

**Exeter Board of Selectmen Meeting
Monday, May 6th, 2013, 6:50 p.m.
Nowak Room, Town Office Building
10 Front Street, Exeter, NH**

BUSINESS MEETING TO BEGIN AT 7:00 P.M.

1. Call Meeting to Order
2. Public Comment
3. Minutes & Proclamations
 - a. Regular Meetings: April 29th, 2013
 - b. Special Meetings: May 1st, 2013
4. Appointments
5. Discussion/Action Items
 - a. New Business
 - i. Mike Lambert: Stewart Park Proposal
 - ii. Discussion on Town Ordinance 703
 - iii. Discussion: SB197
 - iv. Discussion: HB617
 - b. Old Business-
 - i. Bid Award: Sewer Vector Truck
6. Regular Business
 - a. Bid Openings
 - b. A/P and Payroll Manifests
 - c. Budget Updates
 - d. Tax Abatements & Exemptions
 - e. Water/Sewer Abatements
 - f. Permits
 - g. Town Manager's Report
 - h. Legislative Update
 - i. Selectmen's Committee Reports
 - j. Correspondence
7. Review Board Calendar
8. Non Public Session
9. Adjournment

Don Clement, Chairman
Board of Selectmen

Posted: 5/3/13 Town Offices, Town Hall, and Departments

Persons may request an accommodation for a disabling condition in order to attend this meeting. It is asked that such requests be made with 72 hours notice. If you do not make such a request, you may do so with the Town Manager prior to the start of the meeting. No requests will be considered once the meeting has begun.

DRAFT MINUTES

BOARD OF SELECTMEN MEETING

MINUTES

May 1, 2013

1. Call Meeting to Order

Chairman Don Clement convened the Board of Selectmen at 6:30 p.m in the Nowak Room of the Town Office. Other members of the Board present were: Vice-Chairman Dan Chartrand, Selectman Matt Quandt, Selectman Julie Gilman, Selectman Frank Ferraro. Town Manager Russell Dean was also present along with Highway Superintendent Jay Perkins.

2. Pine Road Discussion

Chairman Clement described the purpose of the meeting. This meeting would be to discuss safety issues related to Pine Road and to hear the findings of a report by Steve Keach, of Keach/Nordstrom Associates, including a recommendation for temporary action on Pine Road.

Mr. Keach presented his report to the Selectmen, and showed several slides on a powerpoint presentation outlining the hazards of the Pine Road and Route 27 intersection. Mr. Keach indicated he was not here to talk about litigation but to outline his recommendation from the report found on page 14. Mr. Keach indicated his professional opinion is that the intersection is hazardous, and that his recommendation based on his review of the information is that the Selectmen consider posting the road – under RSA 47:17, VIII, and RSA 41:11, as a temporary measure until the issues are fixed.

Mr. Ken Christiansen of Brentwood asked about Pine Road, and how long has the road operated in this manner prior to 2010 with the amount of traffic shown. Mr. Keach responded that the area has grown over time, which is a tribute to Brentwood growing their commercial base, but it has caused a problem.

Mr. Kevin Johnston, Brentwood business owner on Pine Road, asked about accessibility. Mr. Keach described further his findings in his report.

Ms. Rebecca Davis, Brentwood resident on Middle Road, described the heavy truck traffic on the other end of Pine Road. Trucks come down Middle Road after turning right onto Middle Road from Pine Road. Some are going over 50 miles per hour. She feels this is hazardous and someone could be killed.

Mr. Keach closed his report by indicating that whatever the solution is amongst the parties, that there is a dangerous intersection at Pine Road and Route 27, and he felt compelled to report this to the Board of Selectmen through his report.

Mr. Johnston commented these findings were not a surprise, reports have already stated the intersection is dangerous. Why doesn't Exeter fix it.

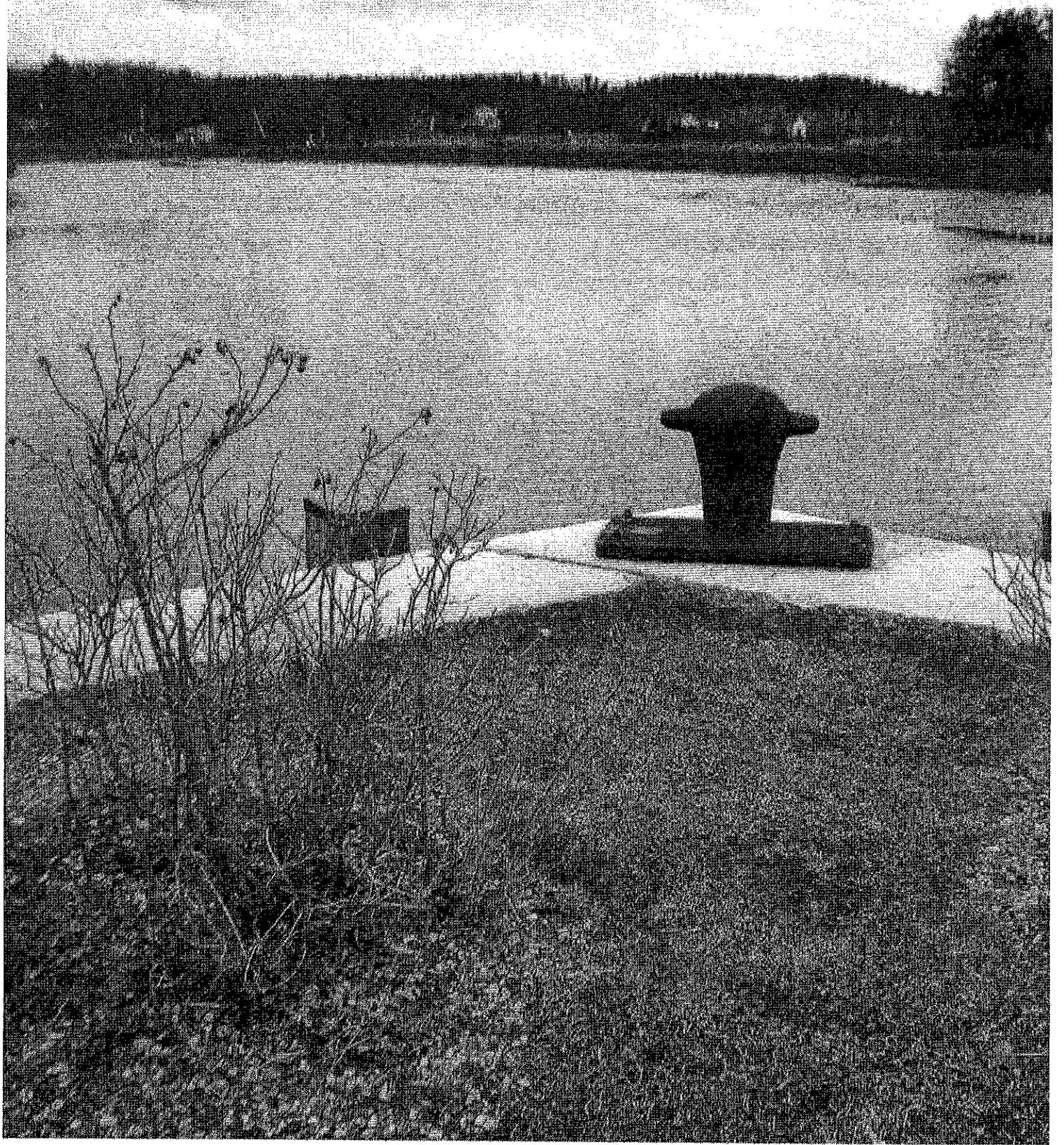
Chairman Clement reiterated that the purpose of tonight was to hear Mr. Keach's report, digest it, understand what it entails, and move forward from here.

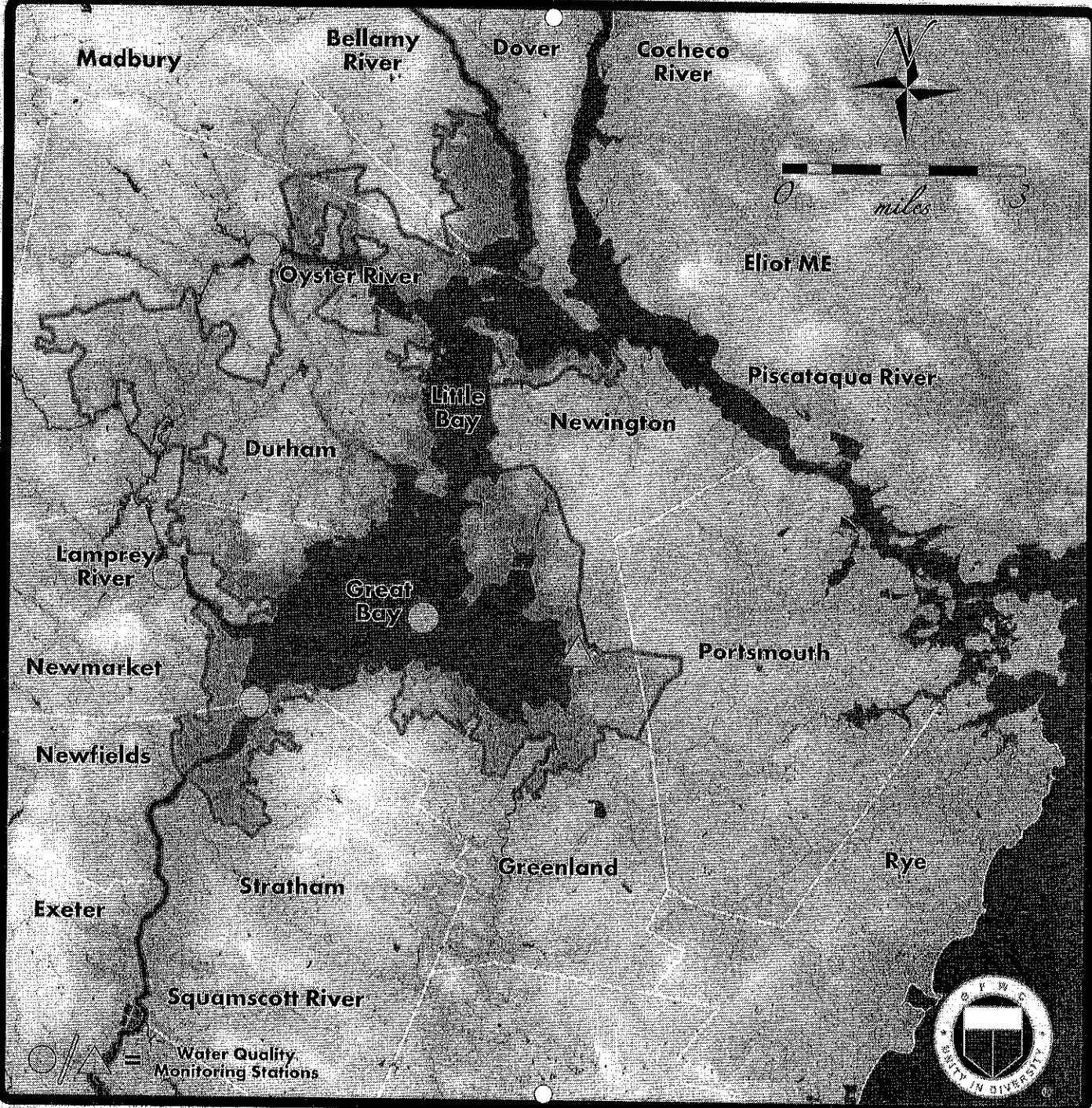
Selectman Ferraro moved to adjourn. Selectwoman Chartrand seconded. Motion carried. The Board stood adjourned at 7:10 p.m.

DRAFT MINUTES

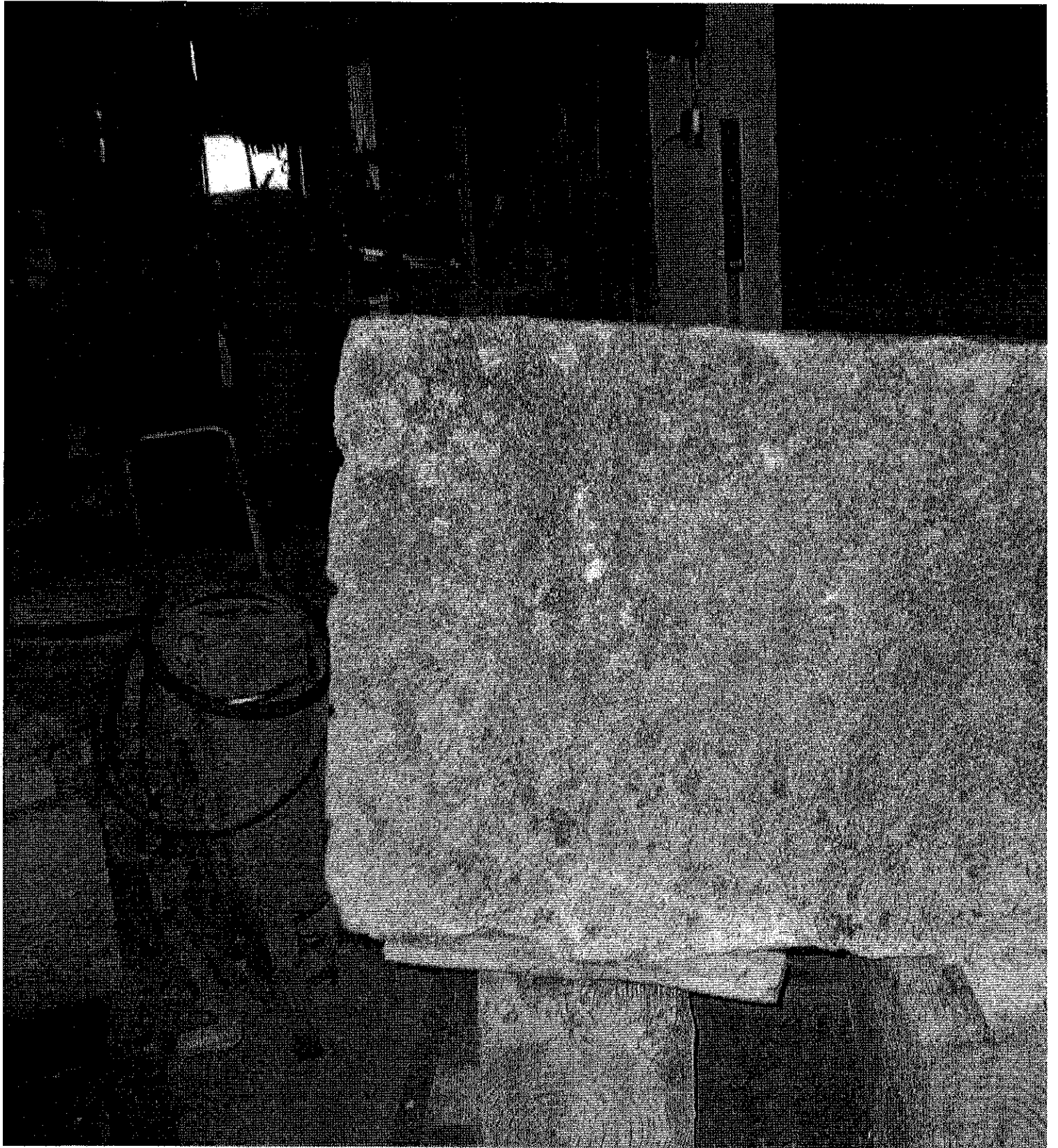
Respectfully submitted,

Russell Dean
Town Manager





Water Quality Monitoring Stations





MAY 3, 2013

MEMORANDUM

TO: THE SELECTMEN OF THE TOWN OF EXETER

FROM: THE TRUSTEES OF SWASEY PARKWAY

The Trustees of Swasey Parkway have approved the application of the American Independence Museum to hold their annual Reenactment at Swasey Parkway.

We are in favor of the request for voluntary donations at the event. To that end, we support the separation of the barriers at the entrance to the Parkway by no less than ten feet in order for the Museum to set up a stand on one or both sides of the opening to collect such monies. The public may choose whether they wish to contribute. No one will be turned away for not making a donation.

Please consider our request to support the American Independence Museum as it struggles to continue operation and to sponsor this popular event which draws many people to Exeter.

The Trustees of Swasey Parkway:

Three handwritten signatures in black ink are stacked vertically. The top signature is the most legible, appearing to read "R. C. [unclear]". The middle and bottom signatures are more stylized and difficult to decipher.

CHAPTER 7 CONDUCT REGULATIONS**700 Purpose**

The purpose of this Chapter is to define the various sections relative to public conduct and action within the geographical limits of Exeter.

701 Unnecessary Noise

It shall be unlawful for any person, firm or corporation to make, create, maintain or simulate any excessive, unnecessary or unusually loud noises which are prolonged, unusual and unnatural in their time, place and use effect, and are a detriment to public health, comfort, convenience, safety, welfare and prosperity of the residents of the Town of Exeter.

The following acts, among others, are declared to be loud, disturbing and unnecessary noises in violation of the ordinance, but said numeration shall not be deemed to be exclusive namely:

- 701.1 Radios, Stereos, etc:** The using or operating of any radio receiving set, musical instrument, phonograph or other machine or device for producing or reproducing the sound in such manner as to disturb the peace, quiet and comfort of the neighboring inhabitants or at any time with louder volume than is necessary for convenient hearing for the person or persons who are in the room, vehicle or chamber in which such machine or device is operated and who are voluntary listeners thereto. The operation of such between the hours of eleven (11:00) o'clock PM and seven (7:00) o'clock AM in such a manner as to be plainly audible beyond the noisemaker's premises, building, structure or vehicle, as applicable and which is unreasonable and offensive as above described shall be prima facie evidence for a violation of this Section.
- 701.2 Loud Speakers, Amplifiers, Public Address Systems and etc., for Advertising.** The using, operating or permitting to be played, used or operated of any radio receiving set, musical instrument, phonograph, loudspeaker or other machine or device for the producing or reproducing of sound which is used upon the public streets for the purpose of commercial advertising or attracting the attention of the public to any building or structure, without a permit and only between the hours of 8AM and 7PM.
- 701.3 Yelling, Shouting, etc:** Yelling, shouting, hooting, whistling or singing on the public streets between the hours of 11PM and 7AM or at any time or place so as to annoy or disturb the quiet, comfort or repose of persons in any office, or in any dwelling, hotel or other type of residence, or of any persons in the vicinity.
- 701.4 Exhausts and Unloading: Loading, unloading, opening boxes:** The creation of a loud and excessive noise in connection with loading or unloading any vehicle or the opening and destruction of bales, boxes, crates and containers

between the hours of 11PM and 7AM.

Open Exhausts: The discharge into the open air of any unmuffled exhaust from any engine, mobile or stationary or any compressor unit that emits a noise level at a distance of 50 feet or greater.

701.5 Construction or Repairing of Buildings: The erection (including excavation), demolition, alteration or repair of any building other than between the hours of 7AM and 10PM except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the Building Inspector should s/he determine that the public health and safety will not be impaired by the erection, demolition, alteration or repair of any building or the excavation of streets and highways between the hours of 10PM and 7AM and if he shall further determine that loss or inconvenience would result to any party in interest, s/he may grant permission for such work to be done within the hours of 10PM and 7 AM upon application being made at the time the permit for the work is awarded or during the progress of the work.

701.6 Schools, Courts, Churches, Hospitals: The creation of any excessive noise on any street adjacent to any school, institution of learning , church or court while the same are in use, or adjacent to any hospital, which unreasonably interferes with the workings of such institution, or which disturbs or unduly annoys patients in the hospital, provided conspicuous signs are displayed in such streets indicating that the same is a school, hospital, church or court.

701.7 Pile Drivers, Hammers, etc: The operation between the hours of 10PM and 7 AM of any pile driver, shovel, pneumatic hammer, derrick, steam or electric hoist or other appliance, the use of which is attended by loud or unusual noise

701.8 Exemptions: Public Works and Public Safety equipment required for the effective delivery of public services shall be exempt from the provisions of this Section.

702 Loitering

Two or more persons shall not loiter, assemble or congregate on any public way or sidewalk, or in any public place in the Town of Exeter, in such a way as to impede the progress of, or cause annoyance to any person, nor shall any person remain upon any public street after being ordered by a Police Officer to move on. Violation of this Section shall be deemed disorderly conduct.

703 Public Drinking

No person shall consume any alcoholic beverage, or have in his/her possession any open container of alcoholic beverage, while upon any public park, playground, sidewalk, commons, town-owned property or any public way within the geographic limits of Exeter.

703.1 No person shall consume any alcoholic beverage, or have in his/her



possession any open container of alcoholic beverage while in any vehicle or while upon a public park, playground, sidewalk, common, town-owned property or any public way within the geographical limits of Exeter.

703.2 Exemptions to this section may be granted by the director of Parks and Recreation and/or the Chief of Police of the Town of Exeter provided, however, that application for same is made in writing fifteen (15) days prior to the scheduled event.

705 Discharging Firearms

No person shall discharge any cannon, pistol or other firearms on the property of GTE Osram/Sylvania located on Portsmouth Avenue in Exeter.

705.1 No person, firm or corporation shall fire or discharge any cannon, gun pistol or other firearm, rocket or squibs within the compact area of the Town of Exeter.

No person, firm or corporation shall, while on the property of another, fire or discharge any cannon, gun pistol or other firearm, rocket or squib within three hundred (300) feet of a dwelling, building or person.

705.2 Compact Area Defined:

Compact area shall mean the area bounded by the Department of Public Works and Highways compact zones.

705.3 Discharge of firearms on town property:

Notwithstanding the provisions of 705.1 above, no person, except a Law Enforcement Officer in the proper execution of his duties, firm or corporation shall fire or discharge any cannon, gun, pistol or other firearm, rocket or squibs upon any property owned or leased by the Town of Exeter except that at the following locations the following activities shall be permitted:

- a. A designated firing range approved by the Board of Selectmen upon recommendation of the Chief of Police with the concurrence of the Town Manager at which instruction in the use of firearms shall be allowed as part of the Police Department's training procedures:
- b. The Sportsman's Club maintained on the Water Works property, so-called, off Portsmouth Avenue, at which Sportsman's Club, the Club members shall be allowed to carry out their customary firearms activities;
- c. The following properties under the supervision of the Exeter Conservation Commission, on which property hunting for birds and mammals according to New Hampshire State Law shall be allowed:

Oaklands Town Forest

Little River Conservation Area
Smith-Page Conservation Area

706 Standard of Conduct – Municipal Officers

No Town officer, employee or agent shall solicit or accept any gratuity, favor or anything of monetary value from any contractor or potential contractor with the Municipality relative to the procurement of any State and/or federal grant funds; and the offering and/or giving of any such matter of monetary value by such a contractor or their agents to any Municipal Officer, employee or agent is hereby prohibited. In addition to any penalties which may be provided by law, any appropriate disciplinary action including, in the case of an officer, removal from office; in the case of employees, termination of such agency.

707 Use of Waterways

The purpose of this ordinance is to regulate the activity on Town property associated with bodies of water under the Town's control.

707.1 Areas affected:

Water Works Pond
Pickpocket Dam Pond
Brickyard Pond
Colcord Pond
Clemson Dam

707.2 Fishing allowed:

Fresh water line fishing will be allowed on these areas provided all persons conform to NH Revised Statutes Annotated and Fish and Game Regulations.

707.3 Prohibited Acts:

No person, firm or corporation shall operate any boat, float, canoe, raft or kayak with a motor on these water ways.

707.4 Prohibited Areas for Health & Safety Concerns:

Dikes, dams, berms, sewer lagoons, holding ponds and the structures of any spillways shall be prohibited areas for persons fishing. Persons found in violation of this Section shall be considered trespassing.

707.5 Other Laws Prevail:

Town and State laws and regulations governing littering, liquor laws, health and open lewdness shall prevail and will be strictly enforced.

708 Use of Water Works Pond

708.1 No person, firm or corporation shall operate any vehicle on the open or ice covered waters of the Water works pond, so-called.

- 708.2 No person, firm or corporation shall kindle a fire of any kind on the shores of or on the ice covering of the Water Works pond.
- 708.4 No person shall fish within 300 feet of the Water Works Pond dam.
- 708.5 No person, while fishing, shall litter the waters of Water Works pond.
- 708.6 No recreational use of the public water supply known as "Water Works Pond" is permitted with the exception of fishing from the shore of the Pond where not excluded by other ordinance(s).

709 Smelt Shack Regulations

- 709.1 During temporary ice loss on the River, smelt shacks may be removed to the Town parking lot adjacent to the landing. Such shacks shall be allowed to remain there for no more than twenty-four (24) hours, at which time they shall either be placed back on the ice or removed from the lot.
- 709.2 Smelt shacks not removed from the Town parking lot adjacent to the Town landing within twenty-four (24) hours, will be removed to Town custody. Smelt shacks will be released to their owners only upon payment of the penalty described in 710 below, and costs assessed by Public Works.
- 709.3 Smelt shacks shall not be launched onto or removed from the ice from any town-owned or maintained property with the exception of Stewart/Waterfront Park Boat Ramp.
- 709.4 Smelt shacks shall not be anchored or affixed to any town-owned or maintained property.

710 Penalties

Any person violating any provision of Chapter 7 shall be punished by a fine of not more than one hundred (\$100) dollars for each offense.

711 Town Conservation Land

No person shall operate a motorized vehicle on posted Town Conservation Land without the written permission of the Town Manager. Human powered wheeled vehicles (such as bicycles) are permitted only on well-established, marked trails where noted. Off trail biking is prohibited.

712 Drug Paraphernalia

It shall be a violation of this section for any person to retain or possess Drug Paraphernalia with the intent to use, sell, employ or allow the same to be used, sold or employed for an unlawful purpose. An Unlawful purpose shall mean any act prohibited pursuant to RSA 318-B:2.

Drug Paraphernalia means any tool, equipment, product or implement adapted or designed to make, store, dispense, ingest or conceal a controlled substance. The definition of Drug Paraphernalia includes all equipment, products and materials as described by RSA 318-B:1, X-a.

A controlled substance means any controlled drug or controlled drug analog as defined by RSA 318-B:1, VI and VI-a.

The District Court having jurisdiction may order Drug Paraphernalia forfeited and destroyed in the manner of controlled drugs prescribed by RSA 318-B:17. "

Rep. Porter, Hills. 1
April 29, 2013
2013-1448h
06/04

Amendment to SB 197

Amend the title of the bill by replacing it with the following:

AN ACT relative to the inclusion of a default budget in separate warrant articles submitted by sewer and water commissions.

Amend the bill by replacing section 1 with the following:

1 Sewer Funds; Separate Warrant Article; Default Budget. Amend RSA 149-I:10, II and III to read as follows:

II. Except when a capital reserve fund is established pursuant to paragraph III, all sewer funds shall be held in the custody of the municipal treasurer. Estimates of anticipated sewer rental revenues and anticipated expenditures from the sewer fund shall be submitted to the governing body as set forth in RSA ~~[32:6]~~ 32:4 if applicable, and shall be included *either* as part of the municipal *operating* budget *or as a separate warrant article* submitted to the local legislative body for approval. *In a town or district that has adopted the official ballot referendum form of meeting, any such separate warrant article shall include a default amount as provided in RSA 40:13, XI-a.* If the municipality has a properly-established board of sewer commissioners, then notwithstanding RSA 41:29 or RSA 48:16, the treasurer shall pay out amounts from the sewer fund only upon order of the board of sewer commissioners. Expenditures shall be within amounts appropriated by the local legislative body. The sewer commission shall also remit to the municipality those costs incurred by the municipality in support of sewer operations, including but not limited to financial audit, facility insurance, treasurer compensation, and office support.

III. At the option of the local governing body, or of the board of sewer commissioners if any, all or part of any surplus in the sewer fund may be placed in one or more capital reserve funds and ~~[placed]~~ *held* in the custody of the trustees of trust funds pursuant to RSA 35:7. If such a reserve fund is created, then the governing body, or board of sewer commissioners if any, may expend such funds pursuant to RSA 35:15 without prior approval or appropriation by the local legislative body, but all such expenditures shall be reported to the municipality pursuant to RSA 149-I:25. This section shall not be construed to prohibit the establishment of other capital reserve funds for any lawful purpose relating to municipal water systems.

Amend the bill by replacing all after section 2 with the following:

3 Water Funds; Separate Warrant Article; Default Budget. Amend RSA 38:29, II and III to read as follows:

II. Except when a capital reserve fund is established pursuant to paragraph III, all water funds shall be held in the custody of the municipal treasurer. Estimates of anticipated water rate revenues and anticipated expenditures from the water fund shall be prepared and submitted to the governing body as set forth in RSA ~~[32:3]~~ 32:4, if applicable, and shall be included *either* as part of the municipal *operating* budget *or as a separate warrant article* submitted to the local legislative body for approval. *In a town or district that has adopted the official ballot referendum form of meeting, any such separate warrant article shall*

include a default amount as provided in RSA 40:13, XI-a. If the municipality has a properly established board of water commissioners, then notwithstanding RSA 41:29 or RSA 48:16, the treasurer shall pay out amounts from the water fund only upon order of the board of water commissioners. Expenditures shall be within amounts appropriated by the local legislative body. ***The water commission shall also remit to the municipality those costs incurred by the municipality in support of water operations, including but not limited to financial audit, facility insurance, treasurer compensation, and office support.***

III. At the option of the local governing body, or of the board of water commissioners, if any, all or part of any surplus in the water fund may be placed in one or more capital reserve funds held in the custody of the trustees of trust funds pursuant to RSA 35:7. If such a reserve fund is created, then the governing body, or board of water commissioners, if any, may expend such funds pursuant to RSA 35:15 without prior approval or appropriation by the local legislative body, but all such expenditures shall be reported to the municipality pursuant to RSA 38:21. This ~~paragraph~~ ***section*** shall not be construed to prohibit the establishment of other capital reserve funds for any lawful purpose relating to municipal water systems.

4 Effective Date. This act shall take effect 60 days after its passage.

2013-1448h

AMENDED ANALYSIS

This bill permits water and sewer commissions to submit separate warrant articles, which include default budgets, for approval by the legislative body of towns.

HB 617-FN-A-LOCAL – AS AMENDED BY THE HOUSE

6Mar2013... 0489h

27Mar2013... 1035h

2013 SESSION

13-0785

06/10

HOUSE BILL 617-FN-A-LOCAL

AN ACT increasing the rate of the road toll, establishing the New Hampshire state and municipal road and bridge account, and establishing the commission to study revenue alternatives to the road toll.

SPONSORS: Rep. Campbell, Hills 33; Rep. Bouchard, Merr 18; Rep. McConkey, Carr 3; Rep. Barry, Hills 21; Rep. Tatro, Ches 15; Rep. Lovejoy, Rock 36; Rep. A. Schmidt, Sull 1; Sen. Watters, Dist 4; Sen. Pierce, Dist 5

COMMITTEE: Public Works and Highways

AMENDED ANALYSIS

This bill:

- I. Establishes the New Hampshire state and municipal road and bridge account.
- II. Increases the road toll for gasoline and diesel fuel.
- III. Provides for adjustment in payments by the department of transportation to municipalities for highway construction and reconstruction aid when such payments are based on estimated revenue.
- IV. Credits the revenue from certain unrefunded tolls resulting from the increase in the road toll to the highway and bridge betterment account.
- V. Establishes a commission to study revenue alternatives to the road toll for the funding of the state's highways and bridges.

Explanation: Matter added to current law appears in ***bold italics***.

Matter removed from current law appears [~~in brackets and struck through~~].

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

6Mar2013... 0489h

27Mar2013... 1035h

13-0785

06/10

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Thirteen

AN ACT increasing the rate of the road toll, establishing the New Hampshire state and municipal road and bridge account, and establishing the commission to study revenue alternatives to the road toll.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 New Subparagraph; Application of Receipts. Amend RSA 6:12, I(b) by inserting after subparagraph (310) the following new subparagraph:

(311) Moneys deposited in the New Hampshire state and municipal road and bridge account established under RSA 260:32-a.

2 Levy of Tolls and Exemptions. Amend the introductory paragraph of RSA 260:32 to read as follows:

260:32 Levy of Tolls and Exemptions. There is hereby imposed a road toll of \$.18 per gallon upon the sale of each gallon of motor fuel sold by distributors thereof. ***The road toll on gasoline shall increase to \$.22 per gallon beginning July 1, 2013; to \$.26 per gallon beginning July 1, 2014; and to \$.30 per gallon beginning July 1, 2015. The road toll on special fuel (diesel) shall increase to \$.20 per gallon on July 1, 2013; to \$.22 per gallon on July 1, 2014; to \$.24 per gallon on July 1, 2015; to \$.26 per gallon on July 1, 2016; to \$.28 per gallon on July 1, 2017; and to \$.30 per gallon on July 1, 2018.*** The road toll shall be collected by the distributor from the purchaser and remitted to the state in the manner hereinafter set forth. ***All amounts collected in excess of \$.18 per gallon shall be deposited on a monthly basis into the New Hampshire state and municipal road and bridge account established in RSA 260:32-a.***

Provided, that the road toll shall not apply to:

3 New Section; Account Established. Amend RSA 260 by inserting after section 32 the following new section:

260:32-a Account Established. There is hereby established a separate account in the highway fund called the New Hampshire state and municipal road and bridge account. The account is to be used exclusively for the construction, reconstruction, and maintenance of

state and municipal roads and bridges, including weight-restricted bridges and unnumbered roads owned by the state, to improve safe travel for motorists, create jobs, and promote commerce, tourism, and economic growth in the state. The account shall consist of the funds attributable to all road toll revenue collected in excess of \$.18 per gallon, net of any block grant aid apportionment pursuant to RSA 235:23, I. The amount deposited into the New Hampshire road and bridge account is hereby exclusively and continually appropriated to the department of transportation and shall be nonlapsing.

4 Block Grant Aid; Apportionment. Amend RSA 235:23, I to read as follows:

I. Apportionment A. In each fiscal year, the commissioner shall allocate an amount not less than 12 **percent** of the **estimated** total road toll revenue and motor vehicle fees **to be** collected [~~in the preceding~~] **during the** fiscal year to a local highway aid fund. This fund shall be distributed to each city, town, and unincorporated place on a formula in which 1/2 of the amount is based on the proportion which the mileage of regularly maintained class IV and class V highways in each municipality, as of January 1 of the previous year, bears to the total of such mileage in the state; and 1/2 of the amount is based on the proportion which the office of energy and planning population estimate of each municipality bears to the latest estimate of the total population of the state as of July 1 of the year of the estimate. **Since the payment is based upon estimated revenues to be received during the fiscal year, the following year's payment shall be adjusted for any overpayment or underpayment during the prior year based upon the actual audited total road toll revenues and motor vehicle fees collected.** The aid to be distributed under this paragraph shall be in addition to all other state and federal aid specifically authorized by statute.

5 New Section; State Bridge Aid; State Highway Aid. Amend RSA 234 by inserting after section 4 the following new section:

234:4-a State Bridge Aid. Beginning in fiscal year 2016, the state allocation under this chapter to municipalities for state bridge aid shall be no less than \$13,600,000 per year.

6 New Section; Federal and State Highway Aid; State Highway Aid. Amend RSA 235 by inserting after section 15 the following new section:

235:15-a State Highway Aid. Beginning in fiscal year 2016, the state allocation under this chapter to municipalities for state highway aid shall be no less than \$3,400,000 per year.

7 Road Toll; Exception. Amend RSA 260:60 to read as follows:

260:60 Exception.

I. Notwithstanding all other laws and rules to the contrary, annually, on or before June 1, the road toll administrator shall compare the number of gallons on which refunds have been made for the preceding calendar year for motor fuel used in the propulsion of boats on inland public waters of the state, with the number of gallons of such motor fuel sold and delivered directly into the fuel tanks, or supplementary fuel tanks, of boats or outboard motors upon

the inland public waters for use in such boats or outboards, based on the number of boats registered in the state at 100 gallons usage per boat, and if there is any balance of unrefunded tolls so collected, the administrator shall report the same to the comptroller who shall, on July 1, next following, **except as provided in paragraph II**, credit 1/2 of said balance to the general fund and credit 1/2 of said balance to the fish and game department. The funds credited to the fish and game department shall be used by said department to carry out its program and be accounted for as the fish and game fund is accounted for. Any funds credited to the fish and game department as above provided shall not lapse at the end of the fiscal year. The department shall pay monthly to the state treasurer all revenue from the aircraft landing area toll.

II. Unrefunded tolls under paragraph I that resulted from any increase in the road toll over \$.18 per gallon shall be credited to the highway and bridge betterment account established in RSA 235:23-a.

8 Road Tolls; Credit Provided; Liability Insurance. Amend RSA 260:61, I to read as follows:

I. Annually, on or before June 30, the comptroller shall transfer, from road tolls collected, an amount equal to the number of licensed OHRVs and snowmobiles for the previous year times the average number of gallons consumed per year per OHRV and snowmobile times the gasoline road toll imposed under RSA 260:32, less any amount refunded for OHRV and snowmobile use for the previous year, to the fish and game department and the bureau of trails as follows. The road toll administrator shall report to the comptroller if there is a balance of unrefunded road tolls collected. The administrator shall certify the amount to the comptroller who shall credit 1/2 of such balance to the bureau of trails for use as provided in paragraph I-a, and 1/2 of such balance to the fish and game department, **except that unrefunded tolls that resulted from any increase in the road toll over \$.18 per gallon shall be credited to the highway and bridge betterment account established in RSA 235:23-a.** For the purposes of this section, "the average number of gallons consumed per year per OHRV or snowmobile" is 100.

9 New Subdivision; Commission to Study Revenue Alternatives to the Road Toll. Amend RSA 21-J by inserting after section 47 the following new subdivision:

Commission to Study Revenue Alternatives to the Road Toll

21-J:48 Commission to Study Revenue Alternatives to the Road Toll.

I. There is established a commission to study revenue alternatives to the road toll for the funding of the state's highways and bridges.

II.(a) The members of the commission shall be as follows:

(1) Three members of the house of representatives, appointed by the speaker of the house of representatives.

(2) Two members of the senate, appointed by the president of the senate.

- (3) The commissioner of the department of revenue administration, or designee.
 - (4) The commissioner of the department of safety, or designee.
 - (5) The commissioner of the department of environmental services, or designee.
 - (6) The commissioner of the department of transportation, or designee.
- (b) Legislative members of the commission shall receive mileage at the legislative rate when attending to the duties of the commission.

III. The commission shall study alternatives to the gas tax, through user taxes or fees, for funding improvements to the state's highways and bridges, ensuring that all motor vehicles contribute their fair share. The committee shall consider the interim report of the commission on the taxation of alternative fuel and electric-powered motor vehicles of November 1, 2012, track the programs developed in other states, and recommend legislation when an appropriate alternative is defined.

IV. The members of the commission shall elect a chairperson from among the members. The first meeting of the commission shall be called by the first-named house member. The first meeting of the commission shall be held within 45 days of the effective date of this section. Three members of the commission shall constitute a quorum.

V. The commission shall submit annual reports of its findings and any proposed legislation to the speaker of the house of representatives, the president of the senate, the house clerk, the senate clerk, the governor, and the state library on or before November 1 of each year.

10 Effective Date.

I. Sections 1-8 of this act shall take effect July 1, 2013.

II. The remainder of this act shall take effect upon its passage.

LBAO

13-0785

Revised 04/02/13

Amended 03/28/13

HB 617 FISCAL NOTE

AN ACT increasing the rate of the road toll, establishing the New Hampshire state and municipal road and bridge account, and establishing the commission to study revenue alternatives to the road toll.

FISCAL IMPACT:

The Department of Safety and Department of Transportation state this bill, **as amended by the House (Amendment #2013-1035h)**, will increase state restricted revenues by \$29,505,165 in FY 2014, \$58,685,774 in FY 2015, \$87,544,503 in FY 2016, and \$89,416,063 in FY 2017, increase state restricted expenditures and local revenues by \$3,540,620 in FY 2014, \$7,042,293 in FY 2015, \$19,005,340 in FY 2016 and \$19,229,928 in FY 2017. There will be no impact on county revenues or county and local expenditures.

METHODOLOGY:

The Department of Safety states this bill increases the rate for road toll and credits revenues attributable to the increases to a newly established account within the highway fund called the New Hampshire state and municipal road and bridge account.

Road Toll and Block Grant Aid to Municipalities (Apportionment A)

The Department of Safety states this bill will change the rate of road toll per gallon of motor fuel as follows:

GASOLINE			SPECIAL FUEL (DIESEL)		
	Current	Proposed		Current	Proposed
FY 2014	\$0.18	\$0.22	FY 2014	\$0.18	\$0.22
FY 2015	\$0.18	\$0.26	FY 2015	\$0.18	\$0.24
FY 2016	\$0.18	\$0.30	FY 2016	\$0.18	\$0.26
FY 2017	\$0.18	\$0.30	FY 2017	\$0.18	\$0.28
FY 2018	\$0.18	\$0.30	FY 2018	\$0.18	\$0.30
FY 2019	\$0.18	\$0.30	FY 2019	\$0.18	\$0.32

The Department of Safety states as this bill requires all revenue collected from the increase in road toll, net of block grant apportionment to municipalities, to go to the newly established New Hampshire state and municipal road and bridge account. The Department also states this bill amends the block grant apportionment A statute changing the total amount of the grants from 12% of the previous year's road toll and motor vehicles fees to 12% of the estimate of the upcoming year's road toll and motor vehicle fees. The Department estimates this bill will increase state expenditures and local revenues and block grant aid to municipalities:

	FY 2014	FY 2015	FY 2016	FY 2017
Total Estimated Gallons	797,436,904	793,051,001	788,689,220	784,351,429
<i>Gasoline (85% of Total)</i>				
Estimated Gallons	677,821,368	674,093,350	670,385,837	666,698,714

Rate Increase	\$0.04	\$0.08	\$0.12	\$0.12
Revenue Increase	\$27,112,855	\$53,927,468	\$80,446,300	\$80,003,846
<i>Diesel (15% of Total)</i>				
Estimated Gallons	119,615,535	118,957,650	118,303,383	117,652,714
Rate Increase	\$0.02	\$0.04	\$0.06	\$0.08
Revenue Increase	\$2,392,311	\$4,758,306	\$7,098,203	\$9,412,217
Total Increase	\$29,505,165	\$58,685,774	\$87,544,503	\$89,416,063
Block Grant Aid Increase	(\$3,540,620)	(\$7,042,293)	(\$10,505,340)	(\$10,729,928)
Net State Revenue Increase	\$25,964,546	\$51,643,481	\$77,039,163	\$78,686,135

State Bridge Aid

Under this bill, beginning in FY 2016, the allocation to municipalities for state bridge aid shall be no less than \$13,600,000. Currently, this allocation is set at \$6,800,000, therefore, in FY 2016 and each year thereafter, there will be an increase in state restricted expenditures of \$6,800,000.

State Highway Aid

Under this bill, beginning in FY 2016, the allocation to municipalities for state highway aid shall be no less than \$3,400,000. Currently, this allocation is set at \$1,700,000, therefore, in FY 2016 and each year thereafter, there will be an increase in state restricted expenditures of \$1,700,000.

Highway Fund Summary

Based on the projected revenue from HB 617

NHMA

House Bill 617, as amended and passed by the full New Hampshire House of Representatives will provide additional funding for the state's Highway Trust Fund. The bill increases the gasoline tax 12 cents over three years (4 cents in years 2014-2016) and the diesel tax 12 cents over six years (2 cents in years 2014-2019). This proposal provides a long-term financial plan for the state to maintain and improve its transportation system.

Seven key transportation areas will see increased funding if HB 617 passes. These transportation areas have been identified by the New Hampshire Department of Transportation as the most significant, and highest priority.

The chart below shows the program areas and the projected increase in revenue from HB 617. The dollar amounts are then shown as how many cents each program area will receive from the 12 cent increase.

Program Area	Total Amount	Average Annual Amount	Cents Received
State Aid Bridge/Highway	85,000,000.00	8,500,000.00	1.25 cents
Maintenance & Preservation	223,900,000.00	22,390,000.00	3.29 cents
Bridges	111,700,000.00	11,170,000.00	1.64 cents
Pavement	99,500,000.00	9,950,000.00	1.46 cents
I-93 (Debt Service)	198,000,000.00	19,800,000.00	2.91 cents
Ten Year Plan	659,728.00	65,972.80	0.01 cents
Block Grant Aid (Municipalities)	98,012,690.00	9,801,269.00	1.44 cents
Revenue Total	816,772,418.00	81,677,241.80	12 cents

Chart Explanation:

- The total amounts for each program area were provided by the Department of Transportation, the Department used a ten-year time frame. Dividing the total amount over ten years yields the average annual amount.
- Each penny of the increase generates approximately \$6.8 million in revenue. Because the increase is phased in over time, the average revenue earned per penny is lower than if it were increased 12 cents at one time.
- Municipalities receive 12% of the revenue earned from each penny of the gasoline tax as block grant aid. With the increase, cities and towns will receive approximately 37% more funding from the block grant aid program.
- The chart shows that the total amount of funding raised from the increase will go towards improving New Hampshire's infrastructure. An amendment passed by the House will ensure that the revenue earned from the increase stays in a constitutionally protected account that can only be used for infrastructure improvements.

Notes for HB 617 (Road Toll/Gas Tax Increase)

While most opponents of the proposed gas tax increase acknowledge that NH needs additional revenue for the roads and bridges, they make several arguments against the proposed increase: not the right time to increase taxes, it would cost the citizens too much, money is being diverted from the Highway Fund, DOT has had additional revenue; and the towns are paying more into the Highway Fund from the increase than is returned to the towns.

Gas tax is a misnomer. It is not really a tax, but a user fee – the more you drive, the more you pay; the less you drive, the less you pay.

An increase would not raise the price at the pump penny for penny. Maine has a much higher gas tax – Maine gas stations at the border are priced the same or lower than NH's gas prices. This is true in other states as well.

Even assuming that the increase passes thru penny for penny at the pump, which it does not per economic studies, the average motorist would pay an annual increase of approximately \$63 once the increase is fully implemented after 3 years. Today the average motorist pays much more in maintenance and repairs necessitated by the poor road conditions – TRIP, a national research group found that the average NH motorist is paying an additional \$323 per year in repairs and maintenance due to the poor road conditions. And NH citizens in the southern part of the state- Manchester and Nashua pay even more – at least \$500 per year for maintenance and repairs necessitated by the poor road conditions.

Roads and bridges need funding. The gas tax was last increased in 1991. Since then, asphalt price has increased 460%. Salt has increased 120% since 2000.

Some legislators argue that DOT had increased revenue for several years - that is true- the funds were raised thru one-time, non-sustainable revenue – bonding in 2007/08; transfer of a portion of I-95 from Highway Fund to Turnpikes for \$120m; In 2009, the Highway Fund had a \$56m deficit, which is when the legislature enacted a temporary registration surcharge of \$30 for the average motorist. There is no one-time revenue available.

The longer repairs are deferred, the more costly they are – in fact, costs increase exponentially – it costs \$51,000 to pave versus \$1m to rebuild one mile of road. DOT should be paving 500 miles of roads per year – this helps to extend the life of the roads at a lower cost than rebuilding. At the current level of funding, DOT will pave about 250 miles per year.

The proposed increase (4-4-4) would result in every penny going to NH's roads and bridges. Some opponents of the legislation raise the red herring of "diversion," that funds are being diverted from the Highway Fund. The only funds that go from the Highway Fund to other agencies are authorized by the legislature. Under the proposed legislation, ALL the funds from the proposed increase, every penny, would go to NH's roads and bridges.



The first 12% of Highway Funds go to the towns and cities through the Block Grant Aid program. Over ten years, 12% of the proposed increase would result in a significant increase for the municipalities – close to \$100m more to the State's towns and cities. Some opponents look at the amount being contributed by each town and argue that the towns don't get all the money back that the town's citizens pay via the gas tax. Well of course they don't – there are many roads state-owned roads and bridges that will be maintained with the increase – roads and bridges that are used by all the citizens of NH – throughout the entire State. And without these State-owned roads and bridges, the local roads will be of little use to the citizens. The legislature set up the Block Grant Aid program allowing for 12% of certain Highway Funds to go back to the towns and cities. There are also some other programs that benefit the towns and cities; the increase would allow the State to double the funds available to help towns and cities repair their roads and bridges through the State Aid Highway program and State Aid Bridge program. But the argument that the towns and cities don't get all the money their citizens pay for gas tax back into their own town is preposterous.

NHPR has an excellent animation on the pending transportation issues in NH:

<http://www.nhpr.org/post/video-nh-roads-how-we-got-here>

The transportation crisis is being felt across the country by most of the states. Wyoming just passed a 10 cent gas tax increase; Maryland passed a phased in 3% sales tax on fuel and also indexed the state gas tax to inflation (effective immediately); Virginia replaced the state gas tax with the 3.5% wholesale tax on fuel and 6% tax on diesel fuel, while also increasing the sales tax on nonfood items from 5% to 5.3%.

Our neighbors, Maine and Massachusetts, along with many other states, have legislation pending to raise revenue for transportation infrastructure.

State Highway Block Grant Aid (BGA)
Revenue Projections HB 617

Assumes 4-4-4 Cent Increase in
Road Toll (2014-2015-2016)

By Senate District
(Alphabetically by Town/City)

Information obtained from
the New Hampshire Department of Transportation

Block Grant Aid (BGA) - Revenue Projections HB 617		
NH Senatorial Districts		
Assumes 4-4-4 Cent Increase in Road Toll (2014-2015-2016)		
Additional Ten Year Revenue		
TOWN NAME	SENATE DISTRICT	FY 2014-2023 BGA INCREASE
ATKINSON - GILMANTON ACADEMY GRANT	1	\$0
BATH	1	\$209,095
BEANS GRANT	1	\$0
BEANS PURCHASE	1	\$0
BENTON	1	\$42,220
BERLIN	1	\$626,262
BETHLEHEM	1	\$305,526
CAMBRIDGE	1	\$0
CARROLL	1	\$72,253
CHANDLERS PURCHASE	1	\$0
CLARKSVILLE	1	\$58,607
COLEBROOK	1	\$267,750
COLUMBIA	1	\$118,072
CRAWFORDS PURCHASE	1	\$0
CUTTS GRANT	1	\$0
DALTON	1	\$175,388
DIXS GRANT	1	\$0
DUXVILLE	1	\$0
DUMMER	1	\$49,523
EASTON	1	\$28,226
ERROL	1	\$15,581
ERVINGS LOCATION	1	\$0
FRANCONIA	1	\$151,137
GORHAM	1	\$180,439
GREENS GRANT	1	\$0
HADLEYS PURCHASE	1	\$0
JEFFERSON	1	\$132,396
KILKENNY	1	\$0
LANCASTER	1	\$301,021
LANDAFF	1	\$82,012
LINCOLN	1	\$92,298
LISBON	1	\$221,125
LITTLETON	1	\$497,909
LIVERMORE	1	\$0
LOW - BURBANKS GRANT	1	\$0
LYMAN	1	\$149,248
MARTINS LOCATION	1	\$0

Note: Funding for towns with divided representation was estimated based on road mileage

Block Grant Aid (BGA) - Revenue Projections HB 617		
NH Senatorial Districts		
Assumes 4-4-4 Cent Increase in Road Toll (2014-2015-2016)		
Additional Ten Year Revenue		
TOWN NAME	SENATE DISTRICT	FY 2014-2023 BGA INCREASE
MILAN	1	\$115,382
MILLSFIELD	1	\$0
MONROE	1	\$94,175
NORTHUMBERLAND	1	\$144,489
ODELL	1	\$0
PINKHAMS GRANT	1	\$0
PITTSBURG	1	\$179,126
RANDOLPH	1	\$40,845
SARGENTS PURCHASE	1	\$0
SECOND COLLEGE GRANT	1	\$0
SHELburnE	1	\$42,168
STARK	1	\$120,930
STEWARTSTOWN	1	\$182,791
STRATFORD	1	\$65,028
SUCCESS	1	\$0
SUGAR HILL	1	\$143,265
THOMPSON - MESERVES PURCHASE	1	\$0
THORNTON	1	\$287,429
WENTWORTHS LOCATION	1	\$0
WHITEFIELD	1	\$222,009
WOODSTOCK	1	\$93,931
District 1 Total		\$5,537,596
ALEXANDRIA	2	\$236,955
ASHLAND	2	\$158,116
BRIDGEWATER	2	\$150,166
BRISTOL	2	\$265,489
CAMPTON	2	\$372,058
CENTER HARBOR	2	\$111,929
DANBURY	2	\$248,755
DORCHESTER	2	\$71,277
ELLSWORTH	2	\$16,258
GRAFTON	2	\$263,572
GROTON	2	\$73,890
HAVERHILL	2	\$491,869
HEBRON	2	\$78,336
HILL	2	\$148,686
HOLDERNESSE	2	\$205,867

Note: Funding for towns with divided representation was estimated based on road mileage

Block Grant Aid (BGA) - Revenue Projections HB 617		
NH Senatorial Districts		
Assumes 4-4-4 Cent Increase in Road Toll (2014-2015-2016)		
TOWN NAME	SENATE DISTRICT	FY 2014-2023 Additional Ten Year Revenue BGA INCREASE
MERIDITH	2	\$598,287
NEW HAMPTON	2	\$290,678
ORANGE	2	\$61,293
ORFORD	2	\$176,457
PIERMONT	2	\$107,110
PLYMOUTH	2	\$423,885
RUMNEY	2	\$148,597
SANBORNTON	2	\$358,575
TILTON	2	\$178,271
WARREN	2	\$105,217
WENTWORTH	2	\$160,264
WILMOT	2	\$238,936
District 2 Total		\$5,742,773
ALBANY	3	\$107,698
BARTLETT	3	\$297,962
BROOKFIELD	3	\$91,442
CHATHAM	3	\$50,092
CONWAY	3	\$712,576
EATON	3	\$116,898
EFFINGHAM	3	\$227,621
FREEDOM	3	\$232,703
HALES LOCATION	3	\$0
HARTS LOCATION	3	\$5,855
JACKSON	3	\$114,337
MADISON	3	\$295,855
MIDDLETON	3	\$172,925
MILTON	3	\$365,092
MOULTONBOROUGH	3	\$417,240
OSSIPEE	3	\$504,364
SANDWICH	3	\$317,513
TAMWORTH	3	\$358,264
TUFTONBORO	3	\$233,237
WAKEFIELD	3	\$384,212
WATERVILLE VALLEY	3	\$37,188
WOLFEBORO	3	\$498,330
District 3 Total		\$5,536,806
BARRINGTON	4	\$592,467

Note: Funding for towns with divided representation was estimated based on road mileage

Block Grant Aid (BGA) - Revenue Projections HB 617		
NH Senatorial Districts		
Assumes 4-4-4 Cent Increase in Road Toll (2014-2015-2016)		
TOWN NAME	SENATE DISTRICT	FY 2014-2023 Additional Ten Year Revenue BGA INCREASE
DOVER	4	\$1,648,163
ROLLINSFORD	4	\$163,799
SOMERSWORTH	4	\$642,843
District 4 Total		\$3,047,272
CANAAN	5	\$445,987
CHARLESTOWN	5	\$442,709
CLAREMONT	5	\$910,149
CORNISH	5	\$281,529
ENFIELD	5	\$403,151
HANOVER	5	\$805,364
LEBANON	5	\$885,162
LYME	5	\$273,978
PLAINFIELD	5	\$326,902
District 5 Total		\$4,774,931
ALTON	6	\$533,089
BARNSTEAD	6	\$507,946
FARMINGTON	6	\$464,357
GILMANTON	6	\$436,252
NEW DURHAM	6	\$320,435
ROCHESTER	6	\$1,732,425
District 6 Total		\$3,994,504
ANDOVER	7	\$283,989
BELMONT	7	\$550,066
BOSCAWEN	7	\$242,699
CANTERBURY	7	\$266,092
FRANKLIN	7	\$577,343
GILFORD	7	\$627,654
LACONIA	7	\$950,289
NORTHFIELD	7	\$346,691
SALISBURY	7	\$189,404
WEBSTER	7	\$201,390
District 7 Total		\$4,235,597
ACWORTH	8	\$238,769
ANTRIM	8	\$267,944
BENNINGTON	8	\$125,591
BRADFORD	8	\$259,798
CROYDON	8	\$108,578

Note: Funding for towns with divided representation was estimated based on road mileage

Block Grant Aid (BGA) - Revenue Projections HB 617		
NH Senatorial Districts		
Assumes 4-4-4 Cent Increase in Road Toll (2014-2015-2016)		
Additional Ten Year Revenue		
TOWN NAME	SENATE DISTRICT	FY 2014-2023 BGA INCREASE
DEERING	8	\$269,802
FRANCETOWN	8	\$269,026
GOSHEN	8	\$87,422
GRANTHAM	8	\$186,524
HILLSBOROUGH	8	\$495,310
LANGDON	8	\$116,163
LEMPSTER	8	\$185,060
MARLOW	8	\$125,115
NEW LONDON	8	\$588,074
NEWBURY	8	\$324,708
NEWPORT	8	\$502,392
SPRINGFIELD	8	\$166,667
STODDARD	8	\$100,417
SUNAPEE	8	\$542,627
SUTTON	8	\$311,667
UNITY	8	\$245,883
WASHINGTON	8	\$176,519
WEARE	8	\$785,727
WINDSOR	8	\$12,315
District 8 Total		\$6,093,498
BEDFORD	9	\$1,547,635
DUBLIN	9	\$224,841
FITZWILLIAM	9	\$287,211
GREENFIELD	9	\$214,509
HANCOCK	9	\$259,855
LAFFREY	9	\$460,045
LYNDEBOROUGH	9	\$248,807
MONT VERNON	9	\$255,583
NEW BOSTON	9	\$555,517
PETERBOROUGH	9	\$529,844
RICHMOND	9	\$165,060
SHARON	9	\$58,025
TEMPLE	9	\$205,636
TROY	9	\$157,337
District 9 Total		\$5,169,906
ALSTEAD	10	\$269,848
CHESTERFIELD	10	\$428,065

Note: Funding for towns with divided representation was estimated based on road mileage

Block Grant Aid (BGA) - Revenue Projections HB 617		
NH Senatorial Districts		
Assumes 4-4-4 Cent Increase in Road Toll (2014-2015-2016)		
Additional Ten Year Revenue		
TOWN NAME	SENATE DISTRICT	FY 2014-2023 BGA INCREASE
GILSUM	10	\$92,209
HARRISVILLE	10	\$159,063
HINSDALE	10	\$275,611
KEENE	10	\$1,379,683
MARLBOROUGH	10	\$212,402
NELSON	10	\$119,783
ROXBURY	10	\$57,029
SULLIVAN	10	\$109,980
SURRY	10	\$73,025
SWANZEY	10	\$531,760
WALPOLE	10	\$392,186
WESTMORELAND	10	\$241,326
WINCHESTER	10	\$402,953
District 10 Total		\$4,744,623
AMHERST	11	\$919,592
MERRIMACK	11	\$1,653,490
MILFORD	11	\$901,880
WILTON	11	\$355,187
District 11 Total		\$3,830,149
BROOKLINE	12	\$400,210
GREENVILLE	12	\$124,293
HOLLIS	12	\$626,697
MASON	12	\$213,001
NASHUA	12	\$1,585,260
NEW IPSWICH	12	\$410,714
RINDGE	12	\$488,421
District 12 Total		\$3,848,596
NASHUA	13	\$2,883,421
District 13 Total		\$2,883,421
AUBURN	14	\$425,566
HUDSON	14	\$1,518,585
LONDONDERRY	14	\$1,662,037
District 14 Total		\$3,606,188
CONCORD	15	\$2,484,252
HENNIKER	15	\$477,526
HOPKINTON	15	\$537,823
WARNER	15	\$364,651

Note: Funding for towns with divided representation was estimated based on road mileage

Block Grant Aid (BGA) - Revenue Projections HB 617
NH Senatorial Districts
 Assumes 4-4-4 Cent Increase in Road Toll (2014-2015-2016)
 Additional Ten Year Revenue

TOWN NAME	SENATE DISTRICT	FY 2014-2023 BGA INCREASE
District 15 Total		
BOW	16	\$3,869,252
CANDIA	16	\$615,985
DUNBARTON	16	\$320,008
HOOKESETT	16	\$276,545
MANCHESTER	16	\$806,537
	16	\$1,430,908
District 16 Total		
ALLENSTOWN	17	\$254,485
CHICHESTER	17	\$256,874
DEERFIELD	17	\$402,552
EPSOM	17	\$359,571
LOUDON	17	\$484,939
NORTHWOOD	17	\$288,727
NOTTINGHAM	17	\$413,335
PEMBROKE	17	\$469,726
PITTSFIELD	17	\$329,388
RAYMOND	17	\$686,880
STRAFFORD	17	\$344,739
	17	\$4,291,215
District 17 Total		
LITCHFIELD	18	\$562,447
MANCHESTER	18	\$2,547,488
	18	\$3,109,935
District 18 Total		
DERRY	19	\$1,901,405
HAMPSTEAD	19	\$556,996
WINDHAM	19	\$896,202
	19	\$3,354,603
District 19 Total		
GOFFSTOWN	20	\$1,190,420
MANCHESTER	20	\$1,728,758
	20	\$2,919,178
District 20 Total		
DURHAM	21	\$790,746
LEE	21	\$314,410
MADSBURY	21	\$150,627
NEWFIELDS	21	\$120,260
NEWINGTON	21	\$108,631
NEWMARKET	21	\$499,836
PORTSMOUTH	21	\$1,216,760
	21	\$3,291,270
District 21 Total		

Note: Funding for towns with divided representation was estimated based on road mileage

Block Grant Aid (BGA) - Revenue Projections HB 617
NH Senatorial Districts
 Assumes 4-4-4 Cent Increase in Road Toll (2014-2015-2016)
 Additional Ten Year Revenue

TOWN NAME	SENATE DISTRICT	FY 2014-2023 BGA INCREASE
District 22 Total		
ATKINSON	22	\$441,264
PELHAM	22	\$881,554
PLAISTOW	22	\$431,020
SALEM	22	\$1,828,551
	22	\$3,582,389
District 22 Total		
BRENTWOOD	23	\$329,084
CHESTER	23	\$391,969
DANVILLE	23	\$301,547
EAST KINGSTON	23	\$147,328
EPPING	23	\$514,096
EXETER	23	\$816,887
PREMONT	23	\$310,390
KINGSTON	23	\$489,345
SANDOWN	23	\$442,617
	23	\$3,737,263
District 23 Total		
GREENLAND	24	\$221,510
HAMPTON	24	\$875,518
HAMPTON FALLS	24	\$186,498
KENSINGTON	24	\$160,926
NEW CASTLE	24	\$56,556
NEWTON	24	\$290,679
NORTH HAMPTON	24	\$279,487
RYE	24	\$378,431
SEABROOK	24	\$488,176
SOUTH HAMPTON	24	\$65,286
STRATHAM	24	\$484,274
	24	\$3,487,141
District 24 Total		
	Total	\$98,012,688

Note: Funding for towns with divided representation was estimated based on road mileage

State of New Hampshire Municipal Block Aid Increase

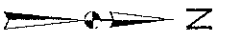
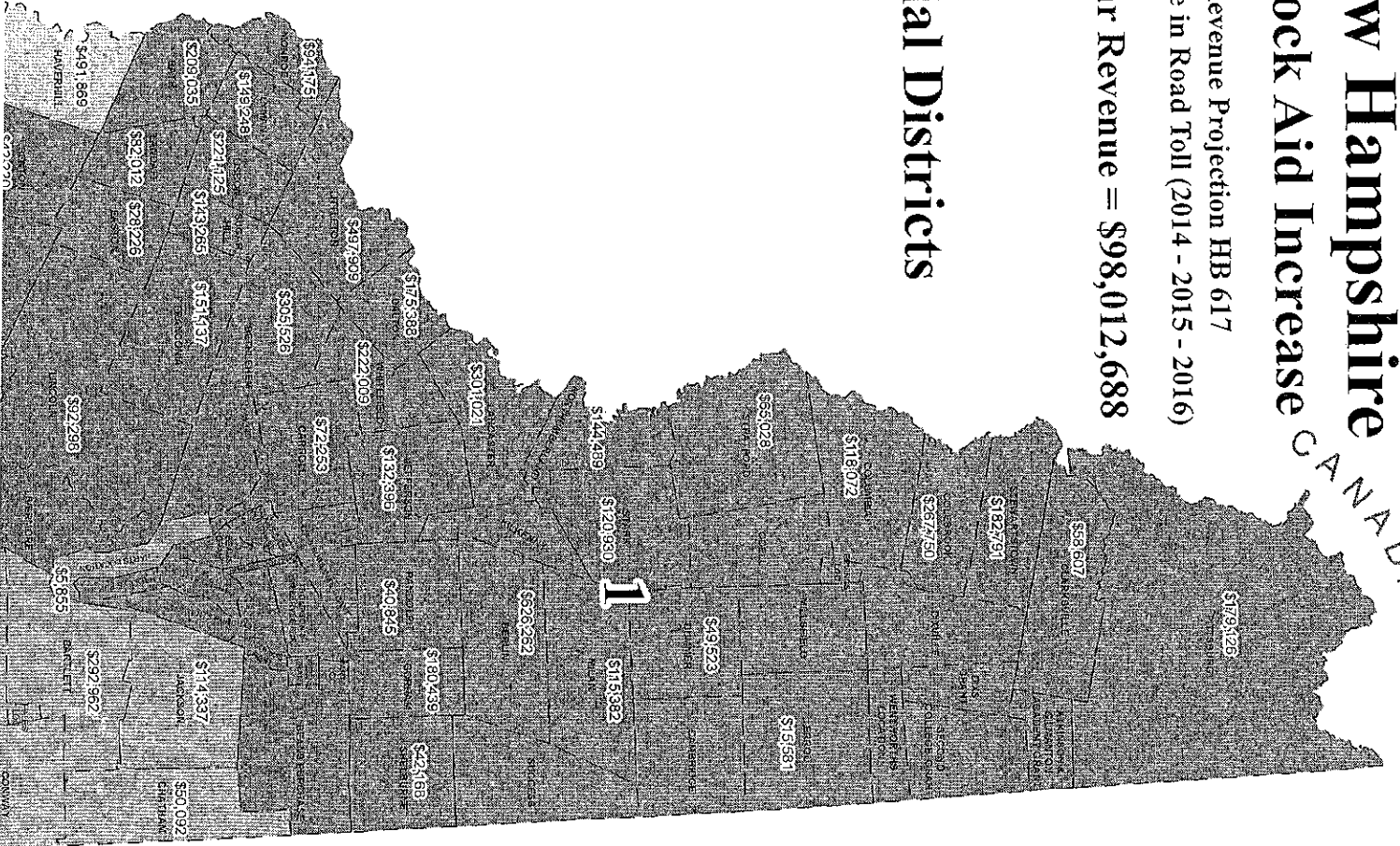
CANADA

Block Grant Aid - Revenue Projection HB 617

Assumes 4-4-4 cent increase in Road Toll (2014 - 2015 - 2016)

Additional Ten Year Revenue = \$98,012,688

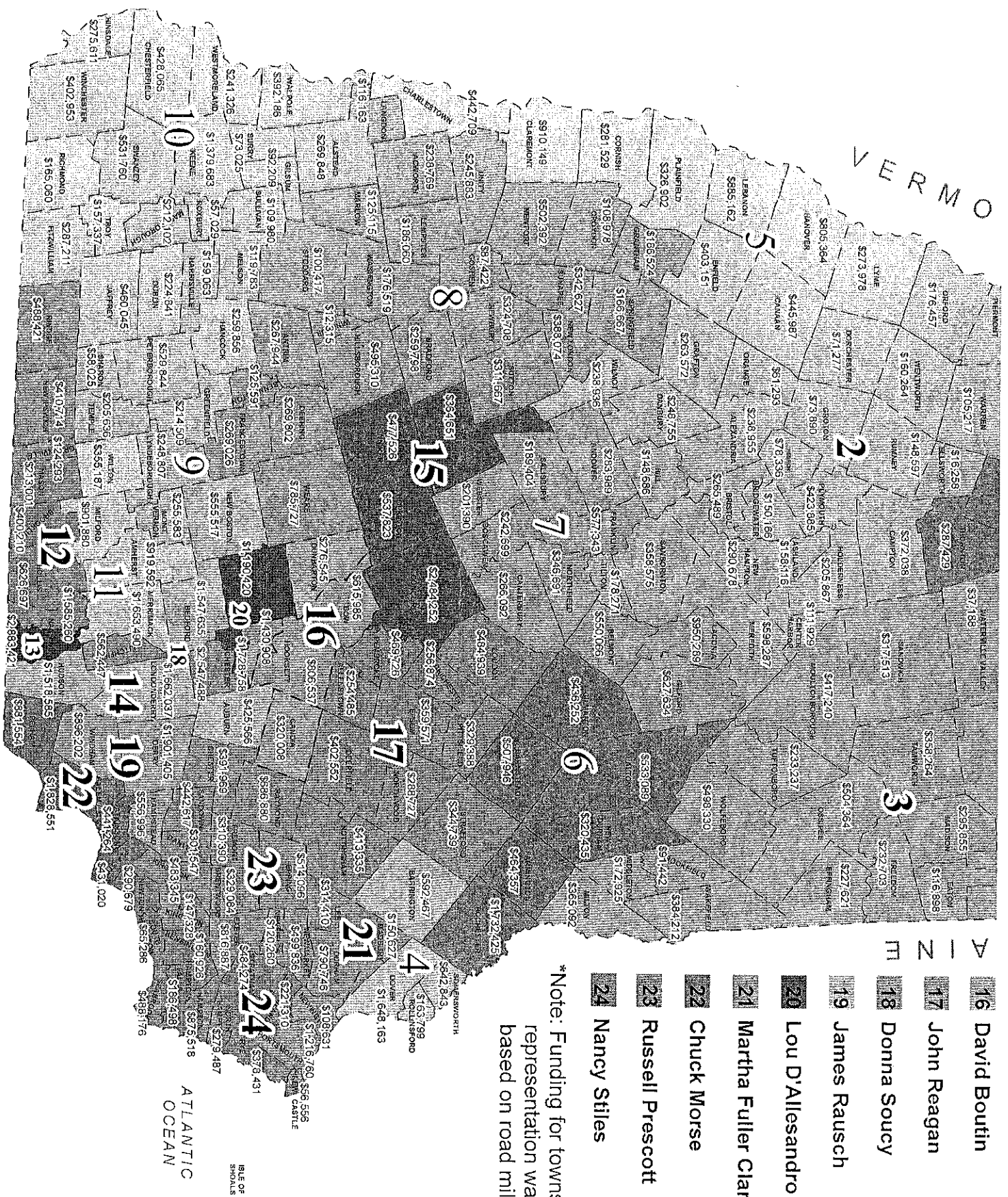
Senatorial Districts



N.H. Senators & Block Aid Increase

- 1 Jeff Woodburn \$5,507,596
- 2 Jeanie Forrester \$5,742,773
- 3 Jeb Bradley \$5,536,404
- 4 David Watters \$3,047,272
- 5 David Pierce \$4,774,931
- 6 Sam Cataldo \$3,994,504
- 7 Andrew Hosmer \$4,235,597
- 8 Bob Odell \$6,093,498
- 9 Andy Sanborn \$5,169,906
- 10 Molly Kelly \$4,744,623
- 11 Peter Bragdon \$3,830,149
- 12 Peggy Gilmour \$3,848,596*
- 13 Bette Lasky \$2,883,421*
- 14 Sharon Carson \$3,606,188

MASSACHUSETTS



16	David Boutin	\$3,449,983*
17	John Reagan	\$4,291,216
18	Donna Soucy	\$3,109,935*
19	James Rausch	\$3,354,603
20	Lou D'Allesandro	\$2,919,178*
21	Martha Fuller Clark	\$3,201,270
22	Chuck Morse	\$3,582,389
23	Russell Prescott	\$3,737,263
24	Nancy Stiles	\$3,487,141

*Note: Funding for towns with divided representation was estimated based on road mileage.

State Roads in Poor Condition
(Major Work Required)

1661 Miles of 4559 Miles

2012

By Senate District
(Alphabetically by Town/City)

Information obtained from

the New Hampshire Department of Transportation

Poor Pavement Condition 2012

NH Senatorial Districts

As reported for 2012

TOWN NAME	SENATORIAL DISTRICT	RATING	LENGTH (MILES)
BATH	1	Poor	9.9
BEANS GRANT	1	Poor	0.6
BENTON	1	Poor	4.7
BENLIN	1	Poor	9.1
BETHLEHEM	1	Poor	9.4
CAMBRIDGE	1	Poor	2.8
CARROLL	1	Poor	4.4
CHANDLERS PURCHASE	1	Poor	0.1
CLARKSVILLE	1	Poor	6.7
COLERBROOK	1	Poor	13.4
COLUMBIA	1	Poor	7.3
CRAWFORDS PURCHASE	1	Poor	6.6
DALTON	1	Poor	10.4
DIXVILLE	1	Poor	4.7
DUMMER	1	Poor	8.6
EASTON	1	Poor	10.1
ERROL	1	Poor	13.7
FRANCONIA	1	Poor	11.0
GORHAM	1	Poor	2.9
JEFFERSON	1	Poor	11.5
LANCASTER	1	Poor	12.7
LANDAFF	1	Poor	11.1
LINCOLN	1	Poor	4.3
LISBON	1	Poor	4.6
LITTLETON	1	Poor	13.4
LIVERMORE	1	Poor	0.7
LYMAN	1	Poor	5.4
MARTINS LOCATION	1	Poor	0.5
MILAN	1	Poor	14.1
MILLSFIELD	1	Poor	0.6
MONROE	1	Poor	6.2
NORTHUMBERLAND	1	Poor	11.3
PITTSBURG	1	Poor	23.7
RANDOLPH	1	Poor	1.9
SHELBURNE	1	Poor	4.5
STARK	1	Poor	1.0
STEWARTSTOWN	1	Poor	10.3

Poor Pavement Condition 2012

NH Senatorial Districts

As reported for 2012

TOWN NAME	SENATORIAL DISTRICT	RATING	LENGTH (MILES)
STRAFORD	1	Poor	6.5
SUGAR HILL	1	Poor	4.4
THOMPSON - MESERVES PURCH	1	Poor	0.3
THORNTON	1	Poor	6.2
WENTWORTH'S LOCATION	1	Poor	1.5
WHITEFIELD	1	Poor	4.3
WOODSTOCK	1	Poor	11.3
District 1 Total			808.7
ALEXANDRIA	2	Poor	7.7
ASHLAND	2	Poor	2.3
BRIDGEWATER	2	Poor	6.1
BRISTOL	2	Poor	6.6
CAMPTON	2	Poor	8.8
CENTER HARBOR	2	Poor	9.0
DANBURY	2	Poor	3.0
DORCHESTER	2	Poor	5.9
ELLSWORTH	2	Poor	1.1
GRAFTON	2	Poor	3.4
GROTON	2	Poor	6.8
HAVERHILL	2	Poor	14.1
HEBRON	2	Poor	7.6
HILL	2	Poor	4.7
HOLDERNESS	2	Poor	7.1
MEREDITH	2	Poor	17.9
NEW HAMPTON	2	Poor	6.5
ORANGE	2	Poor	2.0
ORFORD	2	Poor	10.3
PIERMONT	2	Poor	15.4
PLYMOUTH	2	Poor	8.5
RUMNEY	2	Poor	9.2
SANBORNTON	2	Poor	8.1
TILTON	2	Poor	11.6
WARREN	2	Poor	10.0
WENTWORTH	2	Poor	3.2
WINDMOT	2	Poor	6.9
District 2 Total			203.7
ALBANY	3	Poor	8.2

Poor Pavement Condition 2012

NH Senatorial Districts

As reported for 2012

TOWN NAME	SENATORIAL DISTRICT	RATING	LENGTH (Miles)
BARTLETT	3	Poor	11.4
BROOKFIELD	3	Poor	5.3
CHATHAM	3	Poor	11.7
CONWAY	3	Poor	19.0
EATON	3	Poor	7.0
EFFINGHAM	3	Poor	1.8
FREEDOM	3	Poor	9.0
HART'S LOCATION	3	Poor	0.7
JACKSON	3	Poor	8.2
MAADISON	3	Poor	10.8
MIDDLETON	3	Poor	2.4
MILITON	3	Poor	7.8
MOULTONBOROUGH	3	Poor	14.8
OSSISPEE	3	Poor	11.8
SANDWICH	3	Poor	20.5
TAMWORTH	3	Poor	12.6
TUFTONBORO	3	Poor	12.8
WAKEFIELD	3	Poor	11.9
WATERVILLE VALLEY	3	Poor	2.6
WOLFEBORO	3	Poor	8.4
District 3 Total			198.7
BARRINGTON	4	Poor	2.7
DOVER	4	Poor	8.8
ROLLINSFORD	4	Poor	3.1
SOMERSWORTH	4	Poor	2.8
District 4 Total			17.4
CANAAN	5	Poor	7.9
CHARLESTOWN	5	Poor	7.0
CLAREMONT	5	Poor	14.2
CORNISH	5	Poor	9.7
ENFIELD	5	Poor	11.4
HANDOVER	5	Poor	5.3
LEBANON	5	Poor	14.8
LYME	5	Poor	8.0
PLAINFIELD	5	Poor	9.6
District 5 Total			88.4
ALTON	6	Poor	10.2

Poor Pavement Condition 2012

NH Senatorial Districts

As reported for 2012

TOWN NAME	SENATORIAL DISTRICT	RATING	LENGTH (Miles)
BARNSTEAD	6	Poor	4.9
FARMINGTON	6	Poor	3.5
GILMANTON	6	Poor	13.9
NEW DURHAM	6	Poor	2.5
ROCHESTER	6	Poor	10.1
District 6 Total			45.1
ANDOVER	7	Poor	1.4
BELMONT	7	Poor	6.4
BOSCAWEN	7	Poor	5.0
CANTERBURY	7	Poor	15.5
FRANKLIN	7	Poor	20.3
GILFORD	7	Poor	9.1
LACONIA	7	Poor	11.9
NORTHFIELD	7	Poor	6.7
SALISBURY	7	Poor	5.6
WEBSTER	7	Poor	7.4
District 7 Total			89.3
ACWORTH	8	Poor	12.3
ANTRIM	8	Poor	4.5
BENNINGTON	8	Poor	5.7
BRADFORD	8	Poor	0.1
CROYDON	8	Poor	5.8
DEERING	8	Poor	5.2
FRANCESTOWN	8	Poor	7.2
GOSHEN	8	Poor	6.0
GRANTHAM	8	Poor	3.7
HILLSBOROUGH	8	Poor	6.8
LANGDON	8	Poor	5.6
LEMPSTER	8	Poor	5.6
MARLOW	8	Poor	5.5
NEW LONDON	8	Poor	9.2
NEWBURY	8	Poor	5.1
NEWPORT	8	Poor	7.1
SPRINGFIELD	8	Poor	12.7
STODDARD	8	Poor	7.0
SUNAPEE	8	Poor	4.1
SUTTON	8	Poor	9.2

Poor Pavement Condition 2012

NH Senatorial Districts

As reported for 2012

TOWN NAME	SENATORIAL DISTRICT	RATING	LENGTH (Miles)
UNITY	8	Poor	10.0
WASHINGTON	8	Poor	10.6
WEAVER	8	Poor	5.0
WINDSOR	8	Poor	2.4
District 8 Total			156.2
BEDFORD	9	Poor	1.4
DUBLIN	9	Poor	5.8
FITZWILLIAM	9	Poor	7.7
GREENFIELD	9	Poor	9.0
HANCOCK	9	Poor	9.2
JAFFREY	9	Poor	12.2
LYNDEBOROUGH	9	Poor	7.0
MONT VERNON	9	Poor	3.4
NEW BOSTON	9	Poor	5.3
PETERBOROUGH	9	Poor	3.9
RICHMOND	9	Poor	9.4
SHARON	9	Poor	6.2
TEMPLE	9	Poor	4.8
TROY	9	Poor	5.5
District 9 Total			50.7
ALSTEAD	10	Poor	11.4
CHESTERFIELD	10	Poor	10.9
GILSUM	10	Poor	5.6
HARRISVILLE	10	Poor	6.5
HINSDALE	10	Poor	7.5
KEENE	10	Poor	6.9
MARLBOROUGH	10	Poor	6.9
NELSON	10	Poor	2.9
ROXBURY	10	Poor	1.4
SULLIVAN	10	Poor	3.8
SURRY	10	Poor	7.4
SWANZEY	10	Poor	15.4
WALPOLE	10	Poor	9.1
WESTMORELAND	10	Poor	6.1
WINCHESTER	10	Poor	7.2
District 10 Total			109.0
AMHERST	11	Poor	0.7

Poor Pavement Condition 2012

NH Senatorial Districts

As reported for 2012

TOWN NAME	SENATORIAL DISTRICT	RATING	LENGTH (Miles)
MERRIMACK	11	Poor	3.0
MILFORD	11	Poor	7.7
WILTON	11	Poor	9.9
District 11 Total			21.2
BROOKLINE	12	Poor	5.4
GREENVILLE	12	Poor	4.4
HOLLIS	12	Poor	3.3
MASON	12	Poor	4.4
NASHUA	12	Poor	6.1
NEW IPSWICH	12	Poor	8.7
RINDGE	12	Poor	5.1
District 12 Total			37.4
NASHUA	13	Poor	8.0
District 13 Total			8.0
AUBURN	14	Poor	4.8
HUDSON	14	Poor	3.5
LONDONDERY	14	Poor	3.2
District 14 Total			11.5
CONCORD	15	Poor	11.1
HENNIKER	15	Poor	2.5
HOPKINTON	15	Poor	7.2
WARNER	15	Poor	9.9
District 15 Total			30.6
BOW	16	Poor	4.9
CANDIA	16	Poor	7.2
DUNBARTON	16	Poor	9.0
HOOKSETT	16	Poor	10.1
MANCHESTER	16	Poor	4.3
District 16 Total			35.4
ALLENSTOWN	17	Poor	4.6
CHICHESTER	17	Poor	3.5
DEERFIELD	17	Poor	3.6
EPSOM	17	Poor	4.4
LOUDON	17	Poor	3.3
NORTHWOOD	17	Poor	1.7
NOTTINGHAM	17	Poor	5.2
PEMBROKE	17	Poor	2.9

Poor Pavement Condition 2012

NH Senatorial Districts

As reported for 2012

TOWN NAME	SENATORIAL DISTRICT	RATING	LENGTH (Miles)
PITTSFIELD	17	Poor	11.8
RAYMOND	17	Poor	3.9
STRAFORD	17	Poor	8.5
District 17 Total			
LITCHFIELD	18	Poor	2.6
MANCHESTER	18	Poor	12.3
District 18 Total			
DERRY	19	Poor	4.8
HAMPSTEAD	19	Poor	2.4
WINDHAM	19	Poor	4.8
District 19 Total			
GOFFSTOWN	20	Poor	5.0
MANCHESTER	20	Poor	10.9
District 20 Total			
DURHAM	21	Poor	3.1
LEE	21	Poor	4.0
MADBURY	21	Poor	0.9
NEWFIELDS	21	Poor	2.3
NEWINGTON	21	Poor	0.4
NEWMARKET	21	Poor	5.2
PORTSMOUTH	21	Poor	8.0
District 21 Total			
ATRINSON	22	Poor	2.9
PELHAM	22	Poor	6.0
PLAISTOW	22	Poor	3.1
SALEM	22	Poor	11.5
District 22 Total			
BRENTWOOD	23	Poor	2.7
CHESTER	23	Poor	3.0
DANVILLE	23	Poor	0.9
EAST KINGSTON	23	Poor	3.5
EPPING	23	Poor	1.9
EXETER	23	Poor	7.7
FREMONT	23	Poor	2.3
KINGSTON	23	Poor	2.3
SANDOWN	23	Poor	0.2
District 23 Total			
			24.4

Poor Pavement Condition 2012

NH Senatorial Districts





As reported for 2012

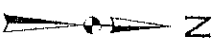
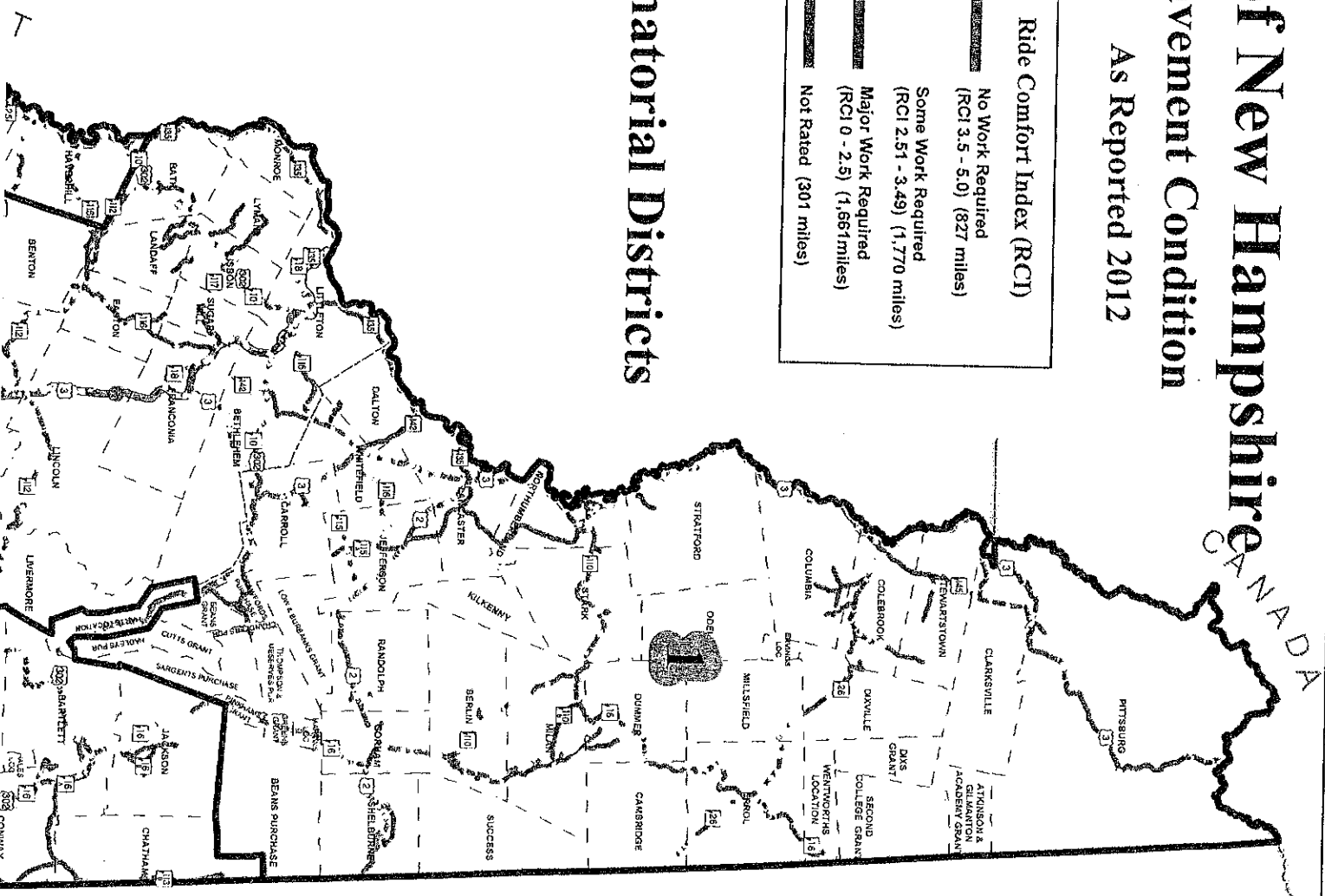
TOWN NAME	SENATORIAL DISTRICT	RATING	LENGTH (Miles)
GREENLAND	24	Poor	6.2
HAMPTON	24	Poor	9.4
HAMPTON FALLS	24	Poor	4.9
KENSINGTON	24	Poor	2.0
NEW CASTLE	24	Poor	0.5
NEWTON	24	Poor	5.3
NORTH HAMPTON	24	Poor	7.2
RYE	24	Poor	3.2
SEABROOK	24	Poor	0.7
SOUTH HAMPTON	24	Poor	1.6
STRATHAM	24	Poor	0.8
District 24 Total			
Total			42.0
			1660.9

State of New Hampshire Pavement Condition






As Reported 2012

Ride Comfort Index (RCI)

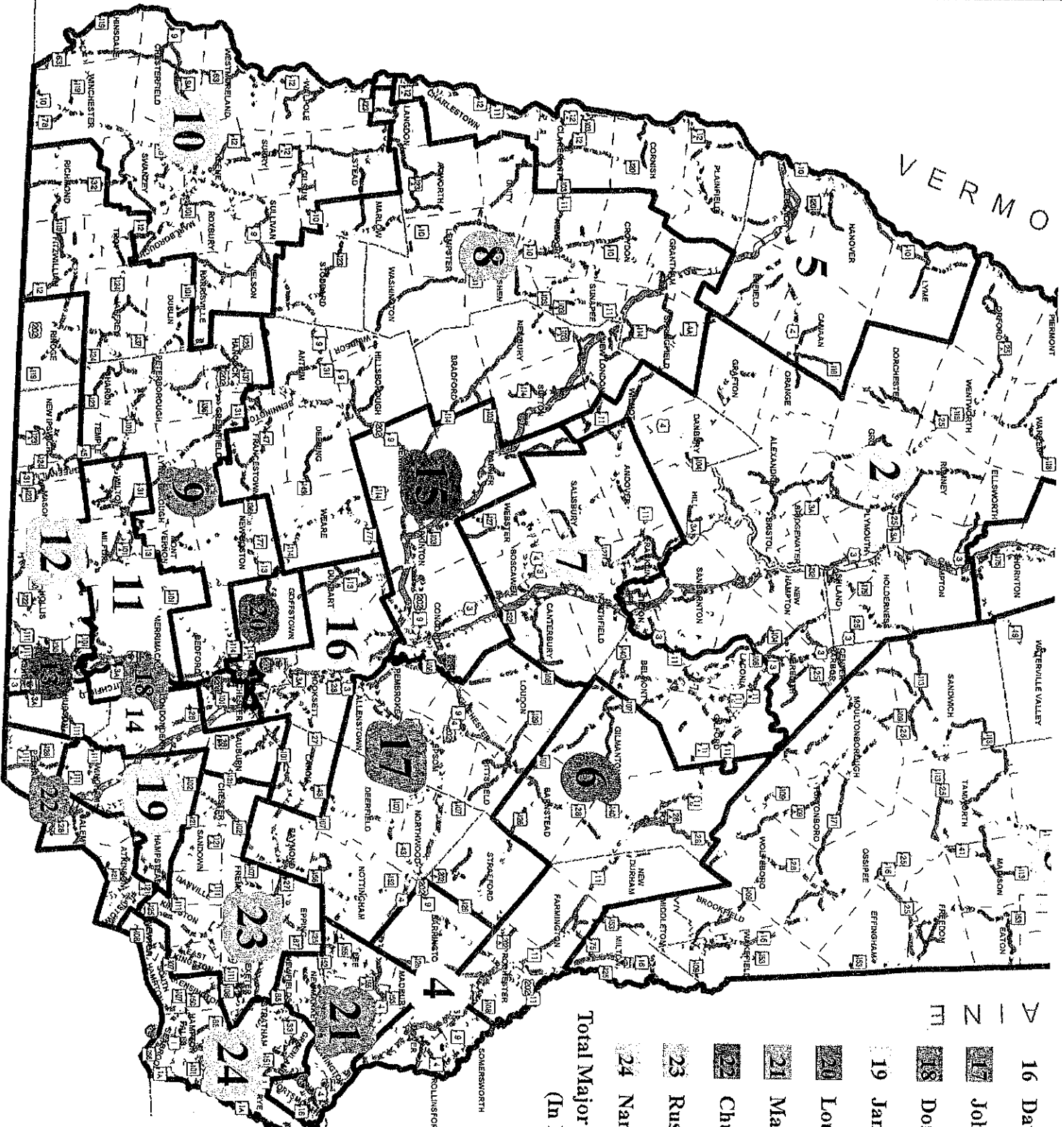
-  No Work Required
(RCI 3.5 - 5.0) (827 miles)
-  Some Work Required
(RCI 2.51 - 3.49) (1,770 miles)
-  Major Work Required
(RCI 0 - 2.5) (1,561 miles)
-  Not Rated (301 miles)



N.H. Senators
Major Work Required (Miles)

 1	Jeff Woodburn	308.7
2	Jeanie Forrester	203.7
3	Jeb Bradley	198.7
4	David Watters	17.4
5	David Pierce	88.1
 6	Sam Caraldo	45.1
7	Andrew Hosmer	89.3
8	Bob Odell	156.2
 9	Andy Sanborn	90.7
10	Molly Kelly	109.0
11	Peter Bragdon	21.2
 12	Peggy Gilmour	37.4
 13	Bette Lasky	8.0
14	Sharon Carson	11.5

MASSACHUSETTS



District	Representative	Total Major Work Required (In Miles)
16	David Boutin	35.4
17	John Reagan	53.4
18	Donna Soucy	14.8
19	James Rausch	12.0
20	Lou D'Allesandro	15.9
21	Martha Fuller Clark	23.7
22	Chuck Morse	23.5
23	Russell Prescott	24.4
24	Nancy Stiles	42.0
Total Major Work Required		1660.9

State (145) & Municipal (352)
Red List Bridges

2013

By Senate District
(Alphabetically by Town/City)

Information obtained from

the New Hampshire Department of Transportation

TOWN NAME	SENATE DISTRICT	# RED LIST BRIDGES
Bath	1	3
Berlin	1	1
Colebrook	1	4
Columbia	1	3
Dummer	1	1
Easton	1	1
Franconia	1	2
Jefferson	1	4
Lancaster	1	3
Landaff	1	1
Lincoln	1	3
Lisbon	1	1
Littleton	1	2
Lyman	1	3
Millan	1	1
Pinkhams Grant	1	1
Pittsburg	1	2
Randolph	1	1
Stark	1	2
Stewartstown	1	2
Sugar Hill	1	2
Thornton	1	2
Whitefield	1	2
District 1 Total		47
Alexandria	2	6
Ashland	2	2
Bridgewater	2	1
Bristol	2	1
Campton	2	3
Center Harbor	2	1
Danbury	2	5
Dorchester	2	1
Grafton	2	2
Haverhill	2	2
Hill	2	3
Meredith	2	3
New Hampton	2	3
Orange	2	1
Orford	2	4

TOWN NAME	SENATE DISTRICT	# RED LIST BRIDGES
Piermont	2	1
Rumney	2	2
Sanbornton	2	6
Warren	2	3
Wentworth	2	4
Wilfrit	2	5
District 2 Total		59
Albany	3	2
Bartlett	3	1
Brookfield	3	1
Conway	3	4
Eaton	3	2
Effingham	3	4
Harts Location	3	1
Jackson	3	3
Madison	3	1
Milton	3	2
Moultonborough	3	2
Ossipee	3	3
Sandwich	3	8
Tamworth	3	5
Tuftonboro	3	1
Wakefield	3	3
Wolfboro	3	2
District 3 Total		45
Dover	4	4
Rollinsford	4	2
Somersworth	4	1
District 4 Total		7
Canaan	5	7
Charlestown	5	3
Claremont	5	3
Cornish	5	4
Enfield	5	1
Hanover	5	4
Lebanon	5	13
Lyme	5	6
Plainfield	5	4
District 5 Total		45

Red List Bridges (State & Municipal) NH Senatorial Districts

As reported April 1st 2013

TOWN NAME	SENATORIAL DISTRICT	# RED LIST BRIDGES
District 6 Total		
Barnstead	6	1
Farmington	6	4
Rochester	6	1
District 7 Total		
Andover	7	10
Belmont	7	1
Canterbury	7	3
Franklin	7	1
Gilford	7	4
Laconia	7	3
Northfield	7	2
Webster	7	1
District 7 Total		
		25
District 8 Total		
Acworth	8	3
Amritim	8	5
Bennington	8	2
Bradford	8	7
Francestown	8	3
Goshen	8	3
Grantshan	8	4
Hillborough	8	8
Lempster	8	2
Newport	8	3
Springfield	8	2
Sunape	8	3
Sutton	8	1
Unity	8	4
Washington	8	4
Wate	8	4
Windsor	8	1
District 8 Total		
		64
Bedford	9	4
Dublin	9	2
Fitzwilliam	9	2
Greenfield	9	1
Hancock	9	3
New Boston	9	3
Peterborough	9	6
Richmond	9	3

Red List Bridges (State & Municipal) NH Senatorial Districts

As reported April 1st 2013

TOWN NAME	SENATORIAL DISTRICT	# RED LIST BRIDGES
District 9 Total		
Sharon	9	1
Temple	9	7
Troy	9	1
District 9 Total		
		9
District 10 Total		
Alstead	10	4
Harrisville	10	3
Keene	10	13
Marbleborough	10	3
Nelson	10	1
Sullivan	10	1
Surry	10	1
Swampscot	10	9
Walpole	10	2
Westmoreland	10	5
Winchester	10	6
District 10 Total		
		49
District 11 Total		
Amherst	11	4
Merrimack	11	3
Milford	11	3
Wilton	11	6
District 11 Total		
		16
District 12 Total		
Brookline	12	1
Nashua	12	0
New Ipswich	12	1
Rundge	12	2
District 12 Total		
		4
District 13 Total		
Nashua	13	1
District 13 Total		
		1
District 14 Total		
Auburn	14	1
Andover	14	1
Londonderry	14	1
District 14 Total		
		3
District 15 Total		
Concord	15	8
Henniker	15	1
Hopkinton	15	1
Warner	15	8
District 15 Total		
		18
District 16 Total		
Bow	16	5
Candia	16	2

**Red List Bridges (State & Municipal)
NH Senatorial Districts**

As reported April 1st 2013

TOWN NAME	SENATE DISTRICT	# RED LIST BRIDGES
Dunbarton	16	1
Manchester	15	2
District 16 Total		10
Allenstown	17	1
Chichester	17	1
Deerfield	17	2
Epsom	17	1
Northwood	17	2
Nottingham	17	1
Raymond	17	1
Scarford	17	1
District 17 Total		10
Manchester	18	0
District 18 Total		0
Windham	19	1
District 19 Total		1
Manchester	20	5
District 20 Total		5
Durham	21	2
Lee	21	1
Madbury	21	1
Newfields	21	1
Portsmouth	21	1
District 21 Total		16
Pelham	22	3
Salem	22	7
District 22 Total		10
Brentwood	23	2
Chester	23	1
East Kingston	23	1
Exeter	23	3
Fremont	23	2
Sandown	23	3
District 23 Total		12
Hampton	24	2
Hampton Falls	24	1
New Castle	24	1
Newton	24	2
North Hampton	24	3

**Red List Bridges (State & Municipal)
NH Senatorial Districts**

As reported April 1st 2013

TOWN NAME	SENATE DISTRICT	# RED LIST BRIDGES
Seabrook	24	1
South Hampton	24	1
District 24 Total		11
Total		497

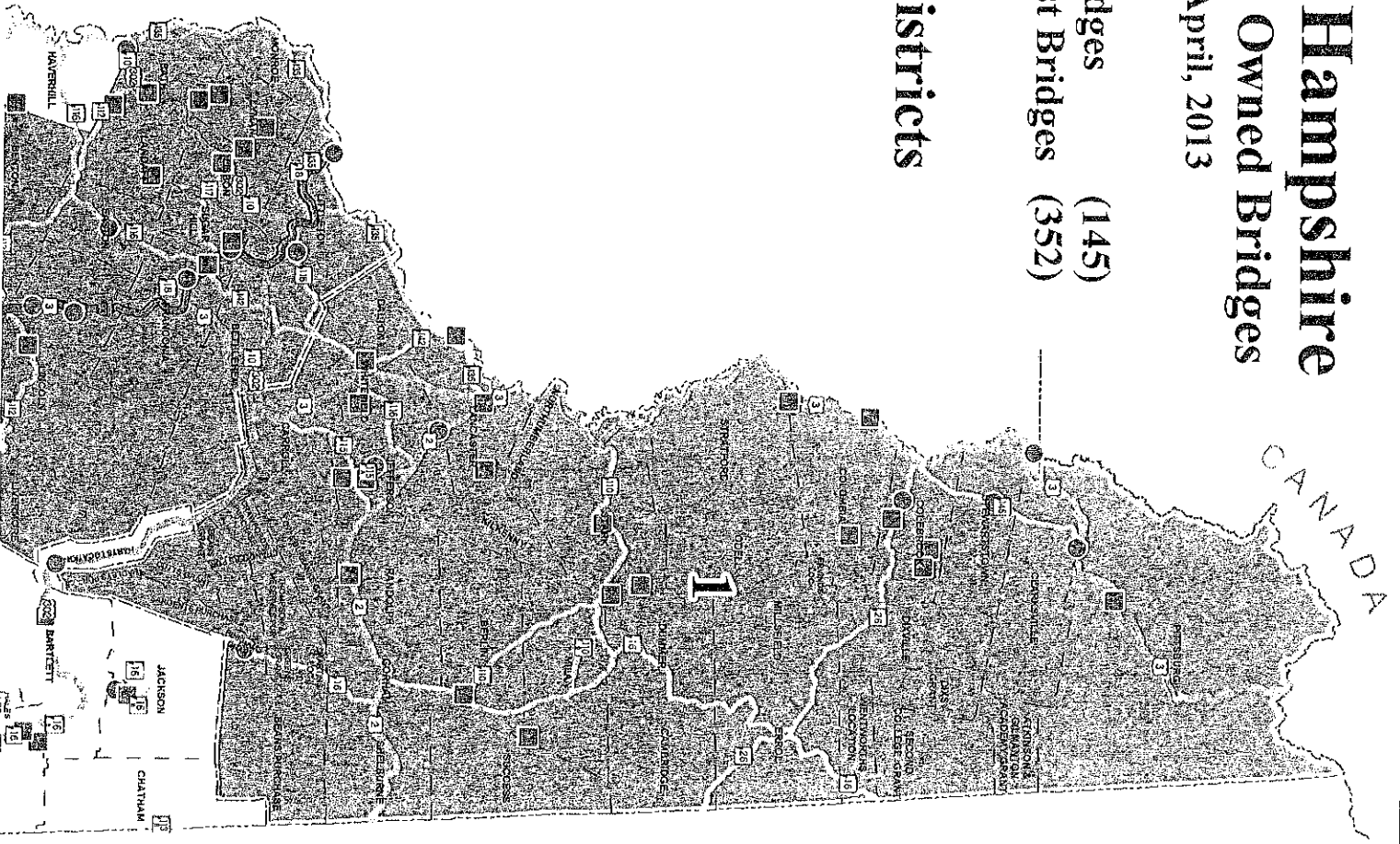
State of New Hampshire

State & Municipal Owned Bridges

As Reported April, 2013

- State Red List Bridges (145)
- Municipal Red List Bridges (352)

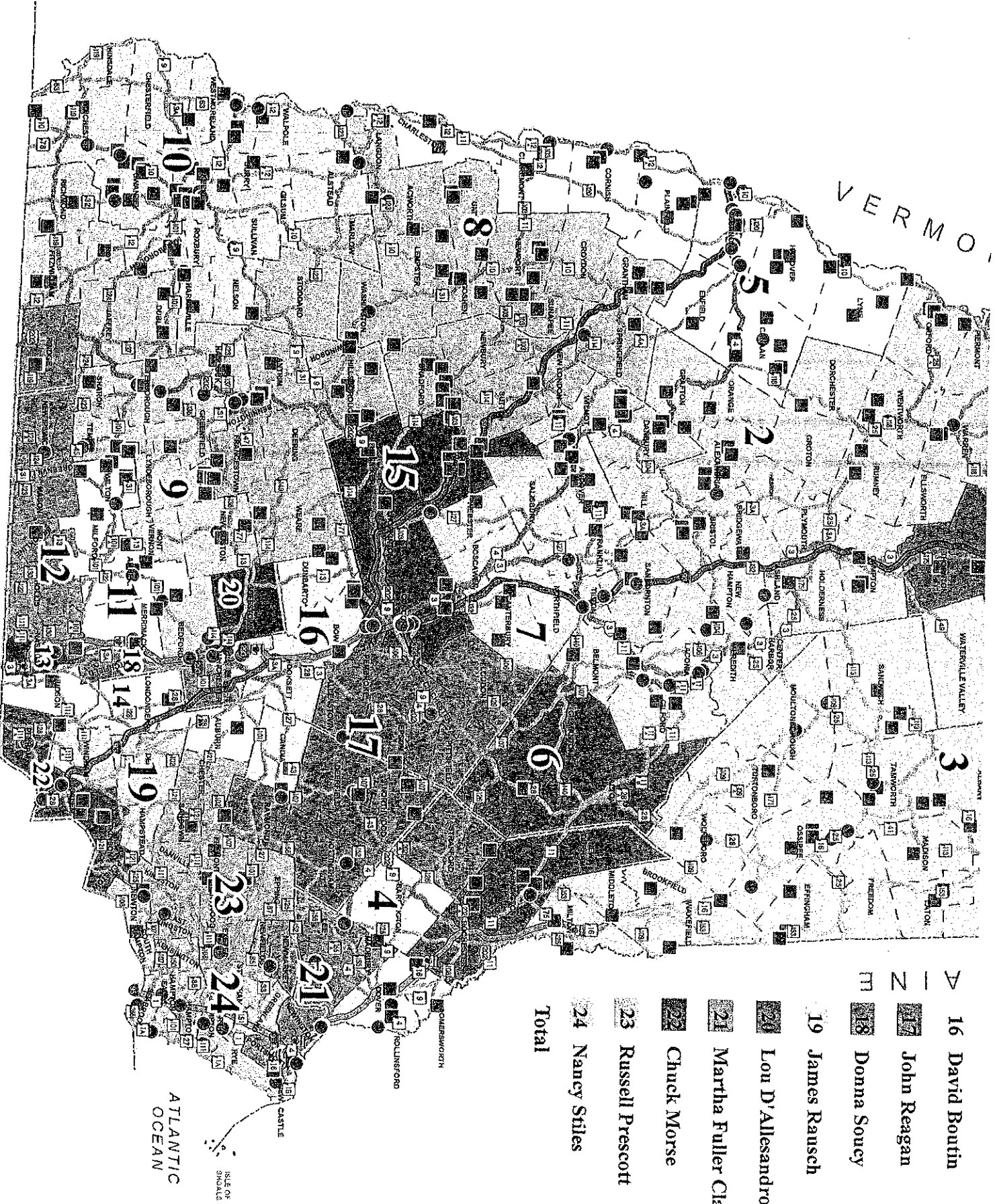
Senatorial Districts



N.H. Senators & # of Red List Bridges

1	Jeff Woodburn	47
2	Jeanie Forrester	59
3	Jeb Bradley	45
4	David Watters	7
5	David Pierce	45
6	Sam Cataldo	6
7	Andrew Hosmer	25
8	Bob Odell	64
9	Andy Sanborn	33
10	Molly Kelly	49
11	Peter Bragdon	16
12	Peggy Gilmour	4
13	Bette Lasky	1
14	Sharon Carson	3

MASSACHUSETTS



16	David Boutin	10
17	John Reagan	10
18	Donna Soucy	0
19	James Rausch	1
20	Lou D'Allesandro	5
21	Martha Fuller Clark	16
22	Chuck Morse	10
23	Russell Prescott	12
24	Nancy Stiles	11
Total		497

LEGISLATIVE BULLETIN

Bulletin #20

2013 Session

May 3, 2013

INSIDE THIS ISSUE:

Budget Hearing	3
Absentee Ballots	4
House and Senate Calendars	4
Senate Floor Action	5

Gas Tax Hearing on Tuesday

As indicated in last week's *Bulletin*, the Senate hearing on **HB 617**, an **NHMA policy bill** that increases the road toll (a/k/a the gas tax) by 12 cents over three years, has been scheduled before the Ways & Means Committee next **Tuesday, May 7, at 10:00 a.m., in State House Room 103**. See Bulletin #18 and the accompanying maps and reports for a full explanation of the merits of **HB 617**.

We know that a number of local officials have been contacting their senators, but it really needs to become an all-out effort. We know senators appreciate the problems that municipalities face with deteriorating roads, but they also need to understand that there is strong support for an increase in the road toll to address those problems.

User fees are better than broad-based taxes. The issue, as we have stated several times, is quite simple: the road toll is the price people pay for the roads they use. This is why it is called a *road toll*, and the term "gas tax" is misleading. It is not a broad-based tax that everyone must pay to subsidize a service provided to a few. You pay it if you want to use the service.

The cost of maintaining roads has risen dramatically in the last 22 years, while the road toll, in constant dollars, has declined significantly. Can you think of anything that has not increased in price since 1991, the last time the road toll was increased?

Taxpayers, and legislators, tend to rebel at the idea of being forced to spend their hard-earned dollars to pay for someone else's education, or medical expenses, or food. Similarly, the idea of taxpayer-funded bus and rail service is highly objectionable to many taxpayers, who object to paying for a transportation system they may rarely use. They believe that if bus or train ticket prices are not enough to fund the system, it should not be subsidized by taxpayers. Why, then, is it any more acceptable to make all taxpayers subsidize roads that some use far more than others?

If your town's water or wastewater system, or trash disposal service, or recreation program, is funded by user charges and the cost of operating it increases, what is the town's likely response? This issue is addressed at

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Gas Tax Increase - continued

town meetings every year, and the answer, almost uniformly, is to increase the user charges. Everyone recognizes the fairness of having users pay for the services they receive, and no one is interested in the alternative: raising taxes.

The latter alternative, however, has been the policy at the state level for the last two decades. By choosing not to charge drivers the true cost of their road usage, the state has pushed the cost onto taxpayers at the state and local levels. This represents a preference — rarely acknowledged, but undeniable — for a broad-based tax approach to funding public services. Property taxes must be used to maintain local roads, as well as to pay the costs that are downshifted from the state.

Support HB 617 to control property taxes. And yet, we have heard some legislators say they oppose **HB 617** because they oppose tax increases. Please explain to your senators that if they oppose tax increases, they should **support HB 617** to ensure that roads are paid for by the people who use them most, and not by property taxpayers who may or may not use them at all.

A bad deal for municipalities? An objection we have been hearing with increasing frequency is that **HB 617** is a bad deal for municipalities because they will get back only a small percentage of what they pay. We have heard complaints that some towns will get back only about 12 percent of what their residents pay.

This is not surprising, since 12 percent is the percentage of the highway fund that goes to cities and towns. But the objection does not follow. Residents of a town are residents of the state, too; and in almost all cases, those who buy gasoline drive on state highways as well as town roads. Their money *should* go to pay for state roads, as well as local roads. It is not possible to allocate every driver's road toll money perfectly depending upon the proportion of his or her driving that is done on state and local roads. What is clear is that 100 percent of the increased amount will be spent on roads, which will benefit 100 percent of the people who use the roads, and no one else. Some drivers may get back more or less than what they pay for, but overall the return will be fair.

Should municipalities receive more than 12 percent? Maybe. If so, there is a very simple solution: amend the bill to increase that percentage. We certainly would not object to that. But regardless of what the appropriate percentage is, it is absolutely clear that increasing this user fee is preferable to increasing property taxes.

Casino revenue will not solve the problem. As we mentioned last week, another common response is that expanded gambling is a better way to pay for roads. Again, NHMA's members have not adopted a position on expanded gambling; but the unfortunate reality is that the revenue contemplated by **SB 152**, the casino bill, will not arrive for many years, if ever. The revenues subcommittee of the House Joint Finance and Ways & Means Committee heard testimony this week indicating that the timeline for state and local approvals of a casino is likely to be in the range of *four years* — and that is before construction could even begin! Further, the timeline could be extended significantly if there are court appeals at any of a number of points in the process — a prospect that seems more likely than not.

Gas Tax Increase - continued

Thus, even if **SB 152** passes, there will be no casino revenues for roads for *at least* the next four years, and possibly much longer. While we're waiting for that revenue, the four-cent-per-year road toll increase, which would be barely noticeable in the context of the routine 30-cent-per-gallon swings in the price of gasoline, would be providing about \$10 million a year in increased block grants (smaller amounts in the first two years) and \$8.5 million a year in additional bridge and highway aid.

Again, please speak to your senator as soon as possible. This is especially important if your senator is a member of the Ways & Means Committee, but *all senators need to hear from their local officials*.

Budget Hearing on Thursday

As reported last week, the Senate Finance Committee has scheduled a public hearing on **HB 1** (the budget) and **HB 2** (the trailer bill that makes the statutory changes necessary to implement the budget) on **Thursday, May 9, from 3:00 p.m. to 5:00 p.m. and 6:00 p.m. to 8:00 p.m., in Representatives' Hall** at the State house.

Municipal highlights of the budget passed by the House are:

- Meals & rooms tax distribution: As a result of the restoration of the statutory catch-up formula for the second year of the biennium, \$58.8 million in fiscal year 2014 increases to \$63.8 million in fiscal year 2015, for a total appropriation of **\$122,610,114**. This is a welcome result for municipalities, as the catch-up formula has been suspended since 2009. **(NHMA Policy.)**
- State aid environmental grants (water, wastewater, and landfill closure): Funding for current state obligations in fiscal years 2014 and 2015, **PLUS** full funding for 127 projects on the delayed and deferred list beginning in fiscal year 2015, for a biennium total appropriation of **\$14,563,737**. **(NHMA Policy.)**
- Land and Community Heritage Investment Program (LCHIP): Total appropriation for the biennium of **\$5,450,000**. **(NHMA Policy.)**
- Highway block grant funding: An estimated \$10.5 million increase over the biennium as a result of the four-cent increase each year in the road toll, for a biennium total appropriation of **\$70,582,913**. **(NHMA Policy.)**
- State aid bridge/highway funding: An increase of \$8.5 million each year, again resulting from the increased road toll, for a biennium total appropriation of **\$30,600,000**. **(NHMA Policy.)**

We will keep you updated as the Finance Committee works on the budget. In the meantime, be sure to tell your senators how important all of these programs are for your municipality.

Processing Absentee Ballots

The Senate this week removed **HB 183**, relative to processing absentee ballots, from the table and passed it with an amendment. As passed by the House, the bill had allowed moderators to begin processing ballots two hours after the polls open (current laws prohibits processing of absentee ballots until 1:00 p.m.). The Senate amendment keeps that provision, but requires the moderator to post notice, at least 24 hours before the polls open, of the time at which processing of ballots will begin. The notice must be posted at the polling place and at two other public locations. This seems extreme—why should notice be posted anywhere other than at the polling place?—but at least it preserves the goal of the bill, which is to improve the efficiency of the election process.

The bill will now go back to the House to either concur with the Senate amendment, request a committee of conference, or kill the bill. We remain concerned that there will be an effort to kill the bill, so *we urge election officials and other local officials to contact their representatives (especially those on the House Election Law Committee), and tell them how important it is to pass this bill.*

HOUSE CALENDAR

FRIDAY, MAY 17

ASSESSING STANDARDS BOARD (RSA 21-J:14-a), Department of Revenue Administration, 109 Pleasant Street, Concord

9:30 a.m. Regular meeting.

SENATE CALENDAR

TUESDAY, MAY 7

WAYS AND MEANS, Room 103, SH

10:00 a.m. **HB 617-FN-A-L**, increasing the rate of the road toll, establishing the New Hampshire state and municipal road and bridge account, and establishing the commission to study revenue alternatives to the road toll.

WEDNESDAY, MAY 8

EXECUTIVE DEPARTMENTS AND ADMINISTRATION, Room 100, SH

9:00 a.m. Hearing on proposed non-germane amendment #2013-1356s to HB 124-FN, relative to the determination of gainful occupation for a group II member receiving an accidental disability retirement allowance from the retirement system.

Senate Calendar - continued

THURSDAY, MAY 9

FINANCE, Representatives' Hall, SH

3:00 p.m. – 5:00 p.m.

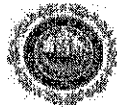
HB 1-A, making appropriations for the expenses of certain departments of the state for fiscal years ending June 30, 2014 and June 30, 2015.

HB 2-FN-A-L, relative to state fees, funds, revenues, and expenditures.

6:00 p.m. – 8:00 p.m.

HB 1-A, making appropriations for the expenses of certain departments of the state for fiscal years ending June 30, 2014 and June 30, 2015.

HB 2-FN-A-L, relative to state fees, funds, revenues, and expenditures.



SENATE FLOOR ACTION

Thursday, May 2, 2013

HB 113, relative to lot access for erection of buildings. **Inexpedient to Legislate.**

HB 178-FN-L, relative to public employer collective bargaining agreements. **Passed.**

HB 183, relative to processing absentee ballots. **Passed with Amendment. NHMA Policy.**

HB 252, consolidating the property appraisal division and the municipal services division of the department of revenue administration. **Passed with Amendment.**

HB 305, establishing a committee to study the apportionment formula for cooperative school districts for towns with electric generation facilities. **Passed with Amendment.**

HB 367, relative to the municipal bond bank reserve process. **Passed. NHMA Policy.**

HB 393, relative to effluent limitations with regard to nitrogen and phosphorus. **Passed.**

HB 429, relative to service of writs against cities. **Passed.**

HB 513, relative to the shoreland protection act. **Passed with Amendment.**

HB 550, relative to the disposition of state-owned real estate. **Inexpedient to Legislate.**

HB 591, relative to an abusive work environment and the health and safety of public employees. **Re-refer to committee.**



MEMO

To: Board of Selectmen

Cc: Russ Dean, Town Manager; Jennifer Perry, DPW Director

From: Michael Jeffers, W&S Managing Engineer

Date: February 19, 2013

Ref: Combination Sewer Cleaner Vehicle Bids (received April 15, 2013)

An RFP was released on April 1, 2013, for a Combination Sewer Cleaner Vehicle (FY13, warrant article # 26; \$424,831). Sealed bids were due by 4:00 p.m., April 15th, and three bids were received and opened by the Board of Selectmen that evening. All bidders met, or nearly met, the design specifications.

The results follow ranked in order from lowest to highest bid:

- 1) **\$364,525; HP Fairfield, LLC**, representing Camel Sewer & Catch Basin Cleaners
- 2) **\$369,000; C.N. Wood, Inc.**, representing Vactor Sewer & Catch Basin Cleaners
- 3) **\$385,790.38; New England Municipal Equipment, Inc.**, representing Vac Con Sewer & Catch Basin Cleaners

The Water & Sewer Department recommends the bid be awarded to the second lowest bidder, C.N. Wood, at the sum of \$369,000. This bid is \$4,475 higher than the lowest bidder. Rationale for this slight cost difference is as follows:

- The Town has a Vactor spare parts inventory of at least \$5,000 in value (or higher) that will still fit the newer Vactor unit; a totally refurbished water/solids separator "Cyclone" being the principal spare part.
- Safety issue: Both the Camel and Vactor units have power hose rewind but only the Vactor unit has a "hands free" hose spool mechanism that recoils the hose back and forth evenly (think of how a fishing casting rod reel evenly rewinds your fishing line). An operator must manually use his/her hands to guide the hose left-right-left for the Camel unit.
- Redundant systems: The Camel has a single vacuum pump and single "Cyclone separator". The Vactor has dual vacuum pumps and dual cyclone separators; one of each can "go down" but the machine can still be used until repairs are made.
- Fuel efficiency and wear: The Camel unit uses a single diesel engine that both powers the truck for street travel and powers the pressure cleaning and vacuum units. The Vactor unit has a second smaller designated diesel engine used only for the pressure cleaning and vacuum units. This lowers fuel costs for both travel and sewer operations and reduces the total operating hours (less wear, more longevity) for both engines.
- Town staff prefers the simple hinged dump body for debris removal on the Vactor waste tank to the automatic-clean sealed waste tank on the camel. Should the automated system jam or fail, a mechanic or operator must enter an enclosed space through a hatch to perform repairs.
- The department found the current eight year old Vactor unit to be very reliable and of high quality, it was used for three years beyond the maximum recommended life.

List for Selectmen's meeting May 6, 2013

Abatements

<u>Map/Lot</u>	<u>Location</u>	<u>Refund</u>
47/4	164 Epping Rd	996.03
47/4	164 Epping Rd	1,021.25

Elderly Exemption

<u>Map/Lot</u>	<u>Location</u>	<u>Exemption</u>
104/79/225	225 Exeter River Landing	152,251

Veteran's Credit

<u>Map/Lot</u>	<u>Location</u>	<u>Credit</u>
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Disability Exemption

<u>Map/Lot</u>	<u>Location</u>	<u>Exemption</u>
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Phillips Exeter Academy

Thomas E. Hassan
Principal

April 25, 2013

Mr. Russell Dean
Town Manager
Exeter Town Offices
10 Front Street
Exeter, NH 03833

Dear Russ,

We are again planning to hold our graduation exercises outdoors, weather permitting. The date is Sunday, June 9, 2013, commencing at 10:30 a.m. As we have written in previous years, it would not be possible to conduct our exercises outside unless traffic is stopped on Front Street, between Tan Lane and Elm Street, and on Tan Lane itself. I am therefore writing to request the Town's permission to stop the flow of traffic at those points between 9:30 a.m. and 1:00 p.m. In case of rain, we will need to hold graduation in Love Gym and, therefore, request permission to close off Court Street, instead of Front Street, for those times. The Academy will make arrangements and pay the cost of police and temporary barricades.

If this permission is granted, we shall notify the churches on Front Street in advance and also make arrangements with the Baptist Church that will permit members of their congregation to park in front of the Church itself, in front of the former public library building, and also on Spring and Elm Streets.

Thank you for your consideration of this request. I look forward to a reply at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to be "Tom", written over a horizontal line.

TEH/mad

cc: Jeff Nelson
Peter Vorkink
Roger Wakeman

Town of Exeter
Accounts Payable Warrant

Checks Dated

4/5/2013

Appropriations

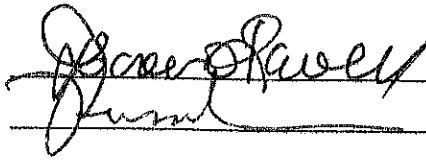
Disbursements

General Fund - School	0.00	
General Fund - Town	94,461.70	✓
Water	4,571.92	✓
Sewer	14,314.39	✓
Police	0.00	
Fire	0.00	
Rec Revolving Fund	6,458.35	✓
Planning Fund	0.00	
Transportation Fund	0.00	
Pademic Flu	0.00	
CATV Fund	0.00	
Police grants	0.00	
Norrisbrook (19)	0.00	
EMS Fund (30)	0.00	
Capital Projects Fund	82,782.54	✓
Total	\$202,588.90	✓

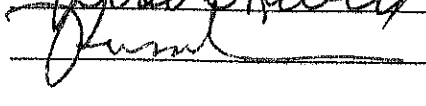
Disbursements

\$202,588.90

Finance Director:




Town Manager:



Board of Selectmen:

Dan Chartrand



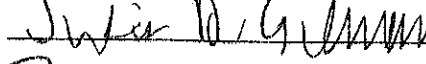
Don Clement



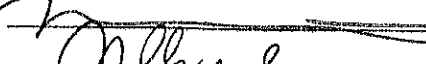
Frank Ferraro



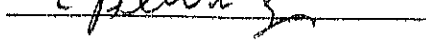
Julie Gilman



Matt Quandt



Treasurer:



MERCEDES VOORHEES, MSW, ACSW

Licensed Independent Clinical Social Worker

6 STRING BRIDGE, EXETER, NH

603-772-7855

4.29.13

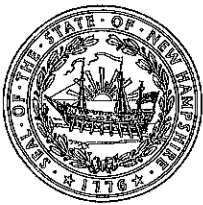
Board of Selectmen
Town Offices
Exeter, NH

Dear Board;

I am writing to re-enforce two earlier votes I cast to reinstate our town receptionist. I understand that the Board saw the vote as an advisement. But we are directing you to give this serious consideration. Having a town receptionist is one of the services that makes Exeter especially unique. My understanding is that there are changes that can take place within the budget that would make this reinstatement possible.

I appreciate the work and time you all put in to be our public servants. Please represent us as we have voted. Thank you for this deliberation.

Sincerely,
M Voorhees
7 Bayberry Ln.
Exeter, NH



State of New Hampshire Department of Revenue Administration



109 Pleasant Street
PO Box 1313, Concord, NH 03302-1313
Telephone (603) 230-5950
www.nh.gov/revenue

Kevin A. Clougherty
Commissioner

PROPERTY APPRAISAL DIVISION
Stephan W. Hamilton
Director

Margaret L. Fulton
Assistant Commissioner

4/29/2013

David M. Cornell
Assistant Director

TOWN OF EXETER
OFFICE OF SELECTMEN
10 FRONT STREET
EXETER

NH 03833

Dear Assessing Officials:

Earlier in 2013, you were notified of your town's 2012 sales-assessment weighted mean ratio. Since that time, the Department of Revenue Administration has completed the process of calculating the total equalized values for each municipality and unincorporated places throughout the state pursuant to RSA 21-J:3 XIII.

Two total equalized figures were calculated for each municipality: The "Total Equalized Valuation **Including** Utility Valuation and Railroad Monies Reimbursement" will be used to calculate your municipality's portion of the county tax and cooperative school district taxes, if applicable. The "Total Equalized Value **Not Including** Utility Valuation and Railroad Monies" used to calculate each municipality's portion of the state education property tax.

In order to fulfill the requirements of RSA 21-J:3 XIII, adjustments have been made to the modified assessed valuation to bring such valuation to true and market value. Enclosed with this letter are informational sheets that summarize how each of the following figures was calculated.

Town Name: EXETER	Including Utility Valuation and Railroad Monies Reimbursement	Not Including Utility Valuation and Railroad Monies Reimbursement
2012 Modified Local Assessed Valuation	1,616,210,156	1,589,276,242
+ D.R.A. Inventory Adjustment	-9,350	0
= 2012 Equalized Assessed Valuation	1,616,200,806	1,589,276,242
+ Equalized Payment in Lieu of Taxes	1,350,309	1,350,309
+ Equalized Railroad Tax	2,726	0
= 2012 Total Equalized Valuation	1,617,553,840	1,590,626,551
2012 Equalized Assessed Valuation	1,616,200,806	
+ Adjustment RSA 31-A (Shared Revenues)	0	
= Base Valuation for Debt Limits	1,616,200,806	

This letter is official notification of your 2012 Total Equalized Valuation(s). You have the right to appeal these valuations to the N.H. Board of Tax and Land Appeals pursuant to RSA 71-B:5 II. The appeal period is not extended due to any communication, either verbal or written, between the D.R.A. and a municipality regarding the total equalized valuations.

If you have any questions regarding the computation of your total equalized assessed valuation(s), please contact this office at 230-5950.

Sincerely,

Linda C. Kennedy, Manager
Equalization Bureau

TDD Access: Relay NH 1-800-735-2964

Individuals who need auxiliary aids for effective communication in programs and services of the Department of Revenue Administration are invited to make their needs and preferences known to the Department.

**NEW HAMPSHIRE DEPARTMENT OF REVENUE ADMINISTRATION
2012 EQUALIZATION INFORMATION SHEET**

This informational sheet has been provided to explain and summarize the information contained in each municipality's notification of "Total Equalized Valuations," the appeal process, Assessing Standards Board, etc.

The following is a brief explanation of how each municipality's "Total Equalized Valuations" were calculated:

MODIFIED ASSESSED VALUATION: It may be helpful to refer to page 2 of the MS-1 report provided by your municipality to the Department of Revenue Administration in the fall of 2012.

"GROSS LOCAL ASSESSED VALUATION" - Sum of all assessed values in the municipality

- Certain Disabled Veteran's: RSA 72:36-a
- Improvements to Assist Persons who are Deaf: RSA 72:38-b V
- Improvements to Assist Persons with Disabilities Exemption: RSA 72:37-a
- School Dining/Dormitory/Kitchen Exemption: RSA 72:23 IV (\$150,000 max per exemption)
- Water & Air Pollution Control Exemption: RSA 72:12

= **"MODIFIED ASSESSED VALUATION"**

- Elderly Exemption: RSA 72:39-a & b
- Blind Exemption: RSA 72:37
- Deaf Exemption: RSA 72:38-b
- Disabled Exemption: RSA 72:37-b
- Wood-Heating Energy System Exemption: RSA 72:70
- Solar Energy System Exemption: RSA 72:62
- Wind Powered Energy System Exemption: RSA 72:66
- Additional School Dining/Dormitory/Kitchen Exemption: RSA 72:23 IV (exemption amount > \$150,000).

= **"NET LOCAL ASSESSED VALUATION"** - The municipal, county, and local school tax rates are computed using the net local assessed valuation.

TAX INCREMENT FINANCE DISTRICTS (TIFs): RSA 162-K:10 III - The retained captured assessed value is added to the modified assessed value and will be equalized for all TIF districts created after 4/29/99. The original assessed value is used to set a municipality's tax rates.

DRA INVENTORY ADJUSTMENT: The sum of the adjustments of the modified local assessed valuation is divided into three categories.

Category 1: The total modified local assessed value of land (excluding land in current use, conservation restriction assessment, discretionary easements, discretionary preservation easements, and utilities), buildings and manufactured housing is equalized by the 2012 equalization ratio. The difference between the modified local assessed valuation of land, buildings and manufactured housing and the equalized value equals the DRA adjustment for land, buildings, and manufactured housing.

Category 2: An adjustment for land assessed at current use, conservation restriction assessment, discretionary easement and discretionary preservation easement values is made. This adjustment is calculated by dividing the total net local assessed valuation for land in these two categories by the 2011 equalization ratio to obtain the equalized value of current use, conservation restriction assessments, discretionary easements and discretionary preservation easements. If a municipality has had a full revaluation or cyclical revaluation as defined by Rev 601.11 and 601.08, a ratio of 100.0 is used.

The difference between the local assessed value of the land and the equalized value equals the DRA adjustment for current use, conservation restriction assessments, discretionary easements and discretionary preservation easements.

Category 3: A DRA adjustment for public utilities, as defined by RSA 83-F is made by comparing the market value of the utility as determined by the DRA to the net local assessed value of the utility. The difference between the assessed value and the market value equals the adjustment. The value of public utilities is not added into the "Total Equalized Value Not Including Utility Value or Equalized Railroad Taxes."

EQUALIZED ASSESSED VALUATION: The sum of the "modified local assessed valuation" plus the inventory adjustment. The equalized assessed valuation represents the equalized value of all "taxable" properties in a municipality.

PAYMENT IN LIEU OF TAXES: The equalized value for payments received in lieu of taxes includes State & Federal Forest Land Reimbursements, Recreation Land Reimbursements, Flood Land Reimbursements, and others.

RAILROAD TAX: The equalized value for monies received from the railroad tax. This figure is not included in the "Total Equalized Valuation Not Including Utility Values and Equalized Railroad Taxes."

TOTAL EQUALIZED VALUATIONS INCLUDING UTILITY VALUE AND EQUALIZED RAILROAD TAXES: The sum of the equalized assessed valuation, the equalized value of payments in lieu of taxes and the equalized value of the railroad tax monies.

The Total Equalized Valuation including the value of utilities and equalized value of railroad monies reimbursed to municipalities represents the equalized value of all property in a municipality including utilities and will be used to:

- Apportion county taxes for the 2013 tax year;
- Calculate state reimbursements, and;
- Apportion cooperative school taxes for the 2013 tax year;
- Calculate the state education tax for the 2014 tax year.

TOTAL EQUALIZED VALUATIONS NOT INCLUDING UTILITY VALUE AND EQUALIZED RAILROAD TAXES: The sum of the equalized assessed valuation and the equalized value of payments in lieu of taxes.

The 2012 "total equalized valuation not including utility and equalized value of railroad monies reimbursed to municipalities" will be used to apportion the state education property tax for the tax year 2014. The 2011 total equalized valuation not including utilities and the value of railroad monies reimbursed to municipalities will be used to apportion the state education property tax for the tax year 2013.

ADJUSTMENT RSA 31-A SHARED REVENUES: The equalized value of monies received from the shared revenues distributed pursuant to RSA 31-A. These values are NOT part of the "Total Equalized Valuation" of a municipality (RSA 21-J:3 XIII change eff. 2002). Meals and Rooms Tax revenues distributed to municipalities pursuant to RSA 78-A:26 are not equalized and, therefore, are not included in this amount. *RSA 31-A has been suspended for the biennium ending 6/10/2013 as provided by 2011, 224:2) Therefore, no monies were equalized.*

BASE VALUATION FOR DEBT LIMITS - RSA 33:4-b: The sum of the equalized assessed valuation plus the equalized valuation of the shared revenues. The base valuation for debt limits is used to determine a municipality's, school district, or village district's bonding capacity. This figure is provided to municipalities, banks, bonding companies, and other interested parties who request a "Base Valuation for Debt Limit Certificate."

TOTAL EQUALIZED VALUATION: The total equalized valuation for each municipality does not include the equalized value of monies received from shared revenues. The base valuation for debt limit, however, does include the equalized value of monies received from shared revenues.

% PROPORTION TO COUNTY TAX: The percentage of proportion to \$1,000 of tax that is to be allocated to each town within the county comparing each municipality's total equalized value to the total equalized value of the county.

% PROPORTION TO STATE TAX: The percentage of proportion to \$1,000 of tax that is to be allocated to each town within the state by comparing the town's total equalized value to the total equalized value of the state.

LOCAL TAX RATE: The actual tax rate as calculated by the Department of Revenue Administration, Municipal Services Division. The tax rate includes the municipal, county, local school and state education property tax rates.

EQUALIZATION RATIO: The 2012 equalization ratio as determined by a ratio study conducted by the Department of Revenue Administration's equalization staff.

- If a municipality's weighted mean ratio with a 90% confidence level straddles 1.00, a ratio of 1.00 will be used to adjust the municipality's modified local assessed valuation.
- If a municipality's weighted mean ratio with a 90% confidence level does not straddle 1.00, the point estimate of the weighted mean calculated to a tenth of 1% will be used to adjust the municipality's modified local assessed valuation.
- If there were insufficient sales and it is determined that the weighted mean does not accurately reflect the level of assessment in a municipality, another ratio may be used.

FULL VALUE TAX RATE: The 2012 gross local property taxes to be raised as reported by the Department of Revenue Administration, Municipal Services Division, divided by the total equalized valuation including utility values and equalized railroad taxes. This figure represents the estimated tax rate for a municipality if all the taxable property was assessed at 100% and includes the equalized value of properties for which a payment in lieu of property taxes is made.

APPEAL OF TOTAL EQUALIZED VALUATION

Municipalities were sent their 2012 Notification of Total Equalized Valuations on April 30, 2013.

Per RSA 71-B:5, II, any municipality aggrieved by the total equalized valuation as determined by the DRA must appeal to the Board of Tax and Land Appeals in writing within 30 days of the town's notification of the municipality's total equalized valuation.

The appeal period is not extended due to any communication, either verbal or written, between the DRA and a municipality regarding the total equalized valuation.

ASSESSING STANDARDS BOARD

Chapter 224:199 (2011) Equalization Standards Board; Administrative Merger. The administrative and business processing functions of the equalization standards board under RSA 21-J:14-c shall be merged with and performed by the assessing standards board under RSA 21-J:14-a.

The duties of the Equalization Standards Board (ESB) included:

- Review the procedures of the prior year's ratio studies conducted by the Department of Revenue Administration;
- Establish procedures for improving the ratio studies for the forthcoming property tax year;
- Develop standards for equalization; and
- Review, revise and approve the equalization manual published by the Department of Revenue Administration.

PROPERTY APPRAISAL MONITORING STAFF

The Property Appraisal Division plays an active role working with towns on their ratio studies. Some of the services they provide include:

- Training municipal officials to data enter the assessment information electronically
- Reviewing the sales information with municipalities prior to the ratio setting process
- Explaining the meaning and significance of the statistics resulting from the ratio study process

“STATEWIDE EDUCATION PROPERTY TAX” WARRANT - RSA 76:8

Each municipality was sent a “statewide enhanced education tax” warrant for the tax year 2013 before December 15, 2012. The new 2012 total equalized valuation figures do not affect the warrant amounts because they were calculated using the 2011 total equalized values without utilities.

DRA WEBSITE - <http://www.nh.gov/revenue> Subcategories: NH Icon, Property Appraisal, Equalization, and choose Tax Year

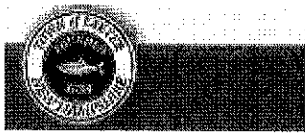
The following items are available on the DRA website:

- Assessment Report - exemptions & tax credits for each municipality
- Blind Exemption Report
- Coefficient of Dispersion (COD) List
- Comparison of Full Value Tax Rates
- Current Use Report
- Debt Limit
- Elderly Exemption Report – Taxes Lost
- Equalization Survey including Utilities
- Equalization Survey not including Utilities
- Equalization Manual
- Median Ratio List
- Price Related Differential (PRD) List
- Property and Exclusion Codes
- Equalization Ratio List (Weighted Mean)
- Tables by County
- Veteran’s Tax Credit Report

The 2012 Equalization Survey and associated reports should be completed and placed on the web by June 15, 2013. We invite you to take the opportunity to browse the website. Please let us know if you have any suggestions for documents you would like put on the website.

THANK YOU

I would like to take this opportunity to thank you for your cooperation with this year’s equalization study and to invite you to make suggestions or express concerns regarding the equalization process. Questions regarding the equalization process in general or how specific numbers were calculated; please feel free to contact this office at 230-5950.



Russ Dean <rdean@town.exeter.nh.us>

Comcast Issue

Russ Dean <rdean@town.exeter.nh.us>

Thu, May 2, 2013 at 8:53 AM

To: "Somers, Jay" <Thomas_Somers@cable.comcast.com>

Good morning Jay.

Yesterday this resident came in with this issue. Would you follow up with her and let us know of your findings.

Thank you,

Russ

[Quoted text hidden]

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Comcast Issue - Kroon.pdf

854K

April 16, 2013

To: NH Atty General, Ofc of Consumer Protection & Anti Trust Bureau

25 Capitol St. Concord, NH 03301

To Whom It May Concern: I have been trying to resolve a customer guarantee issue with Comcast for months. I moved from Manchester to Exeter on Aug. 1st. I had a service installation appt set up in the afternoon on Aug 1st. The Comcast technician failed to arrive. After complaining to Comcast, another appt was set for Aug 5th in the afternoon. Once again, the Comcast technician failed to arrive. Once again, I complained to Comcast and a third appt was set for Aug 7th in the afternoon and on Aug 7th the technician did arrive and install service. This was 1 week without service and 2 missed appts.

It was part of the stated and advertised Comcast Guarantee to reimburse the customer \$20.00 for each missed appt. After months of complaining, Comcast managed to reimburse me for one missed appt, but not the second missed appt. I have been deducting the \$20.00 missed appt guaranteed amount from my bill. I would finally like to see Comcast honor their stated guarantees and reimburse me for the second missed appt. I am enclosing supporting documentation.

Throughout this process, I have dealt with numerous Comcast representatives, many of whom said I would receive the \$20.00 credit due me and non of whom followed through. Some of the representatives were cordial, most were uninformed and many were just plain Rude. I would like my \$20.00 credit and I would like to be given a Choice of communication services providers. I live in a condo where Direct TV is not an option and Verizon and Fairpoint don't service my area. It's time to end the Comcast communications monopoly in this country and give our citizens the choices they deserve

Thank you,

Alexandra Kroon
50 Brookside Dr E-1
Exeter, NH 03833
Ph 603 583-5796

Comcast Acct # 8773 20 137 021 7988
Reference # 11101805

Cc Town of Exeter, NH
10 Front St Exeter, NH 03833

Zip: 03833

Home Phone: 6035835796

Email: livinglifetothemax@comcast.net

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Problem: Change Service/Other

Comments:

~~I am extremely upset & dissatisfied with the service I have received in trying to change my service to a new location following my move from Manchester to Exeter, NH on 8/1/12. I had a service installation scheduled for 8/1/12 in the afternoon--no technician every came to my condo. I spoke to Cemoira on 8/2/12 had a new appt set up for Sunday, 8/5/12 between 12 noon & 4pm & was promised a \$20.00 credit for the missed appt. This is Sunday, 8/5/12, no technician ever came to my condo. I called around 2pm & spoke to a very rude representative who said that my appt had been rescheduled to Tues, 8/7/12 between 1-3pm. When I complained & asked about the appt I had scheduled for today she hung up on me. That is not good customer service! I have since spoken to Chris, who put me on an endless hold and Abby who did connect me to a supervisor Sarah who proceeded to hang up on me. This also is not good customer service. I am still waiting for Comcast to honor "Our promise to you, the Comcast customer guarantee." in scheduling an appt that you keep to install service in my new location in Exeter and reimbursing me for the 2 missed appts. Thank you. Alexandra Kroon~~

-
Browser: Default

OS: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.0; Trident/5.0)

IPAddress:69.241.45.59

12/21/2012

a.k.

From: "Comcast Ecare New England" <vidsupport_bos@cable.comcast.com>
To: "Alexandra Kroon" <livinglifetothemax@comcast.net>
Sent: Monday, August 06, 2012 2:02 PM
Subject: Re: Web Form Submission: Change Service/Other (KMM15205454V79690L0KM)

Dear Alexandra,

Thank you for contacting Comcast, home of the Customer Guarantee. My name is Bryan and you have reached Xfinity TV email support. I will do my best to assist you with your concern.

I understand you have had an unfavorable experience on your scheduled appointment as the technician failed to arrive. I know how frustrating it can be when you have been waiting for the technician to fix your service but did not meet your expectations. I sincerely apologize for the time you had to wait for the technician. I am willing to give you information that will help address your complaint about missed service call with our technician.

Alexandra, we regret that the quality of service you received recently ~~did not reflect the quality we strive for and~~ appreciate your taking the time to let us know of your experience. We constantly strive to offer a high quality of customer service, but we occasionally fall short of our customers' (and our own) expectations. To this end, your comments have been noted. It is only with your feedback that we are able to improve our service.

Basically, as a courtesy, Comcast will call you before arriving and if we fail to arrive for a scheduled visit during the appointment window, we will credit your account for that. Please be advised, that the appointment window represents the arrival time that our Technician could arrive anytime within that window.

However, there are circumstances that are inevitable which resulted to rescheduling the appointments. What we do is schedule the first open appointment and then attempt to work with our technician team to see if they have your time available. Although same day service call is our goal, it is not always possible. If we are able to reschedule the appointment to an earlier date, someone will contact you to reschedule. This way, you still have an appointment and if they are unable to open another time, we can still have your issue addressed.

Please contact us via chat for us to apply an appropriate credit for your late appointment with the technician. For security purposes, we will need to verify the account before any adjustments can be made, thus requires you to do live interaction. I assure you that I will place a note on the account regarding your request so the next representative will be able to assist you with your concern correctly and promptly.

As part of our Comcast Customer Guarantee, you can always contact us at

12/21/2012

The Comcast Customer Guarantee

Since 1963, Comcast has been dreaming big.



We bring exciting products and unparalleled choices to customers across America. We offer state-of-the-art video, high-speed Internet, phone and online services. We are committed to innovation and creativity because we want to exceed our customers' expectations.

We are committed to providing Comcast customers with a consistently superior experience. If for any reason something goes wrong, we will work to resolve it as quickly and as professionally as we can.

We make the following guarantees to our customers:

- 1 We will give you a 30-day, money-back guarantee on our video, voice or high-speed Internet service.

If you're not satisfied with these services and wish to cancel for any reason, you can do so within 30 days and get your money back. Simply return all equipment in good working order and we'll refund your monthly recurring fee for your first 30 days of service and any charges you paid for standard equipment.

- 2 We will always be on time within your 2 hour appointment window or we'll credit you \$20.00 or give you a free premium channel for three months.

As a courtesy, we will call you before we arrive at your home. And if we fail to arrive for a scheduled visit during the appointment window, we will credit you \$20 or give you a free premium channel for 3 months.

- 3 We will resolve routine issues in one visit or we'll credit you \$20 or give you a free premium channel for three months.

After the first visit to your home, if we do not satisfactorily complete installation or can't resolve an issue, we will credit you \$20 or give you a free premium channel for three months. Additional charges may apply for a service visit that results from a Comcast equipment or network problem.

Problem: Still trying to resolve customer guarantee reimbursement for 2 missed appts after speaking to various agents, most rude and uninformed, for months. Reference # 11101805. I have been credited \$20.00 for one missed appt, but not for other.

Robert > Hello Alexandra, Thank you for contacting Comcast Live Chat Support. My name is Robert. Please give me one moment to review your information.

Robert > Welcome to Comcast Billing Department. My name is Robert. It is a pleasure to have you on chat. I am more than willing to provide assistance to you.

Alexandra > My issue: Still trying to resolve customer guarantee reimbursement for 2 missed appts after speaking to various agents, most rude and uninformed, for months. Reference # 11101805. I have been credited \$20.00 for one missed appt, but not for other.

Robert > How are you today?

Alexandra > Please respond to issue.

Robert > Let us pull up the account so that we may check.

Robert > For the security and the integrity of your account, kindly verify the account number please.

Alexandra > #8773 20137 02177988

Robert > Thank you.

Robert > Would you mind if I put you on hold for 2-3 minutes while I pull up your account?

Alexandra > That's fine.

Robert > Alexandra, the account number that you have provided is invalid.

Robert > Kindly verify the account number please.

Alexandra > 8773 20 137 0217988

Robert > Thank you.

Robert > One moment please.

Robert > Thank you for waiting.

Robert > I have now opened your account.

Robert > Alexandra, may I please know when was the missed appointment which was not granted the customer guarantee?

Alexandra > It was either Aug 1st or Aug 5th following my move to Exeter. I was credited for one--not told which one.

Robert > Thank you.

Robert > Please give me a minute to check on this for you.

Alexandra > OK

Robert > Thank you for waiting.

Robert > May I please know when was the original schedule of your appointment and the Date and Time when the technician actually arrived?

Alexandra > The first missed appt was afternoon of Aug 1; the 2nd missed appt was Aug 5th-afternoon. The technician finally did the install afternoon, Aug 7th.

Robert > Oh, do you mean to say that this is just for the same service to be installed?

Robert > Or is the 2 appointments different from one another?

Alexandra > I moved from Manchester to Exeter on morning Aug 1st. First install on Aug 1st no show, 2nd appt missed Aug 5th. Finally install on Aug 7th--no service in new home for 1 week.

Robert > I understand.

Robert > Alexandra, I have checked on the notes on your account and the reason why you were given just one customer guarantee credit because this was considered as one incident of missed installation as both schedules are for the same issue.

Alexandra > Still waiting for 2nd credit--submitting complaint letter to NH Atty General & Town of Exeter, after speaking to countless representatives about this

Alexandra > There were two appts scheduled for the same install, both missed--causing me great inconvenience.

Robert > Both installation are for the same service and this was considered as one incident of missed appointment that is why you were given just one customer guarantee credit.

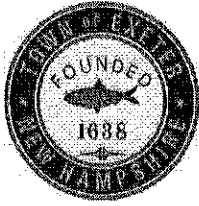
Alexandra > I was w/o service for a full week and waited for the service person 2 separate days. This is TWO missed appts.

Robert > I fully understand where you are coming from, Alexandra. But since both schedules were for the very same installation of the very same services, this was considered as one instance of missed appointment and the \$20 customer guarantee credit was applied to your installation charges.

Robert > If there were 2 installation charges, we could apply a second customer guarantee for you.

Robert > But since you were only charged once for the installation and there is only one installation charge, we can only give one \$20 customer guarantee credit.

Alexandra > This is unacceptable. I was inconvenienced on two separate occasions because of two missed appts= \$40.00. It took Comcast 3x to make one appt for one install. This is Terrible service.



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 772-4709

www.town.exeter.nh.us

LEGAL NOTICE EXETER PLANNING BOARD AGENDA

The Exeter Planning Board will meet on Thursday, May 9, 2013 at 7:00 P.M. in the Nowak Room of the Exeter Town Office Building, 10 Front Street, Exeter, to consider the following:

NEW BUSINESS: PUBLIC HEARINGS

The application of Waldron Engineering for a non-residential site plan review for the proposed construction of a 24,800 professional office building and associated site improvements on property located on Holland Way. The subject property is located in the CT, Corporate Technology Park zoning district. Tax Map Parcel #66-1. Case #21214.

The application of Beals Associates, PLLC for a lot line adjustment between the properties located at 8 Columbus Avenue (Exeter Monument Works) and 10 Columbus Avenue (former VFW site). The subject properties are located in the C-1, Central Area Commercial zoning district. Tax Map Parcel #73-148 and #73-149. Case #21308.

A request by Felder Kuehl Properties, LLC for a preliminary conceptual review of a proposal to incorporate an abutting parcel located at 10 Industrial Drive into the multi-family development located on Meeting Place Drive. This proposal will provide for the expansion of the open space and trail network while increasing the residential density permitted for the existing residential development. The subject properties are located in the I-Industrial and R-4, Multi-Family Residential zoning districts. Tax Map Parcel #54-2 and #55-75-1. Case #2526.

OTHER BUSINESS

Kathy Corson, Chairwoman
Exeter Planning Board