provide full service for all bulk carriers and other ships calling on the port, and for other potential transport vessels considering the Market Street Marine Terminal for their berth. Critical repairs are needed to certain elements of the facility, along with complete replacement of wharf access bridges. Deterioration includes the failed deck topping, deck underside, superstructure framing elements, and corrosion of the steel caisson shells, which has necessitated a significant reduction to its live load capacity, as well as other restrictions and operational limitations.

The Market Street Marine Terminal supports all marine services and activities in the Piscataqua River area, and the main wharf project is an integral part of planned improvements to the transportation needs of the region. Rehabilitation and 29,000 square foot expansion of the Marine Terminal main wharf is designed to increase operational opportunities and extend the useful working life of the berth at the terminal, greatly enhancing its functionality.

The wharf project enhances the maritime connectivity between New Hampshire and Maine, thereby improving the economic competitiveness and vitality of this seacoast region. Further, this construction project will generate a significant number of jobs for the region during the next 2 years and will provide considerable long-term benefits to the region. The rehabilitation and expansion of the main wharf is critical to ensure that the Portsmouth and Kittery economies continue to grow. Commercial, non-industrial users of the port include tour boat operators, military vessels, environmental research vessels, and charter boats.

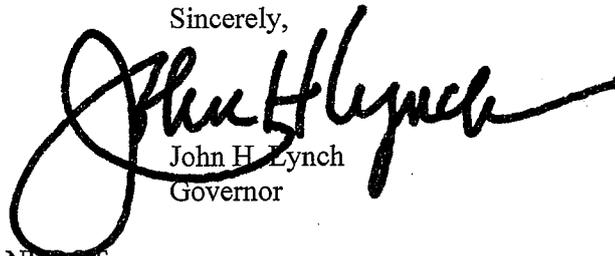
The Honorable Raymond L. LaHood  
Page 2  
August 20, 2010

The *Piscataqua River Marine Port Improvements* are critically important for the region to remain economically competitive when providing services to marine vessels. The seacoast area of New Hampshire and Maine has a long history of maritime traditions and activities, involving both commercial and non-commercial operations.

Reconstruction and expansion of the Market Street Marine Terminal is a significant investment for the region that is beyond the financial resources of the State of New Hampshire. These improvements would support and enhance the quality of life of the area residents and promote economic development both in Portsmouth harbor and along the overall Piscataqua River waterway.

I am pleased to offer my support for this application and hope that it will be approved.

Sincerely,

A handwritten signature in black ink, appearing to read "John H. Lynch", written in a cursive style. The signature is positioned above the printed name and title.

John H. Lynch  
Governor

CC: George Campbell, Commissioner, NHDOT



## CITY OF PORTSMOUTH

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Municipal Complex  
1 Junkins Avenue  
Portsmouth, New Hampshire 03801  
(603) 610-7200  
Fax (603) 427-1526

Thomas G. Ferrini  
Mayor

August 25, 2010

Commissioner George N. Campbell  
New Hampshire Department of Transportation  
PO Box 483, 7 Hazen Drive  
Concord, NH 03302-0483

Dear Commissioner Campbell:

Please accept this letter of support of the Transportation Investment Generating Economic Recovery (TIGER II) project to perform repairs and expansion to the Market Street Marine Terminal in Portsmouth Harbor. The discretionary grant application submitted by the State of New Hampshire is entitled "*Piscataqua River Marine Port Improvements*".

The NH Port Authority occupies 11 acres in the City of Portsmouth and is located along the Market Street gateway through which hundreds of thousands of visitors annually enter our community. The Port is an important contributor to the local economy and is a symbol-of the city's working waterfront and it is the connection to the city's commercial maritime history and future. Visitors marvel at the ability to closely observe bulk cargo operations and this experience adds to the overall visitor experience and understanding of the NH economy. In addition, many local and regional businesses directly or indirectly derive economic benefits from Port operations through provision of logistic support, through jobs related to ship handling and through the export/import of products. The Portsmouth Naval Shipyard which is the largest employer in the region often relies on the capacity of the Port in its operations. Lastly, the City's tourist businesses greatly benefit from cruise ship visitor spending and from the tall ship visitation to the Port.

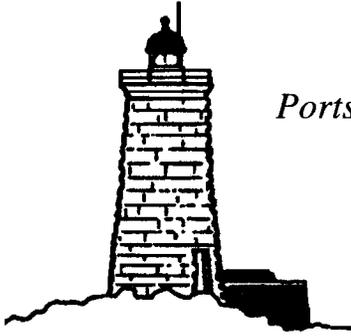
The proposed improvements to the main terminal and to the wharf as outlined in the TIGER II discretionary grant application are critical to the long-term economic viability and competitiveness of the Port. The improvements will enable the Port to expand its bulk cargo and to support expanded intermodal transportation and visitation to the community via ferry service to places like Nova Scotia and expanded cruise ship stops. It also will open opportunities to support emerging sustainable business such as wind turbines. Currently, the condition of the Port facilities precludes the State and City from capitalizing on these economic opportunities.

Advanced deterioration at the failed deck topping, deck underside, superstructure framing elements, and corrosion of the steel caisson shells should be addressed now. We cannot risk further deterioration and the negative impact this will have on the local economy if we delay and the repair costs escalate. The City has recently invested \$1 million in streetscape and infrastructure improvements to the Market Street gateway that brings people to the center of the city. The Port of NH is the major waterfront element of the gateway and should be maintained and improved to ensure its long-term contribution to the local and state economy.

Thank you for the opportunity to comment on this application.

Sincerely,

Thomas G. Ferrini  
Mayor



# PORTSMOUTH PILOTS, INC.

*Ports of Portsmouth and Newington, New Hampshire*

CERES STREET WHARF, BOX 72

PORTSMOUTH, NH 03802

603-436-1209 • FAX 603-436-0417

September 2, 2010

Commissioner George N. Campbell  
NH Department of Transportation  
PO Box 483  
7 Hazen Dr.  
Concord, NH 03302-0483

Dear Commissioner Campbell,

Please accept this letter of support for the TIGER II application for the ***Piscataqua River Marine Terminal Improvements***.

The project would vastly improve the marine wharf facility at the division of Ports and Harbors Market Street Marine Terminal in Portsmouth which is the only general cargo, general use, public access facility on the Piscataqua River and makes it an important support facility on the river. Operational deficiencies at the terminal wharf currently limit the use of the facility to provide full service for all bulk carriers and other ships calling on the port and for other potential transport vessels considering the Market Street Marine Terminal for their berth. Critical repairs are needed to the wharf including replacement of the access bridges over which cargo's are carried. Extending the length of the wharf is very essential because the size of the ocean going vessels are growing in size, therefore the shore side facility must grow in its size in order to accommodate and accept these larger vessels.

The Market Street Marine Terminal supports all marine related activities on the Piscataqua River and the Main Wharf Rehabilitation and Expansion is intended to improve services and expand business opportunities for New Hampshire business that may require access to the sea for transport of goods and merchandise. Ships conducting business at the other deep water terminals depend on the Market Street Marine Terminal to provide a platform to support vessels that cannot otherwise be serviced at other terminals.

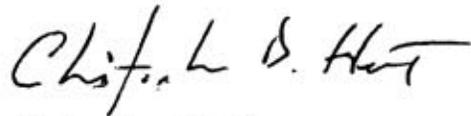
Portsmouth Pilots frequently rely upon the Market Street Marine Terminal to support activities and vessels at the Market Street Marine Terminal. Most of the activities that

take place are of commercial in nature. The Market Street Marine Terminal has products such as road salt, and scrap metal moving across it, many heavy lift bulk items and vessels there for repairs. Other activities the Market Street Marine Terminal include the public. There have been numerous calls of the Tall Ships, naval vessels and other Government vessels such as the USCG Training Ship Eagle at the Market Street Marine Terminal. It is the opinion of Portsmouth Pilots, that the rehabilitation and expansion is an important component to the continued economic growth and advancement of the industries in the state of New Hampshire. The Port of Portsmouth is a working water front and has been since it was founded and we believe the Market Street Marine Terminal plays a vital roll in keeping Portsmouth a working port.

Sincerely,



Richard C. Holt Jr.



Christopher D. Holt

MORAN TOWING OF NEW HAMPSHIRE  
34 CERES STREET  
P.O. DRAWER 448  
PORTSMOUTH, NEW HAMPSHIRE 03802

ROBERT N. STEWART  
DIVISION VICE PRESIDENT AND GENERAL MANAGER

Commissioner George N. Campbell  
N.H. Department of Transportation  
P.O. Box 483, 7 Hazen Drive  
Concord, NH 03302-0483

September 2, 2010

Dear Commissioner Campbell:

I am writing to express my strong support for the Transportation Investment Generating Economic Recovery (TIGER II) to perform repairs, upgrades and expansion to the Market Street Marine Terminal, in Portsmouth Harbor, entitled Piscataqua River Marine Port Improvements.

The Port of Portsmouth is an economic engine to the region. One extra ship call at the port of Portsmouth is a huge economic boost to the area. The last few years we have had to turn away some ships because our terminal dock was not long enough to accommodate larger size ships. We also had to turn down some heavy lift cargo because the dock was unable to support the heavy weight of the cargo on the dock.

One ship provides work for the following businesses: ship agents, ship chandlers, ship stores providers, longshoreman, line handlers, River Pilots, Tugboats, Security Service, Customs and Immigration, truck drivers and or railroads. Not to mention the mass economics of scale when moving many thousands of tons at one time. All these businesses benefit from one ship call. The entire area benefits as these businesses all pay payroll taxes and business profit taxes. Most ships have a crew size of 24 people. Once a ship is moored to the dock, many of the ships crew go ashore to eat or shop. Portsmouth is unique as the Market Street Marine terminal is very close proximity to down town Portsmouth. An expanded dock at the Market street terminal would allow us to accommodate some medium size cruise ships that presently can't dock here because the dock is not long enough. Visiting passenger ships even of medium size, would provide a nice boost to businesses.

The larger the ship, the better the economy of scale and the more cost effective for the shipper or receiver. The Tiger II Grant requests funds for the rehabilitation and expansion of the Port of Portsmouth Market Street Marine Terminal. This would be money well spent as there would be a return on the investment for many years to come. As ships continue to get larger and larger in size, we need to address critical repairs and upgrades to stay competitive with other ports. Larger size ships need a larger dock and a stronger dock.

Many construction jobs would be generated for the region during the project. Once the project is completed, the Port would continue to provide long term benefits to the region. A win-win situation. Waterfront property is valuable and nobody is making any more of it. This project would be great for the state of N.H. for many years to come providing a return on the investment and provide more jobs than present.

A 30,000 ton scrap ship requires 1,000 truck loads from 18 wheel tractor trailers to fill one ship. How many jobs is that? Three days worth of labor @ \$40,000 a day to load a ship with scrap metal. The shedding plant jobs, and the recycling benefits, all figure in. That is a lot of jobs and activity for the regional economy. One ship is a big boost for the local economy and the State of N.H. The Piscataqua River Marine Port Improvements will help the Port be more marketable for work we presently turn away.

DIVISION OF MORAN TOWING CORPORATION

TELEPHONE: (603) 436-0556

FAX: (603) 436-0417

By updating and expanding the Port of Portsmouth Piscataqua River Marine Port Improvements with Tiger II funds, the region will benefit immediately with construction jobs and long term returns to the state and local economy for many years to come.

Thank you for your time and the opportunity to comment.

Best Regards,

A handwritten signature in black ink, appearing to read "Robert Stewart". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Robert Stewart V.P. and General Manager Moran Towing Tugboats



# Appledore Marine Engineering Inc.

600 State Street, Suite E  
Portsmouth, NH 03801  
tel 603.766.1870  
fax 603.766.4599  
amei@appledoremarine.com  
www.appledoremarine.com

September 13, 2010

Commissioner George N. Campbell  
NH Department of Transportation  
PO Box 483  
7 Hazen drive  
Concord, NH 03302-0483

Dear Commissioner Campbell,

Please accept this letter of support for the TIGER II application for ***Piscataqua River Marine Terminal Improvements***.

The project would improve the marine wharf facility at the Division of Ports and Harbors Market Street Marine Terminal in Portsmouth which is the only general cargo, general use, public access facility on the Piscataqua River and is an important support facility on the river. Operational deficiencies at the terminal wharf currently limit the use of the facility to provide full service for all bulk carriers and other ships calling on the port and for other potential transport vessels considering the Market Street Marine Terminal for their berth. Critical repairs are needed to the wharf including replacement of the access bridges over which cargo is carried. Extending the length of the wharf is also essential because as the size of ocean going vessels grows, so must the shore-side infrastructures grow in order to accept these larger vessels.

The Market Street Marine Terminal supports all marine related activities on the Piscataqua River and the Main Wharf Rehabilitation and Expansion is intended to improve services and expand business opportunities for New Hampshire business that may require access to the sea for transport of goods and merchandise. Ships conducting business at the other deep water terminals depend to the Market Street Marine Terminal to provide a platform to support and service vessels that cannot otherwise be serviced at other terminals.

Appledore Marine Engineering, Inc. has frequently relied upon the Market Street Marine Terminal to support activities and vessels at the Market Street Marine Terminal. It is the opinion of Appledore Marine that the rehabilitation and expansion is an important component to the continued economic growth and advancement of the maritime industries in the State of New Hampshire.

Sincerely

Noah J. Elwood, PE  
Vice President

# THE PROPELLER CLUB OF THE UNITED STATES

PORT OF PORTSMOUTH

P.O. Box 1436 Portsmouth, New Hampshire 03802

To Promote, Further and Support an  
American Merchant Marine.

*Port No. 156*



To Aid the Development of Great Lakes,  
River and Harbor Improvements.

*Chartered June 5, 1974*

September 13, 2010

Commissioner George N. Campbell  
New Hampshire Department of Transportation  
PO Box 483, 7 Hazen Drive  
Concord, NH 03302-0483

Dear Commissioner Campbell,

We, the Portsmouth Chapter of the Propeller Club of the United States, strongly support the proposed Transportation Investment Generating Economy Recovery (TIGER) Discretionary Grant proposal being submitted jointly by the State of Maine and the State of New Hampshire called the "Piscataqua River Marine Terminal Improvements"

The Propeller Club of the United States is a not-for-profit organization, whose membership is representative of every aspect of the maritime industry. It is dedicated to the enhancement and well-being of all interests of the maritime community in the region. It promotes private sector enterprises in ownership and operation of waterborne and intermodal transportation systems, including associated industries.

The proposed rehabilitation and expansion of the NH Port Authority dock/pier, located between the two bridges along the Piscataqua River, will enable continued/expanded operational support for maritime activities in the Portsmouth seacoast area. Further, this rehabilitation retains and improves an emergency docking location for tugboats and other river vessels, if/when needed.

Sincerely yours,

A handwritten signature in cursive script that reads "Noah Elwood".

Noah Elwood

Vice President

Propeller Club of the United States, Portsmouth Chapter



September 16, 2010

Commissioner George N. Campbell  
NH Department of Transportation  
PO Box 483  
7 Hazen drive  
Concord, NH 03302-0483

Dear Commissioner Campbell,

Please accept this letter of support for the TIGER II application for  
***Piscataqua River Marine Terminal Improvements.***

The Division of Ports and Harbors Market Street Marine Terminal in Portsmouth, NH is the only general use and public access facility along the Piscataqua River. Operational deficiencies at the terminal currently limit the use of the facility to provide appropriate service for bulk carriers and other potential transport vessels relying on the terminal for berthing. Critical repairs are needed to the wharf including, but not limited to, the replacement of the access bridges and increasing the length of the wharf so as to accommodate the ever growing size of commercial vessels.

The Market Street Marine Terminal supports all marine related activities along the Piscataqua River. It is the opinion of Irving Oil that the rehabilitation and expansion of the terminal is an important component to the continued economic growth and advancement of the maritime industries within the State of New Hampshire. A healthy working port with the proposed enhancements will allow for greater flexibility in providing vessel services including routine and emergency vessel repairs and general lay berth requirements.

If you have any questions or wish to discuss this matter in greater detail, please feel free to contact the undersigned.

Best regards,

A handwritten signature in black ink, appearing to read "Jay LeDuc". The signature is fluid and cursive, written over a white background.

Jay LeDuc  
Director of Government Relations  
Irving Oil

IRVING OIL CORPORATION

150 Water Street

Warren, RI 02890

248.285.0000

Toll Free 1.877.470.0000

PO Box 120

Warren, RI 02890



G-P Gypsum, LLC  
170 Shattuck Way  
Newington, N.H. 03801-2822

Phone: 603-433-8000  
Fax: 603-430-9275

September 13, 2010

Commissioner George N. Campbell  
NH Department of Transportation  
PO Box 483  
7 Hazen drive  
Concord, NH 03302-0483

Dear Commissioner Campbell:

Georgia-Pacific Gypsum would like to support the TIGER II application for ***Piscataqua River Marine Terminal Improvements***.

The project is expected to improve the marine wharf facility at the Division of Ports and Harbors Market Street Marine Terminal in Portsmouth. This is the only general cargo, general use, public access facility and, therefore, an important support facility on the the Piscataqua River. Operational deficiencies at the terminal wharf currently limit its ability to provide full service for bulk carriers, other ships and potential transport vessels considering the Market Street Marine Terminal for their berth. Critical repairs to the wharf including replacement of the access bridges over which cargo is carried and extending the length of the wharf are essential. As the size of ocean going vessels grow, so must the shore-side infrastructures.

The Market Street Marine Terminal supports all marine-related activities on the Piscataqua River. The Main Wharf Rehabilitation and Expansion is intended to improve services and expand business opportunities for New Hampshire business that may require access to the sea for transport of goods and merchandise, including our Newington gypsum plant which has relied on the Terminal to support limited export activities.

It is the opinion of Georgia-Pacific Gypsum that the Main Wharf Rehabilitation and Expansion of the Market Street Marine Terminal is an important component to the continued economic growth and advancement of the maritime industries in the State of New Hampshire.

Sincerely

A handwritten signature in black ink that reads 'Ronald Bal'. The signature is written in a cursive, flowing style.

Ronald Bal  
Plant Manager

# CAPTAIN RED, INC.

September 28, 2010

Commissioner George N. Campbell  
NH Department of Transportation  
PO Box 483  
7 Hazen drive  
Concord, NH 03302-0483

Dear Commissioner Campbell,

Please accept this letter of support for the TIGER II application for *Piscataqua River Marine Terminal Improvements*.

The project would improve the marine wharf facility at the Division of Ports and Harbors Market Street Marine Terminal in Portsmouth which is the only general cargo, general use, public access facility on the Piscataqua River and is an important support facility on the river. Operational deficiencies at the terminal wharf currently limit the use of the facility to provide full service for all bulk carriers and other ships calling on the port and for other potential transport vessels considering the Market Street Marine Terminal for their berth. Critical repairs are needed to the wharf including replacement of the access bridges over which cargo is carried. Extending the length of the wharf is also essential because as the size of ocean going vessels grows, so must the shore-side infrastructures grow in order to accept these larger vessels.

The Market Street Marine Terminal supports all marine related activities on the Piscataqua River and the Main Wharf Rehabilitation and Expansion is intended to improve services and expand business opportunities for New Hampshire business that may require access to the sea for transport of goods and merchandise. Ships conducting business at the other deep-water terminals depend to the Market Street Marine Terminal to provide a platform to support and service vessels that cannot otherwise be serviced at other terminals.

Captain Red Inc. has frequently relied upon the Market Street Marine Terminal to support activities and vessels at and from our Newburyport terminal. The facility has been an extremely valuable location for long term lay up and to escape from stormy weather. It is the opinion of Captain Red Inc/ George Hilton that the rehabilitation and expansion is an important component to the continued economic growth and advancement of the maritime industries in the State of New Hampshire.

Sincerely,



George Hilton  
Captain Red Inc.  
54 Merrimac St.  
Newburyport Ma. 01950

**NEWBURYPORT WHALE WATCH, LLC**  
54 MERRIMAC STREET  
NEWBURYPORT, MA 01950

**KEY WEST EXPRESS LLC**  
Business Office  
54 Merrimac Street  
Newburyport, MA 01950

54 Merrimac Street, Newburyport, MA 01950  
978-465-1626 (Fax 978-465-8657)



September 28, 2010

Commissioner George N. Campbell  
NH Department of Transportation  
PO Box 483  
7 Hazen drive  
Concord, NH 03302-0483

Dear Commissioner Campbell,

Please accept this letter of support for the TIGER II application for *Piscataqua River Marine Terminal Improvements*.

The project would improve the marine wharf facility at the Division of Ports and Harbors Market Street Marine Terminal in Portsmouth which is the only general cargo, general use, public access facility on the Piscataqua River and is an important support facility on the river. Operational deficiencies at the terminal wharf currently limit the use of the facility to provide full service for all bulk carriers and other ships calling on the port and for other potential transport vessels considering the Market Street Marine Terminal for their berth. Critical repairs are needed to the wharf including replacement of the access bridges over which cargo is carried. Extending the length of the wharf is also essential because as the size of ocean going vessels grows, so must the shore-side infrastructures grow in order to accept these larger vessels.

The Market Street Marine Terminal supports all marine related activities on the Piscataqua River and the Main Wharf Rehabilitation and Expansion is intended to improve services and expand business opportunities for New Hampshire business that may require access to the sea for transport of goods and merchandise. Ships conducting business at the other deep water terminals depend on the Market Street Marine Terminal to provide a platform to support and service vessels that cannot otherwise be serviced at other terminals.

Methuen Construction Co. and its affiliate, Summit Metal Fabricators, are currently using the Market Street Marine Terminal to support its activities at the Portsmouth Naval Shipyard (PNSY). These activities include the fabrication, assembly and barge delivery of new structural steel support towers to be installed in Drydock #3 at the PNSY. These assemblies will enhance the viability of the Navy Yard by expanding the facility capabilities to include the maintenance and overhaul activities for the Navy's new Virginia Class submarines. These submarines play a critical role in the defense of our country and PNSY's ability to service them will create jobs and aid in the economic stability of the region.

Without the existence of the pier and Marine Terminal, these activities would have been much more difficult and expensive to accomplish. The assembly would have to be performed at a pier location much farther away. The close proximity of this Terminal was instrumental in the completion of this project and we believe will continue to play a key role in the modernization and enhancement of the Navy Yard in the future. The Terminal rehabilitation and expansion is an important component to the continued economic growth and advancement of both the defense and maritime industries in the State of New Hampshire and surrounding area.

Commissioner George N. Campbell  
September 28, 2010  
Page two

Sincerely,

Methuen Construction Co., Inc.

A handwritten signature in blue ink, appearing to read "Joseph A. Barbone, Jr.", written in a cursive style.

Joseph A. Barbone, Jr.  
Chief Executive Officer



October 6, 2010

Commissioner George N. Campbell  
NH Department of Transportation  
PO Box 483  
7 Hazen drive  
Concord, NH 03302-0483

RE: TIGER II Application for Piscataqua River Marine Terminal Improvements

Dear Commissioner Campbell:

Please accept this letter of support for the TIGER II application for *Piscataqua River Marine Terminal Improvements*.

The project would improve the marine wharf facility at the Division of Ports and Harbors Market Street Marine Terminal in Portsmouth which is the only general cargo, general use, public access facility on the Piscataqua River and is an important support facility on the river. Operational deficiencies at the terminal wharf currently limit the use of the facility to provide full service for all bulk carriers and other ships calling on the port and for other potential transport vessels considering the Market Street Marine Terminal for their berth. Critical repairs are needed to the wharf including replacement of the access bridges over which cargo is carried. Extending the length of the wharf is also essential because as the size of ocean going vessels grows, so must the shore-side infrastructures grow in order to accept these larger vessels.

The Market Street Marine Terminal supports all marine related activities on the Piscataqua River and the Main Wharf Rehabilitation and Expansion is intended to improve services and expand business opportunities for New Hampshire business that may require access to the sea for transport of goods and merchandise. Ships conducting business at the other deep water terminals depend on the Market Street Marine Terminal to provide a platform to support and service vessels that cannot otherwise be serviced at other terminals.

It is the opinion, as a business that operates in Maine and New Hampshire that the rehabilitation and expansion is an important component to the continued economic growth and advancement of the maritime industries in the State of New Hampshire.

Very truly yours,

CIANBRO CORPORATION



Charles B. Cianchette  
Vice President & General Manager



## STAR ISLAND CORPORATION

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October 4, 2010

Commissioner George N. Campbell  
NH Department of Transportation  
PO Box 483  
7 Hazen Drive  
Concord, NH 03302-0483

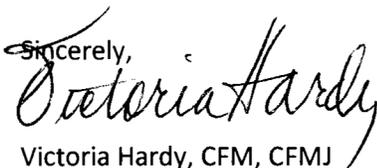
Dear Commissioner Campbell,

Please accept this letter of support for the TIGER II application for the ***Piscataqua River Marine Terminal Improvements***.

The project would improve the marine wharf facility at the Division of Ports and Harbors Market Street Marine Terminal in Portsmouth which is the only general cargo, general use, public access facility on the Piscataqua River and is an important support facility on the river. Critical repairs are needed to the wharf including replacement of the access bridges over which cargo is carried. Extending the length of the wharf is also essential because as the size of ocean going vessels grows, so must the shore-side infrastructures grow in order to accept these larger vessels.

The Market Street Marine Terminal supports all marine related activities on the Piscataqua River and the Main Wharf Rehabilitation and Expansion is intended to improve services and expand business opportunities for New Hampshire business that may require access to the sea for transport of goods and merchandise. Ships conducting business at the other deep water terminals depend on the Market Street Marine Terminal to provide a platform to support and service vessels that cannot otherwise be serviced at other terminals.

In addition, the Star Island Corporation has relied upon the Market Street Marine Terminal to support activities in addition to our Burge docking facilities downriver. This is the only space that has the ability to off-load large cargo packets from the island for contractors and other vendors. It is our opinion that the rehabilitation and expansion is an important component to the continued economic growth and advancement of the maritime industries in the State of New Hampshire.

Sincerely,  


Victoria Hardy, CFM, CFMJ  
Chief Executive Officer  
Star Island Corporation  
30 Middle St.  
Portsmouth NH 03801



## SOUND ADVICE SHIP AGENCY, LTD.

1931 Woodbury Ave, Suite 200, Portsmouth, New Hampshire 03801

TEL 603 430 0105 FAX 603 430 0705

[shipagent@verizon.net](mailto:shipagent@verizon.net)

October 5, 2010

Commissioner George N. Campbell  
NH Department of Transportation  
PO Box 483  
7 Hazen drive  
Concord, NH 03302-0483

Dear Commissioner Campbell,

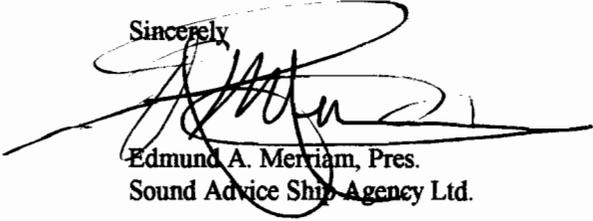
Please accept this letter of support for the TIGER II application for *Piscataqua River Marine Terminal Improvements*.

The project would improve the marine wharf facility at the Division of Ports and Harbors Market Street Marine Terminal in Portsmouth which is the only general cargo, general use, public access facility on the Piscataqua River and is an important support facility on the river. Operational deficiencies at the terminal wharf currently limit the use of the facility to provide full service for all bulk carriers and other ships calling on the port and for other potential transport vessels considering the Market Street Marine Terminal for their berth. Critical repairs are needed to the wharf including replacement of the access bridges over which cargo is carried. Extending the length of the wharf is also essential because as the size of ocean going vessels grows, so must the shore-side infrastructures grow in order to accept these larger vessels.

The Market Street Marine Terminal supports all marine related activities on the Piscataqua River and the Main Wharf Rehabilitation and Expansion is intended to improve services and expand business opportunities for New Hampshire business that may require access to the sea for transport of goods and merchandise. Ships conducting business at the other deep water terminals depend to the Market Street Marine Terminal to provide a platform to support and service vessels that cannot otherwise be serviced at other terminals.

Sound Advice Ship Agency Ltd. has frequently relied upon the Market Street Marine Terminal to support activities and vessels at and from the Tyco terminal in Newington, as a lay berth and for the loading of equipment too large to go over the Tyco dock. It is the opinion of Sound Advice Ship Agency Ltd. that the rehabilitation and expansion is an important component to the continued economic growth and advancement of the maritime industries in the State of New Hampshire.

Sincerely



Edmund A. Merriam, Pres.  
Sound Advice Ship Agency Ltd.