

Select Board Meeting
Tuesday, February 18th, 2020, 7:00 p.m.
Nowak Room, Town Office Building
10 Front Street, Exeter NH

1. Call Meeting to Order
2. Public Comment
3. Proclamations/Recognitions
 - a. Proclamations/Recognitions
4. Approval of Minutes
 - a. Regular Meeting: February 3rd, 2020
5. Appointments
6. Discussion/Action Items
 - a. Recycling Overview - DPW
 - b. Intersection Improvements Contract - DPW
 - c. Public Hearing – TAP Program Easements
 - d. E-911 Updates – E-911 Committee
 - e. Facility & Swasey Parkway Fees
7. Regular Business
 - a. Tax Abatements, Veterans Credits & Exemptions
 - b. Permits & Approvals
 - c. Town Manager's Report
 - d. Select Board Committee Reports
 - e. Correspondence
8. Review Board Calendar
9. Non-Public Session
10. Adjournment

Kathy Corson, Chair
Select Board

Posted: 2/14/20 Town Office, Town Website

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.

AGENDA SUBJECT TO CHANGE

**Select Board Meeting
Monday February 3, 2020
Town Offices, Nowak Room
Draft Minutes**

1. Call Meeting to Order

Members present: Anne Surman, Kathy Corson, Julie Gilman, Molly Cowan, Niko Papakonstantis, and Russ Dean were present at this meeting.

The meeting was called to order by Ms. Corson at 6:50 PM, and the Board went downstairs to conduct an interview. The meeting reconvened at 7:01 PM.

2. Public Comment

- a. Mark Donovan of Wayside Drive thanked the Board for addressing abutter concerns on the Rec Park project. He read his petition on removing the proposed Rec Park parking lot with access from Wayside Drive and Fuller Lane; it had 31 signatures, representing every home in this neighborhood.

3. Proclamations/Recognitions

- a. Ms. Corson attended an event at Cobham Industries, which is a vendor building cables for NASA's Orion Project. Lockheed was there to recognize Cobham for their contribution to the project.

4. Approval of Minutes

- a. Regular Meeting: January 6, 2020

MOTION: Mr. Papakonstantis moved to approve the Select Board meeting minutes of Jan 6 2020 as submitted. Ms. Gilman seconded. All were in favor.

- b. Regular Meeting: January 21, 2020

MOTION: Mr. Papakonstantis moved to approve the Select Board meeting minutes of Jan 21 2020 as submitted. Ms. Cowan seconded. All were in favor.

5. Appointments

MOTION: Ms. Gilman moved to appoint Duncan Douglas McCallum to the Historic District Commission as a voting member, with a term to end 4/30/22. Mr. Papakonstantis seconded. All were in favor.

6. Discussion/Action Items

- a. Deliberative Session Updates

Mr. Dean said this item was on the agenda in case there were amended articles, but there was only one minor amendment to a Citizen's Petition.

- b. 2019 Election Law Changes

Paul Scafidi, the Town Moderator, spoke about the upcoming Primary and election. The new state rules say that voters have to have some form of ID to check in, or they can sign an affidavit, or the Select Board can vouch for them if they know them personally. No one is

allowed to bring in political articles, such as a button, hat, or T-shirt which supports a candidate; they must take the item off or cover it before entering. Once a voter submits a ballot, they must leave the gym. If there's an issue with the weather, he will make the determination to postpone on the Monday night before. Voters can't switch their registered party on the day of the Primary, although they can switch back after voting if they've previously switched. SST will be closed, which should make the day easier. New machines next year will make things faster and will be more accessible. Ms. Corson asked about the email on voting from a group of visually impaired people, and Mr. Scafidi said that he and the Town Clerk have been working with them on this issue.

c. Hampton Sewer Agreement

Mr. Dean said the Hampton Sewer Agreement previously went to the NH Attorney General and was returned with comments, so it's been a long process. They now have the blessing of all agencies required to make this happen. This agreement is revocable by the Boards of Hampton and Exeter. If terminated by Exeter, Hampton must be given a reasonable amount of time to find an alternative.

MOTION: Ms. Gilman moved that the Select Board sign the agreement between the Town of Hampton and the Town of Exeter for treatment and disposal of wastewater dated Feb 3, 2020. Mr. Papakonstantis seconded. All were in favor.

7. Regular Business

a. Tax Abatements, Veterans Credits and Exemptions

MOTION: Mr. Papakonstantis moved to approve Veterans' Credits in the amount of \$500 for 80/6/43, 87/14/3A, 54/4/39, 70/61/8, 19/16/6, 95/64/247, 18/6, 87/14/14A, 19/16/9, and 35/12. Ms. Gilman seconded. All were in favor.

MOTION: Mr. Papakonstantis moved to approve a Veteran's Credit in the amount of \$1,000 for 69/3/26. Ms. Cowan seconded. All were in favor.

MOTION: Mr. Papakonstantis moved to deny a Veteran's Credit for 72/65/4. Ms. Cowan seconded. All were in favor.

MOTION: Mr. Papakonstantis moved to approve a tax abatement for 110/2/77 for the following amounts and years: \$139.42 for 2015; \$112.92 for 2016; \$101.32 for 2017; and \$76.74 for 2018. Ms. Surman seconded. All were in favor.

b. Permits & Approvals

i. None

c. Town Manager's Report

- i. There are two new employees in the Highway Department, and Public Works is working to fill other openings. Mickey Borough in dispatch retired last week after 17 years. Sergeant Jeff Butts had his retirement celebration Jan 24.

- ii. Mr. Dean had a conference call with the Army Corps on an issue with the town dock. The meeting seemed to go well. The Army Corps will look at whether the town needs to take any actions.
 - iii. He met with Newmarket last week re their EPA permit. Both Exeter and Newmarket are under Administrative Order of Consent and are looking to share resources. He's attending a meeting about it tomorrow; at the moment they're just learning what it means.
 - iv. He's working on the town report, and is looking for help getting the Boards, Committees and Commissions to submit their reports.
 - v. The Chamber of Commerce economic forecast session is at Exeter Inn on Thursday. It provides a good look at the local and state economy.
 - vi. There are bills he's been asked to weigh in on, such as a local option fee, which could increase from \$5 to \$10 at local discretion. There's also a bill that would not allow the regulating of any kind of short term rentals. NHMA has asked that Exeter give its take on these bills on Wednesday.
 - vii. The Local School Board Deliberative Session is tomorrow at Lincoln Street School, and the COOP Board Deliberative Session is this Thursday at the High School.
- d. **Select Board Committee Reports**
- i. Ms. Gilman said she's been in Concord three days a week, and has missed a few town meetings. The bills that Mr. Dean talked about are in her committee.
 - ii. Mr. Papakonstantis missed the Facilities Committee meeting on Jan 31st. The Planning Board met Jan 23 for a continued public hearing on the proposed zoning amendments. They also heard more on the Linden Street and Brentwood Spruce Street cases, which were both continued. They approved a site plan review for 2 Great Bridge Drive.
 - iii. Ms. Cowan had no meetings.
 - iv. Ms. Surman said E911 meets tomorrow.
 - v. Ms. Corson missed the Swasey Parkway Trustees meeting and the River Advisory meeting. The Communications Committee is planning to work with the newspaper to publish a weekly look at the different Warrant Articles to inform the voters. This effort seemed to help last year. They'll also be posting this information on social media.
- e. **Correspondence**
- i. A memo from the Energy Committee, supporting the Warrant Article against the Granite Bridge pipeline.
 - ii. A notice of the 2020 CEDS visioning sessions.
 - iii. A notice from Xfinity on changes to the channel lineup and an annual customer notice which describes their procedures and privacy policy.
 - iv. An email from voters about vision impaired voting.

- v. An update from DES on a recent intent to cut notification and the requirement for a waiver for work to be done on this property. The proposed crossings are located in prime wetlands.
- vi. A notice that the Mitchell Group is increasing their rate for Town Counsel services by \$10/hr.
- vii. A note from the American Independence Museum thanking the town for its support of \$250.
- viii. An approval notification from DES of the Parks and Rec AOT permit.

8. Review Board Calendar

The next meeting is Tuesday February 18. Ms. Corson suggested they look at property use fees at this meeting. The following meetings are March 2nd and 16th. Ms. Gilman asked for a lesson from Public Works on what can and can't be recycled at an upcoming meeting.

9. Non-Public Session

- a. There was no non-public session at this meeting.

10. Adjournment

MOTION: Mr. Papakonstantis moved to adjourn. Ms. Surman seconded. All were in favor and the meeting adjourned at 7:55 PM.

Respectfully Submitted,
Joanna Bartell
Recording Secretary

Recycling Overview - DPW

RECYCLABLE CONTAINERS MUST BE EMPTY AND DRY; NO LIQUID OR FOOD WASTE RESIDUE PERMITTED; NO BAGGED RECYCLABLES



Steel, Tin & Aluminum Cans

Latas de acero, hojalata y aluminio



Plastic Bottles & Containers #1, #2 & #5

Botellas y envases de plástico



Office Paper, Brown Paper Bags, Newspaper, Magazines & Junk Mail

Bolsas de papel marrón, papeles de oficina no confidenciales, periódicos, revistas, correspondencia no solicitada



Paper Cardboard Dairy & Juice Containers

Envases de papel cartón, productos lácteos y jugos



Flattened Cardboard & Paperboard

Cartón y cartulina aplastados



Glass Bottles & Jars

Botellas y frascos de vidrio



DO NOT INCLUDE: Plastic bags, recyclables bagged in plastic bags, food waste or polystyrene foam/plastics #6 and other plastics #3, #4 & #7

NO INCLUYA: Comida desechada, bolsas de plástico o vasos y contenedores de goma de poliestireno

For a complete list of accepted recyclable materials, please visit: <http://RecycleOftenRecycleRight.com>

Single-Stream Recycling

Reciclaje de corriente única





RECYCLE OFTEN.
RECYCLE RIGHT.™



Most Common Contaminants

Keep these common contaminants OUT of your recycling bin.



NO Recyclables in Plastic Bags

Empty loose recyclables in bin but leave the plastic bag out.



NO Food & liquids

Compost instead! Otherwise, it belongs in the trash.



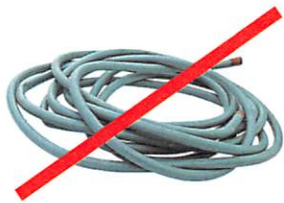
NO Electronics & Small Appliances

Donate if in good condition, or schedule a bulky item pickup, if available. Check earth911.com for a local drop off site.



NO Textiles, Bedding, Rugs & Carpet

Donate these items if they are in good condition. Large quantities may require special disposal.



NO Hoses, Holiday Lights, Hangers & Extension Cords

They wrap around equipment and can shut down an entire facility! They all go in the trash.



NO Plastic Bags, Film/Sheeting & Flexible Film Packaging

Take plastic bags back to a local grocer to keep bags clean and dry, and prevent them from shutting down recycling facilities. Visit plasticfilmrecycling.org to find a drop off location near you.



NO Paper Napkins, Plates, Cups & Tissues

Compost if possible, and remember to recycle the cardboard tube.



NO Polystyrene Foam

Foam and plastic to-go containers are not recyclable curbside. Find drop off programs for items like foam packing peanuts at earth911.com.



NO Tires, Auto Parts & Scrap Metal

(Not in recycling or trash) Can damage equipment & are safety hazards. Contact local scrap recyclers or retail tire stores for recycling options, or check earth911.com for a drop off center near you.



NO Concrete, Wood & Construction Debris

Can damage equipment & are safety hazards. You may be able to schedule a bulky item pickup - otherwise throw it in the trash or order a roll off bin by contacting Waste Management Customer Service.



NO Medical Waste

(Find safe & secure disposal near you.)



NO Non-Recyclable Plastic

Not everything that is plastic is recyclable! Recycle only food & beverage bottles, jugs and tubs.

For more information on recycling, visit RecycleOftenRecycleRight.com

or call 800-972-4545



**RECYCLE OFTEN.
RECYCLE RIGHT.SM**

Mixed Curbside Residential Recycling Myth Busters

To Learn More Visit:
RecycleOftenRecycleRight.com
#RORR



RECYCLING RULES

1. RECYCLE ALL BOTTLES, CANS AND PAPER

2. KEEP ITEMS CLEAN AND DRY

3. NO PLASTIC BAGS

Always recycle:



Plastic Bottles & Containers

Plastic bottles, jars, jugs and tubs



Food & Beverage Cans

Tin, aluminum, steel food and beverage cans



Paper

Cardboard, paper, newspaper, paperboard, magazines



Flattened Cardboard & Paperboard

Flatten all boxes (do not bundle/tie up)

Do NOT include in your mixed recycling cart:



NO Food Waste

(Compost instead!)



NO Plastic Bags & Film

(Find a recycling site at plasticfilmrecycling.org.)



NO Foam Cups & Containers

(Check Earth911.org for options.)



NO Needles

(Keep medical waste out of recycling. Place in safe disposal containers like Waste Management's MedWaste Tracker® box.)

MYTH: Most Americans recycle all they can

ANSWER: False

Research shows convenience and commitment are required for maximum recycling. For instance, is there more than one location in a household to store recyclables? If not, recyclables in areas other than the kitchen get thrown away.

Additionally, is there only one committed recycler in a household (usually the person who picks up after everyone)? If so, studies indicate making this a family/partner affair where everyone participates, allows the most recycling of the right materials.



MYTH: The recycling arrows (Mobius) on a container means it is recyclable at a Material Recovery Facility (MRF)

ANSWER: Only in some cases

Manufacturers strive to get eco-friendly information on their product labels. It sells. The FTC requires that a product have at least 60% access to local programs (like Material Recovery Facility processing) across the U.S. to include the Mobius on their products. However, the Mobius is not

a reliable indicator of whether something gets recycled. There are thousands of plastic products and packaging, and each one has its own unique chemical recipe. Many plastics cannot be made into new products at this time. Recycle plastics by shape: bottles, jars, jugs and tabs.



MYTH: It doesn't matter if something belongs in the recycling cart, the hauler will sort everything anyway

ANSWER: False

There are increasing amounts of non-recyclables sent to Material Recovery Facilities, and every single one of them must be removed by hand by trained staff and/or mechanically sorted, or they end up contaminating high value recyclables. Non-recyclable garbage placed into recycling containers increases the cost of the recycling process and will increase the cost of garbage and recycling collection service.

Similarly, recyclable items placed into garbage containers are usually hauled to a landfill. Recyclables in a landfill cannot be recovered effectively. Even if further processing takes place, the full value is lost. The right thing to do is to put the all the right recyclables in the recycling container and non-recyclables into the garbage containers. Recyclables with the greatest impact are bottles, cans, and paper.



Plastic FAQs.

Are these items recyclable in my curbside mixed recycling program?






ITEM	ANSWER	MORE INFO
<p>Plastic bottle caps/lids</p> 	<p>Yes. After bottles are empty, plastic caps should be placed back on bottles.</p>	<p>“Until recently the plastics recycling industry was not able to effectively recycle bottles with caps on so the message to remove the cap was created. But recycling collection and processing technology have improved and demand for the recyclable material has increased and this allows for the updated caps-on recycling message and process.” Association of Post Consumer Plastic Recyclers: http://www.plasticsrecycling.org/faqs/caps-on-faqs</p>
<p>Plastic bags</p> 	<p>No. Do not put loose plastic bags or bagged recyclables into cart – empty recyclables into cart.</p>	<p>Plastic bags are not accepted in most curbside recycling programs (they get tangled in the MRF equipment, breaking or stopping machinery.) (See KAB Sept 15, 2014 campaign). Empty plastic bags should go back to a participating retail outlet or grocery store for recycling. For more information, visit: http://recycleyourplastics.org/Main/Plastic-bags-film.html OR http://www.plasticfilmrecycling.org/s01/s01dropoff.html</p>
<p>Plastic film</p> 	<p>No</p>	<p>Plastic stretch wrap, bubble wrap, and other plastic films get tangled in the MRF equipment, breaking or stopping machinery (See KAB Sept 15, 2014 campaign). There are also different types of plastic film that are not compatible with each other and hard to tell apart for Material Recovery Facility workers, and even harder to sell if mixed together. Plastic film should go back to a participating retail outlet or grocery store for recycling. For more information, visit: http://recycleyourplastics.org/Main/Plastic-bags-film.html OR http://www.plasticfilmrecycling.org/s01/s01dropoff.html</p>

MYTH: All plastics can be recycled.

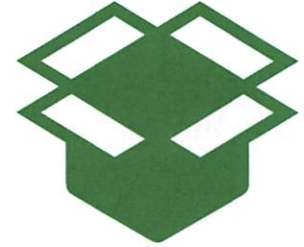
ANSWER: False

Not all plastics can be successfully recycled. At this time, only some plastics can be made into new things. Recycle plastics by shape: bottles, jars, jugs and tubs.




ITEM	ANSWER	MORE INFO
<p>Clamshell Packaging</p> 	No	<p>The plastic “to go” containers or containers holding berries, apples, bakery items, etc., are not consistently made of high-value plastic, are difficult to recycle and are usually contaminated with food when disposed. See more at: http://oregonstate.edu/sustainability/blog/2014/01/recycling-mythbusters-plastic-recyclables</p>
<p>Plastic eatery: utensils, plates and cups</p> 	No	<p>Plastic straws, utensils, including “compostable” utensils, plastic plates and plastic cups come in such a wide variety of non-usable, low-grade plastics that it is impossible to identify and separate the recyclables from the non-recyclable look-alikes (same as the clamshells). Fast food packaging, like utensils, are complicated and are not readily recovered through modern Material Recovery Facilities (MRFs), or by secondary processors who buy MRF bales.</p>
<p>Chip bags, nutritional bar or candy wrappers</p> 	No	<p>There is no real end market for this, often hybrid material. In fact, there are only a few niche markets for it. Please consult your local municipality to discover any specialty recycling opportunities.</p>

Paper/Cardboard FAQs.

Are these items recyclable in my curbside mixed recycling program?




ITEM	ANSWER	MORE INFO
<p>Cartons</p> 	<p>Varies by jurisdiction</p>	<p>Juice boxes (no pouches), milk and juice cartons (emptied and rinsed, no pouches or straws) are recyclable in some areas.</p>
<p>Pizza boxes (without food or paper liners/doilies)</p> 	<p>Yes</p>	<p>Clean pizza boxes (without food or paper liners/doilies) are acceptable. At one point, pizza boxes were made with a wax coating that made them not acceptable. The new pizza boxes (often with a paper doily serving as a moisture barrier) are high-potential recyclables and should be included in curbside recycling materials.</p>
<p>Single serve hot beverage cups</p> 	<p>No</p>	<p>Hot paper cups and have a plastic or waxed coating that does not break down during the re-pulping process at paper mills. The plastic lids typically used on these cups are not recyclable either (even if they have the recycling symbol on them).</p>

ITEM	ANSWER	MORE INFO
<p>Napkins, paper towels, tissues</p> 	No	<p>Napkins, paper towels and tissues are made of low-grade fiber, and are usually soiled when disposed. They are not recyclable in single stream residential Material Recovery Facilities (MRFs). The cardboard tube in the middle of the roll of paper towels or toilet tissue can be recycled.</p>
<p>Shredded paper</p> 	No	<p>Shredded paper is recyclable when there are large source separated quantities of the material, directly baled, and not run over a sorting system. This is an option for commercial customers and mobile shredding companies, but does not work well for residential single-stream Material Recovery Facilities (MRFs). Because of its size and elasticity, it does not separate easily from other materials, i.e. it cross-contaminates bottles and cans. It also blinds many of the technologies from working correctly in a MRF and lessens glass quality. Many municipal programs require its inclusion, but a small amount of shredded paper actually makes it back to market through MRFs.</p>
<p>Paper cups, plates</p> 	No	<p>Paper cups and plates have a plastic or waxed coating that does not break down during the re-pulping process at paper mills. The plastic lids typically used on these cups are not recyclable either (even if they have the recycling symbol on them).</p>


Glass FAQs.

Is glass recyclable in my curbside mixed recycling program?



ITEM	ANSWER	MORE INFO
<p>Glass Bottles & Jars</p> 	<p>Varies by jurisdiction</p>	<p>Glass recycling varies by jurisdiction. Glass collection varies widely in communities across the U.S. Some communities collect glass at drop off locations only, some collect glass separately at the curb or with other containers, and many include glass with all other recyclables. Bottle bill laws in CA, CT, OR, IA, MI, ME, VT, MA, NY allow for the return of a per-bottle deposit when bottles are returned to return-centers or retailers for recycling. Please refer to your community's website for information on glass recycling in your local community.</p>

Aerosol Can FAQs.

ITEM	ANSWER	MORE INFO
<p>Aerosol Cans</p> 	<p>Varies by jurisdiction</p>	<p>Most of recycling programs accept empty/dry aerosol cans. Aerosol cans without the caps are recyclable if they are empty/dry. If they are not, then they could be dangerous. Some fires are caused in baler chambers from trace amounts of can chemicals, and cans have been known to become projectiles when densified/baled if propellant is still present. WM facilities and commodity vendors accept steel, mixed metal, and aluminum aerosol packages. Multi-material aerosol packages are not recyclable. There is no gray area here from a processor standpoint. However, some cities still list aerosols on their no-recycle lists. Check with your local municipality for further information.</p>

General FAQs.

1. How clean is “clean”?

Use a spatula to scrape cans and jars, e.g., peanut butter, syrup, salad dressing, oil, etc., or jugs, e.g., bleach, household non-toxic chemical cleaners, etc.

There is no need to rinse – just empty and clean. With some of our severe drought areas, rinsing makes no sense at all.

2. What about hoses, tanks, shower curtains, swing sets and everything else?

If it's not “bottles, cans or paper” it probably doesn't belong in your curbside mixed recycling cart and may even require special handling.

There are other resources (e.g., Earth911.org) that can help answer questions about what to do with non-recyclables or household hazardous waste.



Intersection Improvements Contract - DPW



EXETER PUBLIC WORKS DEPARTMENT

13 NEWFIELDS ROAD • EXETER, NH • 03833-3792 • (603) 773-6157 • FAX 772-1355

www.exeternh.gov

DATE: February 7, 2020
TO: Russell J. Dean, Town Manager
FROM: Jennifer Perry, P.E., Director of Public Works
RE: Professional Engineering Services
Intersection Improvement Plan
Consultant Award Recommendation

In March 2019, the town voted to approve \$50,000 for conducting and creating an intersection improvement plan with preliminary designs, to improve intersections and intersection areas, including:

- Pine/Front/Linden Street,
- Front Street/Water Street,
- Clifford Street/Water Street,
- Winter Street/Columbus Avenue/Railroad Avenue, and others.

On September 24, 2019, the Department of Public Works (DPW) issued a request for proposals (RFP) for professional engineering services for utility design for the Salem Street area and to update the Town's list of prequalified consultants for use on similar projects in the future. An addendum was issued on October 8, 2019, to include transportation engineering services in the proposal for qualification on future projects. The RFP was posted to the Town's website and Exeter News-Letter newspaper on September 27, 2019.

The qualifications-based selection (QBS) process was used and cost proposals were not provided. Using the QBS process is required if state or federal funds are to be used on future projects. A non-mandatory, pre-proposal meeting was held on October 3, 2019, at the DPW complex, which was attended by nine consulting firms.

Eight consultants submitted written proposals on or before the due date of October 15, 2019.

- CMA Engineers, Inc. (CMA)
- Dubois & King (D&K)
- Fuss & O'Neill (F&O)
- Hoyle, Tanner & Associates (HTA)
- Underwood Engineers, Inc (UEI)
- VHB
- Weston & Sampson (W&S)
- Wright-Pierce, Inc. (W-P)

The proposals were reviewed by Jennifer Perry, PE (DPW Director) Paul Vlasich, PE (Town Engineer), Jay Perkins (Highway Superintendent), Matt Berube (Water and Sewer Manager), Jennifer Mates, PE (Assistant Town Engineer), and Dan Lewis (Engineering Technician). After review of the proposals, all eight firms were found to be sufficiently capable of performing the required work and all were selected for interviews.

Page 2
Mr. Russell Dean
February 7, 2020

Interviews took place on November 5, 6, and 12, 2019, at the DPW complex. Interviewers included the six DPW staff members that reviewed the proposals. Based on the proposals and interviews, the public works department recommends that all eight firms be approved and pre-qualified for potential consulting services in the future without needing additional qualification review.

VHB was considered for this project based on its proposal, interview, and previous traffic-related work that has been successfully completed for the town. The department requested a proposal from VHB to include evaluation of the aforementioned intersections, identifying additional high-priority intersections, prioritizing five intersections for further analysis, and developing concept designs for the five intersections. The scope and fee were negotiated to ensure all of the design elements were included. The project is expected to take 3-4 months to complete, at which time VHB will provide a memo outlining its findings and recommendations.

The Department recommends approving the design contract for the Intersection Improvement Plan to VHB for \$50,000.



Phone 603.391.3900
 Fax 603.518.7495
 www.vhb.com

Engineers | Scientists | Planners | Designers

2 Bedford Farms Drive
 Suite 200
 Bedford, NH 03110-6532

Client Authorization

New Contract: Date: January 24, 2020
 Amendment No.: Project No.: 83597.19
Project Name: Exeter Intersection Studies

		<u>Cost Estimate</u>	
		<u>Amendment</u>	<u>Contract Total</u>
To:	Mr. Paul Vlasich, P.E. Exeter Town Engineer 13 Newfields Road Exeter, NH 03833	Labor:	\$44,000.00
		Expenses:	<u>\$6,000.00</u>
		TOTAL:	\$50,000.00
E-mail:	pvlasich@exeternh.gov	<input type="checkbox"/> Lump Sum	<input checked="" type="checkbox"/> Time & Expenses
		<input type="checkbox"/> Lump Sum + Expenses	
		<input type="checkbox"/> Cost + Fixed Fee	<input type="checkbox"/> Labor Multiplier
Phone No:	603 773-6160	Estimated Date of Completion: April 30, 2020	

Scope of Services:

VHB will evaluate existing intersections for potential transportation improvements and will develop conceptual designs and associated cost estimates to assist the Town in setting and prioritizing capital improvement budgets to implement the solutions. VHB's detailed scope of work and cost breakdown by task is attached.

Prepared By: Greg Bakos

Department Approval: Jason Plourde

Please execute this Client Authorization for VHB to proceed with the above scope of services at the stated estimated costs. No services will be provided until it is signed and returned to VHB.

Subject to attached terms & conditions.

Subject to terms & conditions in our original agreement dated

Vanasse Hangen Brustlin, Inc. Authorization

Client Authorization (Please sign original and return)

By: Robin Bousa

By: _____

Print: Robin Bousa

Print: _____

Title: Managing Director

Title: _____

Date: 1/24/20

Date: _____

Exeter Intersection Evaluations Scope of Work

This scope of work is broken into the following two phases:

1. Town-wide intersection prioritization
2. Intersection short list evaluations and prioritization

Phase 1: Town-wide Intersection Prioritization

The purpose of this initial phase is to conduct a town-wide screening to identify a short list of 4 to 6 intersections on Town roadways that will be evaluated in greater detail in Phase 2 for potential project funding.

The criteria that will be used to conduct the screening will likely include the following at a minimum:

- Safety / Crash History
- Operations / Congestion
- Geometry (to the extent it contributes to safety concerns or poor operations)
- Other contributing factors such as proximity to schools or economic impact

The 2018 Exeter Master Plan identified six intersections outside of the downtown where congestion or alignment are considered problematic. These included:

- Guinea Road and Hampton Road
- Brentwood Road, Epping Road, and Columbus Avenue (Currently being addressed under a Town project)
- Holland Way at Hampton Road
- Front Street/Pine Street/Linden Street (also listed below)
- Epping Road at Park Street
- Brentwood Road at Dogtown Road

The Town subsequently identified the following intersections under the 2019 Warrant Article 23 – Intersection Improvements Plan Funding for study:

- Pine/Front/Linden Street, (unsignalized, wide open)
- Front Street/Water Street, (unsignalized, Town Center)
- Clifford Street/Water Street, (unsignalized, unique 4-way)
- Winter Street/Columbus Avenue/Railroad Avenue (unsignalized, unique 4-way)

The expectation is that the above four intersections are the highest priority, but this initial prioritization phase will be used to determine whether any other intersections should be ranked as high and/or added to the list.

Task 1.1: Data Gathering

Project Initiation

VHB will conduct a project kickoff meeting with members of the Town staff that will be involved with the project. This meeting will serve to confirm the scope of work, schedule and communication protocols. It will also serve as an opportunity for the Town to transfer any additional relevant information to VHB.

Crash data

VHB will rely on the Town Police Department to provide crash data for town intersections. VHB will evaluate the data to determine which intersections have the highest number of crashes. Crash information may also help support the types of solutions that are proposed at the intersections.

Operations / Congestion

VHB will initially examine Town-wide traffic conditions as graphically reported on Google Maps during A.M. and P.M. peak hours on several different days. This high-level screening method will quickly identify hot spots where congestion is evident during peak hours. This will provide a starting point for further vetting with Town staff and field observations. During the field observations VHB will identify potential contributing factors such as geometry, traffic controls or context related issues.

Task 1.2: Results

VHB will compile and review the Task 1.1 findings with Town staff to identify the short list of approximately 5 intersections that are the highest priority and will therefore be carried forward into Phase 2 evaluation.

Phase 2: Intersection short list evaluations and prioritization

The general Phase 2 scope of work is to collect additional information on the transportation concerns, deficiencies and opportunities at each of the approximately five priority intersections as defined in Phase 1, and to develop conceptual improvement plans and associated order of magnitude improvement costs for each of these intersections. Understanding that there is a set budget for this project, VHB will be flexible in adjusting the efforts in Phase 2 to address the Town's needs based on the results and remaining funds from Phase 1. The information generated in Phase 2 is intended to help the Town define and prioritize individual improvement projects for potential C.I.P funding.

Task 2.1: Data Gathering

Base Plans

VHB will utilize scalable ortho-photo base plans with available GIS information added, including approximate right-of-way limits. VHB will conduct site walks to identify potentially relevant information not found on the electronic base plans. This study does not include ground survey for budgetary reasons.

Traffic and Crash data

VHB will use a traffic counting vendor to collect 8 hour counts on the mainline and side roads where appropriate, as well as weekday a.m. and p.m. and Saturday peak hour turning movement counts at the subject intersections. VHB will rely on the Town provided crash data compiled in Phase 1 from Police records.

Site Reviews

VHB staff will conduct site reviews of the short-listed intersections to observe operations and report on conditions that may be contributing to the concerns within the intersections. VHB will also develop peak hour photo logs from the site visits.

Task 2.2: Analysis and Conceptual Design

Traffic Analysis

VHB will assemble the traffic count data and will grow the numbers to a design year, assumed to be 20 years, using regional growth information and considering known approved and planned developments in proximity to the intersections. VHB will also conduct intersection capacity analysis for the existing and future year conditions under the no-build scenario, resulting in estimated levels of service, queues and delays.

Signal Warrant Analysis

In the event traffic signals are being considered at any of the intersections that are currently unsignalized VHB will conduct signal warrants analysis to determine whether signals are technically warranted.

Conceptual Design

VHB will develop planning-level conceptual designs that address the issues that were identified in the data gathering stage. The designs may include traffic controls and/or geometric modifications, possibly including roundabouts. VHB will vet the design alternatives with Town staff before documenting our results and recommendations.

Cost Estimates

VHB will develop order of magnitude opinions of project costs for each intersection.

Public Input

At the Town's direction, public surveys and public engagement are not included within this scope of work.

Task 2.3: Documentation

VHB will assemble the results from the data gathering, analysis and design efforts in a PDF summary memorandum that will include the conceptual plans, estimates and relevant analysis and correspondence.

Compensation:

The labor costs are estimated by task as follows, including labor, overhead and profit:

Task 1.1: Data Gathering	\$ 5,700.00
Task 1.2: Results	\$ 2,900.00
Task 2.1: Data Gathering	\$ 5,000.00
Task 2.2: Analysis and Conceptual Design	\$ 26,000.00
Task 2.3: Documentation	<u>\$ 4,400.00</u>
Total:	\$ 44,000.00

Direct Expenses are estimated as follows and will be billed at their actual cost without markup:

Traffic Count Vendor	\$ 5,500.00
Other: (Travel and printing)	\$ 500.00

Contract Total: \$ 50,000.00



STANDARD TERMS AND CONDITIONS. The engagement of VHB by Client is under the following terms and conditions. These terms and conditions are an integral part of the collective Agreement between Client and VHB.

SCOPE OF SERVICES. VHB shall perform the services set forth in the attached Scope of Services. Requests for additional services and any associated fee adjustment must be authorized in writing before additional services can begin.

PERFORMANCE STANDARDS. VHB's services require decisions that are not based upon science, but rather upon judgmental considerations. In the performance or furnishing of professional services hereunder, VHB, and those it is responsible for, shall exercise the degree of skill and care ordinarily exercised by similarly practicing professionals performing similar services under similar conditions in the same locality ("Standard of Care"). VHB shall be entitled to rely on the accuracy and completeness of data, reports, surveys, requirements, and other information provided by Client.

SCHEDULE. VHB shall perform its services as set forth in the Scope of Services as expeditiously as consistent with the Standard of Care and the orderly progress of the Work. VHB shall not be responsible for failure to perform or for delays in the services arising out of factors beyond the reasonable control or without the fault or negligence of VHB.

PAYMENT. The fee estimate for the proposed Scope of Services is valid for 60 days from the date of Proposal. All schedules set forth in the attached Scope of Services commence upon receipt of a signed Agreement and, if requested, a retainer. Retainers will be applied to the last invoice. ~~A RETAINER OF \$[] IS REQUIRED BEFORE SERVICES WILL COMMENCE.~~

Invoices will be rendered monthly and are due upon receipt. Any invoice unpaid more than 30 days after date of invoice will bear interest at 1-1/2 percent per month.

If Client fails to pay any invoice within 45 days of the date of invoice, VHB may, without waiving any other claim or right against Client or incurring any liability for delay, suspend the services until VHB has been paid in full. Sealed plans, final documents, reports, and attendance at meetings/hearings will not be provided unless payment for services is current.

If VHB is performing services for Client under multiple projects, payments must be current on all projects for services hereunder to continue. Client acknowledges VHB's right to suspend services and withhold plans and documents, as provided above, if any payments are overdue. If services are suspended for 30 days or longer, upon resuming services VHB shall be entitled to expenses incurred in the interruption and resumption of its services. If

services are suspended for 90 days or longer, VHB shall be entitled to expenses incurred in the interruption and resumption of its services and fees for remaining services shall be equitably adjusted.

The parties agree to coordinate invoices to assure timely payment. At minimum, VHB's project manager and Client's representative will confer as often as necessary about any issues involving invoicing and collections. Client's representative will contact VHB's project manager forthwith upon receipt of an invoice about any questions or issues concerning invoiced amounts. If Client's representative and VHB's project manager are unable to resolve any questions or issues, Client's representative will line item any disputed or questionable amount and pay VHB. VHB, at its option, may revise and resubmit disputed amounts at a later date.

~~Should it become necessary to utilize legal or other resources to collect any or all monies rightfully due for services rendered under this Agreement, VHB shall be entitled to full reimbursement of all such costs, including reasonable attorneys' fees, as part of this Agreement.~~

OWNERSHIP OF WORK PRODUCT. All work products (whether in hard or electronic form) prepared by VHB pursuant to the Agreement are instruments of service with respect to the Project and are not authorized, intended or represented to be suitable for reuse by Client or others on extensions of the Project or on any other Project. Any reuse by Client or a third person or entity authorized by Client without written verification or adaptation by VHB for the specific application will be at Client's sole risk and without liability or legal exposure to VHB. ~~Client shall release, defend, indemnify and hold harmless VHB from all claims, damages, losses and expenses, including attorneys' fees, arising out of or resulting therefrom.~~ Any such verification or adaptation will entitle VHB to additional compensation at rates to be agreed upon by VHB and Client, third person, or entity seeking to reuse said documents.

Client recognizes that information recorded on or transmitted as electronic media, including CADD documents ("Electronic Documents") is subject to undetectable alteration, either intentional or unintentional, due to, among other causes, transmission, conversion, media degradation, software error, or human alteration. Accordingly, the Electronic Documents are provided to Client for informational purposes only and are not represented as suitable for any use or purpose.

VHB retains the copyright in all work products produced in connection with this Agreement, unless otherwise agreed to in writing by an authorized VHB representative. VHB licenses to Client on a non-exclusive basis the use of work products produced solely in connection with this Agreement. The license



may be revoked for any failure of Client to perform under this Agreement.

CERTIFICATIONS. VHB shall not be required to sign any documents, no matter by whom requested, that would result in VHB having to certify, guarantee or warrant the existence of conditions whose existence VHB cannot wholly ascertain. Any certification provided by VHB shall be so provided based on VHB's knowledge, information, and belief subject to the preceding sentence, and shall reflect no greater certainty than VHB's professional opinion developed through and consistent with the Standard of Care. VHB shall be compensated for any work necessary to assess project compliance with regulatory standards for purposes of such certification.

INSURANCE. VHB agrees to carry the following insurance during the term of this Agreement:

- Workmen's Compensation and Employer's Liability Insurance in compliance with statutory limits
- Comprehensive General Liability Insurance including Products Completed, Contractual, Property, and Personal Injury coverage with combined single limits of \$1,000,000 per occurrence and \$2,000,000 in the aggregate
- Professional Liability Insurance with a limit of \$1,000,000 per claim and in the aggregate
- Automobile Liability Insurance including non-owned and hired automobiles with a combined single limit of \$1,000,000 per occurrence

Certificates of insurance will be furnished upon request. If Client requires additional insurance coverage, and it is available, Client agrees to reimburse VHB for such additional expense.

INDEMNITY.

A. Indemnity for Claims Arising from the Provision of Professional Services

As it applies to Claims arising from the provision of the VHB's professional services, VHB shall indemnify and save harmless the Client and its officers and employees from any claims, damages, losses, litigation, expenses, reasonable counsel fees and personal injuries and/or property losses sustained by any person or entity ("Claims"), to the extent such Claims are caused by the negligent acts, errors or omissions of the VHB, its employees, or subcontractors in connection with the Project, and/or under this Agreement. There is no duty to defend under this Section A indemnity obligation.

B. Indemnity for Claims Unrelated to the Provision of Professional Services

As it applies to Claims unrelated to the provision of the VHB's services, i.e., automobile and general liability claims, VHB shall defend, indemnify and save harmless the Client and its officers

and employees from any claims, damages, losses, litigation, expenses, reasonable counsel fees and personal injuries and/or property losses sustained by any person or entity ("Claims"), to the extent such Claims are caused by the acts, errors or omissions of the VHB, its employees, or subcontractors in connection with the Project, and/or under this Agreement.

~~Client and VHB shall at all times indemnify and save harmless each other, their officers, and employees on account of damages, losses, expenses, reasonable counsel fees, and compensation arising out of any claims for damages, personal injuries and/or property losses sustained by any person or entity, to the extent caused by the negligent acts, errors or omissions of the indemnifying party, its employees, or subcontractors in connection with the Project, and/or under this Agreement.~~

~~Client agrees to the fullest extent permitted by law, to indemnify and hold harmless VHB, its officers, employees and subconsultants from and against any and all claims, suits, demands, liabilities costs including reasonable attorneys' fees, and defense costs caused by, arising out of, or in any way connected with the detection, presence, handling, removal, abatement, or disposal of any asbestos or hazardous or toxic substances, products, or material that exist on, about, or adjacent to the job site.~~

LIMITATION ON VHB'S RESPONSIBILITY AND JOBSITE

SAFETY. VHB will not be responsible for the acts or omissions of contractors or others at the Site, except for its own subcontractors and employees. Neither the professional activities of VHB nor the presence of VHB or its employees or subconsultants at a project site shall relieve the other parties on this project of their obligations, duties, and, including, but not limited to, construction means, methods, sequence, techniques, or procedures necessary for performing, superintending, and coordinating the Work in accordance with the contract documents and any health or safety precautions required by any regulatory agencies. VHB and its personnel have no authority to exercise any control over any construction contractor or its employees in connection with their work or any health or safety programs or procedures. Client agrees that Contractor shall be solely responsible for job site safety and warrants that this intent shall be carried out in Client's contract with Contractor.

~~**ALLOCATION OF RISK.** In recognition of the relative risks and benefits of the Project to both Client and VHB, the risks have been allocated such that Client agrees that to the fullest extent permitted by law, VHB's total liability in the aggregate to Client and any persons or entities claiming by, through or under Client, for any and all injuries, claims, losses, expenses, or damages whatsoever arising out of or in any way related to the Project and/or this Agreement from any cause or causes, including, but~~



~~not limited to, VHB's negligence, errors, omissions, strict liability, statutory liability, indemnity obligation, breach of contract or breach of warranty shall not exceed the limits of insurance required under this Agreement (\$1,000,000), higher of \$50,000 (fifty thousand dollars), or ten (10) percent of the compensation actually paid to VHB. Client and VHB may agree to a higher limitation of liability for an increased fee.~~

DISPUTE RESOLUTION. All questions in dispute under this Agreement shall be submitted to non-binding mediation as a condition precedent to the institution of legal proceedings. On the written notice of either party to the other of the election to submit any dispute under this Agreement to mediation, each party shall designate their representative and shall meet within ten (10) days after the service of the notice. The parties shall then attempt to resolve the dispute within ten (10) days of meeting. Should the parties be unable to agree on a resolution of the dispute, then the parties shall proceed with mediation in accordance with the mediation rules of the American Arbitration Association. The cost of mediation shall be borne equally by both parties. This Agreement shall be governed and construed in accordance with the laws of the State of New Hampshire.

~~**LEGAL SUPPORT.** To the extent VHB is required to respond to any dispute resolution process, including, but not limited to, requests for document production, discovery or a request to appear in any deposition or legal proceeding, which is related to the Scope of Services but does not arise out of VHB's negligent acts, errors or omissions, Client shall compensate VHB for all costs incurred by VHB, including reasonable attorneys' fees.~~

DESCRIPTIVE HEADINGS AND COUNTERPARTS. The headings contained in this Agreement are for convenience of reference only and shall not constitute a part hereof, or define, limit or in any way affect the meaning of any of the terms or provisions hereof. This Agreement may be executed in two or more counterparts, and any party hereto may execute any such counterpart, which, when executed and delivered, shall be deemed to be an original and all of such counterparts taken together shall be deemed to be one and the same instrument.

EXCLUSIVE REMEDIES. ~~In the event that any dispute is not remedied through the alternative dispute resolution procedures set forth herein, all claims, actions, and rights of action arising from or relating in any way to this Agreement or the services performed thereunder, whether in contract, tort, indemnity and all other rights of action whatsoever, shall be filed in a court of competent jurisdiction within the applicable statute of limitations three years of the completion of such services, or all such claims, actions and rights of action shall be waived. Recovery under this Agreement shall be limited by the parties' agreement on Allocation of Risk and the remainder of this section.~~

Notwithstanding any other provision of this Agreement, neither party shall be liable to the other for any liquidated, incidental, special, indirect or other consequential damages incurred, regardless of the nature of the cause or whether caused by Client or VHB, or their employees, subconsultants, or subcontractors. Consequential damages include, without limitation, loss of use, loss of profits, loss of production, or business interruption; however, the same may be caused.

~~VHB and Client waive all claims against each other arising out of or related to this Agreement or the services to the extent that losses, damages, and liabilities associated with such claims have been compensated by the proceeds of property insurance or any other insurance policy.~~

VHB makes no warranties or guarantees, express or implied, under this Agreement or any other contract document with respect to its provision of professional services. In entering into this Agreement, Client has relied only upon the representations set forth in this Agreement. No verbal warranties, representations, or statements shall be considered a part of this Agreement or a basis upon which Client relied in entering into this Agreement.

NO THIRD PARTY BENEFICIARIES. Nothing contained in this Agreement shall create a contractual relationship with, or a cause of action in favor of, a third party against either Client or VHB. In addition, nothing herein shall be construed as creating a contractual relationship between Client and any VHB employee, representative, or consultant. Client agrees that in the event of a dispute regarding this Agreement or the services rendered by VHB hereunder, Client shall only seek recourse against VHB and waives any right to pursue a claim against VHB's individual directors, officers or employees.

~~VHB's commitments as set forth in this Agreement are based on the expectation that all of the services described in this Agreement will be provided. In the event Client later elects to reduce VHB's Scope of Services, Client hereby agrees to release, hold harmless, defend, and indemnify VHB from any and all claims, damages, losses or costs associated with or arising out of such reduction in services.~~

SEVERABILITY. The invalidity or unenforceability of any provisions of this Agreement shall not affect the validity or enforceability of any other provision of this Agreement, which shall remain in full force and effect.

TAXES. Any taxes or fees, enacted by local, state, or federal government and based on gross receipts or revenues, will be invoiced to and payable by Client as an additional amount due under this Agreement.



PROJECT SPECIFIC PROVISIONS. To the extent the Scope of Services involves any of the following services/geographies, the following general provisions apply accordingly:

AMERICANS WITH DISABILITIES ACT (ADA). Client understands and agrees that ADA standards are evolving and subject to varying, potentially contradictory interpretations and applications. VHB will use its reasonable professional efforts and judgment to interpret applicable ADA requirements and other federal, state and local laws, rules, codes, ordinances, and regulations as they apply to the project. VHB cannot and does not warrant or guarantee that Client's Project will comply with all ADA requirements or ADA interpretations or other applicable regulatory interpretations.

CLIMATE CHANGE/FLOOD ANALYSIS. ~~Consultant shall not be responsible or liable for any damages, losses, litigation, expenses, counsel fees and compensation arising out of any claims, damages, personal injuries and/or property losses related to climate change flooding conditions whether directly or indirectly due to flood water damage, and Client shall at all times indemnify and hold harmless VHB, its respective officers, agents and employees on account of any related claims, damages, losses, expenses and counsel fees related thereto.~~

CONSTRUCTION PHASE SERVICES

SITE VISITS. VHB shall make periodic site visits upon the request of Client or as otherwise agreed in writing by Client and VHB for the limited purpose of determining whether work is in general conformance with VHB's plans and specifications. Such visits are not intended to be an exhaustive check or a detailed inspection of Contractor's work. VHB shall not supervise or have control over Contractor's work nor have any responsibility for construction ways, means, methods, techniques, sequences, or procedures selected by Contractor nor for Contractor's safety precautions or programs in connection with the Work.

SHOP DRAWINGS. VHB's review and approval of submittals such as shop drawings, product data, samples, and other data, shall be for the limited purpose of checking for conformance with the design concept and the information in VHB's documents. This review shall not include review of the accuracy or completeness of details, such as quantities, dimensions, weights or gauges, fabrication processes, construction means or methods, coordination of the work with other trades, or construction safety precautions, all of which are the sole responsibility of Contractor and other unrelated parties. Review of a specific item shall not indicate that VHB has reviewed the entire assembly of which the item is a component. VHB shall not be responsible for any deviations from VHB's documents or other documents that are not brought to the attention of VHB in writing by Contractor. VHB shall not be required to review partial submissions or those for which submission of correlated items have not been received.

GEOTECHNICAL SERVICES. Client understands that VHB does not perform geotechnical services directly and, if requested, will retain a geotechnical subconsultant on behalf of Client, and VHB shall rely on the accuracy and completeness of data furnished as if the geotechnical services were contracted directly through Client.

TANK INSPECTION. Client will provide VHB with available underground storage tank (UST) documentation as necessary. VHB assumes that the documentation and site plans will be in order, be complete and meet regulatory compliance standards. VHB's inspection services are to fulfill regulatory requirements and do not include invasive testing or equipment calibration and testing. Accordingly, Client expressly agrees that VHB shall have no liability for equipment functioning or malfunctioning, product releases or spills.

LSP SERVICES — PROJECTS LOCATED IN MASSACHUSETTS. In accordance with the Massachusetts General Laws Chapter 21E, the performance of the services contained in this Agreement may require the engagement of a Licensed Site Professional (LSP) registered with the Commonwealth of Massachusetts under Massachusetts General Law Chapter 21A and the regulations promulgated by the Massachusetts Department of Environmental Protection (MADEP) thereunder (collectively the LSP Program). These laws and regulations place upon the LSP certain professional obligations owed to the public, including in some instances a duty to disclose the existence of certain environmental contaminants to the MADEP. In the event that any site for which VHB has provided LSP services is audited by MADEP pursuant to the provisions of the Massachusetts Contingency Plan, VHB shall be entitled to additional compensation to provide such services as may be necessary to assist Client in its response to MADEP.

Client understands and acknowledges that in the event the LSP's obligations under the LSP Program conflict in any way with the terms and conditions of this Agreement or the wishes or intentions of Client, the LSP is bound by law to comply with the requirements of the LSP Program. Accordingly, Client recognizes that the LSP shall be immune for all civil liability resulting from any alleged and/or actual conflict with the LSP Program. Client also agrees to hold VHB and its LSP harmless for any claims, losses, damages, fines, or administrative, civil, or criminal penalties resulting from the LSP's fulfillment of its obligations under the LSP Program.

PROJECTS LOCATED IN FLORIDA. Florida Statutes Section 633.0025 (2013), an individual employee or agent may not be held individually liable for economic damages resulting from negligence occurring within the course and scope of this Agreement.

Public Hearing – TAP Grant Easements



TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: February 14, 2020
To: Russ Dean, Town Manager
From: Dave Sharples, Town Planner
Re: Transportation Alternatives Program (TAP)

I am writing this memorandum to request that you place the first of two public hearings regarding the acquisition of land needed to complete the TAP sidewalk project on the Select Board's upcoming February 18, 2020 meeting agenda. As a brief background, the Town received a Transportation Alternatives Program (TAP) grant to connect existing sidewalks on Epping Road, Winter Street and Spring Street. The project was voted in at the March 2017 Town Meeting. During the project design, it was discovered that the Town needs to acquire a handful of easements to complete the project. I just got the last landowner to sign off on the easement so all owners are now on board with providing easements to the town.

As the last step in the process, the Select Board needs to vote to approve the acquisition of the easements. However, according to NHRSA 41-14-a (attached), the Select Board needs to receive a recommendation from both the Conservation Commission and Planning Board and hold two public hearings (not less than 10 days but not more than 14 days apart) and then vote to accept the easements no sooner than 7 days nor later than 14 days after the second public hearing is held. I would respectfully suggest the following timeline that would satisfy the requirements of the RSA:

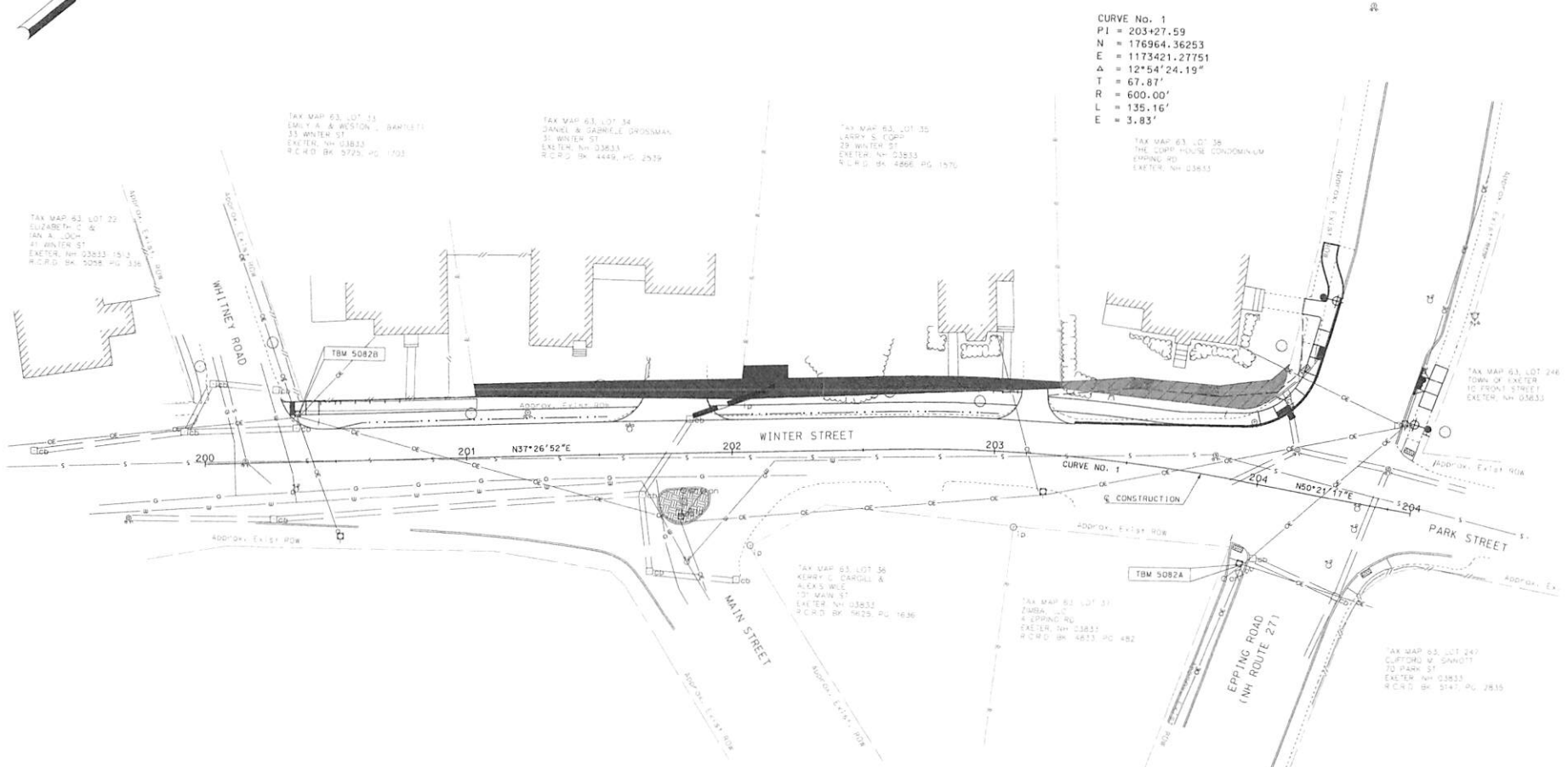
February 18, 2020: Hold first public hearing
March 2, 2020: Hold second public hearing
March 16, 2020: Vote on easement acquisition

I appeared before the Conservation Commission at their February 11, 2020 meeting and the Planning Board at their February 13, 2020 meeting and they had no objection to the Town acquiring the easements. Both boards voted unanimously for the following motion: *"Upon review of the Easement plans completed by Hoyle Tanner and Associates and as presented by the Exeter Town Planner regarding the installation of sidewalks on a portion of Epping Road, Winter Street and Spring Street, I move that the Planning Board/Conservation Commission has no objection to the Town acquiring said easements to complete the Transportation Alternatives Program project."*

I have attached a colored plan set showing the easements that are needed to complete the project. I will provide a brief presentation of the project and the easement plans at the hearing.

Thank You.

enc (1)



CURVE No. 1
 P1 = 203+27.59
 N = 176964.36253
 E = 1173421.27751
 Δ = 12°54'24.19"
 T = 67.87'
 R = 600.00'
 L = 135.16'
 E = 3.83'

EASEMENT PLAN
 SCALE: 1" = 20'

VERTICAL CONTROL (TBM) TABLE

NUMBER	ELEVATION	STATION & OFFSET	DESCRIPTION
TBM 5082B	63.94	200+35.64, LT 16.89	MAG. NAIL SET UP 12" IN POLE NE 1/4 T/15A/648
TBM 5082A	67.20	204+00.62, RT 30.86	MAG. NAIL SET UP 6" IN POLE 327/6121

TABLE OF PROPERTY ACQUISITION

PARCEL NO.	PROPERTY OWNER	TOTAL AREA OF PARCEL		AREA OF TAKE		REMAINDER		EASEMENT				CROWD PTS OF ACCESS	REV NO.
		AC	SF	AC	SF	LT	RT	PERMANENT	TEMPORARY	TYPE	DESCRIPTION		
MAP 63, LOT 34	DANIEL & GABRIELE GROSSMAN	0.54						639		SIDEWALK			
MAP 63, LOT 35	LARRY S. COPP	0.30						226		SIDEWALK/DRAINAGE			
MAP 63, LOT 38	THE COPP HOUSE CONDOMINIUM	0.26						609		SIDEWALK			
									603	SLOPE		1 YR FROM PROJECT COMPLETION	

LEGEND
 TEMPORARY EASEMENT
 PERMANENT EASEMENT

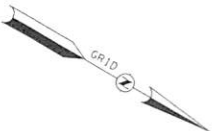
REV	DESCRIPTION	DATE

PROJECT NO. 09224
 SHEET NO. **2**
 DATE: MARCH 2019

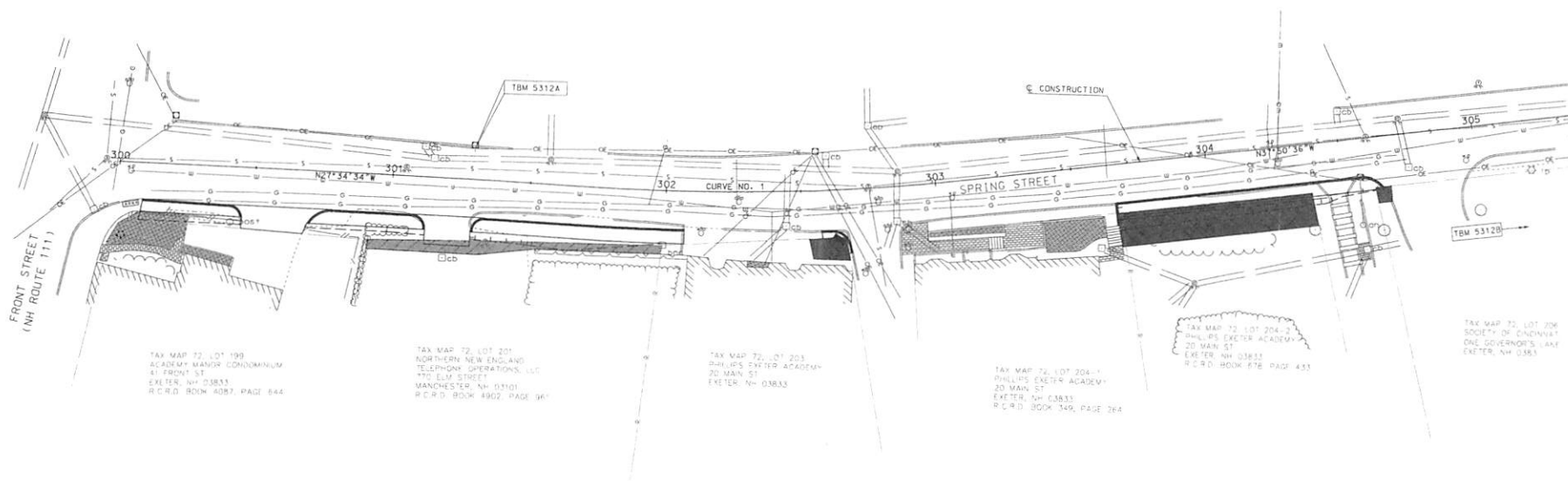
Hoyle, Tanner & Associates, Inc.
 150 Dow Street, Manchester, NH 03101-1227
 Tel: (603) 669-5555 Fax: (603) 669-4168
 www.hoyletanner.com

TOWN OF EXETER
 EXETER, NEW HAMPSHIRE
 EXETER TAP SIDEWALK PROJECT
 WINTER STREET EASEMENT PLAN

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CURVE No. 1
 PI = 302+40.02
 N = 176017.17683
 E = 1176256.83359
 $\Delta = 10^{\circ}16'02.51''$
 T = 71.87'
 R = 800.00'
 L = 143.36'
 E = 3.22'



TAX MAP 72, LOT 199
 ACADEMY MANDR CONDOMINIUM
 41 FRONT ST
 EXETER, NH 03833
 R.C.R.D. BOOK 4087, PAGE 844

TAX MAP 72, LOT 201
 NORTHERN NEW ENGLAND
 TELEPHONE OPERATIONS, LLC
 770 ELM STREET
 MANCHESTER, NH 03101
 R.C.R.D. BOOK 4802, PAGE 361

TAX MAP 72, LOT 203
 PHILLIPS EXETER ACADEMY
 20 MAIN ST
 EXETER, NH 03833

TAX MAP 72, LOT 204-1
 PHILLIPS EXETER ACADEMY
 20 MAIN ST
 EXETER, NH 03833
 R.C.R.D. BOOK 349, PAGE 384

TAX MAP 72, LOT 204-2
 PHILLIPS EXETER ACADEMY
 20 MAIN ST
 EXETER, NH 03833
 R.C.R.D. BOOK 378, PAGE 431

TAX MAP 72, LOT 206
 SOCIETY OF CINCINNATI
 ONE GOVERNOR'S LANE
 EXETER, NH 03833

VERTICAL CONTROL (TBM) TABLE

NUMBER	ELEVATION	STATION & OFFSET	DESCRIPTION
TBM 5312A	34.40	301+28.82, LT 11, 34'	MAG. NAIL SET UP 12" IN POLE 180/2
TBM 5312B	12.70	305+55.86, RT 15, 28'	MAG. NAIL SET UP 12" IN POLE 180/6

EASEMENT PLAN
 SCALE: 1" = 20'

TABLE OF PROPERTY ACQUISITION

PARCEL NO.	PROPERTY OWNER	TOTAL AREA OF PARCEL	AREA OF TAKE		REMAINDER		EASEMENT				CARROW PTS OF ACCESS	REV NO.	
			AC	AC	LT	RT	PERMANENT TYPE	SF	DESCRIPTION	TEMPORARY EXPIRES (DURATION)			
MAP 72, LOT 201	NORTHERN NEW ENGLAND TELEPHONE OPERATIONS, LLC	0.42											
MAP 72, LOT 203	PHILLIPS EXETER ACADEMY	0.40											
MAP 72, LOT 204-1	PHILLIPS EXETER ACADEMY	0.12					114	SIDEWALK					
MAP 72, LOT 204-2	PHILLIPS EXETER ACADEMY	0.11					900	SIDEWALK/RETAINING WALL					
MAP 72, LOT 206	SOCIETY OF CINCINNATI	0.35					31	SIDEWALK					

LEGEND
 TEMPORARY EASEMENT
 PERMANENT EASEMENT

PROJECT NO. 095224
 SHEET NO. 3
 SHEET 3 OF 3

Hoyle, Tanner & Associates, Inc.
 150 Dow Street, Manchester, NH 03101-1227
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 www.hoyletanner.com

TOWN OF EXETER
 EXETER, NEW HAMPSHIRE
 EXETER TAP SIDEWALK PROJECT
 SPRING STREET EASEMENT PLAN

REVISIONS TABLE:

NO.	DATE	DESCRIPTION

DATE: MARCH 2019

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E-911 Committee Recommendations



TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: February 11, 2020
To: Russ Dean, Town Manager
From: Dave Sharples, Town Planner
Re: Street name recommendation

I'm writing this memorandum after the E911 Committee has recommended a street name change. As you know, the E911 Committee was created in part to review the street addressing audit completed by the State of New Hampshire Division of Emergency Services and Communication (DESC). The DESC created a map and report that outlined a list of suggested changes to the Town's street names and addresses. The E911 Committee has reviewed the report and is still in the process of making recommendations consistent with the findings of the report. The Committee is recommending the following action followed by a brief description of why the decision was made. I have enclosed a map of the change that illustrates the recommendation.

Recommendation # 1: Change the name of Spruce Court to Cape Lane and renumber the six structures in accordance with *Chapter 14 Assigning Street Names and Numbers*.

Analysis: The DESC report recommends changing the name of Spruce Court because there is a Spruce St. The Addressing Standards Guide prepared by the NH Department of Safety states:

"Each Street within a municipality should be given its own unique name to prevent confusion on the part of emergency responders. In the case of a new road, the municipality is prohibited from choosing a name which is already in use, or which is confusing similar to any such existing name or which otherwise might delay the location of any address in an emergency per RSA 231:133."

Since there is a Spruce Street already in Town, the guidelines suggest that the name should be changed since it is the same name except for the Ext at the end. This is not a new street but if this were the case then the municipality would be prohibited by law to use the name Spruce Court.

The reason the Committee chose Cape lane is that it was suggested by the residents of Spruce Court. We have checked all street names in Brentwood and Kensington and

have determined there is no Cape Street (or any other suffix) in these neighboring towns.

In regards to the renumbering, the Committee decided that the ideal time to renumber structures in accordance with Chapter 14 Assigning Street Names and Numbers would be when a name change occurs so the process can be the least impactful to residents. The Committee wants to avoid a situation where a future subdivision or the addition of any structure on the roadway necessitate renumbering. Following our new guidelines for numbering as set forth in Chapter 14 will allow future development along this roadway where addresses will be available without having to change any existing numbers.

Thank you.

enc (1)

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Facility Fee Update including Swasey Parkway Fees

**TOWN OF EXETER
MEMORANDUM**

TO: Russ Dean, Town Manager
CC: Melissa Roy, Assistant Director
FROM: Greg Bisson, Director of Parks and Recreation
RE: Facility Permitting/Rental Process
DATE: 02/18/2020

We have encountered several incidents with facility permitting in which the process should be examined:

Fees: We have had a couple of organizations decide not to rent a town facility due to the cost of the fees. The Town needs to keep the fees consistent and will follow the lead on the Select board recommendations.

Cleaning of Town Hall: Paying fees to rent a facility comes with expectations that space will be clean. Unfortunately, The Town Hall is not equipped with the proper equipment to clean the space of that magnitude. Furthermore, Town Maintenance does not have adequate time to clean in high demand times. We have received several complaints about the cleanliness of the facility. This issue not only relates to the Main Hall, but includes the balcony, backstage area, art gallery, and bathrooms. There is excessive junk in the balcony and backstage area that needs to be removed. Cleaning the entire facility is the only way to justify charging a cleaning deposit as it is difficult to verify what has been clean and what hasn't.

Fee Waivers/Consistency: Ultimately, Parks and Recreation would follow the direction of the Select Board. A waiver process would cause all the permitting to come back to the Select Board. There have been approximately two organizations that are requesting the fee be waived or reduced. Every other organization has paid.

Amenities: The Town Hall is a valuable asset but needs upgrades in amenities such as chairs, hard-wired internet, sound, and lighting. There are many groups that pay to use the space that bring in their own equipment. The chairs are the most recurring issue we hear from renters. The old chairs are a liability to the Town as they are bulky and could cause an injury. Furthermore, the current chairs damage the floor, which then requires additional maintenance. The storage of chairs is an issue as well, leaning up against the only heaters in the Main Hall and tipping over easily.

Access to facilities: There have been issues with access to the facilities. Groups are being let into the facility without proper clearance or personnel. All groups should be directed to Parks and Recreation. There are groups that also seem to have access to Town facilities without ever signing out a key. For instance, On February 1st, an unknown group used the senior center. There was never a key signed out nor paperwork submitted for rental. This was verified with the Police Department dispatch. Parks and Recreation are suggesting changing all locks at Town Hall and the Senior Center. If a group is using the space for rehearsals or meetings no equipment should be moved in the facility prior to two weeks before the performance/meetings. Right now groups leave supplies and equipment at Town Hall and the Senior Center. All groups should be carrying in/carrying out. The only exception should be rehearsals two weeks prior to the shows. The facilities should not be cluttered by other organizations belongs. These are community spaces that need to work for everyone.



TOWN OF EXETER, NEW HAMPSHIRE

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FEE SCHEDULE FOR FACILITIES/EVENTS

Location Price is per day unless otherwise noted	Exeter Non-Profit	Non-Exeter Non-Profit	Exeter For Profit	Non-Exeter For Profit
Town Hall Auditorium	\$75.00	\$125.00	\$250.00	\$500.00
Town Hall Auditorium - Political Event				
Tier 1: National Political Campaign Presidential & U.S. Senator Campaigns	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00
Tier 2: State Political Campaign State Governor & U.S. Congressmen	\$500.00	\$500.00	\$500.00	\$500.00
Tier 3: Regional Campaign NH State Senator, NH District Representative, Executive Council	\$150.00	\$150.00	\$150.00	\$150.00
Tier 4: Local Campaign Exeter Select Board or other Exeter Area Elected positions	\$25.00	\$25.00	\$25.00	\$25.00
Town Hall Side Room, 1 st Floor**	\$20.00	\$40.00	\$60.00	\$60.00
Town Hall Art Gallery/Second Floor	\$75.00	\$125.00	\$250.00	\$500.00
Town Hall Gallery Backroom	\$25.00	\$75.00	\$100.00	\$125.00
Town Office Nowak Room**	\$40.00	n/a	n/a	n/a
Town Office Wheelwright Room**	\$30.00	n/a	n/a	n/a
Recreation Building**	\$20.00	\$40.00	\$60.00	\$60.00
Senior Center Building**	\$20.00	\$40.00	\$60.00	\$60.00
Custodial Fee (proposed/all buildings)	\$30/hour when required	\$30/hour when required	\$30/hour when required	\$30/hour when required
Road Race Permit	\$25.00 + Police Detail	\$50.00 + Police Detail	\$50.00 + Police Detail	\$50.00 + Police Detail

**Up to 2 hour block when available. Single hour uses would be \$20.00. \$40.00 fee per hour would apply after 2 hours of use.

1. Single events booking facilities (non-profits only) that last more than three consecutive days will have a flat rate of \$200. This fee does not replace single day rehearsal fees for plays.
2. Use of facilities (Town Hall Auditorium) for single use rehearsal play days will be billed at the rate of \$10 per daily use, with a two hour limit. The day of the event will be considered a standard Non-Profit/For Profit fee of either \$75, \$125, \$250, or \$500. The \$10 fee daily discount only applies for rehearsals related to a permitted event at the Town Hall facility.
3. Town Office Nowak and Wheelwright Rooms are not considered available during regular business hours.
4. Town Hall Side Room fee applies when room is used separately by an organization. It will not be added to the Town Hall Auditorium fee for a single user.

**Adopted by the Select Board January 7, 2019.
Amended by the Select Board August 12, 2019.**

Rules for Use of Swasey Parkway Exeter, New Hampshire

The purpose of the guidelines is to assure the safety and pleasure of the recreational users of the Parkway and the preservation of the grounds and structures. The Parkway is open to the public, citizens, and non-citizens of the Town of Exeter. The green space and walkway are the responsibility of the Trustees of Swasey Parkway. The public roadway is the responsibility of the Select Board of the Town of Exeter. We are all its caretakers.

- Open hours are from dawn to dusk; year-round.
- Abuse, destruction or defacing of property within the Parkway is strictly forbidden.
- Swasey Parkway is a carry-in, carry-out area. Littering is prohibited.
- Signs are prohibited.
- The distribution of posters and handbills is prohibited.
- Dogs and other pets are prohibited.
- The use of tent stakes is not permitted.
- The use of bicycles, skateboards and other such vehicles is limited to the street only.
- Nothing is to be attached to the trees or shrubs; either permanently or temporarily.
- There can be no removal of trees or shrubs or any part of these except with the permission of the Trustees.
- Design, construction and planting decisions are made by consultation with the Trustees.
- The Pavilion use along with any planned activity in the parkway must have approval by the Parks and Recreation Department by permit.
- No individual or group may charge for the use, or fenced in areas, of Swasey Parkway except for events in which state law requires containment, such as for events that sell alcoholic beverages. In addition, permits for such events must be issued by the Town of Exeter. Fines for nonadherence to these rules are administered according to Town ordinances.

The Trustees of Swasey Parkway are grateful to the many who take a proprietary interest in preserving and maintaining Swasey Parkway. We all owe it to future generations to care for this special place.

Category	# of Vendors	Length of Event	Resident vs. Non Resident	Number of People Attending	Fees
Non-Profit		One- Day Event	Resident Organization	Up To 50 People	\$75
Non-Profit		One- Day Event	Resident Organization	More than 50	\$150
Non-Profit		One - Day Event	Non- Resident Organization	Up to 50 people	\$150
Non-Profit		One - Day Event	Non- Resident Organization	More than50	\$300
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For Profit	Single//Multiple Vendor(s)	One-Day Event	N/A	More than 50	\$250
	Single Vendor	Seasonal	N/A	More than 50	\$1,000
	Multiple Vendors	Seasonal	N/A	More than 50	\$1,200

Town of Exeter Budget 2020 Public Works Maintenance-Town Buildings														
Account Number	Org	Object	Description	2017 Budget	2018 Budget	2018 Actual	2019 Budget	YTD Expense Actuals as of 10/31/19	2020 Prelim Budget	2020 BRC Budget	2020 Prelim Budget vs. 2019 Budget \$ Increase/-	2020 SB Budget	2020 Default Budget	Explanation
Recreation Center														
01-4311-0607-4110	01419407	55326	Parks & Rec-Water/Sewer Bills	4,500	4,500	1,147	4,500	549	4,500	4,500	-	4,500	4,500	Pool House, Court St bldg & garage, Town Hse Common
01-4311-0607-4300	01419407	55022	Parks& Rec- Building Maintenance	4,314	4,000	2,821	4,000	8,959	6,000	6,000	2,000	6,000	4,000	Pool House, Court St bldg & garage
01-4311-0607-6210	01419407	55194	Parks & Rec- Natural Gas	10,000	8,000	6,696	8,000	4,982	8,000	8,000	-	8,000	8,000	Natural Gas for Rec Center
01-4311-0607-6220	01419407	55092	Parks & Rec- Electricity	12,000	12,000	13,853	12,000	11,193	12,000	12,000	-	12,000	12,000	Supply- UMG fixed price contract expires 11/30/21; Delivery- Unitil
			General Expenses Total	30,814	28,500	24,516	28,500	25,683	30,500	30,500	2,000	30,500	28,500	
			Recreation Center Total	30,814	28,500	24,516	28,500	25,683	30,500	30,500	2,000	30,500	28,500	
Town Hall														
01-4311-0608-4110	01419408	55326	Town Hall- Water/Sewer Bills	300	500	1,251	600	995	810	810	210	810	600	Water & Sewer for Town Hall, combined 35% rate increase for 2020
01-4311-0608-4300	01419408	55022	Town Hall- Building Maintenance	7,000	10,000	8,566	10,000	5,881	10,000	10,000	-	10,000	10,000	restrooms, heating system, lighting, doors, locks
01-4311-0608-6210	01419408	55194	Town Hall- Natural Gas	18,000	18,000	13,510	18,000	9,705	18,000	18,000	-	18,000	18,000	
01-4311-0608-6220	01419408	55092	Town Hall- Electricity	9,800	8,500	7,634	8,500	5,953	8,500	8,500	-	8,500	8,500	Supply- UMG fixed price contract expires 11/30/21; Delivery- Unitil; LED retrofits payback
			General Expenses Total	35,100	37,000	30,961	37,100	22,534	37,310	37,310	210	37,310	37,100	
			Town Hall Total	35,100	37,000	30,961	37,100	22,534	37,310	37,310	210	37,310	37,100	
Town Office														
01-4311-0609-4110	01419409	55326	Town Office- Water/Sewer Bills	650	700	663	850	838	1,150	1,150	300	1,150	850	Water & Sewer for Town Office, combined 35% rate increase for 2020
01-4311-0609-4300	01419409	55022	Town Office- Building Maintenance	10,000	10,000	11,398	10,000	11,781	12,000	12,000	2,000	12,000	10,000	HVAC, fans, lighting, carpet cleaning, electrical circuits, doors, locks, office configs
01-4311-0609-6210	01419409	55194	Town Office- Natural Gas	9,000	9,000	6,901	9,000	4,986	9,000	9,000	-	9,000	9,000	
01-4311-0609-6220	01419409	55092	Town Office- Electricity	18,000	16,500	15,103	16,000	10,550	16,000	16,000	-	16,000	16,000	Supply- UMG fixed price contract expires 11/30/21; Delivery- Unitil
			General Expenses Total	37,650	36,200	34,066	35,850	28,155	38,150	38,150	2,300	38,150	35,850	
			Town Office Total	37,650	36,200	34,066	35,850	28,155	38,150	38,150	2,300	38,150	35,850	
Senior Center														
01-4311-0610-4110	01419410	55326	Sr Center- Water/Sewer Bills	650	650	908	750	710	1,010	1,010	260	1,010	750	Water & Sewer for Senior Center, combined 35% rate increase for 2020
01-4311-0610-4300	01419410	55022	Sr Center -Building Maintenance	4,000	4,000	2,975	4,000	1,035	4,000	4,000	-	4,000	4,000	heating system, air conditioners, lighting, plumbing & electrical
01-4311-0610-6210	01419410	55194	Sr Center - Natural Gas	4,000	4,000	3,796	4,200	2,789	4,200	4,200	-	4,200	4,200	
01-4311-0610-6220	01419410	55092	Sr Center- Electricity	5,000	5,000	3,995	5,000	3,241	5,000	5,000	-	5,000	5,000	Supply- UMG fixed price contract expires 11/30/21; Delivery- Unitil
			General Expenses Total	13,650	13,650	11,673	13,950	7,775	14,210	14,210	260	14,210	13,950	
			Senior Center Total	13,650	13,650	11,673	13,950	7,775	14,210	14,210	260	14,210	13,950	
Safety Complex														
01-4311-0611-4110	01419411	55326	SC- Water/Sewer Bills	4,000	4,000	6,249	5,500	4,762	7,400	7,400	1,900	7,400	5,500	Water & Sewer for Safety Complex, combined 35% rate increase for 2020
01-4311-0611-4300	01419411	55022	SC- Building Maintenance	12,000	12,000	7,186	12,000	11,247	12,000	12,000	-	12,000	12,000	plumbing, 10 - 12' high overhead doors, 24/7 operation
01-4311-0611-6210	01419411	55194	SC- Natural Gas	16,000	15,000	11,685	12,000	10,615	12,000	12,000	-	12,000	12,000	Natural Gas for Safety Complex; new boilers, solar domestic hot water
01-4311-0611-6220	01419411	55092	SC- Electricity	47,500	45,000	36,641	42,000	27,667	42,000	42,000	-	42,000	42,000	Supply- UMG fixed price contract expires 11/30/21; Delivery- Unitil
			General Expenses Total	79,500	76,000	61,761	71,500	54,291	73,400	73,400	1,900	73,400	71,500	
			Safety Complex Total	79,500	76,000	61,761	71,500	54,291	73,400	73,400	1,900	73,400	71,500	
DPW Complex														
01-4311-0612-4110	01419412	55326	DPW Complex- Water/Sewer Bills	700	800	1,434	850	1,013	2,700	2,700	1,850	2,700	850	Water & Sewer (connected to Town water in 2019); combined 35% rate increase for 2020
01-4311-0612-4300	01419412	55022	DPW Complex- Building Maintenance	12,000	12,000	8,884	12,000	12,423	12,000	12,000	-	12,000	12,000	HVAC, unit heaters, lighting, electrical, 16 - 12' overhead doors, waste oil furnace, well pump, wash bay, admin building, hwy/maint garages, salt barn
01-4311-0612-6210	01419412	55194	DPW Complex Natural Gas	18,000	18,000	16,941	18,500	14,526	18,500	18,500	-	18,500	18,500	Natural Gas for DPW Complex
01-4311-0612-6220	01419412	55092	DPW Complex- Electricity	19,000	16,500	14,669	17,000	10,294	17,000	17,000	-	17,000	17,000	Supply- UMG fixed price contract expires 11/30/21; Delivery- Unitil
			General Expenses Total	49,700	47,300	41,928	48,350	38,256	50,200	50,200	1,850	50,200	48,350	
			DPW Complex Total	49,700	47,300	41,928	48,350	38,256	50,200	50,200	1,850	50,200	48,350	
Train Station														
01-4311-0613-4110	01419413	55326	Train Station- Water/Sewer Bills	100	100	83	100	43	135	135	35	135	100	Water for Train Station (seasonal)
01-4311-0613-5000	01419413	55293	Train Station- Supplies	3,800	3,800	51	3,800	1,625	3,800	3,800	-	3,800	3,800	Light fixtures, ice melt, electrical breakers, signage
	01419413		Train Station- Platform Lease Liability			20,820	-	21,426	22,069	22,069	22,069	22,069	22,069	Platform Lease Liability for Train Station (from GG Liability Ins.)
01-4311-0613-6220	01419413	55092	Train Station-Electricity	7,500	6,000	5,291	6,000	3,929	6,000	6,000	-	6,000	6,000	Supply- UMG fixed price contract expires 11/30/21; Delivery- Unitil
			General Expenses Total	11,400	9,900	26,244	9,900	27,023	32,004	32,004	22,104	32,004	31,989	

Town of Exeter														
Budget 2020														
Public Works Maintenance-Town Buildings														
Account Number	Org	Object	Description	2017 Budget	2018 Budget	2018 Actual	2019 Budget	YTD Expense Actuals as of 10/31/19	2020 Prelim Budget	2020 BRC Budget	2020 Prelim Budget vs. 2019 Budget \$ Increase/-	2020 SB Budget	2020 Default Budget	Explanation
01-4311-0613-7623	01419413	55305	Train Station- Platform Lease	3,100	3,150	3,244	3,244	3,312	3,400	3,400	156	3,400	3,244	Platform Lease for Train Station
			Capital Outlay Total	3,100	3,150	3,244	3,244	3,312	3,400	3,400	156	3,400	3,244	
			Train Station Total	14,500	13,050	29,488	13,144	30,335	35,404	35,404	22,260	35,404	169.35%	35,213
Swasey Parkway														
	01458908	51200	Swasey Parkway- Sal/Wages PT			149		353			-			
	01458908	52200	Swasey Parkway- FICA			9		18			-			
	01458908	52210	Swasey Parkway- Medicare			2		4			-			
01-4194-0116-4330	01458908	55295	Swasey Parkway-Maintenance	10,000	10,000	9,395	10,000	24,542	10,000	10,000	-	10,000	10,000	Mowing and maintenance
01-4194-0116-6220	01458908	55092	Swasey Parkway-Electricity	950	950	1,394	950	1,067	950	950	-	950	950	Electricity
			Swasey Parkway Total	10,950	10,950	10,950	10,950	25,984	10,950	10,950	-	10,950	0.00%	10,950
Other Town Structures														
01-4311-0614-4303	01419414	55225	Powder House Maintenance	1,000	1,000	-	1,000	256	1,000	1,000	-	1,000	1,000	ground and exterior lighting fixtures, flag, pole (subject to vandalism)
01-4311-0614-4304	01419414	55268	Simpson Estate Maintenance	1,000	1,000	1,102	1,000	-	1,000	1,000	-	1,000	1,000	major maintenance of occupied home
01-4311-0614-4305	01419414	55015	Bandstand Maintenance	1,000	1,000	-	1,000	126	1,000	1,000	-	1,000	1,000	Historic icon, specialty lighting
01-4311-0614-4308	01419414	55147	Historical Society Bldg Maintenance	6,000	6,000	1,201	6,000	4,115	4,000	4,000	(2,000)	4,000	6,000	heating system, air conditioner, lighting, electrical, plumbing, interior repairs
01-4311-0614-43xx	01419414	55372	Raynes Barn Building Maintenance	500	500	-	500	-	500	500	-	500	500	Maintenance - Transferred from Con Comm
01-4311-0614-6220	01419414	55092	Electricity-Other Town Bldgs	1,330	1,000	1,690	1,500	1,289	1,500	1,500	-	1,500	1,500	Supply- UMG fixed price contract expires 11/30/21; Delivery- Unitil up 15%; Powderhouse, Bandstand, Raynes Barn, String Bridge
			General Expenses Total	10,830	10,500	3,993	11,000	5,786	9,000	9,000	(2,000)	9,000	-18.18%	11,000
			Other Town Structures Total	10,830	10,500	3,993	11,000	5,786	9,000	9,000	(2,000)	9,000	-18.18%	11,000
01-4311-0616-7501	01419406	55177	PM- Maintenance Projects	97,178	100,000	15,415	100,000	54,454	100,000	100,000	-	100,000	100,000	
			Total Maintenance Projects	97,178	100,000	15,415	100,000	54,454	100,000	100,000	-	100,000	0.00%	100,000
			Town Buildings/Maintenance Total	379,872	373,150	284,752	370,344	293,254	399,124	399,124	28,780	399,124	7.77%	392,413

Facility Reservation Report

Facility Reservation Report

Rsv#	Reservee	Class	Loc	Facil	Arvl Date	Dept Date	H'Cnt	Fees/Tax	Amt Paid	Total Due	Days
2414	KLB Tours/Gilman Grange	ROOM	SRCTR	ROOM	01/06/2020	01/06/2020	0	0.00	0.00	0.00	20
2519	Exeter TV	ROOM	TOWN	ROOM	01/05/2020	01/05/2020	0	0.00	0.00	0.00	4
2529	Team	Bandstand	Town Hall B	Bandstand	04/03/2020	04/03/2020	0	0.00	0.00	0.00	1
2556	Fiddle Ensemble/ Fiddle Le	Main Hall	Town Hall M	Main Hall	03/29/2020	03/29/2020	20	0.00	0.00	0.00	1
2559	Fiddle Ensemble/ Fiddle Le	Main Hall	Town Hall M	Main Hall	04/18/2020	04/18/2020	0	0.00	0.00	0.00	1
2570	Pine St Players at Christ Ch	Main Hall	Town Hall M	Main Hall	04/26/2020	05/03/2020	0	0.00	0.00	0.00	7
2574	Alzheimer's Assoc	ROOM	SRCTR	ROOM	01/14/2020	01/14/2020	0	0.00	0.00	0.00	24
2586	Team	Bandstand	Town Hall B	Bandstand	05/15/2020	05/17/2020	0	0.00	0.00	0.00	2
2586	Team	PKWAY	SWASY	PKWAY	05/16/2020	05/16/2020	0	150.00	0.00	150.00	1
2595	Seacoast Photographers A	Art Gallery	Town Hall A	Art Gallery	05/02/2020	05/02/2020	0	0.00	0.00	0.00	10
2604	DAV	ROOM	SRCTR	ROOM	03/03/2020	03/03/2020	0	80.00	0.00	80.00	8
2610	NH Society of Photographic	Art Gallery	Town Hall A	Art Gallery	01/04/2020	01/04/2020	0	200.00	200.00	0.00	30
2630	VFW Post 2181	ROOM	SRCTR	ROOM	01/21/2020	01/21/2020	0	60.00	60.00	0.00	6
2722	Swag on Swasey	PKWAY	SWASY	PKWAY	04/25/2020	04/25/2020	0	1,000.00	0.00	1,000.00	4
2731	Exeter Area GFWC	ROOM	SRCTR	ROOM	01/09/2020	01/09/2020	0	0.00	0.00	0.00	5
2732	Exeter Area GFWC Girls &	ROOM	SRCTR	ROOM	01/12/2020	01/12/2020	0	0.00	0.00	0.00	5
2744	Exeter Area Kiwanis Club	Main Hall	Town Hall M	Main Hall	09/04/2020	09/04/2020	0	0.00	0.00	0.00	1
2747	Team	Bandstand	Town Hall B	Bandstand	09/19/2020	09/19/2020	2000	0.00	0.00	0.00	1
2747	Team	Main Hall	Town Hall M	Main Hall	09/19/2020	09/19/2020	2000	0.00	0.00	0.00	1
2747	Team	PKWAY	SWASY	PKWAY	09/19/2020	09/19/2020	0	150.00	150.00	0.00	1
2749	Exeter JR Baseball League	ROOM	SRCTR	ROOM	01/02/2020	01/02/2020	0	200.00	200.00	0.00	10
2752	Exeter TV	ROOM	TOWN	ROOM	05/03/2020	05/03/2020	0	0.00	0.00	0.00	7
2753	Exeter TV	ROOM	TOWN	ROOM	01/18/2020	01/18/2020	0	0.00	0.00	0.00	10
2760	Girl Scouts Daisy Troop 10	ROOM	SRCTR	ROOM	01/09/2020	01/09/2020	0	0.00	0.00	0.00	10
2766	Exeter Historical Society	Main Hall	Town Hall M	Main Hall	05/05/2020	05/05/2020	0	0.00	0.00	0.00	1
2778	Pine St Players at Christ Ch	Green Roo	Town Hall	Green Roo	05/24/2020	05/31/2020	0	0.00	0.00	0.00	7
2778	Pine St Players at Christ Ch	Main Hall	Town Hall M	Main Hall	05/24/2020	05/31/2020	0	250.00	250.00	0.00	7
2779	Exeter Area Kiwanis Club	Bandstand	Town Hall B	Bandstand	09/04/2020	09/04/2020	0	0.00	0.00	0.00	3
2779	Exeter Area Kiwanis Club	Main Hall	Town Hall M	Main Hall	09/05/2020	09/05/2020	0	0.00	0.00	0.00	2
2780	Pine St Players at Christ Ch	Bandstand	Town Hall B	Bandstand	05/24/2020	05/31/2020	0	0.00	0.00	0.00	7
2783	Team	Main Hall	Town Hall M	Main Hall	04/03/2020	04/03/2020	0	0.00	0.00	0.00	1
2784	Town Energy Committee	Bandstand	Town Hall B	Bandstand	09/20/2020	09/20/2020	0	0.00	0.00	0.00	1
2784	Town Energy Committee	Main Hall	Town Hall M	Main Hall	09/20/2020	09/20/2020	0	0.00	0.00	0.00	1
2792	Heronfield Academy	Main Hall	Town Hall M	Main Hall	01/28/2020	01/28/2020	0	0.00	0.00	0.00	4
2793	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	10/03/2020	10/03/2020	0	0.00	0.00	0.00	2
2795	Swag on Swasey	PKWAY	SWASY	PKWAY	08/29/2020	08/29/2020	0	750.00	0.00	750.00	3
2797	Heronfield Academy	Main Hall	Town Hall M	Main Hall	05/19/2020	05/19/2020	0	0.00	0.00	0.00	4
2803	Seacoast Photographers A	Art Gallery	Town Hall A	Art Gallery	05/04/2020	05/08/2020	0	0.00	0.00	0.00	8
2804	Seacoast Photographers A	Art Gallery	Town Hall A	Art Gallery	05/18/2020	05/22/2020	0	0.00	0.00	0.00	8
2824	Musical Arts LLC	Main Hall	Town Hall M	Main Hall	01/11/2020	01/11/2020	175	0.00	0.00	0.00	1
2827	Community Arts Initiative of	Art Gallery	Town Hall A	Art Gallery	04/07/2020	04/07/2020	0	0.00	0.00	0.00	8
2828	Community Arts Initiative of	Art Gallery	Town Hall A	Art Gallery	08/31/2020	08/31/2020	0	0.00	0.00	0.00	9
2829	Community Arts Initiative of	Art Gallery	Town Hall A	Art Gallery	11/02/2020	11/02/2020	0	0.00	0.00	0.00	7
2830	Exeter Sustainability Adviso	Green Roo	Town Hall	Green Roo	03/27/2020	03/27/2020	0	0.00	0.00	0.00	2

Facility Reservation Report

Facility Reservation Report

Rsv#	Reservee	Class	Loc	Facil	Arvl Date	Dept Date	H'Cnt	Fees/Tax	Amt Paid	Total Due	Days
2830	Exeter Sustainability Adviso	Main Hall	Town Hall M	Main Hall	03/27/2020	03/27/2020	150	0.00	0.00	0.00	2
2833	Bright & Lyon Productions	Main Hall	Town Hall M	Main Hall	04/21/2020	04/21/2020	300	0.00	0.00	0.00	1
2844	Acorn School	Main Hall	Town Hall M	Main Hall	02/14/2020	02/14/2020	0	150.00	150.00	0.00	1
2845	Taoist Tai Chi Society	ROOM	SRCTR	ROOM	01/25/2020	01/25/2020	0	60.00	60.00	0.00	1
2848	Exeter Parks & Recreation	ROOM	SRCTR	ROOM	01/22/2020	01/22/2020	0	0.00	0.00	0.00	1
2851	Racial Unity Team	Art Gallery	Town Hall A	Art Gallery	09/25/2020	09/25/2020	0	0.00	0.00	0.00	3
2851	Racial Unity Team	Bandstand	Town Hall B	Bandstand	09/25/2020	09/25/2020	0	0.00	0.00	0.00	3
2851	Racial Unity Team	Main Hall	Town Hall M	Main Hall	09/26/2020	09/26/2020	0	0.00	0.00	0.00	2
2855	Exeter Youth Soccer Assoc	ROOM	SRCTR	ROOM	01/28/2020	01/28/2020	0	20.00	20.00	0.00	1
2856	Icy Hill Co-Op	ROOM	SRCTR	ROOM	01/13/2020	01/13/2020	0	240.00	0.00	240.00	12
2860	AA Fridays	ROOM	SRCTR	ROOM	01/03/2020	01/03/2020	0	40.00	40.00	0.00	5
2863	Exeter Parks & Recreation	Green Roo	Town Hall	Green Roo	02/07/2020	02/07/2020	0	0.00	0.00	0.00	3
2863	Exeter Parks & Recreation	Main Hall	Town Hall M	Main Hall	02/07/2020	02/07/2020	0	0.00	0.00	0.00	3
2864	A toast to our Troops	Main Hall	Town Hall M	Main Hall	11/08/2020	11/08/2020	0	0.00	0.00	0.00	1
2865	Litfest	Art Gallery	Town Hall A	Art Gallery	04/04/2020	04/04/2020	0	0.00	0.00	0.00	1
2868	Exeter Parks & Recreation	ROOM	SRCTR	ROOM	02/25/2020	02/25/2020	0	0.00	0.00	0.00	11
2870	STEWART, SARAH	Main Hall	Town Hall M	Main Hall	02/02/2020	02/02/2020	0	0.00	0.00	0.00	1
2873	Exeter Parks & Recreation	Main Hall	Town Hall M	Main Hall	01/02/2020	01/02/2020	0	0.00	0.00	0.00	1
2874	AA Saturdays Exeter Seren	ROOM	SRCTR	ROOM	01/04/2020	01/04/2020	0	0.00	0.00	0.00	52
2875	AA - Sunday	ROOM	SRCTR	ROOM	01/05/2020	01/05/2020	0	0.00	0.00	0.00	52
2878	Planning & Building Depart	Main Hall	Town Hall M	Main Hall	01/21/2020	01/21/2020	0	0.00	0.00	0.00	1
2880	TULLY, MICHAEL	ROOM	SRCTR	ROOM	02/01/2020	02/01/2020	0	20.00	20.00	0.00	1
2881	Racial Unity Team	Art Gallery	Town Hall A	Art Gallery	09/21/2020	09/21/2020	0	0.00	0.00	0.00	4
2883	AA Fridays	ROOM	SRCTR	ROOM	02/07/2020	02/07/2020	0	80.00	80.00	0.00	4
2889	Seabreeze Quilt Guild	ROOM	SRCTR	ROOM	01/14/2020	01/14/2020	0	440.00	0.00	440.00	22
2891	Seabreeze Quilt Guild	ROOM	SRCTR	ROOM	09/22/2020	09/22/2020	0	20.00	0.00	20.00	1
2896	Bernie 2020	Main Hall	Town Hall M	Main Hall	01/18/2020	01/18/2020	0	0.00	0.00	0.00	1
2898	Exeter TV	ROOM	TOWN	ROOM	01/01/2020	01/01/2020	0	0.00	0.00	0.00	53
2900	MATES, JENNIFER	Main Hall	Town Hall M	Main Hall	03/04/2020	03/04/2020	0	0.00	0.00	0.00	1
2901	LAJOIE, CARIN	ROOM	SRCTR	ROOM	02/15/2020	02/15/2020	0	60.00	60.00	0.00	1
2902	Friends of Andrew Yang	Main Hall	Town Hall M	Main Hall	02/06/2020	02/06/2020	0	1,500.00	1,500.00	0.00	1
2905	SCHLEICHER, KEN	ROOM	SRCTR	ROOM	03/18/2020	03/18/2020	0	20.00	20.00	0.00	1
2909	Deval for All	Main Hall	Town Hall M	Main Hall	02/01/2020	02/01/2020	0	1,500.00	1,500.00	0.00	1
2910	Exeter Parks & Recreation	Main Hall	Town Hall M	Main Hall	02/18/2020	02/18/2020	0	0.00	0.00	0.00	1
2913	YOGA - LETS GET MOVIN	ROOM	SRCTR	ROOM	04/01/2020	04/01/2020	0	0.00	0.00	0.00	10
2914	Amy for America	Art Gallery	Town Hall A	Art Gallery	02/10/2020	02/10/2020	0	0.00	0.00	0.00	1
2914	Amy for America	Main Hall	Town Hall M	Main Hall	02/10/2020	02/10/2020	0	1,500.00	1,500.00	0.00	1
2916	American Independence M	PKWAY	SWASY	PKWAY	07/11/2020	07/11/2020	0	150.00	150.00	0.00	1
2917	Exeter Parks & Recreation	Main Hall	Town Hall M	Main Hall	06/18/2020	06/18/2020	0	0.00	0.00	0.00	10
2918	Seacoast area CROP Hung	PKWAY	SWASY	PKWAY	10/18/2020	10/18/2020	0	150.00	0.00	150.00	1
2919	AA Fridays	ROOM	SRCTR	ROOM	03/06/2020	03/06/2020	0	80.00	80.00	0.00	4
2920	KLB Tours/Gilman Grange	ROOM	SRCTR	ROOM	12/06/2020	12/06/2020	0	0.00	0.00	0.00	1
2922	Memorial Day Parade Com	PKWAY	SWASY	PKWAY	05/25/2020	05/25/2020	0	0.00	0.00	0.00	1
2923	Exeter Parks & Recreation	ROOM	SRCTR	ROOM	02/12/2020	02/12/2020	0	0.00	0.00	0.00	1

Facility Reservation Report
 Facility Reservation Report

Rsv#	Reservee	Class	Loc	Facil	Arvl Date	Dept Date	H'Cnt	Fees/Tax	Amt Paid	Total Due	Days
2926	Seacoast Growers Associat	PKWAY	SWASY	PKWAY	05/07/2020	05/07/2020	0	1,200.00	0.00	1,200.00	26
2934	WRIGHT, JEANEE	ROOM	SRCTR	ROOM	05/16/2020	05/16/2020	0	100.00	0.00	100.00	1
Report Grand Totals								10,170.00	6,040.00	4,130.00	564

Facility Reservation Report

Facility Reservation Report

SELECTION CRITERIA

GENERIC REPORT CRITERIA

Custom Title:	Facility Reservation Report
Output Template:	VSI - Facility Reservation Report
Output Type:	Summary
Sort Option:	SADETAIL_ReservationNumber,SAPerson_OrganizationORNameLastFirst,FRFacility_FacilityClass,FRFacility_
Preview Report:	yes
PDF:	Yes
Print Selection Criteria:	Yes
CSV Summary Option:	Summary Data

REPORT SPECIFIC CRITERIA

Reservation Status:	Firm,Hold,Internal,Permit - Approved,Permit - Complete,Permit - In Review,Permit - Incomplete,Permit - Rejecte
Facilities:	Art Gallery_Town Hall Art_Art Gallery,Bandstand_Town Hall Band_Bandstand,Green Room_Town Hall_Green R
Begin Reservation Date:	01/01/2020 - Actual Date 01/01/2020
End Reservation Date:	12/31/2020 - Actual Date 12/31/2020
WeekdayMatches 1 or More:	Sunday,Monday,Tuesday,Wednesday,Thursday,Friday,Saturday
Reservation Archived:	No
Cash Drawer List Lookup:	0

Facility Reservation Report

Facility Reservation Report

Resv#	Reservee	Class	Loc	Facil	Arrl Date	Dept Date	H/Ont	Fees/Tax	Amt Paid	Total Due	Days
2586	Team	PKWAY	SWASY	PKWAY	05/16/2020	05/16/2020	0	150.00	0.00	150.00	1
Reservation # 2586 Totals								150.00	0.00	150.00	1
2722	Swag on Swasey	PKWAY	SWASY	PKWAY	04/25/2020	04/25/2020	0	250.00	0.00	250.00	1
	Swag on Swasey	PKWAY	SWASY	PKWAY	05/23/2020	05/23/2020	0	250.00	0.00	250.00	1
	Swag on Swasey	PKWAY	SWASY	PKWAY	06/20/2020	06/20/2020	0	250.00	0.00	250.00	1
	Swag on Swasey	PKWAY	SWASY	PKWAY	07/25/2020	07/25/2020	0	250.00	0.00	250.00	1
Reservation # 2722 Totals								1,000.00	0.00	1,000.00	4
2747	Team	PKWAY	SWASY	PKWAY	09/19/2020	09/19/2020	0	150.00	150.00	0.00	1
Reservation # 2747 Totals								150.00	150.00	0.00	1
2793	Exeter Parks & Recreation	Gazebo	Gazebo	Swasey Par	07/11/2020	07/11/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	04/04/2020	04/04/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	06/18/2020	06/18/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	06/25/2020	06/25/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	07/02/2020	07/02/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	07/09/2020	07/09/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	07/16/2020	07/16/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	07/23/2020	07/23/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	07/30/2020	07/30/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	08/06/2020	08/06/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	08/13/2020	08/13/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	08/20/2020	08/20/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	10/03/2020	10/03/2020	0	0.00	0.00	0.00	1
	Exeter Parks & Recreation	PKWAY	SWASY	PKWAY	10/24/2020	10/24/2020	0	0.00	0.00	0.00	1
Reservation # 2793 Totals								0.00	0.00	0.00	14
2795	Swag on Swasey	PKWAY	SWASY	PKWAY	08/29/2020	08/29/2020	0	250.00	0.00	250.00	1
	Swag on Swasey	PKWAY	SWASY	PKWAY	09/26/2020	09/26/2020	0	250.00	0.00	250.00	1
	Swag on Swasey	PKWAY	SWASY	PKWAY	10/17/2020	10/17/2020	0	250.00	0.00	250.00	1
Reservation # 2795 Totals								750.00	0.00	750.00	3
2916	American Independence M	PKWAY	SWASY	PKWAY	07/11/2020	07/11/2020	0	150.00	0.00	150.00	1
Reservation # 2916 Totals								150.00	0.00	150.00	1
2918	Seacoast area CROP Hung	Gazebo	Gazebo	Swasey Par	10/18/2020	10/18/2020	0	0.00	0.00	0.00	1
	Seacoast area CROP Hung	PKWAY	SWASY	PKWAY	10/18/2020	10/18/2020	0	150.00	0.00	150.00	1

Exeter Parks & Rec
Facility Reservation Report
 Facility Reservation Report

Rsv#	Reservee	Class	Loc	Facil	Arvl Date	Dept Date	H'Cnt	Fees/Tax	Amt Paid	Total Due	Days
Reservation # 2918 Totals								150.00	0.00	150.00	2

Report Summary Totals

Total Reservations:	7
Total Fees/Tax Charged:	2,350.00
Total Amount Paid:	150.00
Total Amount Due:	2,200.00
Total Reservation Days:	26

Tax Abatements, Veterans Credits & Exemptions

List for Select Board meeting February 18, 2020

Veteran's Credit

<u>Map/Lot/Unit</u>	<u>Location</u>	<u>Amount</u>
90/18/28	30 Meadwood Dr	500.00
80/6/49	15 Minuteman Ln	2500.00 disable& vet

Elderly Exemption

<u>Map/Lot/Unit</u>	<u>Location</u>	<u>Amount</u>
104/79/420	420 Friar Tuck Dr	152,251
95/64/193	5 Cedar St	152251.00

Disability Exemption

<u>Map/Lot/Unit</u>	<u>Location</u>	<u>Amount</u>
104/79/616	616 Canterbury Dr	125,000
95/64/342	43 Alder St	125,000

Abatement

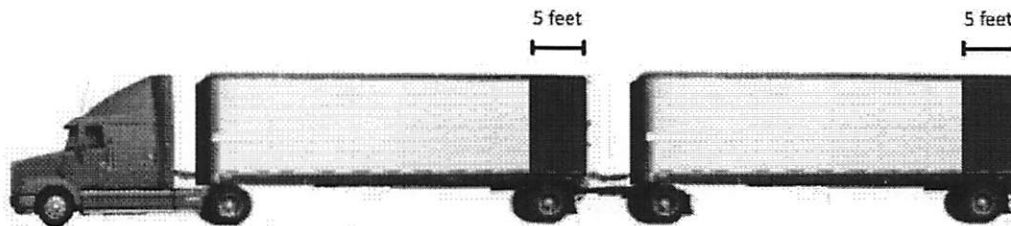
<u>Map/Lot/Unit</u>	<u>Location</u>	<u>Amount</u>
61/22	100 Brentwood Road	\$ 774.00 proration
64/105/80	80 Hayes MH Pk	\$ 360.69
35/3/7	14 Walters Way	\$ 1,742.92
64/10	18-20 Green Street	\$ 2,531.78
85/89/1	6 Prentiss Way	\$ 537.54
95/64/193	5 Cedar Street	\$ 97.73
73/280	14 Tremont St	\$ 144.27
87/8/A-20	20A E&H Cooperative	\$ 55.85
110/2/102	1002 Exter Elms CG	\$ 60.82

Permits and Approvals

- 1. Letter of Support for Coalition Against Big Trucks**

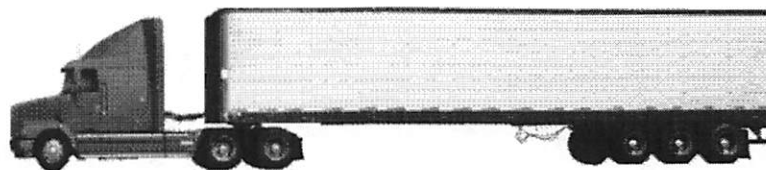
Proposed Bigger-Truck Configurations

Longer Double-Trailer Trucks



- FedEx, UPS, Amazon and a handful of other companies have lobbied for legislation that would force states to allow double-trailer trucks 91 feet in length, called “Double 33s,” on the federally designated National Network, which includes 200,000 miles of roadways. These are 10 feet longer than today’s twin-trailers and 17 feet longer than standard single-trailer trucks.
- Double 33s were removed from the transportation reauthorization bill in the U.S. Senate in November of 2015 on a 56-31 vote.
- The U.S. Department of Transportation (USDOT) determined in 2016 that Double 33s take 252 feet to stop—22 feet longer than today’s twin-trailer configuration.
- USDOT also found that Double 33s would result in the largest lifecycle increase in pavement damage compared to all other studied configurations. This would result in \$1.2 billion to \$1.8 billion in estimated pavement damage every year.

Heavier Single-Trailer Trucks



- Certain shippers have lobbied to allow heavier single-trailer trucks weighing 91,000 pounds—an increase of 11,000 pounds compared to today’s trucks—as part of a 10-year, 10-state pilot program.
- Legislation to allow 91,000-pound trucks was defeated in the U.S. House in 2015 on a 187-236 vote.
- These 91,000-pound trucks were found in limited state testing by USDOT in 2015 to have 47 percent higher crash rates and cause \$1.1 billion in additional bridge costs.

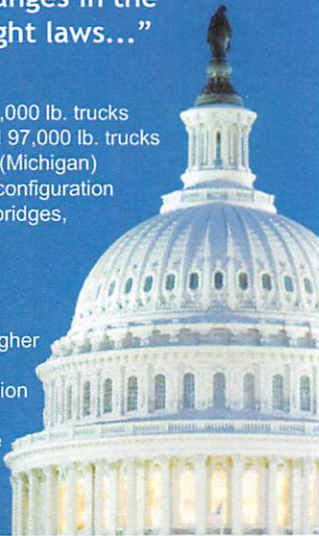
USDOT Final Report, “...no changes in the relevant truck size and weight laws...”

Heavier Trucks:

- **Higher Crash Rates** – states studied: 91,000 lb. trucks were 47% higher (Washington state), and 97,000 lb. trucks were 99% higher (Idaho) to 400% higher (Michigan)
- **Bridge Stress** – 97,000-pound, six-axle configuration would negatively effect more than 6,200 bridges, costing \$2.2 billion

91 Foot Doubles:

- **22 Feet Longer Stopping Distance**
- **Higher Fatal Crash Rate** – 11 percent higher than single-trailer trucks (USDOT 2000)
- **Bridge Stress** - 2,500 bridges at \$1.1 billion
- **Increased pavement damage** - \$1.2 billion to \$1.8 billion in pavement damage per year



The Battle on Two New Fronts

The threat level has ramped up in recent years with two new, single issue organizations established to replace the deeply divided American Trucking Associations:

- *Safer Hauling & Infrastructure Preservation Coalition*
 - Increased Weight
 - Anheuser-Bush, AgTC, American Forest & Paper Coalition, American Soybean Association
- *Americans for Modern Transportation*
 - Double 33s and LCVs
 - FedEx, UPS, Amazon

10

USDOT Final Report – April 2016

Heavier Trucks:

- **18% higher braking out-of-service violations**

Double Trucks:

- **58% higher out-of-service violation rates for double trailer trucks compared to single trailer trucks**

Insurance Institute for Highway Safety - December 2016

- **Any large truck with an out of service violation is 362% more likely to be involved in an accident**

New Hampshire – By the Numbers

- Of the 2,494 bridges in New Hampshire, there were 1,171 bridges rated in poor/fair condition according to the 2018 Federal Highway Administration report — that is over 46 percent of bridges statewide.
- 44% of New Hampshire's major roads are in poor or mediocre condition according to *The Road Information Report (2019)*. Driving on poor roads in need of repair costs New Hampshire motorists on average \$526 a year (per motorist) on extra vehicle repair and operating costs.
- There were 482 large-truck crashes in New Hampshire in 2018, according to the latest stats from the Federal Motor Carrier Safety Administration. Unfortunately, 22 people lost their lives in those crashes – an 70% increase from 2015.

Bigger Trucks Legislative Update

Coalition blocks Double 33s & heavier singles

- Double 33s amendment pulled before House & Senate Appropriations votes
- Heavier-truck pilot project amendment not offered
- 129,000 lb. LCVs approved for North Dakota

USDOT reopens 2016 study

- Risk that current administration reverses earlier recommendation
- Reexamining operations of Double 33s and LCVs





Coalition Against Bigger Trucks

National nonprofit grassroots organization
 over 3,000 individuals and organizations in **40 states**

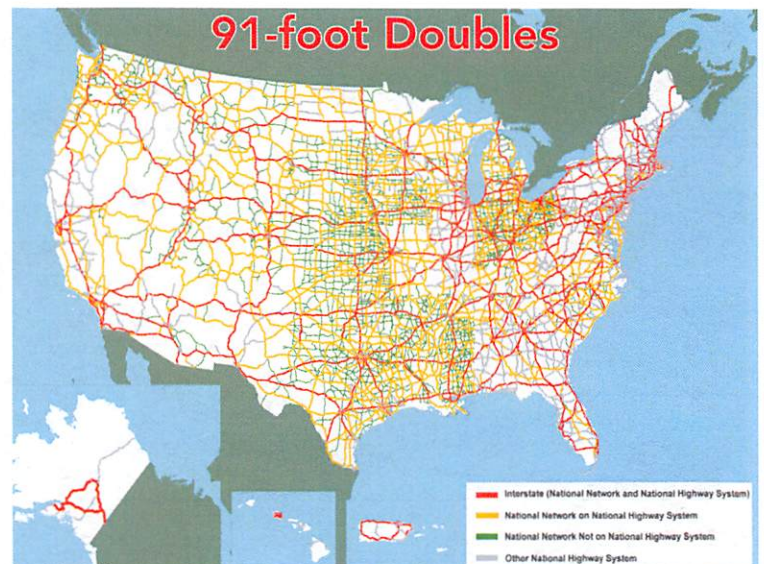
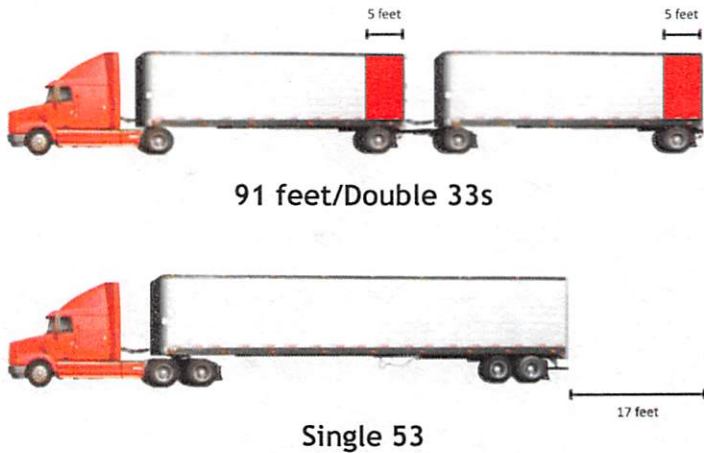
Law enforcement, local government,
 truck drivers, safety groups

financial support comes from
 the railroad industry and
 the trucking industry

Who Wants Bigger Trucks?

A few large trucking companies and shipping companies
 BUT
 The trucking industry is deeply divided on these issues

Who Opposes Bigger Trucks?





February 2, 2017

The Honorable Bill Shuster, Chair, Committee on Transportation and Infrastructure
The Honorable Peter DeFazio, Ranking Member, Committee on Transportation and Infrastructure
The Honorable Sam Graves, Chair, Subcommittee on Highways and Transit
The Honorable Eleanor Holmes Norton, Ranking Member, Subcommittee on Highways and Transit
U.S. House of Representatives
Washington, D.C. 20515

Dear Leaders of the House Committee on Transportation and Infrastructure and Subcommittee on Highways and Transit,

As you know, our country faces the tremendous challenge of supporting the “backbone of the U.S. economy,” our nation’s infrastructure. The process undertaken by this committee will be tasked with developing sound solutions geared toward improving upon the maze of roadways, waterways, and rail transit that has crumbled into near-disrepair, a far cry from the premiere freight delivery platform that it had once proven to be. As the committee embarks on this onerous task, the theory of addressing our nation’s truck size and weight provisions will surely be brought to the forefront as a productivity solution to aid in freight delivery during our time of reconstruction. Unfortunately, gaining productivity through increased trailer sizes benefits only a small population of our nation’s freight industry.

Lauded as an opportunity to remove trucks from our roads, Twin 33-foot trailers will actually have the opposite effect. In an effort to supplement and improve upon intermodal operations, our nation’s railroad container cars have been developed to accommodate the most prominent trailer configurations that exist within trucking today, the 28- and 53-foot trailers. You will soon realize that any change to these foundational trailer sizes will not only render existing truck trailers obsolete, but their corresponding railroad counterparts as well.

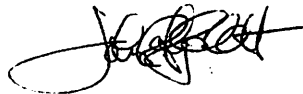
The truckload segment of the trucking industry is vast, representing over 500,000 motor carriers equating to 78 percent of the freight moved by truck, based on revenue. Our industry recognizes the benefits that would be bestowed upon our Less-Than-Truckload (LTL) associates by adding additional cubic feet of freight space and how those benefits add to their productivity; however, the truckload industry would yield little, if any, advantage of the added cubic space that Twin 33-foot trailers would generate. Due to the vast differences in freight delivery models, the metric of mandating Twin 33-foot trailers almost exclusively benefits LTL freight, thus putting the truckload segment of the industry at a competitive disadvantage.

It is important to note that the trucking industry is deeply divided on this issue. When the trucking industry experienced a previous trailer conversion from 48-foot trailers to 53-foot trailers, the financial burden was dramatic, and any change from 53-foot trailers would be no different. Pricing models and logistics configurations would prevent the truckload segment of the industry from regaining any dollars invested in new 33-foot trailers. A shift to 33-foot trailers would be considered voluntary, and the shipping community would automatically transition to carriers with the most cubic space for their goods, rendering our nation’s fleet of 53-foot trailers nothing more than antiques.

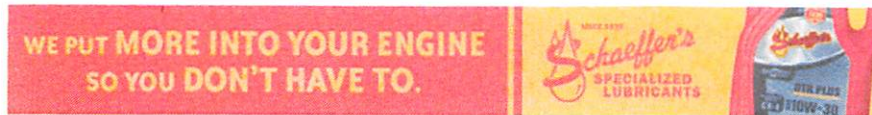
Notably absent from the discussions surrounding 33-foot trailers is the effect that the configuration would have on our population of drivers. As an industry that continually searches far and wide for qualified drivers to operate our vehicles, the driver ramifications of operating fleets consisting of 33-foot trailers would be severe. The truckload industry and its long haul operations are logistically assembled for longer trailer configurations rather than articulating smaller trailers bound by dollies. The majority of loading docks are designed to accommodate trailers that reverse into these docks. The Twin 33-foot trailer configuration has proven problematic to back up and would need to be separated prior to backing, an arduous task for drivers in our long haul world. The potential for driver injury when separating trailers and their 3,000-lb converter gear is high and would jeopardize any improvements to the health and well-being of drivers that our industry strives to make.

As representatives of an industry tasked with delivering our nation's freight and doing so safely, the Truckload Carriers Association (TCA) pledges to partner with our congressional leadership to discover solutions that truly benefit our industry and the American public as whole. TCA hopes to be involved in future hearings and roundtables involving this and other trailer configurations so that we can assure that the bulk of our industry is truly represented. As discussions surrounding the topic of productivity begin to propagate over the coming months and years, TCA seeks to unite with all who have a vested interest in freight delivery solutions that work for everyone.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Lyboldt', with a large, sweeping flourish extending to the left.

John Lyboldt
President



(http://www.landlinemag.com/AdServer/a.aspx? Task=Click&ZoneID=7&CampaignID=485&AdvertiserID=108&BannerID=445&SiteID=1&RandomNumber=885137376&Keywords=)



(http://www.landlinemag.com/AdServer/a.aspx? Task=Click&ZoneID=27&CampaignID=491&AdvertiserID=109&BannerID=451&SiteID=1&RandomNumber=1905498829&Keywords=)



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(http://www.twitter.com/Lanc)

(https://plus.google.com/u/0)

(http://www.youtube.com/us)

OOIDA speaks out against twin 33 proposals

By Mark Schremmer (mailto:Mark_Schremmer@landlinemag.com), Land Line associate editor | Wednesday, May 16, 2018

The Owner-Operator Independent Drivers Association sent letters to the leaders of the House Appropriations subcommittee on Transportation, Housing and Urban Development in opposition of proposals to increase the size and weight of commercial motor vehicles.

Americans for Modern Transportation, which is a coalition of groups that include FedEx, Amazon and UPS, have been strong proponents of an effort to allow twin 33-foot trailers to operate on the nation's highways.

Many groups, including OOIDA, have opposed the efforts. The Association sent a letter on Tuesday, May 15, to Transportation, Housing and Urban Development (THUD) subcommittee chairman Mario Diaz-Balart, R-Fla., and ranking member David Price, D-N.C.

"Increasing the size and weight of commercial motor vehicles would reduce margins of safety and adversely impact small trucking businesses, which constitute a large and critical segment of the American trucking industry," OOIDA President Todd Spencer wrote. "As you draft the fiscal year 2019 Transportation, Housing and Urban Development Appropriations Act, we encourage you to reject any provisions that would increase the maximum size and weight of commercial motor vehicles, including dangerous and preferential proposals to increase the length of double tractor-trailers to 33 feet."

In addition to decreasing safety, OOIDA said allowing the twin 33 combination trailers would benefit only a few large corporate motor carriers while having a negative impact on the rest of the trucking industry.

"Including language to permit the use of twin 33s in the FY19 THUD bill would also open the door for numerous other efforts to increase commercial motor vehicle size and weight, all of which are disproportionately harmful to small trucking businesses," Spencer wrote. "Rather than addressing an issue that favors only a select few by what is effectively a corporate earmark, Congress should instead focus on policies that improve conditions for trucking operations of all sizes."

OOIDA cited an increase in crash rates when the gross vehicle weight of commercial trucks is increased.

"The U.S. Department of Transportation's 2015 Comprehensive Truck Size and Weight Limits Study revealed crash involvement rates for vehicles configured with a sixth axle to carry 91,000 pounds were consistently higher than the rate for five-axle control trucks," OOIDA wrote.

The Association said the impact would be immediate.

"Permitting trucks to operate at higher gross vehicle weight would have immediate economic implications for hundreds of thousands of small trucking businesses, who would be pressured to increase their hauling capacity just to stay competitive. Unlike large carriers, who could transition their fleets over time while maintaining business, smaller truck companies and owner-operators would be forced to immediately modify their equipment at great cost just to remain viable. Unfortunately, weight increases have demonstrated heavier trucks don't lead to higher paychecks for professional drivers as some proponents have inaccurately claimed."

In addition to OOIDA, numerous safety groups, including Advocates for Highway and Auto Safety, have spoken in opposition of twin 33s and increased weight limits.

Americans for Modern Transportation says allowing twin 33s would reduce congestion on the roads, improve safety for travelers, and create lower costs for consumers and businesses.

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Comments



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National Organizations Opposing Truck Size & Weight Increases

International Association of Chiefs of Police
National Association of Police Organizations
National Sheriffs' Association
National Troopers Coalition
Western States Sheriffs' Association
National Association of Emergency Medical Technicians
AAA
American Public Works Association
National Association of Counties
National Association of County Engineers
National Association of Towns and Townships
National League of Cities
The United States Conference of Mayors
General Federation of Women's Clubs
Owner-Operator Independent Drivers Association
International Brotherhood of Teamsters
SMART Transportation Division
Brain Injury Association of America
Citizens for Reliable and Safe Highways
Parents Against Tired Truckers
Road Safe America
Truck Safety Coalition
American Short Line and Regional Railroad Association
Association of American Railroads
National Railroad Construction and Maintenance Association
Railway Engineering-Maintenance Suppliers Association
Railway Supply Institute

Bigger Trucks Threaten Local Communities and Infrastructure

Prepared by CABT, July 2019

Proponents of heavier and longer trucks would have you believe these trucks would only run on Interstates and other major highways, and would not operate on rural roads. In fact, these bigger trucks **would not be limited to the Interstates** for several reasons:

- The Double 33s proposal would mandate that states allow these longer double-trailer trucks to operate on 200,000 miles of roadways, referred to as the “National Network,” as well as any state or local roads intersecting with the National Network that are deemed necessary for “reasonable access” for loading, unloading, fuel and rest.
- Heavier trucks would similarly find their way onto state and local roads, since no truck loads or unloads freight on an Interstate, meaning these trucks would spill over into rural communities.
- Local roads account for 95 percent of the more than 4 million public roadways in the U.S.
- Large trucks travel over 37 billion miles a year on local roads—over 25 percent of all large-truck vehicle miles traveled.

And when these trucks run on local roads, their impact would be greater because these roads are more vulnerable to the impacts of the bigger trucks:

- Roads and bridges off the NHS are older and in worse shape than NHS routes—36 percent of bridges off of the NHS are over 50 years old while only 14 percent of Interstate bridges are that old.
- Nationwide, 66 percent of the bridges classified as “structurally deficient” are owned by the local cities and towns, not the federal government or states.
- Rural roads are the most dangerous—they are more likely than NHS routes to have roadway features that reduce safety, such as narrow lanes, limited shoulders, sharp curves and steep slopes. Rural roads have a traffic fatality rate that is nearly 300 percent higher than all other roads¹.

Local roads and bridges cannot be an afterthought to the debate of allowing heavier and longer trucks on U.S. highways because of the costs to highway safety and infrastructure:

- The majority of automobile traffic, 56 percent, is on local roads.
- Local roads and bridges are at the intersection of significant large-truck activity and where constituents live and work.
- Bigger trucks would impose an additional tax burden triggered by further damage to roads that will shift the responsibility to states and localities without any federal source for cost recovery.

¹ The Road Information Program, 2015. *Rural Connections: Challenges and Opportunities in America's Heartland*.



Real-World Dangers of Heavier and Longer Trucks

Law enforcement officers at the national, state and local levels are urging Congress to reject proposals for heavier and longer trucks. These officers base their opposition to bigger trucks on years of professional training and real-world experience in commercial vehicle enforcement and crash investigations. Below are the key safety factors law enforcement officers emphasize as the basis for their opposition to bigger trucks.

Higher Crash Rates

- The 2016 USDOT Final Report to Congress (Table 2, pg. 10) found that heavier trucks have alarmingly higher crash rates compared to 80,000-pound, single-trailer trucks:
 - **47 percent higher crash rates** in Washington state (91,000 pounds)
 - **99 percent higher crash rates** in Idaho (97,000 pounds)
 - **400 percent higher crash rates** in Michigan (97,000 pounds)
- The 2000 USDOT Comprehensive Truck Size and Weight Study (vol. 3, pg. VIII-5) found that multi-trailer trucks have an **11 percent higher fatal crash rate** than single-trailer trucks.

More Severe Crashes and Larger Crash Footprint

- The severity of a crash is determined by the velocity and mass of a vehicle—if weight increases, so does the potential severity of a crash. Any increase in crash severity increases the likelihood of injuries becoming more serious, or resulting in fatalities.
- Double 33s will have a larger crash “footprint” when involved in an accident.

More Braking Problems and Longer Stopping Distances

- USDOT found in its 2016 report (Table 2, pg. 10) that trucks weighing over 80,000 pounds had 18 percent higher braking violation rates compared to those at or below 80,000 pounds.
- USDOT also found that Double 33s take 22 feet longer to stop than the current Twin 28s and 17 feet longer than the current 53-foot singles (June 2015 Highway Safety and Truck Crash Comparative Analysis Technical Report, Table 26, pg. 65).

Greater Risk of Rollover, Poorer Handling, and Compromised Emergency Maneuver

- Heavier trucks tend to have a higher center of gravity, which increases the risk of rollovers.
- Adding an axle to a trailer decreases the steerability of a truck.
- USDOT found in its most recent study that Double 33s experienced poorer performance compared to the current Twin 28s in avoidance maneuvers, and during certain scenarios were “on the verge of instability” and more likely to roll over (June 2015 Highway Safety and Truck Crash Comparative Analysis Technical Report, pgs. 72-74).

Difficulty Passing and Merging, Dangerous Speed Differential and Larger Blind Spots

- Heavier trucks accelerate more slowly and have difficulty maintaining speed on upgrades, increasing speed differentials with other traffic and increasing the risk of accidents.
- Longer trucks create larger blind spots behind and beside the truck, increasing the risk of lane change-related collisions.
- Longer trucks take longer to pass, and are more dangerous on two-lane roads.

“As much as I love online shopping because I’m a big online shopper myself, I would never want my package to get here a day sooner if it’s going to cost one single life.” – Lafayette (Ind.) Police Chief Patrick Flannelly on WLFI-TV 5 p.m. news (Sept. 10, 2015)



HANOVER, NEW HAMPSHIRE 03755
P.O. BOX 483 603/640-3200

August 27, 2019

The Honorable Ann McLane Kuster
United States House of Representatives
137 Cannon House Office Building
Washington, DC 20515

Dear Representative Kuster,

On behalf of the citizens of Hanover, I urge you to oppose any potential legislative efforts that would allow greater truck sizes – whether in the form of longer configurations or overall weight increases. We believe this type of broad legislation is a bad idea for a number of reasons.

First, we find ourselves with limited funding for maintenance – bigger trucks on our roads would accelerate the damage already being done by today’s permissible weights and sizes.

Second, the town of Hanover sits directly to the east of Interstate 91, which parallels US Route 5 and the Connecticut River and just north of the I-91 and I-89 interchange. We frequently see traffic leaving the Interstate for any number of reasons and coming through downtown Hanover, which already has older, more congested roads. Both Hanover and our neighbors to the south, the City of Lebanon, find ourselves in situations where large, semi-trucks leave the highways designated for trucks and come through our local towns, whether to avoid traffic or the cloverleaf interchange on Interstate 89, or to avoid the scales in Vermont (as many of these trucks are overweight in the first place).

With these proposals for longer and heavier trucks, we must also take safety into consideration. Given our large Dartmouth student population in town, we have a high concentration of pedestrian traffic and the statistics on heavier and longer trucks does not bode well for their safety.

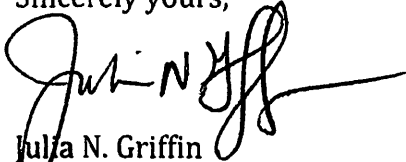
According to the 2016 study conducted by the United States Department of Transportation, heavier trucks over 80,000 pounds had much higher crash rates than the current 80,000 lb. trucks in limited state testing. Longer double trucks have longer stopping distances and issues with a longer turning radius, which is not only a threat to motorist and pedestrian safety, but also a nightmare for our

intersections, sidewalks, traffic island, road signs, hydrants and bus shelters.

As a community, we understand the need for large trucks and their contributions to our economy. However, we have to account for the pitfalls created by this type of legislation which would open the floodgates to even bigger and heavier trucks on all our roads. From both a safety and a municipal infrastructure perspective, introduction of the heavier, longer trucks will result in accelerated damage to infrastructure, which will ultimately result in higher tax rates and pose a bigger safety risk on our roads.

We wish to thank you for your previous stated opposition to federal legislation allowing heavier and longer trucks and hope that we can count on your support in the future, especially if this legislation comes up again during the current Congress.

Sincerely yours,



Julia N. Griffin
Town Manager



June 2, 2014

The Honorable Tom Harkin
United States Senate
Washington, DC 20510

Dear Senator Harkin:

Markup of the Fiscal Year 2015 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill by the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies is scheduled to begin on Tuesday, June 3.

I understand that an amendment may be offered to include language in the bill that would preempt state law and mandate that states and localities permit the use of 33 foot double trailer trucks. If passed, this legislation would override laws in 39 states and the District of Columbia.

The National Association of Counties (NACo) strongly opposes legislation that seeks to increase truck size or weight limits beyond those in current federal law because of the enormous highway safety, infrastructure damage, and transportation funding implications of changes in truck size or weight.

Permitting the use of 33 foot double trailer trucks will encourage the increased use of highway freight transportation and will render intermodal transportation less attractive and less productive thereby negatively impacting public safety and our deteriorating road system.

A USDOT truck size and weight study is due to be submitted to Congress in November. At a minimum, legislation regarding truck size and weight should not be considered until Congress has reviewed the study.

Thank you for your consideration and please feel free to contact me any time.

Sincerely,

A handwritten signature in black ink, appearing to read 'Linda Langston', is written over a printed name and title.

Linda Langston
President



Influence Federal Policy

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[Policy Committees](#)

[Community & Economic Development](#)

[Energy, Environment & Natural Resources](#)

[Finance, Administration & Intergovernmental Relations](#)

[Human Development](#)

[Information Technology & Communications](#)

[Public Safety & Crime Prevention](#)

Transportation & Infrastructure Services

[Resources](#)

STAFF CONTACT

Matthew Colvin
Principal Associate,
Transportation
Federal Advocacy
202-626-3176
colvin@nlc.org

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Transportation & Infrastructure Services

The Transportation & Infrastructure Services Committee is responsible for developing policy positions on issues involving transportation, including planning, funding, safety and security of public transit, streets and highways, aviation, railroads and ports.

NLC's [Federal Advocacy Committee](#) members include local elected officials and city staff from NLC member cities and towns across the country who are committed to discussing and influencing federal policy that has a direct and profound impact on local government operations.

[Committee Rosters](#)

[Meetings & Events](#)

[Resources](#)

[Policy & Resolutions](#)

National Municipal Policy

The National Municipal Policy is a compilation of federal policy positions and resolutions adopted by the full NLC membership at the annual Congress of Cities. These positions guide all of NLC's federal advocacy efforts and focus on federal actions, programs, and proposals that directly impact municipalities.

View the policies and resolutions crafted by and voted on by the Transportation Infrastructure & Services Committee:

[2017 Transportation & Infrastructure Services Policy and Resolutions](#)

View the full 2017 National Municipal Policy book containing each of the policy committee chapters and resolutions on the [NLC's National Municipal Policy](#) page.

National League of Cities – Transportation and Infrastructure Policy and Resolutions 2017

G. Motor Carriers

1. Truck Weight and Size Limits

NLC opposes increases in truck weight limits unless and until such increases are accompanied by simultaneous and sufficient increases in the heavy truck-user tax.

2017 Transportation and Infrastructure Services page 145 NLC

NLC opposes allowing the longer combination trucks (i.e., “triple-trailers” or “truck trains”) both on and off the designated national network of truck highways until the impact of increased truck length and width standards on highway costs and safety is assessed and reflected in highway user fees and appropriate safety regulations.

2017 Transportation and Infrastructure Services page 146 NLC



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 777-1514

www.exeternh.gov

February 17, 2020

The Honorable Jeanne Shaheen
United States Senate
506 Hart Senate Office Building
Washington, DC 20510

Dear Senator Shaheen,

We are reaching out to your office to express our concerns with proposals to increase weight of semi-trucks on our roadways (to 91,000 pounds) as well as longer twin-trailer trucks. We ask for your opposition to this legislation due to our concerns about both safety and infrastructure.

As you are aware, the Town of Exeter is one of the oldest in New Hampshire, and like many New England colonial towns, our streets for the most part maintain the same narrow, winding character of their original design. Exeter has several truck bans on many streets downtown, but that does not prevent these trucks from making deliveries. On top of that, within the jurisdictional boundaries, there are several state highways, including SR-101, which carries a heavier volume of truck traffic and exits onto local roads. We have serious concerns about additional truck weight without any substantial additional funding dedicated to roads and bridges, but this is also a safety issue for our Board.

In 2016 the USDOT finished a comprehensive study of the issue, ultimately recommending against raising the national truck weight maximum due to substantially increased bridge damage, pavement damage and higher crash rates. In fact, they identified 4,800 bridges that would be in automatic need of repair or replacement if 91,000-pound trucks were allowed...and they were only examining Interstate and U.S. Highway bridges. If these roads, which are built to higher standards, are not fit for these truck configurations, then they are certainly not appropriate for state and local roads.

Both proposals for longer and heavier trucks were defeated in 2015, and there is nothing in the latest round of proposals to suggest that our states and local governments are equipped to deal with the fallout yet another federal mandate that you affect our infrastructure and road safety. We strongly urge your opposition.

Sincerely,



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 777-1514

www.exeternh.gov

February 17, 2020

The Honorable Maggie Hassan
United States Senate
B85 Russell Senate Office Building
Washington, DC 20510

Dear Senator Hassan,

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Sincerely,



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 777-1514

www.exeternh.gov

February 17, 2020

The Honorable Chris Pappas
United States House of Representatives
323 Cannon House Office Building
Washington, DC 20515

Dear Representative Pappas,

We are reaching out to your office to express our concerns with proposals to increase weight of semi-trucks on our roadways (to 91,000 pounds) as well as longer twin-trailer trucks. We ask for your opposition to this legislation due to our concerns about both safety and infrastructure.

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Sincerely,

Correspondence



CONSERVATION COMMISSION <i>(second Tuesday of month)</i>		BOARD OF ADJUSTMENT <i>(third Tuesday of month)</i>		HISTORIC DISTRICT COMMISSION <i>(third Thursday of month)</i>		PLANNING BOARD <i>(Second & fourth Thursday of the month, unless otherwise noted)</i>		
SUBMISSION DEADLINE <i>(Friday)</i> 4:30 PM	CC MEETING <i>(Tuesday)</i> 7:00 PM	SUBMISSION DEADLINE <i>(Monday)</i> 4:30 PM	BOA MEETING <i>(Tuesday)</i> 7:00 PM	SUBMISSION DEADLINE <i>(Monday)</i> 4:30 PM	HDC MEETING <i>(Thursday)</i> 7:00 PM	SUBMISSION DEADLINE <i>(Tuesday)</i> 12:00 noon	TRC MEETING <i>(if required)</i> <i>(Thursday)</i> 10:00 AM	PLANNING BOARD PUBLIC HEARING <i>(Thursday)</i> 7:00 PM
Jan. 3	Jan. 14	Jan. 6	Jan. 21	Dec. 30 '19	Jan. 16	Dec. 10, 2019	Dec. 19, 2019	Jan. 9, 2020
Jan. 31	Feb. 11	Feb. 3	Feb. 18	Feb. 3	Feb. 20	Dec. 24, 2019	Jan. 2	Jan. 23
Feb. 21	Mar. 17	Mar. 2	Mar. 17	Mar. 2	Mar. 19	Jan. 14	Jan. 23	Feb. 13
April 3	April 14	April 6	April 21	Mar. 30	April 16	Jan. 28	Feb. 6	Feb. 27
May 1	May 12	May 4	May 19	May 4	May 21	Feb. 11	Feb. 20	March 12
May 29	June 9	June 1	June 16	June 1	June 18	Feb. 18	March 5	March 26
July 3	July 14	July 6	July 21	June 29	July 16	March 3	March 19	April 9
July 31	Aug. 11	Aug. 3	Aug. 18	Aug. 3	Aug. 20	March 17	April 2	April 23
Aug. 28	Sept. 8	Aug. 31	Sept. 15	Aug. 31	Sept. 17	April 7	April 23	May 14
Oct. 2	Oct. 13	Oct. 5	Oct. 20	Sept. 28	Oct. 15	April 21	May 7	May 28
Oct. 30	Nov. 10	Nov. 2	Nov. 17	Nov. 2	Nov. 19	May 5	May 21	June 11
Nov. 25 (*)	Dec. 8	Nov. 30	Dec. 15	Nov. 30	Dec. 17	May 19	June 4	June 25
						June 2	June 18	July 9
						June 16	July 2	July 23 (NO meeting)
						July 7	July 23	Aug. 13 (CIP)
						July 21	Aug. 6	Aug. 27
						Aug. 4	Aug. 20	Sept. 10
						Aug. 18	Sept. 3	Sept. 24
						Sept. 1	Sept. 17	Oct. 8
						Sept. 15	Oct. 1	Oct. 22
						Sept. 29	Oct. 15	Nov. 5
						Oct. 13	Oct. 29	Nov. 19
						Oct. 27	Nov. 12	Dec. 3
						Nov. 10	Nov. 25 (*)	Dec. 17

NOTES:

(*) – dates revised due to holiday/Town Office building closed.

- Applications must be received by close of business (4:30 PM) on the scheduled deadline date. **EXCEPTION: PLANNING BOARD submissions – 12:00 PM (noon).**
- All submissions are to be provided to the Planning/Building Department in both "hard copy" and electronic (pdf.) format.
- The Technical Review Committee (TRC) generally meets in the Nowak Room in the Town Office Building at 10 Front Street, unless otherwise posted.
- Planning Board meetings are held at 7:00 PM in the Nowak Room of the Town Office Building, 10 Front Street, unless otherwise posted. These meetings are also televised on EXTV – Comcast Channel 22 and are available for viewing on Exeter TV "Meeting-On-Demand" on the Town's website @ www.exeternh.gov
- Please see reverse side for additional submission requirements.



ALL SUBMISSIONS ARE TO BE PROVIDED TO THE PLANNING/BUILDING DEPARTMENT IN BOTH HARD COPY AND ELECTRONIC (PDF.) FORMAT.

CONSERVATION COMMISSION	ZONING BOARD OF ADJUSTMENT	HISTORIC DISTRICT COMMISSION	TECHNICAL REVIEW COMMITTEE	PLANNING BOARD
<p>Letter of Explanation including suggested site walk days and times.</p> <p>14 hard copies of the completed Conditional Use Permit Applications and Wetland Waiver Request*</p> <p>14 copies of the reduced-size plans (11"x17")*</p> <p>1 full-size plan(s)*</p> <p>A single complete PDF format of the above cited information. If available, color buffer impact plans are preferred in electronic submission.</p> <p>NOTE: *Wetland application submissions follow the above with the exception of hard-copy submission requirements defined by the State of NH.</p>	<p>Completed original application (including abutters' list)</p> <p>Letter of Explanation</p> <p>Letter of Authorization (if applicable)</p> <p>10 copies of application package and all supporting documents</p> <p>3 sets of pre-printed mailing labels for certified notification (for applicant, property owner, abutters and all consultants)</p> <p>Full application submittal in PDF format (if requested by Town staff)</p> <p>Filing fees</p>	<p>Completed original application (including abutters' list)</p> <p>Letter of Explanation</p> <p>Letter of Authorization (if applicable)</p> <p>10 copies of application package and all supporting documents</p> <p>3 sets of pre-printed mailing labels for certified notification (for applicant, property owner, abutters and all consultants)</p> <p>Full application submittal in PDF format (if requested by Town staff)</p> <p>Filing fees</p>	<p>Completed original application (including checklist & abutters' list) and plan set</p> <p>Cover and/or Explanation letter</p> <p>Letter of Authorization (if applicable)</p> <p>Five (5) hard copies of the complete application package, supporting documents & full-size plan sets (for Town department distribution)</p> <p>Full application submittal in PDF format</p> <p>Filing Fees</p> <p>NOTE: Applicants shall be responsible for providing a hard copy and PDF format of the full submittal to all third-party review consultants (if applicable)</p>	<p>Completed original application (including checklist & abutters' list) and plan set</p> <p>Cover and/or Explanation letter</p> <p>Letter of Authorization (if applicable)</p> <p>Five (5) hard copies of the complete application package, supporting documents & full-size plan sets (for Town department distribution)</p> <p>Full application submittal in PDF format</p> <p>15 copies of the application package, supporting documents & reduced-size plans (11"x 17") for Board mailing</p> <p>3 sets of pre-printed mailing labels for certified notification (for applicant, property owner, abutters and all consultants)</p> <p>Filing Fees</p> <p>NOTE: Applicants shall be responsible for providing a hard copy and PDF format of the full submittal to all third-party review consultants (if applicable)</p>