

SELECT BOARD MEETING
Monday, September 16, 2024
6:40 pm
Nowak Room, Town Offices
10 Front Street, Exeter, NH 03833
REGULAR BUSINESS MEETING BEGINS AT 7:00 PM

Virtual Meetings can be watched on Ch 22 or Ch 98 and YouTube.

To access the meeting, click this link: <https://us02web.zoom.us/j/87398317190>

To access the meeting via telephone, call: +1 646 558 8656 and enter the Webinar ID: 873 9831 7190

Please join the meeting with your full name if you want to speak.

Use the "Raise Hand" button to alert the chair you wish to speak. On the phone, press *9.

More instructions for how to access the meeting can be found here:

<https://www.exeternh.gov/townmanager/virtual-town-meetings>

Contact us at extvg@exeternh.gov or 603-418-6425 with any technical issues.

AGENDA

1. Call Meeting to Order
2. Board/Committee/Commission Interviews
 - a. Budget Recommendations Committee and Energy Committee
3. Swear-In – Police Sergeant Taylor Sheehan
4. Public Comment
5. Proclamations/Recognitions
6. Approval of Minutes
 - a. Regular Meeting: September 3, 2024
7. Appointments/Resignations
8. Discussion/Action Items
 - a. E911 Address Changes – Meeting Place Drive
 - b. ALS Update – Chief Justin Pizon
 - c. Tree Committee Update – Eileen Flockhart
 - d. Public Hearing – Comcast Franchise Amendment – Attorney Kate Miller
 - e. Finance Quarterly Report – Corey Stevens, Finance Director
9. Tax Abatements, Veterans Credits & Exemptions
10. Permits & Approvals
11. Town Manager's Report
12. Select Board Committee Reports
13. Correspondence

14. Review Board Calendar
15. Non-Public Session RSA 91-A:3 II(a)
16. Adjournment

Niko Papakonstantis, Chair

Select Board

Posted 9/13/24 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

Board Interviews



Town of Exeter
Town Manager's Office
10 Front Street, Exeter, NH 03833

*Interview
September 16, 2024
6:40 pm*

**Statement of Interest
Boards and Committee Membership**

Committee Selection: Energy Committee

New Re-Appointment Regular Alternate

Name: Michael Drunsic Email: mdrunsic@gmail.com

Address: 29 Forest Street, Exeter, NH 03833 Phone: 603-793-7625

Registered Voter: Yes No

Statement of Interest/experience/background/qualification, etc. (resume can be attached).

I have 20 years of experience as a consultant in the energy sector with a particular focus on renewable energy. I have a broad understanding of the energy sector and I have a strong interest in supporting the Town's efforts to continue to seek, promote, and invest in sustainable energy options for the Town, its residents, and businesses. I previously served on the Water and Sewer Committee and then the Energy Committee when it was first formed.

If this is re-appointment to a position, please list all training sessions you have attended relative to your appointed position.

I understand that: 1. this application will be presented to the Exeter Select Board only for the position specified above and not for subsequent vacancies on the same board; 2. The Town Manager and Select Board may nominate someone who has not filed a similar application; 3. this application will be available for public inspection.

After submitting this application for appointment to the Town Manager:

- The application will be reviewed and you will be scheduled for an interview with the Select Board
- Following the interview the Board will vote on your potential appointment at the next regular meeting
- If appointed, you will receive a letter from the Town Manager and will be required to complete paperwork with the Town Clerk prior to the start of your service on the committee or board.

I certify that I am 18 years of age or older:

Signature:  Date: 9/4/2024

To be completed by Select Board upon appointment:

Date Appointed: _____ Term Ending: _____ Full: _____ Alternate: _____

MICHAEL W. DRUNSIK

www.linkedin.com/in/michael-drunic-0ab89946 • Greater Boston Area • (603) 793-7625 • mdrunsic@gmail.com

Experienced offshore wind energy professional with more than 20 years of experience in the wind and electric power industries who brings a uniquely diverse set of skills and expertise having led industry-leading offshore wind teams, providing a range of lifecycle services to customers across the entire offshore wind value chain. **Versatile manager** who contributes to success through exceptional relationship building, clear communication, ability to collaborate with diverse subject matter experts, and ability to understand the broad range of technical, commercial, and environmental issues that are critical for offshore wind.

KEY SKILLS

- - Project management
 - Relationship development
 - Business development
 - Leadership and people management
 - Mentoring and training
 - Renewable energy development
 - Strategic planning
 - Renewable energy due diligence
 - Financial analysis
 - Public speaking
 - Wind resource assessment
 - Contract negotiation
-

PROFESSIONAL EXPERIENCE

WSP, Boston, MA, 2018-present

- Vice President and Offshore Wind Lead. Responsibilities include:
 - Leads business development efforts for wide range of services to the US offshore wind sector covering engineering, planning, and environmental/permitting services for offshore wind projects, related transmission infrastructure, and ports and other supply chain infrastructure.
 - Leads coordination with global colleagues, facilitating internal networking, knowledge sharing, and engagement with global offshore wind customers
 - Supports relationship development with key collaboration partners
 - Leads strategic planning for company's offshore wind practice
 - Supports relationship building, proposal development, and contract negotiation for key contracts
 - Provides technical and management support to a range of projects
- Project contributions with WSP include the following:
 - Project Manager/Project Director for multiple cable burial risk assessments for offshore wind projects on the US East Coast
 - Senior Advisor/Project Director for Professional Engineer contracts supporting design of nine offshore substations, including the first US offshore HVDC converter platform
 - Senior Advisor for multiple cable routing studies for offshore wind projects along the US East Coast
 - Comparison of HVAC and HVDC transmission options for offshore wind developer prior to NY Bight lease auction
 - Deputy Project Manager for due diligence on behalf of potential investor for an offshore wind farm in the North Sea.
 - Project Manager leading review of US codes and regulations for offshore wind projects in the US.
 - Project Director for the design of the wind turbine foundations for Vineyard Wind 1.
 - Project Manager providing Professional Engineering services to a European client engaged in FEED study for offshore facilities to be deployed in the US.
 - Member of ACP Offshore Wind Standards Subcommittee and co-convener of Metocean Working Group to establish US guidelines for metocean conditions characterization.

DNV, Medford, MA, 2008-2018

- As Offshore Commercial Lead (2013-2018), managed activities related to DNV's North American offshore wind services. Responsibilities included the following:
 - Led business development efforts including building customer relationships; working with marketing team to develop offshore-related content; monitoring market conditions; identification of opportunities; participation in industry working groups; coordination of conference participation; preparation of proposals; and contract negotiations.
 - Strategic planning including identification of business and service development opportunities, budgeting, resource planning, and alignment with overall organizational strategy.
 - Managed or supported project management for all DNV offshore wind projects for clients in the North American market, including developers, investors, utilities, and government agencies.
 - Contributed technical analysis for a range of projects related to offshore wind services including project development and design, wind resource and energy assessment, due diligence, market and policy analysis, and verification services.
 - Represented DNV on AWEA Offshore Wind Technical Advisory Panel
- Previous roles within DNV included Senior Consultant (2012-2013), Interim Head of Section – Due Diligence (2013), Head of Section – Energy Analysis (2011-2012), Manager – Consulting Services (2010-2011), and Technical Analyst (2008-2010). Served as primary lead for DNV offshore activities in North America from 2010-2018.
- Major project contributions and successes with DNV included the following:
 - Project Manager for verification services as Certified Verification Agent for Coastal Virginia Offshore Wind project
 - Project Manager for development of metocean characterization guidelines for BOEM.
 - Supported study for BOEM titled “The Identification of Port Modifications and the Environmental and Socioeconomic Consequences” examining Atlantic coast port facilities and identifying the port modifications necessary to develop, stage, and install proposed offshore wind energy projects.
 - Supported assessment of US codes and standards for European turbine manufacturer.
 - Project Manager for pre-feasibility assessment for proposed offshore wind project in Newfoundland.
 - Project Manager for comprehensive USTDA-funded feasibility study for intertidal offshore wind project in Vietnam.
 - Project Manager for submarine cable design and tender support project for demonstration offshore wind project in Lake Erie.
 - Project Manager for an assessment of potential impacts of offshore wind on the California electric power market.
 - Project Manager for DNV’s review of technical aspects of applications to State of Maryland’s OREC program as Independent Consultant to the Maryland Public Service Commission.
 - Project Manager for decommissioning cost study for offshore transmission line conducted on behalf of the Bureau of Ocean Energy Management.
 - Deputy Project Manager for DNV’s decommissioning cost study for the Ontario Ministry of Environment and Climate change, contributing to project management and technical tasks.
 - Project Manager for DNV’s contributions to team that supported development of regulations to implement the Offshore Wind Energy Act of 2013 for the State of Maryland.
 - Project Sponsor for verification services as Certified Verification Agent for Cape Wind offshore wind project and Dominion’s VOWTAP offshore wind project
 - Project Manager for preliminary interconnection and electrical design for LEEDCO’s demonstration offshore wind project in Lake Erie
 - Development of an evaluation framework and bid evaluation in support of New York Power Authority’s Great Lakes Offshore Wind RFP
 - Characterized offshore environmental conditions in China for a turbine manufacturer to support the design process for offshore wind turbines
 - Developed an offshore wind production cost model to support siting of an offshore transmission line
 - Established broad network of relationships within the North American offshore wind sector including developers, contractors, state and federal government agencies, financial institutions, suppliers, and non-profits.
 - Led the project financing of 10 wind farms representing nearly 1200 MW.
 - Led or contributed to wind resource and energy assessment studies for over 120 wind farms representing more than 8,000 MW
 - Provided technical consulting services on over 200 wind projects, representing more than 15,000 MW

Synapse Energy Economics, Cambridge, MA. Research Associate, 2002-2003 & 2006-2008

- Specialized in computer simulation modeling of electric power systems and economic analysis of power generating technologies

- Conducted analysis of electric power markets and technologies in support of various consulting projects including New Source Review litigation cases; regional clean energy plans; electric utility resource planning projects; avoided cost and emissions studies; and asset valuation studies
- Provided direct testimony before public utility commissions in California, Iowa, and Minnesota
- Managed modeling tasks for all projects that utilized commercial modeling software packages licensed by Synapse; this included management of various databases of electrical power systems components and operations and management of relationships with industry-specific commercial modeling software vendors
- Conducted research on the economic and operating parameters of various power generation technologies, particularly renewable technologies

TPW Management, Bondville, VT. Manager, Water Operations Division, 2005-2006

- Managed the operations of 15 public water systems including water treatment, water system maintenance, public notification, regulatory compliance, and recordkeeping.
- Developed source protection plans and operations and maintenance manuals for public water systems.
- Responsible for developing budgets and writing and implementing a business development plan for the division.

Spiral Press Café, Manchester Center, VT. Owner/Manager, 2003-2005

- Oversaw all aspects of restaurant operation from start-up construction to on-going operation including staff management, inventory management, menu development, food preparation, customer service, health and safety compliance, and quality control.
- Analyzed business performance to maximize the profitability and long-term success of the business.

Select Recent Presentations and Publications

- Drunsic, M. Offshore Substations, The Heart of the Offshore Wind Farm, Moderated panel at 2023 International Offshore Wind Partnering Forum, Baltimore, Maryland (March 2023).
- Drunsic, M., How We Overcome Transmission Permitting Challenges, US Offshore Wind Transmission 2022, New York, New York (September 2022).
- Drunsic, M., Industry Requirements for Metocean Information, 2019 Research Needs for Offshore Wind Resource Characterization, US Department of Energy, Alexandria, Virginia (March 2019).
- Drunsic, M., Offshore Grids: Substations, Offshore Wind Transmission, New York, New York (September 2018).
- Drunsic, M., Ekici, D., White, M., Logistics and Supply-Chain Management in Offshore Wind Farm (OWF) Applications, OTC-26890-MS, Offshore Technology Conference 2016 (May 2016).
- Drunsic, M., Smith, G., Faghani, D., and Garrett, C., Offshore Wind Decommissioning: Optimization for Cost Reduction, AWEA Offshore WINDPOWER 2015, Baltimore, Maryland (September 28, 2015).
- Drunsic, M., Offshore Performance: How Well Can We Predict Energy Yield?, AWEA Offshore WINDPOWER 2014, Atlantic City, New Jersey (October 7, 2014).
- Drunsic, M., LCoE Reduction for Offshore Wind: Is Contracting Getting in the Way?, U.S. Offshore Wind Market and Supply Chain Workshop, Portland, Maine (March 25, 2014).
- Drunsic, M., Floating Wind Turbine Design Standard: DNV-OS-J103, Workshop on Offshore Wind Energy Standards and Guidelines: Metocean-Sensitive Aspects of Design and Operations in the United States, Arlington, Virginia (June 17, 2014).
- Drunsic, M., Type Certification vs. Project Certification: Evaluating the Design Basis, Workshop on Offshore Wind Energy Standards and Guidelines: Metocean-Sensitive Aspects of Design and Operations in the United States, Arlington, Virginia, (June 17, 2014).

EDUCATION

Boston University, Boston, MA 2001-2002, Master of Arts in Energy and Environmental Analysis

Fields of study: Energy economics, econometrics, environmental policy analysis, ecological economics, dynamic systems modeling, geographic information systems (GIS), statistical analysis, risk analysis.

Bates College, Lewiston, ME 1994-1998, Bachelor of Science in Biology, *Cum Laude*

Additional Coursework:

University of Massachusetts, Amherst, Engineering of Windpower Systems, Spring, 2013

School for International Training, Tanzania, East Africa Spring, 1997

Studied wildlife ecology and conservation issues, as well as local culture and language.

PERSONAL/SKILLS

- Computer skills include Microsoft Office suite (Excel, Word, Access, PowerPoint, and Microsoft Project), databases (Microsoft Access, SQL); and GIS including ArcGIS, GlobalMapper, and GoogleEarth.
 - Authorized Climber and Rescue Training – 40 hours, according to NATE Climber Fall Protection Training Standard
 - American Red Cross Certified – First Aid, CPR, and AED
-



Town of Exeter
 Town Manager's Office
 10 Front Street, Exeter, NH 03833

September 16, 2024
 6:50 pm
 Interview
 CONFIRMED

Statement of Interest
Boards and Committee Membership

Committee Selection: Budget

New Re-Appointment Regular Alternate

Name: Donald Cloutier Email: Doaquie@gmail.com
 Address: 2 Prentiss Way Phone: (603)770-1107

Registered Voter: Yes No

Statement of Interest/experience/background/qualification, etc. (resume can be attached).

Retired Mechanical Engineer, Resident of Exeter for 46 years
Manager condominium association 24 unit 16 bldgs (Folsom Acres)
Volunteer Northeast Passage Adaptive sports,
Big Brothers Big Sisters
Exeter Recreation Dept.

If this is re-appointment to a position, please list all training sessions you have attended relative to your appointed position.

I understand that: 1. this application will be presented to the Exeter Select Board only for the position specified above and not for subsequent vacancies on the same board; 2. The Town Manager and Select Board may nominate someone who has not filed a similar application; 3. this application will be available for public inspection.

After submitting this application for appointment to the Town Manager:

- The application will be reviewed and you will be scheduled for an interview with the Select Board
- Following the interview the Board will vote on your potential appointment at the next regular meeting
- If appointed, you will receive a letter from the Town Manager and will be required to complete paperwork with the Town Clerk prior to the start of your service on the committee or board.

I certify that I am 18 years of age or older:

Signature: [Handwritten Signature] Date: 8/29/2024

To be completed by Select Board upon appointment:

Date Appointed: _____ Term Ending: _____ Full: _____ Alternate: _____

Swearing In

Proclamations/Recognitions



NEWS

DAR National Headquarters
1776 D Street NW
Washington, DC 20006
www.dar.org

Press contact:

Stephanie Comley
stephaniecomley8@gmail.com
Exeter Chapter, NH

FOR IMMEDIATE RELEASE

September 2024

**CELEBRATE THE FOUNDATION OF AMERICA
DAR Promotes Constitution Week: September 17-23**

WASHINGTON, DC – The National Society Daughters of the American Revolution urges Americans to reflect on the United States Constitution during this month’s annual observance in honor this foundational document of national governance.

The DAR initiated the observance in 1955, when the service organization petitioned the U.S. Congress to dedicate September 17–23 of each year to the commemoration of Constitution Week. Congress adopted the resolution, and on August 2, 1956, President Dwight D. Eisenhower signed it into Public Law #915. The celebration’s goals are threefold: to encourage the study of the historical events that led to the framing of the Constitution in September 1787; to remind the public that the Constitution is the basis of America’s great heritage and the foundation for its way of life; and to emphasize U.S. citizens’ responsibility to protect, defend and preserve the U.S. Constitution.

“We are so proud DAR led the way in making Constitution Week an official commemoration and our members enthusiastically promote the celebration annually in communities across the country by erecting community displays, sponsoring municipal proclamations, ringing bells and staging programs to raise awareness of the Constitution’s tenets and importance,” said DAR President General Pamela Rouse Wright. “We encourage all citizens to join us in celebrating this powerful document that is so important to American history and to reflect on the impact the Constitution has had on the lives of American citizens past and present.”

DAR has been the foremost advocate for the awareness, promotion and celebration of Constitution Week. The annual observance provides innumerable opportunities for educational initiatives and community outreach, two mission areas of crucial importance to the National Society. By fostering knowledge of, and appreciation for, the Constitution and the inalienable rights it affords to all Americans, DAR helps to keep alive the memory of the men and women who secured our nation’s foundational liberties.

One of the largest patriotic women’s organizations in the world, DAR has 190,000 members in approximately 3,000 chapters across the country and several foreign countries. DAR members promote historic preservation, education and patriotism via commemorative events, scholarships and educational initiatives, citizenship programs, service to veterans, meaningful community service and more. For additional information about DAR and its relevant mission, visit www.dar.org.

Town of Exeter, New Hampshire
A Proclamation

In the year of our Lord, Two Thousand and Twenty-Four

Constitution Week
September 17 - 23, 2024

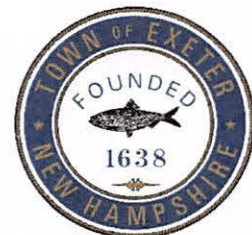
Whereas, It is the privilege and duty of the American people to commemorate the two hundred and thirty-seventh anniversary of the drafting of the Constitution of the United States of America with appropriate ceremonies and activities; and

Whereas, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week,

Now, therefore, I, Niko Papakonstantis, Select Board Chair of the Town of Exeter, do hereby proclaim the week of September 17 through 23, as Constitution Week in the Town of Exeter, and I urge all citizens to study the Constitution and reflect on the privilege of being an American with all the rights and responsibilities which that privilege involves.

In witness whereof, I have hereunto set my hand and caused the Seal of the Town of Exeter to be affixed this 16th day of September of the year of our Lord Two Thousand and Twenty-Four.

Niko Papakonstantis,
Select Board Chair, Exeter, NH



Approval of Minutes

Select Board Meeting
Tuesday September 3, 2024
6:00 PM
Nowak Room, Town Offices
Draft Minutes

1. Call Meeting to Order

Members present: Chair Niko Papakonstantis, Vice-Chair Molly Cowan, Clerk Julie Gilman, Dan Chartrand, Nancy Belanger, Town Manager Russ Dean, and Assistant Town Manager Melissa Roy were present at this meeting. The meeting was called to order by Mr. Papakonstantis at 6 PM.

2. Non-Public Session

MOTION: Ms. Belanger moved to enter into non-public session under RSA 91-A:3II(b) and 91-A:3II(e). Ms. Gilman seconded. In a roll call vote, the motion passed 5-0 and the meeting entered non-public at 6:03 PM.

3. Board Interviews - Tax Exemption and Credit Advisory Committee

- a. Betty Jean Wright
- b. Jeremy C. Myer

The Board reconvened in the Nowak Room at 7 PM.

4. Proclamations/Recognitions

- a. Mr. Papakonstantis asked for a moment of silence for former town employee Joseph Baillargeon, who passed away recently.

5. Public Comment

- a. There was no public comment at this time.

6. Approval of Minutes

- a. Regular Meeting: August 19, 2024

Corrections: Ms. Belanger said on page 1, Board Interviews, Mark Furlong's name appears twice. On page 2, in the motion to authorize the work of Eagle Scout troop 323, they were supposed to come back with a design on the box, but it doesn't say if we're supposed to approve it. Mr. Papakonstantis said he didn't think that was part of the motion.

MOTION: Ms. Gilman moved to approve the minutes of August 19, 2024 as amended. Ms. Belanger seconded. Mr. Chartrand did not vote. The motion passed 4-0-1.

7. Appointments and Resignations

MOTION: Mr. Chartrand moved to accept the resignation of Marissa Vitolo as Chair of the Exeter Arts & Culture Committee. Ms. Belanger seconded. The motion passed 5-0.

8. Discussion/Action Items

a. Waste Zero Trash Metering Supplies and Services Agreement

DPW Director Stephen Cronin and Taylor Millspaugh from Waste Zero were present to discuss the proposed three-year contract for the pay-as-you-throw "blue bags" program. Mr. Cronin said we're looking to enter into a contract to get some price certainty against market fluctuations over the next three years. Ms. Millspaugh said municipalities that have pay-as-you-throw programs see a 40% reduction in trash. Waste Zero manufactures all bags in the United States and takes care of all the orders and shipping. We have a customer service portion that makes it easy. It makes sure that people are taking accountability for their trash.

Ms. Belanger asked what their customer service encompasses. Ms. Millspaugh said we have a customer service team that residents can call and we're able to ship replacement bags to their house. Ms. Belanger asked if the customer service number is on the website. Mr. Cronin said if not, we can add it. Ms. Millspaugh said Waste Zero can add the number to the bag and/or the insert.

Mr. Papakonstantis asked if we anticipate the cost of the bags increasing. Mr. Cronin said we're still working on that. There's been a consistent increase in production costs year over year but that's a separate issue. The last increase was in 2020. Mr. Dean said we've begun to do research on that.

Ms. Gilman asked if compost and textile recycling will reduce the amount of blue bags. Mr. Cronin said it hasn't impacted the trash in a significant way. The blue bag program is working, our tonnage is fairly stable year to year. We did see a dip in our recycling tonnage so it may be time for more public education.

MOTION: Ms. Belanger moved to approve a three-year supplies and services agreement with WasteZero for trash metering, and to further authorize the Town Manager or their designee to execute the associated agreement documents. Ms. Cowan seconded. The motion passed 5-0.

b. Award of Septage Receiving Equipment Installation – Stephen Cronin, DPW Director

Mr. Cronin said regarding the bid award for septage receiving equipment installation, we received 3 bids that were reviewed by Wright-Pearce and DES. We got the go-ahead to award the contract to PRB Construction at \$165,000. Mr. Papakonstantis said the authorization allows the project to remain eligible for State Aid grant money. Mr. Cronin said that would be a reimbursement grant if we were to get it.

MOTION: Ms. Belanger moved to award the bid for the septage receiving equipment installation to PRB Construction of Gilford NH in the amount of \$165,000, and to further authorize the Town Manager or their designee to execute all corresponding documents. Ms. Cowan seconded. The motion passed 5-0.

c. Deed Waivers – Russ Dean, Town Manager

Mr. Dean said the tax collector brings this to the Board annually. This list is for the 2021 tax lien. We recommend a deed waiver because the properties

are subjecting the town to liabilities under RSA 80:76 II-a. We'll grant deed waivers to the properties listed in section 2 and work with the single-family homeowners listed in section 1 on a payment plan or other recourse to avoid a tax deed.

MOTION: Ms. Gilman moved to grant a deed waiver to 103/13/41 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 64/105/30 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/350 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/111 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 111/5/5 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/202 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/116 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 32/12/29 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/239 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/78 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 110/2/77 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 87/14/21B under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/5 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/124 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/228 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 55/44 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/43 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/264 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 32/12/8 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 103/13/37 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/309 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 103/15/11 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/308 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 87/14/1A under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/324 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/270 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/15 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/47 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/180 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 104/79/217 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/343 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/125 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 104/79/144 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 104/79/611 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 111/5/8 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/212 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 110/2/7 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 104/79/105 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/37 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

MOTION: Ms. Gilman moved to grant a deed waiver to 95/64/41 under RSA 80:76 II-a. Ms. Belanger seconded. The motion passed 5-0.

d. Grant History Update – Russ Dean, Town Manager

Mr. Dean said we've successfully obtained millions of dollars' worth of grants. The Departments work hard to seek sources of funding and execute the applications. In Public Works, the Westside Drive Construction Grant and School Street Construction Grant total \$3M. For Water/Sewer, there was a cybersecurity grant of \$100,000, a lead service line inventory grant of \$50,000, and the septage receiving upgrade was a NH DES State Aid Grant Plus which grants up

to 10% on septage receiving equipment. Parks and Rec had an energy assessment program grant of \$3,600, the Community Center Improvement project grant of \$800,000 and a Planet Playground grant of \$297,500. In Conservation and Sustainability, there was an energy grant for the energy efficiency of manufactured housing at \$200,000. There were Conservation grants of \$1,500 for a conservation dashboard, a Sea Grant, and a State Moose Plates grant of \$20,000 to support the Raynes Farm clapboard and siding project. There was a \$1,000 NH Grassroots Grow Grant to support the window dressing program. There was a State Coastal Resilience grant for initiatives on Swasey Parkway of \$18,000. The Police Department received two grants totaling \$25,000 grant from the Office of Highway Safety for driving and roadway enforcement, and a Congressional Direct Spending technical and equipment grant of \$112,000 for Police radios. In the Fire Department, there was an EMPG grant for security upgrades at the EOC for fencing, an EMT and AEMT grant for credentialing at \$6,354, and a grant to update our Natural Hazard Mitigation Plan at \$10,000.

Mr. Papakonstantis recognized the town employees and town volunteers who are aggressive about seeking grants, especially Renay Allen, formerly of the Energy Committee.

9. Regular Business

a. Tax Abatements, Veterans Credits and Exemptions

- i. Mr. Dean said this intent to cut is on State property.

MOTION: Ms. Belanger moved to authorize the cutting of wood or timber at 5/1. Ms. Gilman seconded. The motion passed 5-0.

b. Permits & Approvals

- i. There were no permits or approvals considered.

c. Town Manager's Report

- i. The MRI revaluation process continues with hearings; 379 hearings have been held. The appointment setting will end Wednesday September 4. Hearing reviews will take 4-5 weeks. The MS1 was given an extension by the DRA through October 15. MRI will look to get final values certified by the Board on September 30.

d. Select Board Committee Reports

- i. Ms. Belanger attended the Rec Advisory Board. Kids at camp named the first robot "Sir Jan." The Big Brothers Big Sisters pickleball tournament raised \$50,000. There's a push to upgrade our tennis and pickleball courts. There was a grant award for seniors from the Hospital. They discussed Planet Playground fundraising; it was suggested that a priorities list be made for extra things. The Housing Advisory Board had a second meeting to discuss short-term rentals and 79-E. We couldn't vote because we didn't have enough voting members. The Planning Board

meeting had a second public hearing on the Capital Improvements Program. They had no concerns but there were a few they really wanted to support. Case 24-10, Foss Motors on Portsmouth Ave, was approved for parking only. The building part of that project has been withdrawn. 24-11 was tabled because the applicants were not ready. 24-12 was approved; this is a residential duplex structure near Main Street School. The Arts Committee meeting was canceled.

- ii. Ms. Gilman attended an HDC meeting. They didn't have a quorum but were able to get everyone together Friday morning for the application for a change in materials and balcony on High Street.
- iii. Ms. Cowan had no report.
- iv. Mr. Chartrand attended the Conservation Commission meeting on August 13. There were two cases. In the case of Foss Motors, the Commission recommended to the Planning Board the building not be pursued because of its proximity to our surface water facility. They also took up an application on Portsmouth Ave for another dealer and made a recommendation that it proceed with care. They are fierce in defending our natural resources.
- v. Mr. Papakonstantis attended a short Swasey Park Trustees meeting. We were going to invite them to the Select Board this evening but we're not ready. They've been having conversations with Public Works, and Steve Cronin will be attending their meeting September 18. At our September 30 meeting we should have the Trustees back for next steps on the Swasey Parkway warrant article. Upcoming Select Board topics include a presentation from the Tree Committee, the quarterly finance report, a draft budget presentation, and the public hearing for cable contract. In October, the Pairpoint Park Committee will come forward with proposed next steps, and Mr. Sharples will discuss the parking study.

e. Correspondence

- i. A notice of the cable public hearing
- ii. Correspondence from Enbridge on vegetation maintenance
- iii. Correspondence to members of the Select Board from residents informing us of recently enacted HB-1014 which takes effect on September 10. Mr. Dean said this was adopted in the last legislative session. This certifies Columbus Day as the official holiday of that day under RSA 288:1. Ms. Belanger suggested raising another day [for Indigenous Peoples' Day] at the State level. Ms. Cowan asked if we can celebrate both. Ms. Gilman said only on a different day.

10. Review Board Calendar

- a. The election is next Tuesday, September 10, from 7 AM - 8 PM. The next Board meetings are September 16, September 30, Tuesday October 15, October 28, Tuesday November 12, November 25, December 9, and December 23.

11. Non-Public Session

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

12. Adjournment

MOTION: Ms. Belanger moved to adjourn. Mr. Chartrand seconded. The motion passed 5-0 and the meeting was adjourned at 8:03 PM.

Respectfully Submitted,
Joanna Bartell
Recording Secretary

Appointments/Resignations

**TOWN OF EXETER
PLANNING DEPARTMENT MEMORANDUM**

Date: September 11, 2024
To: Russ Dean, Town Manager and Exeter Select Board
From: Kristen Murphy, Conservation and Sustainability Planner
Subject: Conservation Commission Member Appointment Modification

I was recently approached by Conservation Commission voting member Kyle Welch (term to Expire 4/2027) who is very interested in remaining on the Commission but felt he would better serve the board in the role of an alternate. I contacted all appointed alternates in order of seniority and was pleased to find that current alternate member, Valorie Fanger (Term to Expire 4/2025) interested in filling the voting member position to be vacated by Kyle. Switching their appointments would ensure these two dedicated and very active participants on the Commission are able to remain on the board in roles that best suit their availability and interests.

The Conservation Commission discussed this at their September 10th meeting and voted unanimously to endorse this proposal and request your support in making the appropriate appointment changes.

Suggested Motion:

Motion to accept the resignation of voting member Kyle Welch and alternate member Valorie Fanger, re-appointing Kyle Welch to an alternate position with a term to expire on 4/2025 and reappointing Valorie Fanger to a voting member position with a term to expire on 4/2027.



Pam McElroy <pmcelroy@exeternh.gov>

memo to SB on CC appointments

4 messages

Kristen Murphy <kmurphy@exeternh.gov> Wed, Sep 11, 2024 at 9:17 AM
To: Pam McElroy <pmcelroy@exeternh.gov>
Cc: Valorie Fanger <fresh.road2083@fastmail.com>, Kyle Welch <kdwelch1@gmail.com>

Good morning Pam,

Attached please find a memo to the Select Board regarding Conservation Commission appointments of Kyle Welch and Valorie Fanger. As we discussed, I have informed both Kyle and Valorie they would need to submit a notice of resignation. I have cc'd them on this email to facilitate the process. Kyle and Valorie, an email notification of this to Pam, cc'd to me will suffice.

--
Kristen Murphy
Conservation and Sustainability Planner
Town of Exeter
10 Front Street, Exeter, NH 03833
(603) 418-6452

2 attachments

Member Appointment Modificaiton Rec to SB 9-11-24.pdf
111K

Member Appointment Modificaiton Rec to SB 9-11-24.docx
22K

Pam McElroy <pmcelroy@exeternh.gov> Wed, Sep 11, 2024 at 9:32 AM
To: Kristen Murphy <kmurphy@exeternh.gov>
Cc: Valorie Fanger <fresh.road2083@fastmail.com>, Kyle Welch <kdwelch1@gmail.com>

Thank you Kristen.
[Quoted text hidden]

--
Pam McElroy
Town of Exeter
Senior Executive Assistant, Town Manager's Office
603-773-6102
Human Services Administrator
603-773-6116

fresh.road2083@fastmail.com <fresh.road2083@fastmail.com> Wed, Sep 11, 2024 at 9:59 AM
To: Pam McElroy <pmcelroy@exeternh.gov>
Cc: Kristen Murphy <kmurphy@exeternh.gov>

Hi Kristen and Pam,
I would like to submit my resignation as an alternate member of the Conservation Commission. I'm looking forward to being a regular voting member.
Valorie Fanger
[Quoted text hidden]

[Quoted text hidden]
Attachments:

- Member Appointment Modificaiton Rec to SB 9-11-24.pdf
- Member Appointment Modificaiton Rec to SB 9-11-24.docx

Kyle Welch <kdwelch1@gmail.com>

Wed, Sep 11, 2024 at 10:53 AM

To: Pam McElroy <pmcelroy@exeternh.gov>

Cc: Kristen Murphy <kmurphy@exeternh.gov>, Valorie Fanger <fresh.road2083@fastmail.com>

Pam,

I intend to resign as a full member of the Exeter Conservation Commission effective as soon as possible and accept a role as alternate. Please advise if you require more info.

Thx,

Kyle Welch

[Quoted text hidden]

Discussion/Action Items

E911 Address Changes – Meeting Place Drive



EXETER FIRE DEPARTMENT

20 COURT STREET • EXETER, NH • 03833-3792 • (603) 773-6131 • FAX 773-6128

www.exeternh.gov

Advanced Life Support / EMS - Fire Suppression - Health Department - Emergency Management

INTEROFFICE MEMORANDUM

TO: Russ Dean, Town Manager
FROM: Jason Fritz, Deputy Fire Chief
SUBJECT: Address Changes - Meeting Place Drive
DATE: 09/13/2024

Russ,

Can you please add this to the agenda for the next Select Board ?

The E911 Committee has been working to correct addressing discrepancies on Meeting Place Drive. Currently, the building numbers start on the wrong side of Meeting Place Drive and are not compliant with the numbering standard as outlined by the State. This situation could cause delays in emergency responses.

Attached you will find voluntary address change forms for all the affected properties. Also attached is a map that will help illustrate the addressing concerns for this area.

As with any E911 Commission recommended address change, per Chapter 14 of the Town Ordinance and RSA 231:133 and 231:133a the Authority to Change street names or numbers rests with the Select Board.

Recommended motion;

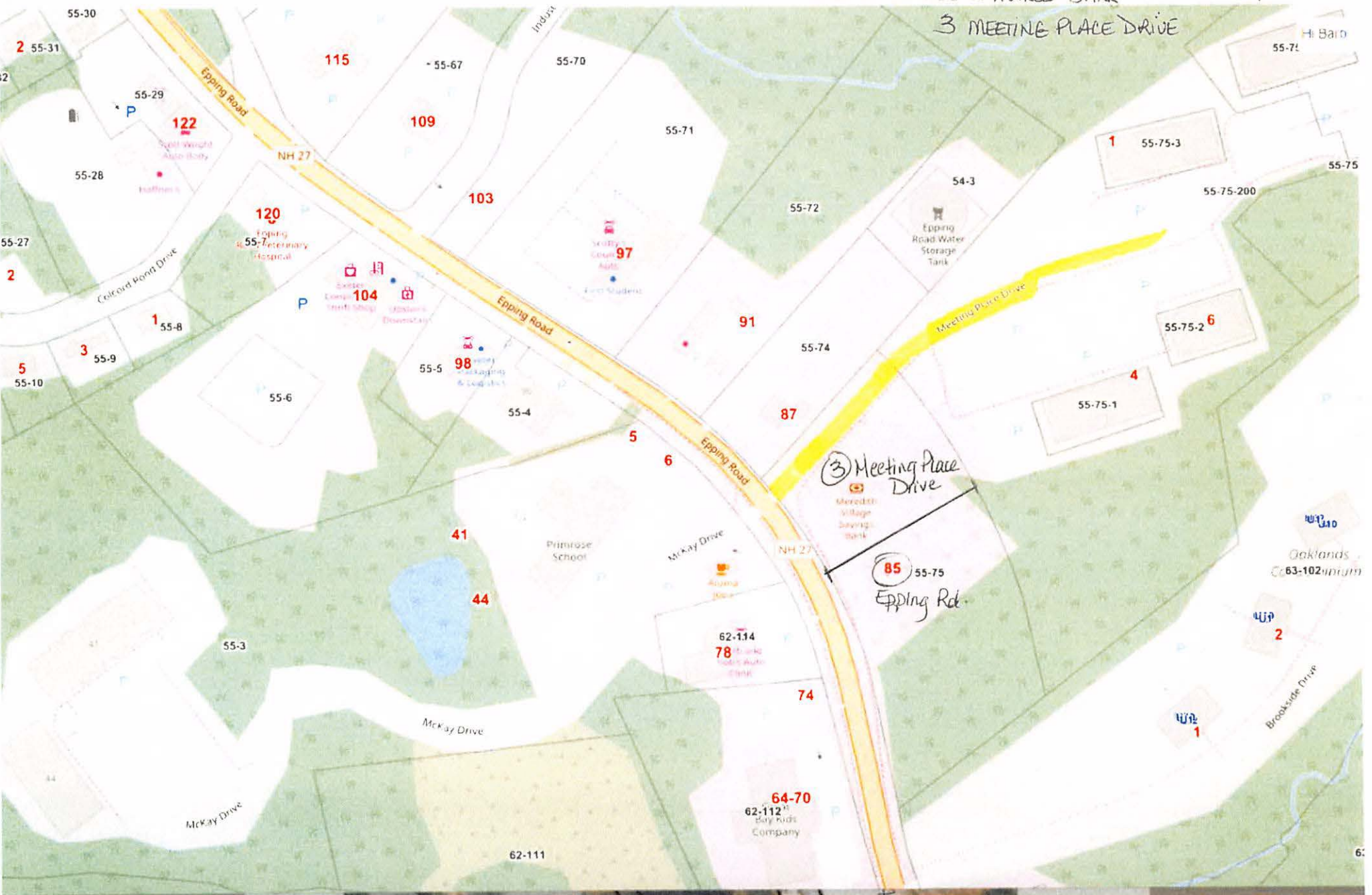
To accept the new numbering of the buildings on Meeting Place Drive as listed.

I anticipate being at the Select Board meeting Monday, September 16th and would be happy to answer any questions at that time.

Thank you,

Jason

HEREDITH VILLAGE SAVINGS BANK
3 MEETING PLACE DRIVE
7/2/24



DATE 07/19/2024

MAP 55 LOT 75



TOWN OF EXETER, NEW HAMPSHIRE

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

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APPLICATION FOR VOLUNTARY CHANGE OF ADDRESS

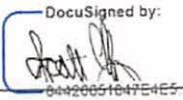
NAME OF OWNER: Meeting Place 2 LLC

MAILING ADDRESS: 321D LAYAYETTE RDHAMPTON, NH 03842

LOCATION OF PROPERTY: 2 Meeting Place Dr. Exeter, NH 03833

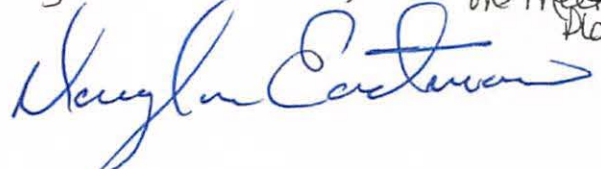
APPLICATION IS FOR CHANGE OF ADDRESS NUMBER FROM: 2 Meeting Place Dr.

TO: 3 Meeting Place Dr. FOR EMERGENCY RESPONDERS TO EASILY LOCATE THE PROPERTY.

Signature of property owner(s): 

Select Board: N/A Approve Reject

Explanation: Property at 85 Epping Rd. was subdivided to create new lot for bank. Vacant property retained the 85 Epping Rd. address & bank used 2 Meeting Place Drive (given the already existing addresses (see E911 6/11/24 minutes attached.) on Meeting Place Drive

Date recommended by E911 07/02/2024 

Date adopted by the Select Board 1 1 N/A



"RENUMBERING" STREET ADDRESSES - MEETING PLACE DRIVE

6/11/24

DATE 07/19/2024

MAP 55 LOT 75-3



TOWN OF EXETER, NEW HAMPSHIRE

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APPLICATION FOR VOLUNTARY CHANGE OF ADDRESS

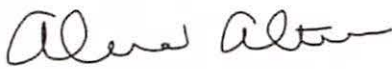
NAME OF OWNER: Avesta One Meeting Place LP

MAILING ADDRESS: 307 Cumberland Ave Portland, ME 04101

LOCATION OF PROPERTY: 1 Meeting Place Dr. Exeter, NH 03833

APPLICATION IS FOR CHANGE OF ADDRESS NUMBER FROM: 1 Meeting Place Dr.

TO: 30 Meeting Place Dr. FOR EMERGENCY RESPONDERS TO EASILY LOCATE THE
PROPERTY.

Signature of property owner(s): 

Select Board: Approve Reject

Explanation: _____

Date recommended by E911 07/02/2024

Date adopted by the Select Board / /

TH# 55-75-3

DATE 07/19/2024

MAP 55 LOT 75-4



TOWN OF EXETER, NEW HAMPSHIRE

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APPLICATION FOR VOLUNTARY CHANGE OF ADDRESS

NAME OF OWNER: Avesta Three Meeting Place LP

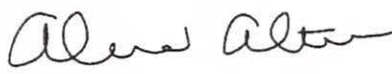
MAILING ADDRESS: 307 Cumberland Ave Portland, ME 04101

LOCATION OF PROPERTY: 3 Meeting Place Dr. Exeter, NH 03833

APPLICATION IS FOR CHANGE OF ADDRESS NUMBER FROM: 3 Meeting Place Dr.

TO: 40 Meeting Place Dr. FOR EMERGENCY RESPONDERS TO EASILY LOCATE THE

PROPERTY.

Signature of property owner(s): 

Select Board: Approve Reject

Explanation: _____

Date recommended by E911 07 / 02 / 2024

Date adopted by the Select Board / /

DATE 07/19/2024

MAP 55 LOT 75-1



TOWN OF EXETER, NEW HAMPSHIRE

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APPLICATION FOR VOLUNTARY CHANGE OF ADDRESS

NAME OF OWNER: Avesta Four Meeting Place LP

MAILING ADDRESS: 307 Cumberland Ave Portland, ME 04101

LOCATION OF PROPERTY: 4 Meeting Place Dr. Exeter, NH 03833

APPLICATION IS FOR CHANGE OF ADDRESS NUMBER FROM: 4 Meeting Place Dr.

TO: 21 Meeting Place Dr. FOR EMERGENCY RESPONDERS TO EASILY LOCATE THE
PROPERTY.

Signature of property owner(s): _____

Select Board: Approve Reject

Explanation: _____

Date recommended by E911 07/02/2024

Date adopted by the Select Board / /

DATE 07/19/2024

MAP 55 LOT 75-2



TOWN OF EXETER, NEW HAMPSHIRE

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

www.exeternh.gov

APPLICATION FOR VOLUNTARY CHANGE OF ADDRESS

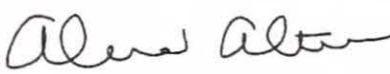
NAME OF OWNER: Avesta Six Meeting Place LP

MAILING ADDRESS: 307 Cumberland Ave Portland, ME 04101

LOCATION OF PROPERTY: 6 Meeting Place Dr. Exeter, NH 03833

APPLICATION IS FOR CHANGE OF ADDRESS NUMBER FROM: 6 Meeting Place Dr.

TO: 29 Meeting Place Dr. FOR EMERGENCY RESPONDERS TO EASILY LOCATE THE
PROPERTY.

Signature of property owner(s): 

Select Board: Approve Reject

Explanation: _____

Date recommended by E911 07/02/2024

Date adopted by the Select Board / /

CHAPTER 14 ASSIGNING STREET NAMES AND NUMBERS

1401 Purpose

In accordance with RSA 231:133 and 231:133-a, the Selectmen of the Town of Exeter hereby establish the following ordinance in order to develop a more uniform street naming and street addressing system throughout the Town of Exeter to enable people to locate addresses effectively for providing emergency services and deliveries.

1401.1 Enforcement

Either the Building Inspector or Fire Department, or their designees, shall enforce the provisions of this section. The Planning Board shall inform all subdivision applicants of the provisions of this ordinance. A Certificate of Occupancy shall not be issued until the provisions of this ordinance are complied with.

1401.2 Street Names

Whenever a name is assigned to any new street, highway or right-of-way, or a change is made in the name of an existing street, highway or right-of-way, the Board of Selectmen shall make a return of the same to the Town Clerk, who shall make a record of a new name or name change, and shall forward a copy of such record to the Commissioner of Transportation, in accordance with the requirements of RSA 231:133, or as the same may be subsequently amended.

In accordance with RSA 231:133, the Board of Selectmen may change the name of any such street, highway, or right-of-way at any time when in its judgment there is occasion for so doing. The Board of Selectmen may also change the name of a private street, highway, or right-of-way when the name change is necessary to conform to the requirements of the enhanced 911 telecommunications system.

In the process of assigning names to any street, highway, or rights-of-way, the Selectmen shall apply the following guidelines to the extent practical:

- a. All proposed names to streets, highways, or rights-of-way or a change in the name shall be reviewed by the E911 Committee prior to a vote by the Selectmen. The E911 Committee shall provide the

Selectmen with their written recommendation for Selectmen consideration. No proposed name that receives a negative review by the E911 Committee shall be utilized. The new street, highway, or right-of-way name recommended by the E911 Committee shall be provisional until such time it is adopted by the Selectmen.

- b. No name shall be assigned to a street, highway, or right-of-way which shall duplicate the name of any other proposed or existing street, regardless of the use of the suffix "street", "avenue", "way", "lane", "drive", or the like.
- c. All proposed street, highway, or right-of-way names shall be substantially different so as not to be confused in sound or spelling with present names.
- d. All proposed street, highway, or right-of-way names shall not include first or last names, unless special exemptions are recommended by the E911 Committee and approved by the Board of Selectmen.
- e. The extension of a street, highway, or rights-of-way shall have the same name as the existing street, highway, or rights-of-way name. (for example, River Street Extension shall be River Street).

The Planning Board shall have the authority to assign a provisional name to all streets, highways, or right-of-ways shown upon a subdivision or site plan being considered for approval by the Planning Board, provided that no such provisional name shall be assigned to such street, highway, or right-of-way until such time as the Planning Board shall have followed the procedures set forth herein.

The E911 Committee, may, from time to time, recommend a name change to the Board of Selectmen when the name change is necessary to conform to the enhanced 911 telecommunications system.

Changes to any existing street, highway, or right-of-way shall be provisional only until such time as such name change is adopted by the Board of Selectmen after posting of notice and holding of a public hearing. No public hearing shall be required where the affected property owner(s) voluntarily consent to their street, highway, or right-of-way being renamed as indicated by Town records.

1401.3 Street Numbers

Pursuant to RSA 231:133, the Building Inspector or the Fire Department of the Town of Exeter, or their designees, shall have the authority to assign numbers to all existing or proposed residential and/or commercial structures and/or to vacant lots. In assigning numbers, the Building Inspector, Fire Department, or their designees shall employ the following criteria:

- a. Odd numbers shall be assigned to the right side of the street and the left side shall be given even numbers.
- b. For every ten (10) feet of right-of-way frontage within the business district, there shall be an individual number assigned and every door shall have its own number. The business district shall be all structures located on either side of Water Street and the section of High Street between the Exeter River and the intersection with Portsmouth Avenue. This provision may be applied in other areas of Town outside the business district if deemed appropriate by the E911 Committee.
- c. Separate numbers should be assigned to the entrance of a duplex or townhouse.
- d. Multi-unit structures shall receive one number with the units numbered in accordance with the following:
 - i. Large multi-unit structures sub-addresses should numeric with the first number in the sub-address indicating the floor of the unit or at a minimum, some other type of floor designator. For example, in these buildings, units on the first floor would receive sub-addresses between 101 and 199; units on the second floor receive sub-addresses between 201 and 299. Basement floors should receive a floor designator of B with sub-addresses between 01 and 99.
 - ii. Exception: On a case by case basis row houses, strip malls, or downtown congested storefronts may be addressed at the front door of each adjoining unit, and each unit treated as its own independent building rather than part of a multi-unit structure.
- e. Subordinate designation, such as half-numbers and alphabetical suffixes, shall not be used.

- f. For every fifty (50) feet of right-of-way frontage outside of the business district, there shall be an individual number assigned.
- g. The beginning of the street shall be at the end which intersects with a collector street and, so far as possible, shall be the end closest in distance to String Bridge.

Existing numbering patterns for existing streets, highways, or right-of-ways, which do not comply with the provisions herein, may be assigned new numbers by the Building Inspector, Fire Department, or their designees, as necessary to conform to the requirements of the enhanced 911 telecommunications system. The alteration of existing numbers by the Building Inspector, Fire department, or their designees, shall be provisional only until such time as such alteration is adopted by the Board of Selectmen after posting of notice and holding of a public hearing. No public hearing shall be required where the affected property owner(s) voluntarily consent to their property being renumbered as indicated by Town records.

The owner of any building or structure shall affix an assigned number to his mailbox, if any, and building or structure within thirty (30) days of written notice from the Town.

The E911 Committee, may, from time to time, recommend changes to an existing numbering pattern to the Board of Selectmen when the change is necessary to conform to the enhanced 911 telecommunications system.

1401.4 Location and Size

- a. Street signs on roadways to be maintained by the Town shall conform to the standards established by the Public Works Department.
- b. Building numbers shall be at least 3.5" and of contrasting color to the mounting surface and be in clear view from the public way that serves the building. If the structure is too far from the road to be read by emergency personnel, a post or similar device will be mounted at the curb line with the building number. All building numbers shall be numerical and shall not be written out as a word (for example "5" shall not be "Five").

- c. Businesses located within a block, shopping center or other configuration where no number is apparent at the rear shall have numbers posted on or near the rear exit(s).

1410 Penalty

Any person that remains in violation of this Chapter after thirty (30) days of receiving written notice of said violation, shall be punishable by a fine of not more than twenty-five dollars (\$25.00) for each day the violation continues thereafter .

ALS Update

Tree Committee Update

**TOWN OF EXETER
PLANNING DEPARTMENT MEMORANDUM**

Date: September 11, 2024
To: Russ Dean, Town Manager and Exeter Select Board
From: Kristen Murphy, Conservation and Sustainability Planner
Subject: Tree Committee Request for Select Board Agenda Item

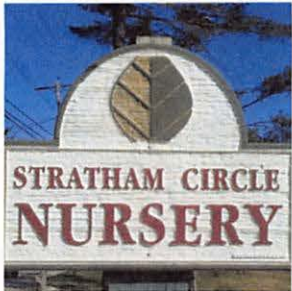
The Exeter Tree Committee would like an opportunity to provide the Select Board with an annual update on their activities at the next available Select Board meeting. Upon recommendation by Chairman Papakonstantis, they understand the September 16th meeting may be the best time for this presentation. In anticipation of that meeting, please accept the attached copy of their presentation for inclusion in the board packet.

Exeter Tree Committee Progress Report

*Exeter Select Board
September 2024*

Partners

- SAU 16, Main & Lincoln Street Schools
- Unitil
- Rockingham County Forester
- Stratham Circle Nursery
- Arbor Day Foundation
- Private Donations - Tree Maintenance, Memorial Trees & Liberty Elm





Accomplishments

- Monthly Meetings
- Regular Social Media Postings
- Multiple Events Hosted Annually
- 8 Tree Goal: 10 (8 town/2 school) by EOY
- Chipper in use, Watering Tank being built
- DPW Training: Arborist / Municipal ISA specialist
- Tree Inventory APP and Dashboard



Quantity of trees planted

Outreach & Planting Days



Outreach & Planting Days



Public Tree Inventory App

Online Training Program

Phone/Web Data Collection



Date & Time Collected*

9/9/2024 03:10 PM

What type of site is this?*

- Existing Tree
- New Tree
- Stump
- Empty Planting Site
- Other

What is the tree's diameter at breast height (DBH), in inches?*

- <3
- 3 - 12
- 12 - 24
- >24
- Empty

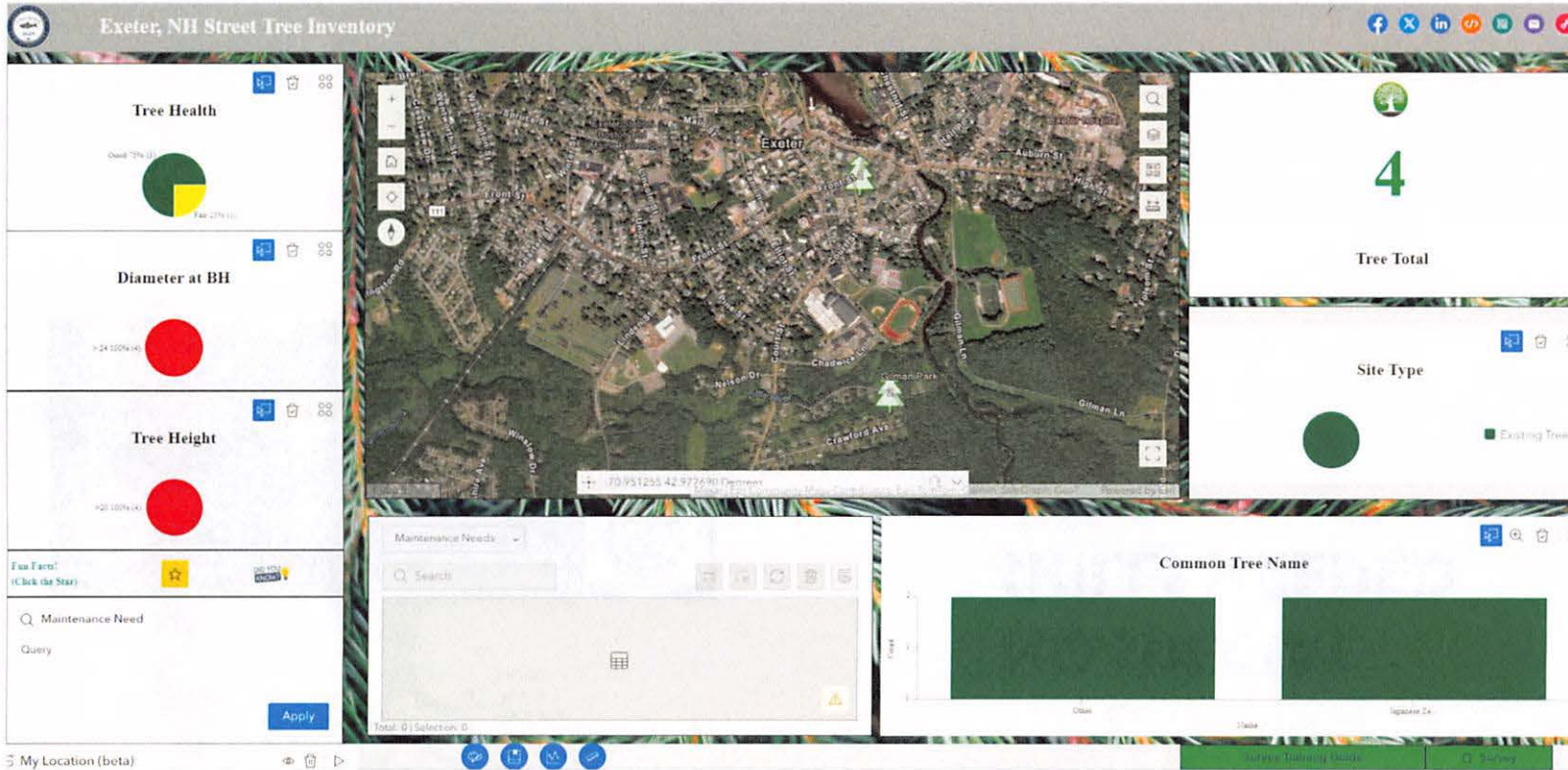
What is the height of the tree in feet?*

- < 10
- 10 - 20
- >20
- Empty

The form is displayed on a mobile device screen with a green pine branch background. It includes fields for date and time, a dropdown menu for site type, and radio button options for diameter and height categories.

Dashboard

Maintenance App and Dashboard To View Inventory



Seeking Volunteers

TREES COUNT!

HELP COUNT STREET TREES



SEEKING VOLUNTEERS

TO HELP WITH OUR TREE INVENTORY!

Quick and Easy Data Collection - Sign Up Today!

Training Provided. Email: kmurphy@exeternh.gov

EASY TRAINING

**QUICK DATA
COLLECTION**

**NO SPECIAL
SKILLS NEEDED**



2025 Goals/Priorities

- *Planting 10-12 New Trees*
- *Label All New Plantings*
- *Complete Tree Inventory*
- *Increase Annual Plantings (Funding)*
- *Advocate for Maintenance Pruning (Funding)*



Public Hearing – Comcast Franchise Amendment

**NOTICE OF PUBLIC HEARING
TOWN OF EXETER, NH**

The Exeter Select Board hereby gives notice of a public hearing pursuant to NH RSA 53-C: 3-a, on the proposed amendment to the cable television franchise agreement between the Town of Exeter, NH and Comcast of Maine/New Hampshire, Inc. on Monday, September 16, 2024 at 7:00 p.m., in the Exeter Town Offices, Nowak Room, 10 Front Street, Exeter, New Hampshire. The proposed amendment is available for review at the Town Clerk's Office, Town Office, 10 Front Street, Exeter, NH, during the hours the Town Clerk's Office is open.

Dated: August 20, 2024

Exeter Select Board
Niko Papakonstantis, Chair



16 Acadia Lane, P.O. Box 630
Exeter, New Hampshire 03833
Telephone: (603) 778-0686

111 Maplewood Avenue, Suite D
Portsmouth, New Hampshire 03801
Telephone (603) 766-1686

164 NH Route 25, Towle House, Suite 2
Meredith, New Hampshire 03253
Telephone (603) 279-4158

Web Site: www.DTCLawyers.com

MEMORANDUM

To: Russell Dean, Town Manager and Select Board for Town of Exeter
From: Katherine B. Miller, Esq.
Re: Comcast Cable TV Franchise Renewal
Date: August 14, 2024

Executive Summary

This memo provides an update on negotiations with Comcast on an Amendment to the cable TV Franchise. I have been working with Media Communications Coordinator Robert Glowacky, and the Town Manager and Assistant Town Manager. We have agreed with Comcast on terms for an Amendment addressing: (1) the Town's primary goal of obtaining a cable access channel in high definition and (2) updates to a few items that have changed since the current franchise was negotiated in 2010. If the Board agrees with these terms, the next step will be a public hearing on 14 days' notice and then execution of the Amendment.

Discussion

The Town of Exeter conducted a major re-write of its cable TV franchise with Comcast in 2010, culminating with a seven-year agreement. That franchise has been extended twice, through October 2019, at which point Comcast indicated that, due to a new rule of the Federal Communications Commission ("FCC"), it would do no more extensions, and instead wanted Amendments or fully re-negotiated Renewal Franchises. Exeter has been in a hold-over status since, with Comcast continuing to comply with the 2010 Franchise Agreement.

- The Future for Cable TV: The market for cable TV has been shifting, with more viewers "cutting the cord" with their cable TV company and watching videos on streaming internet services instead. Eventually, in 10 or more years, the cable companies will want to shed their cable TV businesses and operate as internet services providers only. Due to this shift, we recommend ten-year franchise terms for our clients, to ensure that the cable TV company will be "on the hook" to provide cable TV services for at least ten years. A draft, ten-year Amendment to the current Franchise Agreement is included with this Memo. Comcast has approved it.

- **Negotiable Terms:** The terms over which the Town can negotiate are limited to Comcast's cable TV business, not its internet or voice services. The Town also has no control or ability to negotiate over cable TV rates, programming, or the way channels are packaged in "tiers."
- **Goals for the Town:** The Town has three cable access channels available to Exeter Comcast subscribers, and all subscribers in the six towns served by the Exeter Region Cooperative School District. It has long been a goal to have the channels in high definition ("HD"). Until recently, Comcast was refusing to negotiate for HD cable access channels and the cost to subscribers for implementing them once offered was in the range of \$25,000 per Town, passed through to subscribers on their bills. Comcast also insisted that Towns give up a standard definition ("SD") channel for each channel provided in HD, which Exeter was reluctant to do. This led to a stalemate, until (1) prices came down to an estimated \$2000 for the HD channel, to be passed through to subscribers over the 10 years of the Amendment, and (2) Comcast allowed Exeter to retain the current, three SD channels. This final point was resolved recently, due to additional pressure from within on Comcast to close the deal, and the fact that Exeter TV serves the six towns in the Exeter Region Cooperative School District, which are all Comcast towns.
- **Other Updates in the Proposed Amendment:** Comcast provides courtesy cable TV services to school and municipal locations in Exeter. The FCC ruled in 2019 that the value of such in-kind services must "count" towards the 5% cap on franchise fees paid to municipalities. The value of those in-kind services will be offset against the franchise fees paid to the Town if the total exceeds 5% of Comcast's gross annual revenue from the operation of the cable TV system. The value of the services will be calculated at Comcast's marginal cost to provide the services (not its retail rate). An updated Exhibit with the current locations is part of the Amendment, as well as revisions to the language on the courtesy services and the franchise fees, to address the FCC rule. Comcast has not set a time to begin offsetting the franchise fees by its cost for the courtesy services, nor has it disclosed its "marginal cost" to provide them. It will notify the Town before it begins such charges, and the Town will have the opportunity then to opt out of the services. If it retains services, and the franchise fee plus the value of the services exceed the 5% cap, the amount of franchise fees received by the Town will be offset.
- **No Additional Free Converters with Courtesy Cable TV Services:** Most locations need a digital converter. One is provided as part of the courtesy services, but there is a charge for additional converters at each location. Some locations, such as the Police Department, have more than one TV set. I asked Comcast to provide additional converters as a courtesy, and received a flat-out "no."
- **Sections on Polling and Monitoring:** These have been deleted as they no longer apply.

Conclusion

Although it is not perfect, I recommend the Amendment to address the above issues, obtain one HD Channel for Exeter TV and carry the current Franchise Agreement forward for another ten (10) years. I am happy to respond to any questions.

FIRST AMENDMENT TO NOVEMBER 22, 2010
RENEWAL CABLE TELEVISION FRANCHISE AGREEMENT
BETWEEN THE TOWN OF EXETER, NEW HAMPSHIRE, AND
COMCAST OF MAINE/NEW HAMPSHIRE, INC.

WHEREAS, Comcast of Maine/New Hampshire, Inc. (hereinafter “Franchisee”), is the duly authorized holder of a Renewal Cable Television Franchise to operate a cable television system in the Town of Exeter, New Hampshire (hereinafter the “Town”) pursuant to NH RSA 53-C, as amended, said Renewal Franchise having commenced on November 22, 2010;

WHEREAS, Franchisee and the Town wish to amend the Renewal Cable Television Franchise Agreement;

WHEREAS, Section 10.4 of the Renewal Cable Television Franchise Agreement authorizes amendment by written agreement following publication of the proposed amendment in a manner consistent with NH RSA Chapter 43;

WHEREAS, the Select Board of the Town of Exeter as Franchising Authority (hereinafter “Franchising Authority”) is authorized to amend the Renewal Cable Television Franchise Agreement pursuant to RSA 53-C;

NOW THEREFORE, after due and full consideration, the Franchising Authority and Franchisee agree that the Renewal Cable Television Franchise Agreement is hereby amended as follows:

FIRST: Section 2.2, TERM: is deleted and a new Section 2.2 is inserted therefore as follows:

SECTION 2.2 – TERM The term of this non-exclusive Renewal Franchise shall commence on November 22, 2010, and expire at midnight on November 21, 2034.

SECOND: Section 3.3, SUBSCRIBER NETWORK CABLE DROPS, is hereby deleted in its entirety, and a new Section 3.3 is substituted in its place, as follows:

SECTION 3.3 – GOVERNMENT CABLE DROPS TO THE CABLE SYSTEM

The parties agree that Franchisee will provide Basic Cable Service to the locations identified in Exhibit A and has the right in accordance with applicable law to deduct the value of those services from Franchise Fees. Franchisee will notify the Town if it intends to implement said offset and the value of those services at least sixty (60) days prior to doing so. Subject to the provisions herein the Franchisee shall provide, as directed in writing, by the Franchising Authority, (i) one cable drop connected to the Cable System within the Standard Installation requirements of Section 3.1(b), (ii) one Outlet, and (iii) the Basic Cable Service to all municipal and public school buildings which are listed in

Exhibit A hereto and are located along the Cable System Trunk and Distribution System. The obligation of Franchisee to provide Drops, Outlets and Basic Cable Service shall pertain throughout the life of this Renewal Franchise and shall apply specifically to municipal and public school buildings newly constructed or acquired subsequent to the commencement of this Renewal Franchise, which shall be wired within ninety (90) days of delivery of a written request from the Franchising Authority to Franchisee. The Franchisee shall consult with the Franchising Authority or its designee to determine the appropriate location of each Drop and Outlet prior to the installation of the service.

THIRD: Section 6.2 (b) (PEG ACCESS CHANNEL) is deleted, and a new Section 6.2 (b) is inserted as follows:

Section 6.2 (b) The Franchisee shall provide three (3) Access Channels, in standard definition (“SD”) format on the Effective Date, and one in high definition (“HD”) format, within eighteen (18) months of the First Amendment to the Franchise Agreement, executed on September 16, 2024. The Franchising Authority and/or its designee(s) shall be responsible for providing PEG Access Channel Signals in HD format, compatible to the Franchisee’s equipment, to the demarcation point at the designated point of origination for the HD PEG Access Channel, to coincide with the availability of the HD PEG Access Channel, within eighteen (18) months of the First Amendment to the Franchise Agreement, executed on September 16, 2024. The Franchisee shall distribute the HD PEG Access Channel Signal on its Cable System in HD format without substantial alteration or deterioration. The Cable System shall be capable of transmitting color video signals received at the Headend in color, stereo audio signals received at the Headend in stereo and properly formatted closed captioned signals received at the Headend.

FOURTH: Section 7.8 MONITORING is hereby deleted in its entirety, and nothing is substituted in its place.

FIFTH: Section 7.9 POLLING is hereby deleted in its entirety, and nothing is substituted in its place.

SIXTH: Section 9.4(d) FRANCHISE FEES is hereby deleted in its entirety, and new Section 9.4(d) is substituted in its place as follows:

Section 9.4 (d). In accordance with Section 622(b) of the Cable Act (47 U.S.C. § 542(b)), Franchisee shall not be liable for a total financial commitment pursuant to this Franchise and applicable law in excess of five percent (5%) of its Gross Annual Revenues. That said five percent (5%) cap shall include (i) non-exempt PEG contributions whether in-kind or cash payments; and (ii) the marginal cost to Franchisee to provide the in-kind cable drops and services as enumerated within Exhibit A.

SEVENTH: Exhibit A is hereby deleted in its entirety, and the following new Exhibit A is inserted in its place:

EXHIBIT A

PUBLIC BUILDINGS ON THE CABLE SYSTEM

The following Schools and Public Buildings shall receive Drops and the monthly cable Service at no charge.¹

Municipal Buildings:

Town Parks and Recreation	32 Court Street
Exeter Library	1 Founders Park
Public Works Office	13 Newfields Road
Emergency Operations Center/Police and Fire Departments	20 Court Street
Town Offices	10 Front Street
Town Hall	Front Street

Public School Buildings:

Tuck Learning Campus	30 Linden Street
Seacoast School of Technology	40 Linden Street
Developmental Pre-School Program	13 School Street
Lincoln School	25 Lincoln Street
Main Street School	40 Main Street
Exeter High School	1 Blue Hawk Drive

[The remainder of this page intentionally left blank.]

¹ And, subject to Section 3.3 supra, any and all new municipal buildings and/or Town public schools that are constructed and/or put into use during the term of this Renewal Franchise.

In all other respects, the Renewal Cable Television Franchise Agreement is not amended and remains in full effect.

WITNESS OUR HANDS AND OFFICIAL SEAL, this 16th day of September, 2024.

FRANCHISING AUTHORITY:

SELECT BOARD, TOWN OF EXETER, NEW HAMPSHIRE

BY:

Russell Dean, Town Manager Duly Authorized

FRANCHISEE:

COMCAST OF MAINE/NEW HAMPSHIRE, INC.

BY:

Carolyne Hannan
Regional Senior Vice President
New England Region

Finance Quarterly Report



TOWN OF EXETER
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www.exeternh.gov

TO: SELECT BOARD & RUSSELL DEAN, TOWN MANAGER
FROM: COREY STEVENS, FINANCE DIRECTOR
SUBJECT: BUDGET VS ACTUAL RESULTS (UNAUDITED) AT 06/30/24, COMPARED TO 06/30/23
DATE: SEPTEMBER 16, 2024

General Fund Budget vs. Actual Revenues and Expenses

General Fund Revenues

For the six months ending June 30, 2024, Total General Fund Operating Revenue was \$10.26M, representing 45% of the FY2024 overall budget of \$22.86M. Total Operating Revenue at June 30, 2023, was \$10.3M representing 48% of the overall FY2023 budget.

Highlights of General Fund Revenues as of 6/30/24:

- **Property Tax Revenues:** Property tax invoices totaling \$31.4M were issued in May of this year (due July 1st), with the Town’s portion equaling \$7.3M, or 23%. The balance goes to the school districts and county. As of June 30th, 85% of the May billing had been collected, a slight decline of 2% from mid-year 2023. As of July 31st, the collection rate had increased to 97%. An aging analysis can be found at the end of the General Fund Expenses review on page 6.
- **Building & Permit Fees:** Fees collected as of mid-year are notably less than 2023. As of 6/30/24, \$186K in building permits had been collected compared to \$400K at 6/30/23. 2023 was a particularly active year for building permit revenue as the following June 30th results indicate:

	Est. Building	Fee	Total
	Cost	Collected	Permits
6/30/2023	63,066,035	400,047	637
6/30/2024	24,727,844	185,662	446

- **Income from Departments:** \$453K booked at mid-year, representing 39% of the annual budget. Mid-year results lagged the prior year by \$167K, broken down as follows:
 - Income from Departments - \$111K collected, compared to \$291K at 6/30/23. In 2023 accounting adjustments and insurance claim reimbursements bolstered revenue in this category. Also, in 2024 we’ve seen several general revenue accounts underperform expectations at mid-year.
 - Waste & Refuse Charges - \$342K collected, representing 39% of the annual budget. Similar to 2023, revenue from many of the Town’s pay-to-throw programs has been slow to generate in the first 6-months of 2024. Some programs, such as Household Hazardous Waste Day, do not take place until Fall.
- **Interest Income:** \$289K collected, representing 97% of the annual budget. The Town actively worked to ensure idle funds were invested in short-term CDs throughout the first six months of 2024. Rates averaged over 5% for the period.
- **Use of Fund Balance:** 50% of the projected annual amount to be used for 2024 has been recognized at June 30th. Subject to Select Board approval later in the year.

General Fund Expenditures

Total General Fund Operating Expenses as of June 30, 2024, were \$10.0M, representing 44% of the 2024 budget of \$22.86M. On a percentage basis, spending results were in-line with 2023 mid-year results. A discussion of the highlights and notable variances to budget is below. Generally, we would anticipate wages, tax and benefits to be 50% spent at mid-year. Non-compensation expense lines will vary based on the timing of such expenditures and circumstances within the individual departments.

General Government Group (BOS, TM, HR, Legal, TC, EL)

- **General Government Group** actual expenditures were \$612K through June 2024, representing 48% of the annual budget. Notable contributions to these expenditures results include:
 - **Town Clerk** expenses were \$154K, representing 33% of the budget. While the department is fully staffed as of today, two Assistant Town clerk positions were vacant for the first 6-months of 2024. Vacancies resulted in spending below budget of \$77K.
 - **Human Resources** expenses were \$91K, representing 44% of the department budget. The budgeted part-time position of HR Assistant was filled in mid-April resulting in wage and tax below budget \$8.2K.
 - **Liability Insurance** expenses were \$92K, representing 111% of the budget. An offsetting reimbursement for a majority of this expense was related to Engine #3 repairs and is reflected in General Fund revenue lines.

Finance Group (Finance, Tax, Assessing and IT)

- **Finance Group** actual expenditures were \$548K through June 2024, representing 49% of the annual budget. Spending for this group was generally in-line with budget expectations at mid-year. Spending in Information Technology lagged slightly behind expectation with 42% of the budget spent at 6/30. This was primarily a matter of timing as general expense lines in the IT budget are historically spent in the second half of the year. These include computer software/ hardware lines and various subscription renewals.

Planning, Building Inspection, other Boards, and Commissions

- Actual expenditures for this group were \$277K through June 2024, representing 46% of the annual budget. Spending for most departments was in-line with budget expectations at mid-year. The budget for contract services under Building Inspections was unspent at 6/30. This line is for electrical inspector services, which the department has not been able to engage to date. The Conservation Commission budget of \$9.5K was 17% spent at mid-year

Economic Development

- Actual expenditures of \$81K through June 2024, representing 48% of the budget. No notable variances at mid-year.

Police Department

- Actual department expenditures were \$2.07M through June 2024, representing 47% of the overall Police Department budget. For comparison, the FY2023 budget was 48% spent through mid-year. Notable division results are highlighted below.
 - **Administration** – Actual spending of \$542K representing 49% of the division’s budget. Compensation and benefit lines were generally in-line with mid-year expectations. As in prior years, expenses related to Computer Equipment and Software Contracts are anticipated in the second half of the year. Munition supplies were largely spent at mid-year due to the timing of annual supply purchases. Conference/Rooms

& Meals had been exhausted at mid-year as the Chiefs attended a station design conference in Arizona in the Spring. Police Vehicle Maintenance was 17% spent at mid-year.

- **Staff Division** – Actual spending of \$259K, representing 39% of the division’s budget. The division had one open full-time position for the first 6-months of 2024. Staff overtime was overbudget at mid-year, which offset some of the unspent Salary/Wages. Comfort Dog expenses of \$2.1K were offset by donations to the program of \$2.8K through mid-year.
- **Patrol Division** – Actual spending of \$1.07M, representing 49% of the division’s budget at mid-year. Compensation and benefit lines were generally in-line with mid-year expectations. That being said, recent SERT (State Emergency Response Team) activity in the region as well as SERT training requirements will place a strain on the division’s overtime lines in the second half of 2024.
- **Communications/Dispatch Division** – Actual spending of \$190K, representing 40% of the division’s budget. One open position and one that became vacant during the first half of 2024 resulted in actual wages, tax and benefits below budget expectations. As of the date of this report, the division was fully staffed. Equipment Maintenance and Repair lines were 26% as of mid-year.

Fire Department

- Actual department expenditures were \$2.3M through June 2024, representing 47% of the Fire Department budget. These results show steady budget management through the first half of the year and are in-line with mid-year results from FY2023. There are no notable standouts within the department’s budget lines, and division results are highlighted below.
 - **Administration** – Actual spending of \$408K was in line with budget expectations at 51%. Administration is fully staffed this year. Additional contributions to the NH Retirement System due to a retirement in the spring results in retirement spending at 60% of budget at mid-year. Education/Training was 83% spent, likely due to the timing of training opportunities.
 - **Suppression** – Actual spending of \$1.54M, representing 46% of the division’s budget. The division was fully staffed during the period but for one retirement in late spring, however that position has since been filled. Overall wage and benefit spending was 46% of budget at mid-year. Spending on overtime was trending below budget at 40%. Many of the division’s general expense lines were spent below 50% as of June 30th, as the new fire chief is taking a cautious approach to the Fire Department budget during his first year in the position.
 - **Emergency Management** – Actual spending was 34% of the E.M. budget at mid-year. The new part-time Emergency Management Coordinator was installed in late spring leading to spending below budget for the first half of the year. We expect spending to come in line with budget as the year progresses.

Public Works Department

- Actual Public Works spending of \$2.21M as of June 30th, representing 38% of the 2024 annual budget. These results are consistent with June 30th of 2023. While Public Works was fortunate to fill the open Director’s position just as the new year started, the department continues to search for qualified candidates for open positions in Administration, Maintenance, Highway and Garage. In addition, many of the department’s general expense lines are historically spent in the second half of the year. Notable division results are highlighted below.
 - **Administration** – Actual spending of \$155K, representing 27% of the 2024 budget. In addition to filling the DPW Director role, the department was successful in hiring for the Geographic Information Systems (GIS) position in July. The 6-month vacancy, along with openings for an Assistant Engineer and

Engineering Technician led to wage, tax and benefits spending at 29% as of mid-year. General expense lines were 17% spent, mostly the result of timing.

- **Highways and Streets** – Actual spending of \$615K, representing 31% of the division budget. The division is fully staffed as of the date of this report. However, two heavy equipment operator positions were vacant for a portion of the year, leading to wage, tax and benefits spending equal to 45% of budget expectation at June 30th. General expense budget lines were 29% as of mid-year. As noted in the DPW introduction much of the Highway budget, including Paving is historically spent in the second half of the budget year.
- **Snow Removal** – The annual budget of \$315K was 79% spent as of mid-year. Plowing expenses were 134% of budget and Salt was 84% as a result of winter storm activity from January thru March. These results were somewhat offset by the Contracted Snow Removal line which remains unspent (\$25K).
- **Solid Waste Disposal** – Actual spending of \$609K, representing 41% of the 2024 budget, was in line with spending rates in the prior year. Part-time wage results were in line with budget expectation at mid-year (47%). Significant general expense lines (Brush Grinding, Landfill Monitoring, Household Hazardous Waste) are historically spent in the latter part of each year and were largely unspent at June 30th.
- **General Maintenance** – Actual spending of \$236K, representing 37% of the budget for this category. The division has been searching for a Maintenance Technician and a Mechanic throughout the first half of 2024. As a result, wage, tax and benefits spending was 36% of the annual budget at mid-year. Contract Services, primarily the cost of the Town's cleaning contractor, was 63% spent at mid-year, and Custodial Supplies, 69%. While there continues to be high demand for cleaning in the Town's buildings, these mid-year results represent an improvement over 2023. The Maintenance Projects budget of \$100K was 25% spent at mid-year, however, DPW will spend down this line before year end.
- **Building Maintenance** – Public Works is responsible for maintenance and utilities of the various buildings owned by the Town. At mid-year the combined Maintenance budgets for these buildings was 50% spent, which was in line with mid-year spending in 2023. Utility costs for Town buildings (electricity, natural gas, water/sewer) were 48% of budget at mid-year.
- **Mechanics Garage** – Actual spending of \$100K, representing 33% of the annual Garage budget. Wage, tax, and benefits spending were at 31% of budget due to the continued open Mechanics position. As a result, overtime costs were 68% of budget at June 30th.

Welfare

- Actual expenses of \$88K, representing 61% of the 2024 budget. At mid-year 2023, 106% of the annual budget had been spent. The disparity in year over year results are due to wage and tax lines. The Town hired a new Welfare/Human Services Administrator in June of this year, and as a result wage and tax lines were unspent for the first 6 months of 2024. The Town continues to see great demand for housing and utility assistance from our community members in need. In the first half of 2024, housing budget lines (rent and hotel stays) were 95% spent while utility costs (electricity and heat) were 79% of budget. Welfare expenses are offset by generous contributions from organizations and members of the community. Through mid-year the Town has received \$24K in such contributions, primarily from the Wentworth Trust.

Human Services

- Actual spending was 100% of budget as of mid-year, compared to 33% in 2023. Administered by the Human Services committee and Welfare Administrator, each year the Town supports numerous organizations in the community that provide assistance to those in need. In past years the Town has made quarterly payments to these

organizations. In 2024, one annual payment was made to each organization in order to streamline the administrative process.

Parks & Recreation

- Actual expenses of \$352K representing 52% of the 2024 budget. Overall spending results are slightly ahead of FY23 when 49% of the budget was spent at mid-year.
 - **Recreation** expenses were 49% of budget at mid-year for this department. There were no notable budget v. actual deviations.
 - **Parks** expenses were 54% of budget at mid-year for this department. Wage and benefits were in line with budget as of June 30th, however similar to the past two years the Parks department continues to rely on contracted services to maintain Town parks. Contracted Services budget was 60% spent at mid-year. General expense lines such as Landscaping Supplies are largely spent in the first half of the year as the department prepares for the growing season.

Public Library

- Actual expenses of \$680K at June 30th, representing 57% of the annual Library budget. Both full and part-time wages were in line with budget expectations at mid-year. Public Services expenditures were 100% requested by Library Administration as of June 30th.

Debt Service

- General Fund Debt Service expense was \$318K, representing 15% of the 2024 budget of \$2.07M. Spending includes 50% of the annual interest payments due and paid through June 30th. Principal payments, and the balance of interest for the year are due in July amounting to \$1.75M. The Debt Service budget is an overall increase of \$572K in 2024 over the prior year as a result of new capital projects such as Westside Drive reconstruction and the Solar Array. New borrowing is offset by retirement of the String Bridge rehabilitation loan and a reduction of \$60K in interest expense from other retiring debt.

Capital Outlay/Leases

- Actual spending of \$207K, representing 81% of the annual 2024 budget for Capital Outlay. Scheduled lease payments on two fire trucks, SCBA fire equipment, and Police motorcycle were made, in line with expectations.

Warrant Article Appropriations – A summary of spending on additional articles approved by voters is below:

**2024 Warrant Article Appropriations
Spent as of 6/30/24**

	Budget	Spent
Warrant Articles from Taxation		
Parks Improvement Fund CRF	75,000	75,000
ADA Improvement Plan	50,000	50,000
	<hr/>	<hr/>
	125,000	125,000
 Warrant Articles from Fund Balance		
Planet Playground Renovation	297,500	-
Fund Sick Leave CRF	100,000	100,000
Snow/Ice NCR	50,000	50,000
Swasey Park Trust Fund	3,500	3,500
	<hr/>	<hr/>
	451,000	153,500
 Warrant Articles from Excess Bond Proceeds		
Police Vehicles	120,000	93,070

Property Tax and Liens Receivable

**Analysis of Property Tax/Liens Receivable
As of June 30, 2024 and 2023**

<u>Type</u>	<u>Bill Year</u>	Balance	Balance	<u>Change</u>
		Outstanding as of <u>06/30/24</u>	Outstanding as of <u>06/30/23</u>	
Lien	2015 & prior	17,307	25,763	(8,456)
Lien	2016	12,668	17,632	(4,964)
Lien	2017	15,177	19,172	(3,995)
Lien	2018	17,427	21,614	(4,187)
Lien	2019	15,442	25,226	(9,784)
Lien	2020	26,135	66,496	(40,361)
Lien	2021	67,818	203,786	(135,968)
Lien	2022	185,615	347,677	(162,062)
Lien	2023	409,370	3,812,215	(3,402,845)
	Subtotal	<hr/> \$ 766,960	<hr/> \$ 4,539,581	<hr/> \$ (3,772,621)
Tax	2024	<hr/> \$4,649,503	<hr/> \$ -	<hr/> \$ 4,649,503
Grand Total		<hr/> \$5,416,463	<hr/> \$ 4,539,581	<hr/> \$ 876,882

Water Fund Budget vs. Actual Revenue and Expenditures

Water Fund Revenue

- For the six months ending June 30, 2024, Total Water Fund Operating Revenue was \$2.2M, representing 45% of the overall annual budget of \$4.96M. Total Revenue at June 30, 2023, was \$1.9M, or 43% of the overall FY22 budget. In January of this year, the Selectboard approved a 15% increase in water utility rates based on the results of a 2023 Water/Sewer Rate Study and recommendations from the Water/Sewer Advisory Committee. Notable revenue activity is highlighted below:
 - Water Consumption Charges – \$1.76M collected, representing 44% of the FY23 budget for this category. These results are an increase of \$191K over mid-year FY23.
 - Water Service Charges – \$392K collected representing 48% of the annual budget, and an increase of \$68K over the prior year.
 - Other Water Service Fees – \$86K collected at mid-year which was 52% of the budget and a \$49K increase over FY23. Miscellaneous Service Fees were also adjusted as a result of the 2023 rate study.

Water Fund Expenses

- Water Fund Enterprise Operating Expenses were \$1.69M as of June 30th, representing 34% of the 2024 budget. This spending rate is notably lower than mid-year 2023 and is primarily due to Capital Outlay spending in early 2023. The Water Department continued to operate with a shortage of staff during the first half of 2024. Notable budget highlights and variances to actual are discussed below.
 - Water Administration – Actual spending of \$227K representing 42% of the annual Administration budget. Wage and benefits lines are the primary cause of these results. While the Water/Sewer Superintendent position has been filled, the Assistant Manager role remains vacant. Administration general expenses were in line with expectations at mid-year.
 - Water Distribution – Actual spending of \$359K, representing 39% of the 2024 budget. Encumbrances totaling \$80K were in place at June 30th, bringing spending to 47% of budget when factored in. Distribution has had two open positions (shared with Sewer Collection) since the beginning of 2024. As a result, wages, tax and benefits were 33% of budget at mid-year. Distribution general expenses were spent in line with expectation at mid-year based on normal spending cycles.
 - Water Treatment – Actual spending of \$473K, representing 45% of the annual Treatment budget. The division also had encumbrances totaling \$91K in place at June 30th, bringing total spending to 54% of budget when factored in. The division has one open (new) position in 2024, resulting in wage spending of 45% at mid-year. Overtime wages were in excess of budget by \$9K, requiring a line transfer to accommodate the spending. The overtime hours resulted from the need to perform maintenance on equipment outside of regular shifts, and after-hours plant monitoring by staff. Building Maintenance was 60% spent at mid-year, and spending will likely exceed budget for this line as a costly roof repair was required over the summer.
 - Water Fund Debt Service – The majority of the Debt Service budget is spent in the second half of the year when principal payments on outstanding debt become due. \$960K of the \$1.3M Principal budget was unspent as of June 30th. The Debt Service budget is an overall increase of \$209K in 2024 over the prior year as a result of new capital projects such as Westside Drive reconstruction and Groundwater Source Development. New borrowing is offset by a reduction of \$46K in interest expense from other retiring debt.
 - Water Fund Capital Outlay – Capital Outlay spending for 2024 had not commenced as of June 30th, unlike 2023 when 91% of the budget was expended by mid-year. However, equipment purchases

were initiated over the summer, and \$440K for the second year of a filter project at the surface water treatment plant had been encumbered.

Water Fund Net Income

- The Water Fund ran a net operating surplus of \$550K for the first six months of 2024, compared to an operating deficit of \$166K in 2023. The timing of capital outlay spending between the two years is a significant factor in these results, as is the increase in water rates implemented at the start of 2024.

Sewer Fund Budget vs. Actual Revenues and Expenditures

Sewer Fund Revenue

- For the six months ending June 30, 2024, Total Sewer Fund Operating Revenue was \$3.5M, representing 47% of the annual budget of \$7.4M. These revenue results are similar to mid-year 2023. Notable changes in year over year results are discussed below:
 - Sewer Usage Charges – \$3.2M collected, representing 55% of the FY24 budget and a 4% increase over mid-year 2023. As a result of the 2023 Water/Sewer Rate Study noted earlier, sewer rates were increased 4%.
 - Sewer Septage Fees – The department continues to implement operational changes to restart the septage collection program. It is anticipated that the program will be back online later this year.
 - Sewer Service Charges – \$312K collected, representing 88% of the annual budget. Results of in line with mid-year 2023.
 - State Aid Grant (SAG) – The Town anticipates receiving SAG funds again this year in the amount of \$1.063M. This will be a decrease of \$15K from the previous year.

Sewer Fund Expenses

- Sewer Fund Enterprise Operating Expenses were \$1.4M as of June 30th, representing 19% of the annual budget. Notable variances to budget are discussed below.
 - Sewer Administration – Actual spending of \$251K representing 44% of the annual Administration budget. The department shares administrative staff with the Water department. As a result of the vacant Assistant Manager position noted earlier, wage and benefit spending was 36% of budget at mid-year. General expense lines were 80% spent as of June 30th, due to the annual insurance payment made in the first half of the year. Otherwise, general expense lines have been spent within expectation.
 - Sewer Collection – Actual spending of \$234K, representing 33% of the budget for this category. Collection has two open positions (shared with Water Distribution) resulting in wage spending below expectation at mid-year. General expense lines including encumbrances were 45% spent as of June 30th. It is anticipated that most of these lines will be spent by year-end.
 - Sewer Treatment – Actual spending of \$683K, representing 42% of the budget at June 30th. This division also continues to suffer from staffing shortages, leading to wage and benefits spending of 40% at mid-year. General expense lines including encumbrances were 50% spent as of June 30th, with Equipment Maintenance (67%) and Lab Testing (90%) driving results.
 - Sewer Fund Debt Service – The majority of the Debt Service budget is spent in the second half of the year when principal payments on outstanding debt become due, including the sewer treatment

facility. Two new projects, Westside Drive and the Court Street Pump Station, were added to debt service in 2024. \$3.18M of Sewer Principal budget was unspent as of June 30th.

- Sewer Fund Capital Outlay – The 2024 budget for Capital Outlay was largely unspent as of June 30th. Equipment and vehicle purchases are scheduled for the second half of the year, as is the lease/purchase payment of \$160K for the vector truck.

Sewer Fund Net Income

- Sewer Fund net income was \$2.14M for the first six months of 2024, compared to \$2.08M in 2023. The timing of debt service payments during the year is a significant factor contributing to the low spending results in the Sewer Enterprise Fund. Staffing constraints and the increase in sewer rates at the beginning of the year also contribute to the Fund’s net income position at mid-year.

Water/ Sewer Fund Accounts Receivable

- The analysis below shows relatively consistent results between the two measurement dates. The overall decline in receivables is favorable, and the increase in aged accounts over 90 days deserves continued monitoring.

**Accounts Receivable Aging Analysis - Water & Sewer
Mid-Year 2024 Compared To End-Of Year 2023**

	<u>Current</u>	<u>31-60 Days</u>	<u>61-90 Days</u>	<u>Over 90 Days</u>	<u>Total</u>
As of 06/30/24	\$ 902,272	\$ 190,437	\$ 20,629	\$ 90,290	\$ 1,203,628
Percent Outstanding	75%	16%	2%	8%	100%
As of 12/31/23	\$ 815,033	\$ 363,776	\$ 40,969	\$ 74,309	\$ 1,294,087
Percent Outstanding	63%	28%	3%	6%	100%
Increase/(Decrease)	\$ 87,239	\$ (173,339)	\$ (20,340)	\$ 15,981	\$ (90,459)
% Increase/(Decrease)	11%	-48%	-50%	22%	-7%

Town of Exeter
General Fund Operating Revenue (unaudited)
As of June 30, 2024 and 2023

Source	Current Year 2024 Budget vs Actual				Prior Year 2023 Budget vs Actual				Comparison of Actuals	
	2024 Budget	Actual Revenue 06/30/24	\$ Budget Variance Over /(Under)	Actual as a % of Budget	2023 Budget	Actual Revenue 06/30/23	\$ Budget Variance Over /(Under)	Actual as a % of Budget	2024 vs 2023 \$ Variance	2024 vs 2023 % Variance
Property Tax Revenue	\$ 15,236,646	\$ 7,253,289	\$ (7,983,357)	48%	\$ 13,782,172	\$ 6,952,269	\$ (6,829,903)	50%	\$ 301,020	4%
Motor Vehicle Permit Fees	3,250,000	1,700,089	(1,549,911)	52%	3,150,000	1,622,897	(1,527,103)	52%	\$ 77,192	5%
Building Permits & Fees	350,000	185,662	(164,338)	53%	350,000	400,047	50,047	114%	\$ (214,385)	-54%
Other Permits and Fees	135,500	74,543	(60,957)	55%	141,050	78,755	(62,295)	56%	\$ (4,212)	-5%
State Revenue Sharing	-	-	-		-	-	-		\$ -	100%
Meals & Rooms Tax Revenue	1,400,000	-	(1,400,000)		1,400,000	-	(1,400,000)	0%	\$ -	
State Highway Block Grant	310,825	125,300	(185,525)	40%	300,000	123,227	(176,773)	41%	\$ 2,073	2%
FEMA			-		50,000	-	(50,000)	0%	\$ -	
Other State Grants/Reimbursements	25,000	24,620	(380)	98%	74,825	8,560	(66,265)	11%	\$ 16,060	188%
Income from Departments	1,152,750	452,954	(699,796)	39%	980,900	620,365	(360,535)	63%	\$ (167,411)	-27%
Sale of Town Property	1,250	225	(1,025)	18%	-	3,475	-		(3,250)	-94%
Interest Income	300,000	289,871	(10,129)	97%	20,000	101,333	81,333	507%	188,538	186%
Rental & Misc Revenues	43,350	8,642	(34,708)	20%	22,000	12,736	(9,264)	58%	(4,094)	-32%
Revenue Transfers In/Out	355,541	-	(355,541)		216,750	-	(216,750)		-	
Use of Fund Balance	300,000	150,000	(150,000)	50%	800,000	400,000	(400,000)	50%	\$ (250,000)	-63%
Total General Fund Operating Revenue	\$ 22,860,862	\$ 10,265,195	\$ (12,595,667)	45%	\$ 21,287,697	\$ 10,323,664	\$ (10,967,508)	48%	\$ (58,469)	-1%

Town of Exeter General Fund Operating Expenses (unaudited) As of June 30, 2024 and 2023	Current Year 2024 Budget vs Actual				Prior Year 2023 Budget vs Actual				Comparison of Actuals	
	2024 Budget	Actual Expenses 06/30/24	\$ Budget Variance Under /(Over)	% Spent	2023 Budget	Actual Expenses 06/30/23	\$ Budget Variance Under /(Over)	% Spent	2024 vs 2023 \$ Variance	2024 vs 2023 % Variance
	Department									
Total General Government	\$ 1,279,069	\$ 612,623	\$ 666,446	48%	\$ 1,041,523	\$ 604,408	\$ 437,115	58%	8,215	1%
Total Finance	1,116,581	548,290	568,291	49%	1,028,349	483,874	544,475	47%	64,416	13%
Total Planning & Building	597,963	276,572	321,391	46%	584,863	260,389	324,474	45%	16,183	6%
Total Economic Development	167,860	80,931	86,929	48%	159,558	75,458	84,100	47%	5,473	7%
Total Police	4,430,392	2,066,250	2,364,142	47%	4,135,177	1,971,458	2,163,719	48%	94,792	5%
Total Fire	4,365,129	2,033,845	2,331,284	47%	4,233,630	1,961,722	2,271,908	46%	72,123	4%
Total Public Works	5,882,586	2,214,947	3,667,639	38%	5,873,386	2,190,729	3,682,657	37%	24,218	1%
Total Welfare	144,094	88,180	55,915	61%	84,806	89,889	(5,083)	106%	(1,710)	-2%
Total Human Services	98,325	98,325	-	100%	98,610	32,153	66,457	33%	66,172	206%
Total Parks & Recreation	688,829	352,151	336,678	51%	602,375	297,214	305,161	49%	54,937	18%
Total Other Culture/Recreation	34,500	17,482	17,018	51%	34,000	16,779	17,221	49%	703	4%
Total Library	1,185,689	679,795	505,894	57%	1,172,320	589,852	582,468	50%	89,943	15%
Total Debt Service	2,069,272	318,454	1,750,818	15%	1,497,588	188,370	1,309,218	13%	130,084	69%
Total Capital Outlay & Leases	254,983	207,355	47,628	81%	236,175	207,045	29,130	88%	310	0%
Payroll Benefits & Taxes	545,590	434,779	110,811	80%	505,338	431,020	74,318	85%	3,759	1%
Total General Fund Operating Expenses	\$ 22,860,862	\$ 10,029,979	\$ 12,830,883	44%	\$ 21,287,698	\$ 9,400,360	\$ 11,887,338	44%	\$ 629,619	7%

Town of Exeter

Water Fund Revenues & Expenses (unaudited)

As of June 30, 2024 and 2023

	2024 Budget vs Actual				2023 Budget vs Actual				Comparison of Actuals	
	2024 Budget	Actual Revenue 06/30/24	\$ Budget Variance Over /(Under)	% Collected	2023 Budget	Actual Revenue 06/30/23	\$ Budget Variance Over /(Under)	% Collected	2024 vs 2023 \$ Variance	2024 vs 2023 % Variance
Water Fund Revenues										
Total Water Fund Operating Revenues	\$ 4,962,773	\$ 2,244,096	\$ (2,718,677)	45%	\$ 4,549,370	\$ 1,944,839	\$ (2,604,531)	43%	\$ 299,257	15%
	2024 Budget vs Actual				2023 Budget vs Actual				Comparison of Actuals	
	2024 Budget	Actual Expenses 06/30/24	\$ Budget Variance Under /(Over)	% Spent	2023 Budget	Actual Expenses 06/30/23	\$ Budget Variance Under /(Over)	% Spent	2024 vs 2023 \$ Variance	2024 vs 2023 % Variance
Water Fund Expenditures										
Water Administration	\$ 537,491	\$ 226,979	\$ 310,512	42%	\$ 515,961	\$ 249,611	\$ 266,350	48%	\$ (22,632)	-9%
Water Billing	\$ 211,744	\$ 106,877	\$ 104,867	50%	\$ 194,578	\$ 87,673	\$ 106,905	45%	\$ 19,204	22%
Water Distribution	\$ 930,828	\$ 359,425	\$ 571,404	39%	\$ 1,003,750	\$ 399,935	\$ 603,815	40%	\$ (40,510)	-10%
Water Treatment	\$ 1,051,947	\$ 473,183	\$ 578,764	45%	\$ 928,713	\$ 437,319	\$ 491,394	47%	\$ 35,864	8%
Water Fund Debt Service	\$ 1,640,513	\$ 522,204	\$ 1,118,309	32%	\$ 1,431,038	\$ 504,087	\$ 926,951	35%	\$ 18,117	4%
Water Fund Capital Outlay	\$ 590,250	\$ 5,000	\$ 585,250	1%	\$ 475,330	\$ 431,797	\$ 43,533	91%	\$ (426,797)	-99%
Total Water Fund Operating Expenses	\$ 4,962,773	\$ 1,693,667	\$ 3,269,106	34%	\$ 4,549,370	\$ 2,110,422	\$ 2,438,948	46%	\$ (416,755)	-20%
Net Operating Income/(Deficit)	\$ -	\$ 550,429	\$ 550,429		\$ -	\$ (165,583)	\$ (165,583)		\$ 716,012	-432%

Town of Exeter

Sewer Fund Revenues & Expenses (unaudited)

As of June 30, 2024 and 2023

	2024 Budget vs Actual				2023 Budget vs Actual				Comparison of Actuals	
	2024 Budget	Actual Revenue 06/30/24	\$ Budget Variance Over/(Under)	% Collected	2023 Budget	Actual Revenue 06/30/23	\$ Budget Variance Over/(Under)	% Collected	2024 vs 2023 \$ Variance	2024 vs 2023 % Variance
Sewer Fund Revenues										
State Grant Revenue	\$ 1,063,381	\$ -	\$ (1,063,381)		\$ 1,078,909	\$ -	\$ (1,078,909)		\$ -	
Sewer Fund Revenues	\$ 6,427,049	\$ 3,544,019	\$ (2,883,030)	55%	\$ 6,353,392	\$ 3,434,118	\$ (2,919,274)	54%	\$ 109,901	3%
Total Sewer Fund Operating Revenues	\$ 7,490,430	\$ 3,544,019	\$ (3,946,411)	47%	\$ 7,432,301	\$ 3,434,118	\$ (3,998,183)	46%	\$ 109,901	3%
	2024 Budget vs Actual				2023 Budget vs Actual				Comparison of Actuals	
	2024 Budget	Actual Expenses 06/30/24	\$ Budget Variance Under/(Over)	% Spent	2023 Budget	Actual Expenses 06/30/23	\$ Budget Variance Under/(Over)	% Spent	2024 vs 2023 \$ Variance	2024 vs 2023 % Variance
Sewer Fund Expenditures										
Sewer Administration Expense	\$ 566,755	\$ 251,323	\$ 315,432	44%	\$ 525,196	\$ 276,510	\$ 248,686	53%	\$ (25,187)	-9%
Sewer Billing Expense	\$ 208,169	\$ 102,964	\$ 105,205	49%	\$ 191,001	\$ 85,102	\$ 105,899	45%	\$ 17,862	21%
Sewer Collection Expense	\$ 717,012	\$ 233,838	\$ 483,174	33%	\$ 806,498	\$ 243,508	\$ 562,990	30%	\$ (9,670)	-4%
Sewer Treatment Expense	\$ 1,635,020	\$ 683,634	\$ 951,386	42%	\$ 1,634,617	\$ 636,675	\$ 997,942	39%	\$ 46,959	7%
Sewer Fund Debt Service Expense	\$ 4,192,568	\$ 118,614	\$ 4,073,954	3%	\$ 4,209,659	\$ 113,847	\$ 4,095,812	3%	\$ 4,767	4%
Sewer Fund Capital Outlay Expense	\$ 170,906	\$ 7,294	\$ 163,612	4%	\$ 65,330	\$ 1,840	\$ 63,490	3%	\$ 5,454	296%
Total Sewer Fund Operating Expenses	\$ 7,490,430	\$ 1,397,667	\$ 6,092,763	19%	\$ 7,432,301	\$ 1,357,482	\$ 6,074,819	18%	\$ 40,185	3%
Net Operating Income/(Deficit)	\$ -	\$ 2,146,352	\$ 2,146,352		\$ -	\$ 2,076,636	\$ 2,076,636		\$ 69,717	3%

Tax Abatements, Veteran's Credits & Exemptions

NH Department of Revenue Administration
Municipal and Property Division
109 Pleasant Street, PO Box 487
Concord NH 03302-0487

COMMUNITY ACTION REPORT

Municipality: Exeter

Date(s) of Visit: 08/28/2024

Visit Subject: Assessment Review Monitoring Education/Training Other

Visit Method: In Person AR Year 2024

*Ratio used as a measure of central tendency to compare individual property.

**Weighted mean ratio (Equalization Ratio) used to determine a municipality's total equalized value.

Equalization Year: 2023

*Median Ratio 62.9 COD 15.8 PRD .97 **Weighted Mean Ratio 63.6

Person(s) Contacted and Titles

Janet Whitten, CNHA Assessor

Report

I monitored the informal hearings on August 28, 2024, held by contract assessor: Scott Marsh, Paul McKenney of Municipal Resources, Inc. as part of the Department's monitoring of the 2024 revaluation. I spoke with taxpayers who attended hearings with questions regarding the revaluation process and changes in property values.

The above statistics are the results of the Departments 2023 Equalization Study and are not reflective of the recent revaluation.

Other Comments

Please contact me anytime with assessing-related questions 603-230-5094 or at william.e.loranger@dra.nh.gov

Tentative Date and Time of Next Visit or Follow Up

Date: TBA

Time: TBA

Items to be Covered at Next Visit

TBA

DRA Appraiser: Bill Loranger

9/11/2024

Supervisor: Ben Lafond

9/11/2024

Permits & Approvals



EXETER PUBLIC WORKS DEPARTMENT

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

www.exeternh.gov/publicworks • publicworks@exeternh.gov

TO: Exeter Select Board

FROM: Stephen Cronin, Public Works Director

DATE: September 13, 2024

RE: Library – ADA-compliant Curb Ramps

SUGGESTED MOTION:

Move that the Select Board authorize the withdrawal of \$13,740.00 from the ADA Capital Reserve Fund for the installation of ADA-compliant Curb Ramps at the Exeter Public Library driveway on String Bridge.

On behalf of Exeter's ADA/504 Coordinator, Doug Eastman, the Public Works Department solicited a proposal from its paving contractor, Bell & Flynn, LLC of Stratham, NH, for the installation of ADA-complaint Curb Ramps at the Exeter Public Library driveway on String Bridge. Works includes the removal of the existing asphalt pavement, installation of curb cuts and concrete ramps with truncated domes and pavement transitions, and layout and grade control. Following the completion of this work, the Highway Department will install compliant crosswalk signage and pavement markings. This project will improve accessibility and safety for all pedestrians using the sidewalks along String Bridge. A copy of the proposal has been attached for your consideration. Funding for the project will be provided from the ADA Capital Reserve Fund.



PROPOSAL

Bell & Flynn, LLC
69 Bunker Hill Ave
Stratham, NH 03885

Ph: 603-778-8511
 Fax: 603-772-4396
 faith@bellandflynn.com

Town of Exeter DPW

13 Newfields Rd
 Exeter, NH 03833

ATTENTION

Jay Perkins

9/3/2024

Sidewalk Improvements

Exeter Library

jperkins@exeternh.gov

PAYMENT TERMS

Net 30

	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT
	85	SY	a) Sawcut/Excavate existing asphalt pavement as required (Approx. 85 SY)	\$12.00	\$1,020.00
	1	LS	b) Remove, reset and patch existing granite curb as required (Radius - 20 LF; Straight - 7 LF)	\$2,000.00	\$2,000.00
	85	SY	c) Fine grade and compact	\$12.00	\$1,020.00
	1	LS	d) Furnish and install 2 EA concrete handicap ramps including truncated domes	\$7,000.00	\$7,000.00
	15	T	e) Install bituminous concrete pavement by hand method	\$140.00	\$2,100.00
	8	HR	f) Layout and grade control	\$75.00	\$600.00
				Estimated Total	\$13,740.00

THIS PROPOSAL INCLUDES THE CONDITIONS NOTED:

- 1) Approvals/Permits as required to be secured by others.
- 2) Traffic Control as required to be provided by others.
- 3) Restoration of perimeter areas as required following construction activities to be performed by others.
- 4) Estimated Total based on 2023 Town of Exeter Road Paving and Ancillary Services unit prices.

Sign Below to Accept Quote:

 Authorized
 Rep

 Date



TOWN OF EXETER, NEW HAMPSHIRE

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

www.exeternh.gov

MEMORANDUM

TO: Russ Dean
Town Manager

DATE: August 30, 2024

FROM: Pam McElroy
Senior Executive Assistant

RE: Winter Overnight Parking Permits
Pleasant Street

Exeter winter overnight parking on Pleasant Street is permitted December 1st - March 15th through an in person, first-come, first-served application process beginning on November 1st each year. Eight (8) parking spaces are permitted on Pleasant Street. Neighborhood residents who do not receive a permit, or have more than one vehicle per household, are directed to the municipal lots behind the Town Office Building, where 34 winter overnight parking spaces are available on a first-come, first-served basis.

Winter overnight parking applications and permits for Pleasant Street, as well as Ordinances 101.3, 102.2, 102.6, 110.2 and 110.3, have been reviewed by me, Police, Fire, Public Works - Highway, and the Planning Department. Taking into account accessibility of emergency vehicles, including snowplows, the attached updated drafts of the application and permit are requested for approval by the Select Board for the 2024 – 2025 winter season and moving forward.



Town of Exeter, NH
10 Front Street
Exeter, NH 03833
Phone: 773-6102 Fax: 777-1514

Winter Parking Permit Application

Accepted annually on November 1st

Pursuant to Ordinances 101.3, 102.2, 102.6, 110.2, 110.3 Winter Parking Permit allows vehicle(s) listed below (within the same household) to park in the designated, as marked, Pleasant Street area only; overnight from December 1, 2024 to March 15, 2025. Limited spaces (8) are available and are based on a first come first served basis. Original signed permit must be placed in the windshield of the vehicle for easy viewing.

Applicant Information:

Name: _____ Address: _____

Email: _____ Phone: _____

Vehicle Information:

Plate #: _____ State: _____ Registered To: _____

Description: _____

Plate #: _____ State: _____ Registered To: _____

Description: _____

Plate #: _____ State: _____ Registered To: _____

Description: _____

***If a snow emergency is declared by the Town of Exeter, you will be required to move your vehicle and will not be permitted to use the assigned parking space until the snow emergency has been lifted.**

This permit is issued for the purpose indicated above and shall be valid only during the times/dates indicated.

Applicant Signature Date

Window permit issued: _____ By: _____ Date: _____



TOWN OF EXETER, NH PLEASANT STREET WINTER PARKING PERMIT

Pursuant to: Exeter Town Ordinances 101.3, 102.2, 102.6, 110.2, 110.3

This parking permit allows vehicle(s) listed below (within the same household) to park in the designated, as marked, Pleasant Street area only; overnight from December 1, 2024 through March 15, 2025. Permit to be placed inside the vehicle so it can be easily viewed through the windshield of the vehicle.

If a snow emergency is declared by the Town of Exeter, you will be required to move your vehicle and will not be permitted to use the assigned parking space until the snow emergency has been lifted.

This permit is issued for the purpose indicated above and shall be valid only during the times/dates indicated on this permit.

Location: Pleasant Street, Exeter

Vehicle Registered To:
Vehicle Plate #:
Vehicle Description:

Vehicle Registered To:
Vehicle Plate #:
Vehicle Description:

Vehicle Registered To:
Vehicle Plate #:
Vehicle Description:

Start Date: December 1, 2024

End Date: March 15, 2025

Date Issued

Signature

Permit #

Westside Drive	Both sides of street, 180 feet east of the intersection of Front Street.
Woodlawn Circle	West side, 440 feet from Chestnut Street intersection.

101.3 Winter Parking

All night parking is permitted on Pleasant Street provided proper application is made to the office of the Town Manager and permit is issued in compliance with rules established by the Board of Selectman & Town Manager. All night parking is permitted in designated areas, as marked, in Town Lots (Water St., Kossuth/Front streets, Train Station and Center Street) without a permit. Winter parking ban is December 1 through March 15 each year. For questions regarding snow removal, contact DPW or Police Dispatch.

101.4 Parking Prohibited

It shall be unlawful to park a boat trailer, utility trailer or camper in any municipal parking lot between the hours of 12:00 midnight and 6:00AM with the exception of the parking allowed under Section 103.8.

102 Restricted Parking

It shall be unlawful for any person to stop, stand or park a motor vehicle contrary to any of the following provisions of this section unless otherwise directed by a Police Officer.

102.2 Winter Parking Ban

Within the Town of Exeter, from December 1 to March 15, no parking is permitted on any public street between 12 midnight and 6:00AM. Refer to 101.3 for parking areas in town's R-O-W.

102.3 Parks and Commons

In any town-owned park, common, playground or recreational area between the hours of 9:00PM and 6:00AM

102.4 School Hours Restrictions

On the following streets during the normal school hours: Linden Street. West side from a point 200 feet south of Gill Street to the intersection of Gary Lane.

102.5 Public Safety Complex

Parking lot unless on official public safety business.

102.6 Snow Emergency

In the event of a predicted or on-going severe winter snowstorm requiring enhanced actions maintaining snow plowing and/or removal as deemed necessary by the DPW Director, a "Snow Emergency" shall be called by the Police Chief. The Chief shall contact the news media, including local radio station(s) to notify the public that a ban exists and shall specify the start of the

snow emergency and shall estimate when same will be called off. It shall be unlawful for any person having the custody and/or control of any vehicle to park or cause the same to be parked within the public R-O-W during a snow emergency. Vehicles interfering with snow plowing and/or removal operations shall be towed and stored at the owner's expense.

102.7 Emergency/Special Event Temporary Parking Restrictions

The Chief of Police is authorized and empowered, in coordination with the Town Manager, to make and enforce temporary parking regulations to cover emergencies, special conditions and special events.

103 Limited Parking

It shall be unlawful for any person to stop, stand or park a motor vehicle contrary to the time restriction in this section unless otherwise directed by a Police Officer.

103.1 Two – Hour Parking Limit

Center Street	Both sides of street from Water Street to the municipal parking lot.
Front Street	Center Isle at the Bandstand: Westerly side from Water Street to the driveway of Congregational Church. Easterly side from Water to Court Street. Northerly side of the street beginning 20 feet from the corner of Spring Street and running approximately 220 feet southwest along Front Street.
Lincoln Street	Westerly side of street beginning 175 feet from the corner of Main Street and running approximately 530 feet Southwest along Lincoln Street.
Spring Street	From William's Court south 100' to Front Street, on east side.
String Bridge	Both sides from Water to Chestnut in 60' of spaces allowed opposite Library.
Water Street	Both sides from Clifford Street to Main Street except between Center Street and Town Hall driveway.

103.2 Two – Hour Parking Limit School Hours

103.3 One – Hour Parking Limit

Franklin Street	In front on Long Block on the northerly side.
Front Street	North side of street for a distance of 80 feet west of Railroad Avenue.

103.4 One – Hour Parking Limit School Hours

Gill Street	North side of Gill Street (extension) from Gill Street to 50' from Linden. Entire east side from Front Street.
Linden Street	West side of street from Front Street to Gill Street.

103.5 30 – Minute Parking Limit School Hours

Linden Street	West side in the designated spaces.
---------------	-------------------------------------

103.6 30 – Minute Parking Limit

Bow Street	South side adjacent to the Public Safety Complex.
Front Street	Monday through Saturday: North side from the driveway of First Congregational Church to Center Street. South side from Court Street to 5 spaces east of driveway of the U.S. Post Office. In front of 148-152 Front Street, south side.
Front Street	During State and Federal Elections, Primary and General. Center Isle at the Bandstand; Westerly side from Water Street to the driveway of Congregational Church. Easterly side from Water to Court Street.

103.7 15 – Minute Parking Limit

Front Street	South side, 4 spaces east of Post Office entrance, Monday through Saturday.
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103.8 Restricted Parking – Vehicles with boat trailers

Robert H. Stewart Park	4 designated spaces reserved for vehicles w/boat trailers between April 1st and November 5th.
------------------------	---

103.9 Restricted Parking – Motorcycle Parking Only

Front Street	1 designated space in front of 14 Front (up to 2 motorcycles)
Water Street	1 designated space in front of 55 Water St. (1 motorcycle only)
Water Street	1 designated space on southerly side of municipal parking lot (up to 3 cycles)

103.10 Robert H. Stewart Park: Parking space at island to Boat Launch for Harbor Master.

110 Penalties

A person violating any provision of Chapter 1 of the Traffic Code shall be punished by a fine of not more than one hundred (\$100) dollars for each offense, except that optional procedures set forth in Section 110.1 may be used in lieu of court proceedings for violations of Chapter 1.

110.1 Procedures in Paying Penalties for Extended Time Parking Tickets

The operator or owner may, within 72 hours of the time when a notice of a violation of Chapter 1 was attached to the vehicles, pay to the Clerk of the Exeter Police Department by mail or personal appearance the sum of ten (\$10.00) dollars, for the first offense, as a penalty in lieu of court proceedings, except in reference to 101.1 (t) where the penalty is a minimum of two hundred fifty (\$250.00) dollars per offense (eff. 1/1/04). In the case of a second offense in the same day, the fine shall be fifteen (\$15.00) dollars and in the case of a third offense in the same day, the fine shall be twenty-five (\$25.00) dollars.

Failure by the operator or owner to make such payment will result in a second written notice of the violation. Failure by the operator or owner to make such payment within five (5) days after the second notice is sent, may result in the issuance of a summons to the operator to appear in Exeter District Court to answer to charges of violating the ordinance.

110.2 Owner Responsibility

A person shall not allow, permit or suffer a vehicle registered in his name to stop, stand or park in violation of any ordinances of the Town of Exeter controlling the stopping, standing or parking of vehicles and the owner or person in whose name such vehicle is registered shall be held prima-facie responsible for such violation.

110.3 Towing

The Police Department is authorized to remove and tow away, or have removed and towed away by commercial towing service, any abandoned vehicle, or other vehicle illegally parked in a place where it creates or constitutes a traffic hazard, blocks the use of a fire hydrant, blocks the use of a driveway, either public or private, or obstructs or may obstruct snow removal operations in a safe place, and shall be restored to the owner or operator upon payment of all fees for towing and storage.

Town Manager Report

Select Board Committee Reports

Correspondence

Memo



To: Russell Dean (Town Manager) and the Select Board (Board of Health)
From: Madison Bailey (Health Officer)
Date: September 11, 2024
Re: Eastern Equine Encephalitis (EEE) – High Risk

Good Afternoon,

At approximately 2 pm on September 11, 2024, the Health Department received notification of a positive human case of Eastern Equine Encephalitis (EEE). This is Kensington's first and only confirmed human case this season.

At this time, Exeter's risk level has changed from a Moderate to a High-Risk level due to the positive test result. I have notified our mosquito contractor, Northeast Vegetation & Mosquito Control of the result. We are planning on applying an additional Adulticide Treatment next week to extend our current protection from older disease-carrying mosquitos. A second 24-hour notice will be provided to all citizens.

Additionally, the SAU-16 Administration has been notified and is currently changing outdoor activities to avoid student exposure between dusk and dawn – per Department and State recommendations.

I will continue to remain in communication with our contractor and other community members to ensure we are properly treating and preventing the spread of EEE in Exeter. If you have any comments, questions, or concerns about this notification please don't hesitate to contact me.

Respectfully,

Madison Bailey

Madison Bailey, Town of Exeter Health Officer

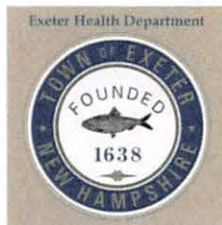
20 Court St, Exeter NH 03833
(603) 770-0613

HEALTH CAUTION

Eastern Equine Encephalitis

PREVENT MOSQUITO BITES

- WEAR MOSQUITO REPELLENT AND LONG CLOTHING
- CHECK FOR BITES DAILY
- AVOID EXPOSURE DUSK TO DAWN
- CALL YOUR DOCTOR IF YOU HAVE FLU LIKE SYMPTOMS



Graphic shared at Town Offices, Social Media, Town web page, and sports facilities at EHS.



Pam McElroy <pmcelroy@exeternh.gov>

Fwd: Exeter Stakeholders - EEE Official Update

1 message

Russ Dean <rdean@exeternh.gov>
To: Pam McElroy <pmcelroy@exeternh.gov>

Fri, Sep 13, 2024 at 9:49 AM

For the packet.

----- Forwarded message -----

From: **Madison Bailey** <mbailey@exeternh.gov>
Date: Thu, Sep 12, 2024 at 3:59 PM
Subject: Exeter Stakeholders - EEE Official Update
To: easbell@sau16.org <easbell@sau16.org>, mmonahan@sau16.org <mmonahan@sau16.org>, <cclermont@sau16.org>, Greg Bisson <gbisson@exeternh.gov>, Trapasso, Derek <dtrapasso@exeter.edu>, Kristen Murphy <kmurphy@exeternh.gov>, Justin Adams <jadams@northeastvmc.com>, Russ Dean <rdean@exeternh.gov>, Melissa Roy <mroy@exeternh.gov>, Niko Papakonstantis <npapakonstantis@exeternh.gov>, Jason Schreiber <jschreiber@schreibernewsagency.com>, Robert Glowacky <rglowacky@exeternh.gov>, Gabe Perez <gperez@exeternh.gov>, Justin Pizon <jpizon@exeternh.gov>, <exeterseahawksinfo@gmail.com>

Good Afternoon,

I hope you are all doing well. I wanted to take a second to provide all relevant Exeter players with the official information I have regarding our current standing with EEE. As a refresher, EEE is a mosquito-borne disease that can cause permanent neurological damage or even death - that is why this should be taken seriously in our community.

As of yesterday at 2 pm Exeter has **entered a High Risk zone for Eastern Equine Encephalitis (EEE)**. This is due to Kensington's first, and only, confirmed human case, which was just officially released to me yesterday - hence the move from Moderate to High Risk. DHHS has also informed me that we will remain in High Risk until we have a few good hard frosts - the current estimate for this is the first week of November. But that is subject to change.

For context: Exeter has been at a Moderate Risk level, since August 6th, for exposure due to other neighboring communities having sampled batches of mosquitoes and animals testing positive for EEE. **At this point, Exeter has not had any positive cases this season.** The reason we have now entered a High-Risk level is due to the positive human case out of Kensington, NH. All of this information can be found in the attached reports from NH DHHS.

What does this mean for you? The main difference between Moderate and High-Risk levels is the added **RECOMMENDATION**, not to be confused by regulation, of avoiding outdoor exposure from Dusk to Dawn. This is when mosquito activity is at its peak.

As your local Health Officer, it is my recommendation that all outdoor sports and other activities take place at alternative times to avoid exposure during these stated times. For reference, dusk is around 7ish pm, but that is changing each day as we get closer to Winter. I know I have spoken with most of you at this point. But I just wanted to say a huge thank you for taking my message seriously and moving your practice/game/outdoor activities to fit this recommendation. I or the state cannot force any organization or group to follow these recommendations, but I can say that is a huge liability if a participant were to contract EEE without following the recommendations.

I cannot stress enough how important it is for those who are outside to use the recommendations associated with the Moderate Risk level. These recommendations are as follows: **Applying bug spray with DEET and wearing long clothing to avoid mosquito bites - as this is how the disease is transmitted. If you have anyone in your organization presenting flu-like symptoms and have been exposed to a mosquito bite - I urge them to consult with their Doctor.**

Thanks to Exeter's media folks, they were able to release an official statement on the Town's webpage, Newsletter (via email), and Social Media platforms only 2.5 hours after the notification. A huge thank you to them for stepping up and helping me communicate the news!!!. I have attached an EEE fact sheet that can be sent out to your communities for educational purposes.

The Town of Exeter and Northeast Vegetation & Mosquito Control has tentatively planned to spray another round of Adulticide spray at the school facilities and other parks on Tuesday 9/17. Justin Adams, from NEVMC, and his team last sprayed on August 20th. We are still within our 3-4 weeks of coverage but are opting to spray again due to the increased risk. If anyone has additional properties they would like sprayed please contact me or Justin and we will try to coordinate this with you.



Northeast Vegetation and Mosquito Control
38 Chandler Lane, Epping NH 03042
Office: 603-255-3782
Cell: 207-451-8240
www.northeastvmc.com

That's all of the information I have to share for now. If anyone has any questions, comments, or concerns please feel free to reach out. I am here to support all of you in any way I can. If anything changes or is updated I will be sure to provide that to you all.

Thank you and Stay Safe,




Madison Bailey
Health Officer
Exeter Health Department
20 Court St, Exeter NH 03833
(603) 770-0613
Email: m Bailey@exeternh.gov



--
Russ Dean
Exeter Town Manager
10 Front Street
Exeter, NH 03833
(603) 773-6102
rdean@exeternh.gov



3 attachments

-  **NH Arboviral Surveillance Bulletin_Week 36.pdf**
1000K
-  **eee-fs.pdf**
68K
-  **Risk_Map_9_12_24.pdf**
637K

New Hampshire Arbovirus Surveillance Bulletin #11

ROUTINE TEST RESULTS
MMWR Week 36 September 1, 2024 – September 7, 2024

HUMANS		Number Tested	WNV Positive [¥]	EEEV Positive [¥]	JCV Positive [¥]	POW Positive [¥]
CURRENT YEAR	Week	1	0	1	0	0
	YTD	27	0	2 [£]	2	3
Prior Years	2023	40	1	0	2	4 [£]
	2022	26	0	0	0	0
	2021	45	1 ^{£, €}	0	5	1 [£]
	2020	33	0	0	5	0
	2019	35	0	0	3	2

[¥] Confirmatory testing completed by the Centers for Disease Control and Prevention (CDC). There is a delay between testing and result confirmation.

[£] Testing performed by commercial or other state laboratory

[€] Infection likely acquired out of state.

ANIMALS		Number Tested	WNV Positive	EEEV Positive
CURRENT YEAR	Week	0	0	0
	YTD	7	0	4
Prior Years	2023	9	0	1
	2022	0	0	0
	2021	3	0	0
	2020	7	0	0
	2019	19	1	2

MOSQUITO BATCHES*		Number Tested	WNV Positive	EEEV Positive	JCV Positive
CURRENT YEAR	Week [‡]	461	0	1	0
	YTD	3416	7	15	2
Prior Years	2023	8360	2	2	14
	2022	1829	8	0	2
	2021	8068	6	0	14 ^α
	2020	1988	2	0	-
	2019	5610	1	16	-

* A mosquito batch is a collection of mosquitoes sorted by species, date of collection, and trap location.

‡ This week, mosquitoes were submitted from Cheshire, Hillsborough and Rockingham Counties for routine surveillance.

α Detections were part of an enhanced surveillance project.

TEST RESULT SUMMARIES 2024 YEAR TO DATE

MOSQUITO BATCHES

Town or City	Date Collected	Species	Virus Result
Keene	06/20/2024	<i>Ochlerotatus communis</i>	Jamestown Canyon Virus
Londonderry	07/04/2024	<i>Anopheles quadrimaculatus</i>	Jamestown Canyon Virus
Manchester	07/10/2024	<i>Culex pipiens/restuans</i>	West Nile Virus
Nashua	07/16/2024	<i>Culex pipiens</i>	West Nile Virus
Manchester	07/29/2024	<i>Culex pipiens</i>	West Nile Virus
Kingston	07/30/2024	<i>Culiseta melanura</i>	Eastern Equine Encephalitis
Kingston	07/30/2024	<i>Coquillettidia perturbans</i>	Eastern Equine Encephalitis
Newton	08/01/2024	<i>Coquillettidia perturbans</i>	Eastern Equine Encephalitis
Danville	08/06/2024	<i>Culiseta melanura</i>	Eastern Equine Encephalitis
Fremont	08/06/2024	<i>Culiseta melanura</i>	Eastern Equine Encephalitis
Nashua	08/06/2024	<i>Culex pipiens</i>	West Nile Virus
Kensington	08/07/2024	<i>Anopheles punctipennis</i>	Eastern Equine Encephalitis
Newton	08/08/2024	<i>Culiseta melanura</i>	Eastern Equine Encephalitis
Manchester	08/14/2024	<i>Culex restuans</i>	West Nile Virus
Manchester	08/14/2024	<i>Ochlerotatus japonicus</i>	West Nile Virus
Newton	08/15/2024	<i>Culiseta melanura</i>	Eastern Equine Encephalitis
Stratham	08/15/2024	<i>Ochlerotatus sollicitans</i>	Eastern Equine Encephalitis
Hampstead	08/20/2024	<i>Culiseta melanura</i>	Eastern Equine Encephalitis
East Kingston	08/22/2024	<i>Culiseta melanura</i>	Eastern Equine Encephalitis
East Kingston	08/22/2024	<i>Culex salinarius</i>	Eastern Equine Encephalitis
Portsmouth	08/22/2024	<i>Ochlerotatus cantator</i>	West Nile Virus
Danville	08/27/2024	<i>Culiseta melanura</i>	Eastern Equine Encephalitis
Fremont	08/27/2024	<i>Culiseta melanura</i>	Eastern Equine Encephalitis
North Hampton	08/29/2024	<i>Culiseta melanura</i>	Eastern Equine Encephalitis

ANIMALS

Town or City	Onset Date	Species	Virus Result
Kensington	07/28/2024	Horse	Eastern Equine Encephalitis
Danville	08/19/2024	Horse	Eastern Equine Encephalitis
Dunbarton	08/21/2024	Horse	Eastern Equine Encephalitis
Northwood	08/21/2024	Horse	Eastern Equine Encephalitis

HUMANS

Town or City	Onset Date	Age Range	Virus Result
Gilmanton	05/20/2024	Adult	Jamestown Canyon Virus
Tilton	05/28/2024	Adult	Jamestown Canyon Virus
Hampstead	08/12/2024	Adult	Eastern Equine Encephalitis
Kensington	08/08/2024	Adult	Eastern Equine Encephalitis

Data notes:

1. Data provided are those for which final results are available. Data are current as of 9/12/2024.
2. Test results include only those specimens tested with results finalized during the week being reported on. Pending results from the previous week are not included.
3. Prior years' data is cumulative.
4. YTD = All specimens submitted beginning 01/01/2024 through the week being reported on.
5. WNV = West Nile virus. EEEV = Eastern Equine Encephalitis Virus. JCV = Jamestown Canyon Virus. POW = Powassan Virus

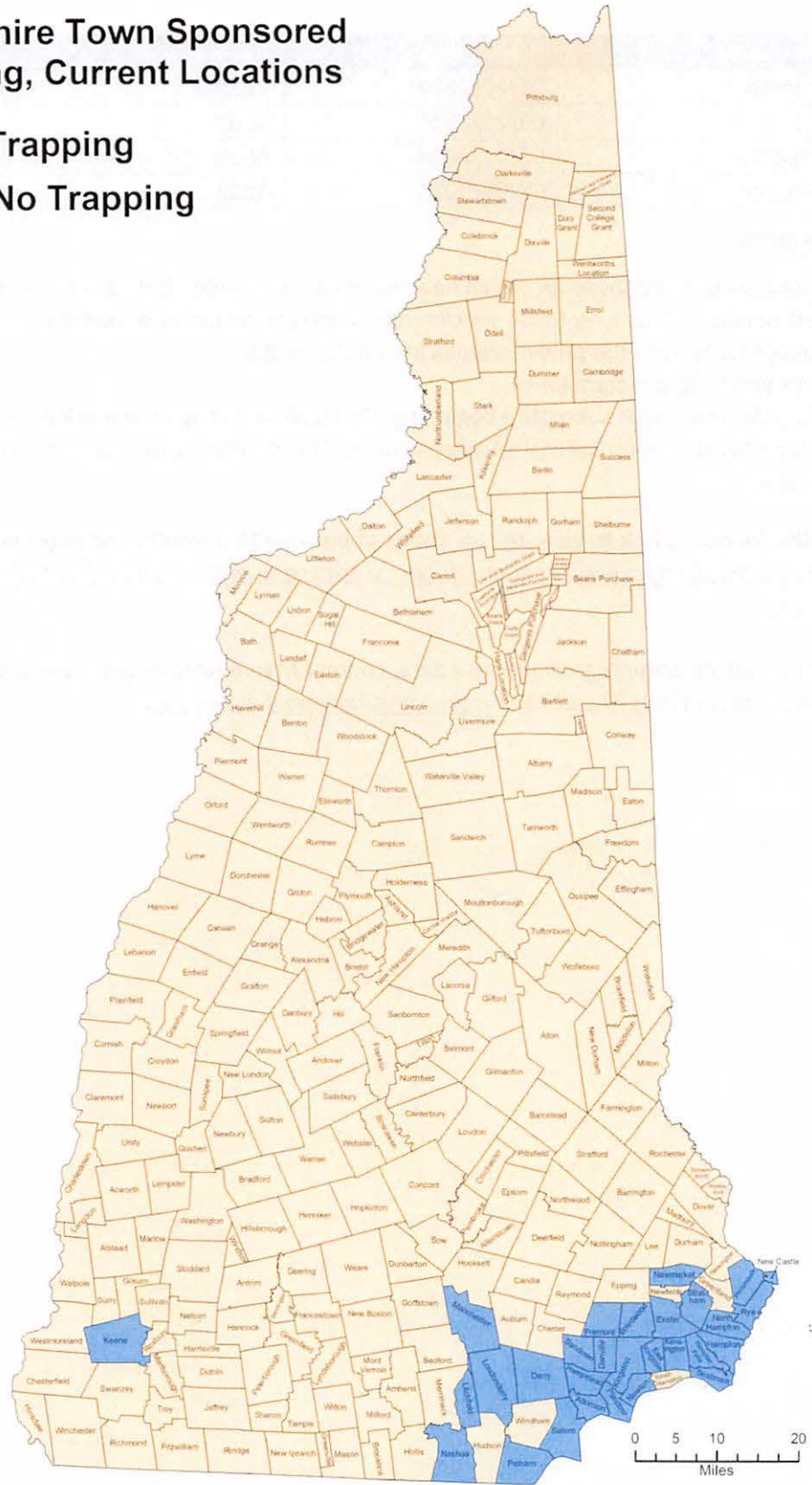
Use the following link to view the locations of positive test results and regional risk maps:

<https://www.dhhs.nh.gov/programs-services/disease-prevention/infectious-disease-control/mosquito-borne-illnesses>

For more information regarding these data, contact Marco Notarangelo, Vectorborne Disease Surveillance Coordinator, at (603) 271-0273 or marco.notarangelo@dhhs.nh.gov.

2024 New Hampshire Town Sponsored Mosquito Trapping, Current Locations

- Trapping
- No Trapping



Eastern Equine Encephalitis

What is eastern equine encephalitis?

Eastern equine encephalitis (EEE) is an uncommon but serious disease caused by the EEE virus. EEE is an arbovirus (short for *arthropod-borne virus*, meaning spread by insects). This virus can be transmitted to horses, other animals, and, in rare cases, people.

How do people get eastern equine encephalitis?

The EEE virus grows in birds that live in freshwater swamps. The virus has a complex life cycle involving birds and a specific type of mosquito, called *Culiseta melanura*. This particular mosquito does not bite people. Sometimes though, the virus can escape from its marsh habitat by means of other mosquitoes that feed on both birds and mammals. These mosquitoes can then transmit the virus to animals and people.

What are the symptoms of EEE?

Infection can cause a range of illnesses. Most people have no symptoms; others get only a mild flu-like illness with fever, headache, and sore throat. For people with infection of the central nervous system, a sudden fever (103° to 106°), severe headache, and stiff neck can be followed quickly by seizures and coma. About one third of these patients die from the disease. Of those that survive, many suffer permanent brain damage and require lifetime institutional care.

How soon after exposure do symptoms appear?

Symptoms of EEE usually appear 4 to 10 days after the bite of an infected mosquito.

How is eastern equine encephalitis diagnosed?

Diagnosis is based on tests of blood or spinal fluid.

Who is at risk for eastern equine encephalitis?

Anyone can get EEE, but some people are at increased risk, such as people living in or visiting areas where the disease is common, people who work outside or participate in outdoor recreational activities in areas where the disease is common, and children and those over age 55 are more susceptible to serious illness. The risk of getting EEE is highest from late July through September.

What is the treatment for eastern equine encephalitis?

There is no specific treatment for eastern equine encephalitis. Antibiotics are not effective against viruses, and no effective anti-viral drugs have yet been discovered for this disease. Care of patients centers around treatment of symptoms and complications.

How common is eastern equine encephalitis?

EEE is a rare disease. Fewer than 5 cases are reported in the United States in most years. There is concern, however, that EEE is spreading. In 2004, there were 3 positive horses, 3 positive emus, and 19 positive mosquito pools found in

New Hampshire. In 2005, there were 54 positive birds, which included 2 emus, 9 positive horses, 4 positive alpacas, 1 positive llama, 15 positive mosquito pools, and 7 positive human cases, which resulted in 2 deaths.

How can eastern equine encephalitis be prevented?

A vaccine is available for horses, but not for humans. Prevention centers around controlling mosquitoes and on individual action to avoid mosquito bites. To avoid being bitten by the mosquitoes that transmit EEE:

- If possible, stay inside between dusk and dark, when mosquitoes are most active.
- When outside between dusk and dark, wear long pants and long-sleeved shirts.
- Use an insect repellent with DEET according to manufacturer's directions when outside.
- Put screens on windows and make sure they do not have holes.
- Eliminate standing water from your property.

For more information about eastern equine encephalitis, call the New Hampshire Department of Health and Human Services, Bureau of Infectious Disease Control at 603-271-4496 or 800-852-3345 x4496 or visit our website at www.dhhs.nh.gov or the Centers for Disease Control and Prevention website at www.cdc.gov.

New Hampshire Department of Health and Human Services

Division of Public Health Services

Bureau of Infectious Disease Control

Arboviral Risk

New Hampshire, September 12, 2024



Current Arboviral Risk Level

- Baseline/No Data*
- Low
- Moderate
- High
- Very High

*Indicates no current activity detected and/or no current mosquito surveillance

2024 Positive Cases

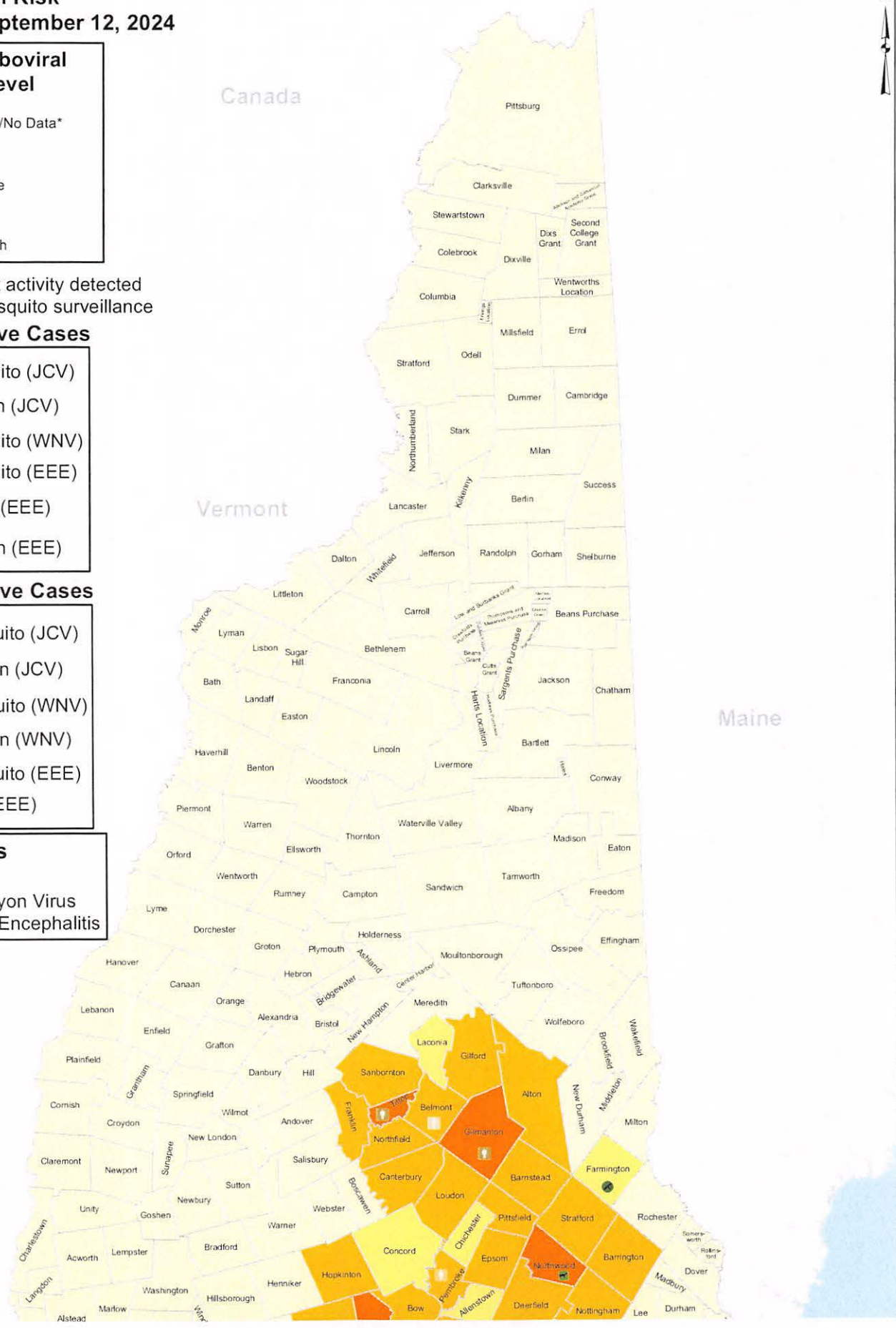
- - Mosquito (JCV)
- - Human (JCV)
- - Mosquito (WNV)
- - Mosquito (EEE)
- - Horse (EEE)
- - Human (EEE)

2023 Positive Cases

- - Mosquito (JCV)
- - Human (JCV)
- - Mosquito (WNV)
- - Human (WNV)
- - Mosquito (EEE)
- - Bird (EEE)

Acronyms

WNV - West Nile Virus
 JCV - Jamestown Canyon Virus
 EEE - Eastern Equine Encephalitis





Town of Exeter, New Hampshire
Human Services - Transportation
FY 2025

Organization's Name: Rockingham Nutrition & Meals on Wheels Program
Address: 106 North Road, Brentwood, NH 03833
Executive Director/Board Chair: Tim Diaz/ Christine Kelsey
Applicant contact: Tim Diaz
Email address: tdiaz@rnmow.org

Year Founded: 1978
Tax ID: 02-0342196
Phone: 603-679-2201

Organization's Mission Statement:

The Rockingham Nutrition & Meals on Wheels Program helps older and/or disabled residents of Rockingham County preserve their health, independence, and well-being.

Statement of Grant Purpose:

This grant will help provide transportation to older adults in the Exeter area, 40 hours per week, with a wheelchair-accessible vehicle. Our riders are those over 60 years of age who need transportation to maintain their independence and mobility. We provide rides to and from local grocery stores, pharmacies, medical facilities, the Exeter Senior Center, and other miscellaneous destinations.

% of overall services that goes to Exeter residents:

34% of the total number of rides provided last year in RNMOW vehicles were to Exeter residents.

of Exeter residents served: 72, up 10% to last year.

List all geographic areas served by the organization:

- We provide 40 hours per week service in Exeter with a wheelchair-accessible vehicle. This service also provides some rides to Stratham residents.
- In Hampton, Seabrook, Hampton Falls, South Hampton, and Kensington, we provide service with an identically-equipped vehicle based in Hampton.
- In Epping, Brentwood, Fremont, Raymond, Candia, Deerfield, Nottingham and Northwood, we provide service with an identically-equipped vehicle based in Raymond.
- For the communities of Danville, Sandown, Hampstead, Atkinson, Plaistow, Newton, Kingston, and East Kingston, we provide service with an identically-equipped vehicle based in Plaistow.

Town Manager's Office

AUG 26 2024

Record

Brief detailed description of how the money will be specifically utilized for Exeter residents:

This award will be used to fund a part of the cost of our wheelchair-accessible van service for Exeter residents for 40 hours per week. These costs include wages, insurance, fuel, registration, and vehicle repair.

We do receive a per-ride reimbursement from the State and Federal government for these rides, but it does not cover all of our costs. We must make up the difference with appeals such as this one.

In the majority of cases, our service takes people to and from a medical appointment or a grocery store. Other destinations include the Exeter Senior Center, the pharmacy, or a local bank. We also deliver groceries from the St. Vincent de Paul food pantry to a few residents who have trouble getting there on their own. Access to our service is crucial to keeping our seniors connected to the community, fighting off feelings of isolation, and allowing clients to retain a sense of well-being and independence.

We remain grateful that Exeter has used the local option fee to develop and maintain a transportation infrastructure for the town. The support we have receive from that effort remains crucial to our ability to provide the services we do.

*"I gave up my license at 85, as I knew I could get places with the Exeter Shuttle."
- RNMOW Client*

*If it wasn't for this service, I would be totally stranded, it is, without exception, my lifeline!
- RNMOW Client*



Amount received from the Town of Exeter (by year) for the last 3 (three) years:

2022 - \$14,446

2023 - \$16,000

2024 - \$16,000

Total Municipal Contributions in 2023: \$38,610 (for transportation)

List each town that contributes and the amount received: (for transportation)

Candia	\$1,000
Deerfield	\$1,005
Epping	\$3,400
Exeter	\$16,000
Fremont	\$1,000

Hampstead	\$1,000
Hampton	\$4,200
Hampton Falls	\$602
Kensington	\$250
Kingston	\$2,000
Newton	\$1,400
Northwood	\$690
Plaistow	\$3,013
Raymond	\$3,500
Sandown	\$500
Seabrook	\$3,000
Stratham	\$1,200

Organization's total projected budget for next fiscal year: \$4,617,339*

Amount Requested: \$16,000

**Our operating budget is for both meals and transportation.*

Additional Information Required:

Please supply the following items for a complete application to be considered:

- Provide a narrative, not to exceed two pages in size 12 font
 - Organization's overview
 - Program's impact on Exeter residents
 - Program changes and or highlights from the past year

- Complete financial statements (please note; the organization's 990 may be requested).
 - Operating budget
 - Balance sheet

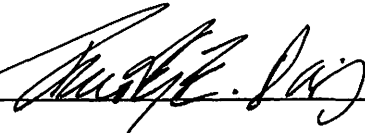
- Board of Directors List

- 2024 funding recipients must submit a written summary of how funds were utilized. This must be done for consideration of current year application.

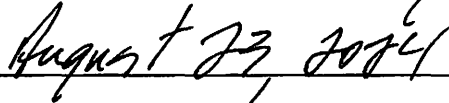
I certify to the best of my knowledge that the information in this proposal reflects accurate data concerning need and estimates of planned/delivered services. The proposal was considered and approved for submission by the agency Board of Directors on August 22, 2024 (date).

By signing this application, the undersigned offers and agrees, if the proposal is accepted, to furnish items or services that are quoted. This agreement is subject to final negotiation and acceptance by the Select Board and the Budget Recommendations Committee and subsequent contract award.

Director's or Designee Signature



Date:



Submit no later than September 2nd, 2024:

Town of Exeter
Town manager
10 Front Street
Exeter, NH 03833

Rockingham Nutrition & Meals on Wheels Program

106 North Road Brentwood, NH 03833 (603) 679-2201

www.RockinghamMealsOnWheels.org

August 23, 2024

Select Board and Budget Review Committee
Town of Exeter
10 Front Street
Exeter, NH 03833

Dear Selectmen and Committee Members:

Rockingham Nutrition & Meals on Wheels exists to help older and/or disabled adults preserve their health, well-being, and independence. The funds we are requesting will help us provide transportation for older residents with places to go but without the means to drive themselves. This assistance is crucial for anyone who wishes to “age in place” at home— something which benefits the individual involved and the broader community.

TRANSPORTATION SERVICE PROVIDED TO TOWN RESIDENTS LAST YEAR

72 Exeter Residents

3,086 Rides to medical appointments, grocery stores, pharmacies, The Exeter Senior Center for Luncheons & other destinations

RNMOW provides transportation services year round from the Exeter Senior Center. We operate Monday – Friday, 40 hours per week. Our drivers each hold a CDL and our vehicles are wheelchair-accessible.

We also pride ourselves on the relationship our drivers build with our clients over time:

“I have nothing but praise for Stefan! He is gracious, helpful, sorts our purchases skillfully, makes sure we’re buckled up and have a carriage ready to go. We couldn’t be better cared for.” – Exeter van client, 2022 survey.



TOWN SUPPORT MEANS RIDES FOR TOWN RESIDENTS IN NEED

Total cost to provide Exeter residents these rides: \$96,105

We are asking the Town of Exeter to contribute \$16,000 towards the cost of services to Exeter residents.

MEALS ON WHEELS TRANSPORTATION DELIVERS FOR EXETER AND ITS RESIDENTS

The continued increase in fuel and food costs over the past two years has been difficult for both our agency and our clients. Despite this, our Exeter service is going strong. (We saw an 11% increase in Exeter riders year-over year and are looking into expanding our hours of service.) Every week, we bring Exeter residents to and from medical appointments, shopping destinations, the Exeter Senior Center for lunch, or a local bank. We sincerely believe that without our service, many of our clients would do without many of these critical activities, and the consequences could be dire. We do everything we can to keep that from happening.

Beyond the very tangible benefit of any given ride— picking up a prescription or getting to the store -- access to our service keeps our seniors connected to the community and helps them retain the sense of well-being and independence they deserve.

We are also dedicated to a high quality of service. I am happy to report that in our most recent survey, 92.9% of our Exeter bus respondents rated our service “Excellent” and the balance “Very Good.”

RNMOW has been serving Exeter residents in this way since 1979. We strive to do our best to keep our requests reasonable, our costs under control, and the quality of our service high for the people of Exeter. Please let me know if you have any questions or need more information about our agency or services.

Thank you again for your consideration.

Sincerely,



Tim Diaz
Executive Director



Support for Independent & Healthy Aging

Serving older adults since 1978 as a 501 C3 nonprofit



INDEPENDENT & HEALTHY LIVING

• SINCE 1978 •

Annual Report for 2023-2024

Town of Exeter



On behalf of our clients and team, I would like to thank the Town of Exeter for its consistent financial support of Meals on Wheels. Every dollar has made a difference in the lives of your residents-- as you know, we help older and/or disabled adults maintain their health, wellbeing, and independence. This means support in two areas essential to “aging in place--” nutritious meals and transportation.

We provide hot, nutritious meals both in a community setting and via home delivery in all of Rockingham County. Last year, the \$10,000 in funding for nutrition from the Town of Exeter helped us serve 24,929 meals to 178 residents— an average of 99 meals per weekday. We also provided wellness checks every week of the year, Monday through Friday, with provisions for weekend service for those who needed it. We offer a variety of meal choices to our clients, diet plans for many medical conditions, and peace of mind to families and neighbors. All at a fraction of the cost of assisted living or nursing home care. *Thank you for helping us do this.*



In addition, with the help of our transportation service, a trip to the doctor, grocery store, or luncheon at the Exeter Senior Citizens Center is just a phone call away. Last year, the \$16,000 we received from the Town of Exeter for transportation helped to provide 3,086 of these rides to 72 residents. Many clients tell us that our service has allowed them to stop driving and continue to live at home. We also continued to assist the St. Vincent de Paul Society with delivering groceries from their food pantry to Exeter residents in need. *Thank you again for helping us do this.*



While our clients’ need for meals and rides is important, we also deliver a crucial serving of human interaction that can counteract the feelings of isolation and loneliness many of our clients feel. 92% of our clients told us in our last survey that our program helped them to feel safer and healthier.¹

And the caring, personal connection that develops between our clients and our staff is hard to describe in words. It *matters*.

¹ RNMOW Annual Client Survey, 2023.

What Our Clients Tell Us...

I really look forward to seeing my deliverer every day. I can count on them.

Many a day I would not eat - if it was not for Meals on Wheels.

I greatly appreciate that someone checks on my well-being daily. The meals are really good and help me maintain my health and independence. I would not even eat regularly without them. Delivery people are kind and uplifting.

My meal deliverer, not only is he a nice man, he is a great person. Please take good care of him.

I am very glad of all the help RNMOW has been to me. It makes being home so much safer and easier for me, and it is nice to look forward to someone coming each weekday.

Everyone does an excellent job. More chocolate cake.



In Conclusion...

RNMOW has been serving Rockingham County residents since 1978, providing nutritious meals, safety services, and rides for those in need. We strive to keep our requests reasonable, our administrative costs low, and the quality of our services as high as possible. On behalf of our talented, compassionate, and hard-working staff, thank you for helping us serve the Town of Exeter.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Tim Diaz". The signature is fluid and cursive, with a large initial "T" and "D".

Tim Diaz Executive Director

Rockingham Nutrition & Meals on Wheels

AUG 28 2024

Received



August 28, 2024

Mr. Russ Dean
Town Manager
Town of Exeter
10 Front Street
Exeter, NH 03833

Dear Mr. Dean,

At COAST we remain keenly focused on our main goals. First, retaining our workforce and getting away from having to implement temporary service suspensions. Second, rebuilding ridership on our system as we get further from the pandemic. Third, sustaining our operation in the face of a changing fiscal landscape as emergency COVID-19 relief funds run out. Fourth, planning for and constructing a new facility for our next 40+ years.

This past January we were able to remove the last of our temporary service suspensions and we are providing all our weekday and Saturday services again. Through the first 10 months of our fiscal year, we have seen year-over-year ridership increases of over 25% on the system. That is an incredible growth number.

Based on input from the Town Selectboard we have worked closely with the staff at Exeter TV and a new video to help market Route 7 On Demand to residents was just released. We hope this will generate a good bump in resident use of the service. We are also excited to announce soon the award of funds through an Exeter Hospital Community Grant that will support a fourth day of service on Route 7 On Demand. This will be a one-year pilot, with hopes for long-term funding should the pilot be considered successful. As discussed with the Selectboard members, we are also willing to discuss other service adjustments.

The funds contributed to COAST by the municipalities served by our redesigned system (Rtes. 1, 6, 12, 13, 14, 33, 34, 40, 41, 42, 43, 44, 100, ADA and 7 On Demand) are critical to matching and leveraging well over \$3,800,000 in federal funds to support our regional public transit system. Municipal and state funding is critical for us to sustain our operations, particularly as emergency COVID-19 relief funds granted to COAST will be fully expended by the end of this month.

In FY25 COAST is asking for a financial commitment from the Town of Exeter in the amount of \$32,172 in support of COAST Route 7 On Demand services operating in Exeter. This represents a \$6,412 (or 25%) increase from our current year's request, which the Town fully funded. The Town's funding will help leverage over \$40,000 in Federal Transit Administration funding for Exeter.

Without the continued support of communities like yours, we would not be able to provide essential public transit services to your residents and the greater Seacoast.

If you should have any questions, need more information, or if you would like me to make a presentation on our services and request, please do not hesitate to contact me. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "RAD NICHOLS", with a stylized flourish extending to the right.

Rad Nichols
Executive Director

cc: David Tovey, Exeter Representative to the COAST Board of Directors



TOWN OF EXETER, NEW HAMPSHIRE
HUMAN SERVICES
FY 2025

Organization's Name: Cooperative Alliance for Seacoast Transportation Year Founded: 1981
 Address: 42 Sumer Drive, Dover, NH 03820
 Executive Director/ Board Chair: Rad Nichols / Dennis Shanahan Tax ID Number: 02-0362579
 Applicant Contact: Rad Nichols Email: rnichols@coastbus.org
 Address: 42 Sumner Drive, Dover, NH 03820 Phone: 603.516.0782

Organization's Mission Statement:

COAST champions and provides customer-focused public transportation with a commitment to excellence in safety and service.

Statement of Grant Purpose; e.g. This grant will be used...:

COAST provides advanced reservation demand-based public transportation services (M, W, T, Sat., 9:30a-5p) to the general public in Exeter, and connecting to Stratham and Newmarket. With Exeter Hospital community grant funding just awarded (Aug. 2024), we will be adding a fifth day of service starting the week of September 30, 2024. It will be a one year pilot.

% of overall services that goes to Exeter residents: approx. 1.0%
 # of Exeter residents served: * 627 * *boardings in Exeter.*

List all geographic area(s) served by organization: Exeter, Stratham (limited), Newmarket, Dover, Farmington, Rochester, Somersworth, Berwick, Newington, Portsmouth, Kittery, Eliot, S. Berwick

Brief Detailed description of how the money will be specifically utilized for Exeter residents:

Exeter funds will be specifically utilized to provide and support the provision of advanced reservation, demand-based public transportation services within 3/4-mile of designated stops, and connecting the communities of Exeter, Newmarket and Stratham (limited to around the Market Basket stop in Stratham).

Amount received from the Town of Exeter (by year) for the last 3 (three) years:

2022 - \$20,000 2023- \$20,000 2024 - \$25,760

Total Municipal Contributions in 2024: \$1,758,400

List each town that contributes and the amount received: see attached

Organization's total projected budget for FY 2025: \$ 8,260,456 Amount Requested: \$ 32,172

Additional Information Required:

Please supply the following items for a complete application to be considered:

- Provide a narrative, not to exceed two pages in size 12 font
 - Organization's overview
 - Program's impact on Exeter residents
 - Program changes and/ or highlights from the past year

- Complete financial statements (Please note: the organization's 990 may be requested)
 - Operating budget
 - Balance sheet

- Board of Directors List

- 2024 Funding recipients must submit an Annual Report prior to consideration of 2025 application

I certify to the best of my knowledge that the information in this proposal reflects accurate data concerning need and estimates of planned/delivered services. The proposal was considered and approved for submission by the agency Board of Directors on January 24, 2024 (date).

By signing this application the undersigned offers and agrees, if the proposal is accepted, to furnish items or services that is quoted. This agreement is subject to final negotiation and acceptance by the Select Board and the Budget Review Committee and subsequent contract award.

Director's (or Designee) Signature:  Date: August 28, 2024

Submit no later than September 2, 2024:

Town of Exeter
Town Manager
10 Front Street
Exeter, NH 03833

CONNECTING



people and
communities

COAST

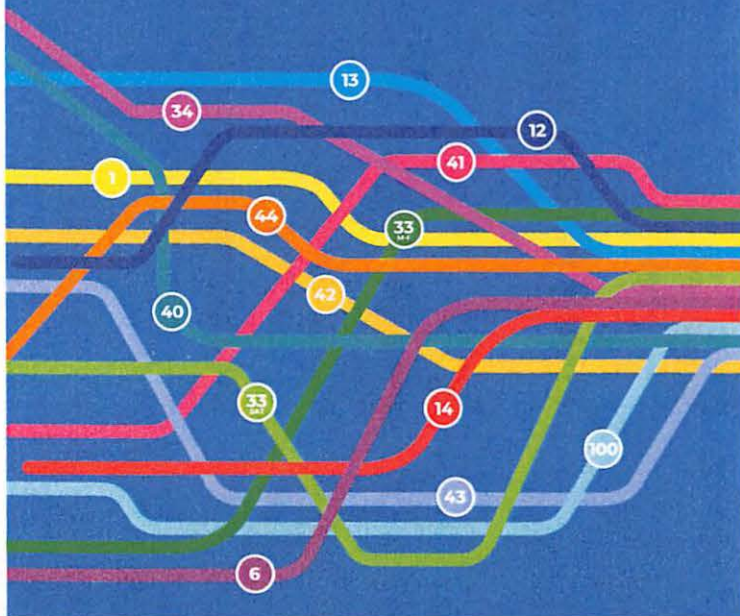
A NONPROFIT RESOURCE FOR ALL

What is COAST?

The Cooperative Alliance for Seacoast Transportation, more commonly known as COAST, is a registered 501(c)3 nonprofit charitable organization and an innovative leader in providing a broad range of public transportation services, connecting and coordinating a robust network of options for everyone. COAST's mission is to champion and provide customer-focused public transportation with a commitment to excellence in safety and service.

Who we serve

Since 1982, COAST has been connecting the communities of the Greater Seacoast region of New Hampshire and southern Maine. In that time, COAST has transported more than 16 million workers, students, seniors, people living with disabilities, and families to work, school, medical services, shopping, social outings, and community events.



Why public transportation on the Seacoast matters

Public transportation is an important piece of the economic and social puzzle on the Seacoast.

Regional connectivity & equal access —

Affordable housing, jobs, social supports, and medical services are dispersed broadly across the Seacoast region requiring travel between communities. COAST connects everyone to the opportunities and services they need to succeed.

Positive economic impact — Every dollar invested in COAST generates approximately \$4.08 of activity of local economy activity. COAST's annual local economic impact is currently estimated at \$31 million.

Supporting seniors & people living with disabilities — By providing transportation options beyond driving, COAST keeps people connected to their communities and the services they rely on.

Climate resiliency — COAST keeps an estimated 1.5 million pounds of carbon out of the atmosphere annually while also reducing congestion on the roads and making transportation more affordable for those riding.

How you can help #fundthebus



As a nonprofit, COAST's annual \$7.5-8.5M operating budget is funded through a blend of sources including: federal, state, and local grants and appropriated funds; charitable contributions from businesses, individuals, and foundations; and revenues from customer fares, partnership agreements, and advertising.

COAST is in the midst of a major gift campaign to raise \$7 million to support the future of public transportation and the economic, social, and environmental benefits it generates.

Learn more at: www.coastbus.org



Municipal Funding Formula Summary (2025)

After transitioning to a newly redesigned system in June 2020, it was time to reassess our municipal funding formula (MFF) and which services are included in those calculations.

Formerly the formula included four separate factors for COAST's regional services (Routes 1, 2, 6, 7 On Demand and ADA). It did not include Routes 33, 40, 41, 100, 101, 103, any seasonal parking shuttle services offered in Portsmouth, Portsmouth Senior Transportation Services, or any ACT-related services in the formula. In other words, over time it had excluded almost as much of COAST's operations as it included.

Current Formula

Starting with the FY21 formula, all fixed-route and associated ADA paratransit services were included in the MFF. Services not included in the formula include any of COAST's non-ADA-based demand response services, such as Route 7 On Demand or contract services, such as the seasonal Portsmouth Parking Shuttle, Portsmouth Senior Transportation, or any ACT-related services.

With this change the MFF once again includes all fixed-route services operated by COAST, local and regional, and all associated ADA paratransit services that complement those fixed-routes. This offers a clean and simple approach to which services are considered part of COAST's regional public transit system, funded in part through a mutually accepted and approved MFF. The goal being a MFF that provides an equitable way of determining municipal funding of the regional public transit system.

Factors

We use a blended rolling three-year average, by community, of the four separate factors, which measure the supply and demand of our services in the member communities. For prior years, the statistics for the services now included will be added in as appropriate.

- 1) Weekly demand response (DR) service miles
- 2) DR ridership
- 3) Weekly fixed-route (FR) service miles
- 4) FR ridership

Route 7 On Demand

The Communities served by COAST's Route 7 On Demand service are responsible for the local match necessary to operate this demand response service.

Contract Services

Contract services are priced by COAST such that the variable costs, and a portion of the fixed costs, associated with those operations are intended to be covered through the agreements entered for those services.

Minimum Contribution Rates

In FY25 the minimum contribution rate of any community is being increased from \$25,760 to \$32,172 per year.



Adopted 2025 Municipal Funding Formula & Requests

(for the period 10/1/24 - 9/30/25)

Funding Formula

- Includes all COAST fixed-route bus services & ADA paratransit services
- Based on a rolling three (3) year average of factors.

	Weekly DR Service Miles (1)	Local % of DR Service Miles	DR Ridership (2)	Local % of Total DR Ridership	Weekly FR Service Miles (3)	Local % of Total Service Miles	Fixed-Route Ridership (4)	Local % of Total FR Ridership
Berwick	3	0.10	12	0.10	78	0.53	2,113	0.91
Dover	977	33.36	3,807	33.45	4,586	31.39	70,449	30.45
Farmington	78	2.66	299	2.63	585	4.01	5,514	2.38
Kittery	1	0.02	2	0.02	161	1.10	2,286	0.99
Newington	42	1.42	163	1.44	296	2.03	4,077	1.76
Portsmouth	892	30.44	3,458	30.38	5,502	37.66	77,663	33.57
Rochester	471	16.08	1,832	16.09	2,393	16.38	38,909	16.82
Somersworth	466	15.91	1,809	15.89	1,007	6.89	30,349	13.12
	2,930		11,382		14,609		231,361	

Adopted Funding Shares & Requests

	% of Total Budget (5)	FY25 Request Calc	FY24 Request	\$ Change FY24 - FY25	% Change FY24 - FY25	Adjusted (\$)	Adjusted FY25 Request	% Change FY24 - FY25 adj.
Berwick	0.6	\$ 9,094	\$ 25,760	\$ (16,666)	-64.70%	\$ 23,078	\$ 32,172	24.89%
Dover	31.6	\$ 507,262	\$ 399,304	\$ 107,958	27.04%	\$ (16,031)	\$ 491,231	23.02%
Farmington	3.1	\$ 49,123	\$ 33,806	\$ 15,318	45.31%	\$ (1,533)	\$ 47,591	40.78%
Kittery	0.8	\$ 12,631	\$ 28,900	\$ (16,269)	-56.29%	\$ 23,463	\$ 36,094	24.89%
Newington	1.8	\$ 28,558	\$ 36,823	\$ (8,266)	-22.45%	\$ 3,614	\$ 32,172	-12.63%
Portsmouth	34.3	\$ 551,311	\$ 419,269	\$ 132,042	31.49%	\$ (17,200)	\$ 534,111	27.39%
Rochester	16.5	\$ 264,768	\$ 225,377	\$ 39,390	17.48%	\$ (8,260)	\$ 256,508	13.81%
Somersworth	11.5	\$ 184,910	\$ 118,005	\$ 66,905	56.70%	\$ (7,132)	\$ 177,778	50.65%
	100.0	\$ 1,607,657	\$ 1,287,244	\$ 320,413	24.89%	\$ (0)	\$ 1,607,656	24.89%

Sheet Notes:

1. Allocation of average ADA weekly service miles from FY21-FY23 YTD, based on the number of boardings & alightings in each community.
2. Represents the average ADA ridership by originating community from FY21-FY23 YTD.
3. Represents the average projected fixed-route weekly service miles by community in FY23-FY25.
4. Represents estimates of those riders, by originating community, that rode COAST's fixed-route services in FY21-FY23 YTD.
5. DR service factors are weighted to equal the same percentage the service represents as a part of the projected budget (25.4%). FR service factors are weighted at 74.6%.

FY 25 Funding Requests - Partner Projects

Other Partner Projects:	FY25 Req.	FY24 Req.	FY23 Bud.	% Change
Exeter	\$ 32,172	\$ 25,760	\$ 23,000	24.9%
GBCC	\$ 6,994	\$ 5,600	\$ 5,000	24.9%
Newmarket	\$ 32,172	\$ 25,760	\$ 23,000	24.9%
Pease	\$ 149,870	\$ 120,000	\$ 120,000	24.9%
PST	\$ 244,847	\$ 196,048	\$ 175,043	24.9%
State of ME	\$ 40,000	\$ 40,000	\$ 32,500	0.0%
State of NH	\$ 389,127	\$ 32,000	\$ 34,782	1116.0%
Strafford County	\$ 80,656	\$ 64,581	\$ 57,662	24.9%
TOTAL	\$ 784,484	\$ 509,749	\$ 470,987	53.9%



Adopted FY2024 Operating Budget

	Proposed 2024 Budget		Approved 2023 Budget	\$ Difference	%
Revenues					
Fares/Contract Revenue	\$ 401,724	Based on FY23 exp. & service level projections	\$ 379,429	\$ 22,295	5.9%
Advertising	\$ 260,000	Based on FY21-23 experiences	\$ 172,000	\$ 88,000	51.2%
Interest & Other Income	\$ 25,000	Interest, Rebates, Asset Sales, Misc. Items	\$ 20,000	\$ 5,000	25.0%
Local Match	\$ 1,338,764	Projected receipts from Communities & Others	\$ 1,202,021	\$ 136,743	11.4%
State Funding (NH)	\$ 34,782	Non-Project Specific Funds from New Hampshire	\$ 34,782	\$ -	0.0%
Federal Funding	\$ 4,674,179	Formula Driven Based on Expenses	\$ 5,194,860	\$ (520,681)	-10.0%
Other State/Local Assistance	\$ 426,229	Local share of Rtes. 12/13/14/33/42/44 and Rte. 70D	\$ 390,205	\$ 36,024	9.2%
Non Cash Contributions	\$ 3,000	Lease @ 6 Sumner Dr.	\$ 3,000	\$ -	0.0%
CommuteSMART TMA	\$ 18,868	Project has restarted with RPCs staffing the effort	\$ -	\$ 18,868	0.0%
ACT / Coordination	\$ 626,047	As per ACT approved budget	\$ 618,905	\$ 7,142	1.2%
Total Revenues	\$ 7,808,592		\$ 8,015,202	\$ (206,610)	-2.6%
Expenses					
Wages	\$ 3,247,055	See note #2 below & service level proj./staffing	\$ 3,043,873	\$ 203,182	6.7%
Fringes	\$ 1,767,054	Staffing, renewal exp., & no surplus return	\$ 1,654,602	\$ 112,452	6.8%
Contract Services	\$ 344,477	FY23 experience & new agreements	\$ 308,750	\$ 35,727	11.6%
Materials & Supplies	\$ 864,956	FY23 experience, expected major vehicle repairs	\$ 1,005,397	\$ (140,441)	-14.0%
Utilities	\$ 117,457	FY23 experience	\$ 105,794	\$ 11,663	11.0%
Insurance	\$ 542,901	FY23 experience & potential rate adjustments	\$ 490,364	\$ 52,537	10.7%
Purchased Trans.	\$ -		\$ -	\$ -	0.0%
Misc. Items	\$ 56,463	FY23 experience	\$ 100,371	\$ (43,908)	-43.7%
Planning	\$ 16,000	FY23 experience & known upcoming work	\$ 20,009	\$ (4,009)	-20.0%
CommuteSMART TMA	\$ 18,868	Project has restarted with RPCs staffing the effort	\$ -	\$ 18,868	0.0%
ACT / Coordination	\$ 626,047	As per ACT approved budget	\$ 578,184	\$ 47,863	8.3%
Contingency	\$ -	None planned currently	\$ -	\$ -	0.0%
Total Expenses	\$ 7,601,277		\$ 7,307,344	\$ 293,933	4.0%
Gain / Loss	\$ 207,315		\$ 707,858		
Reserves	\$ -		\$ -		

Budget Notes:

- 1) Based on base inflationary measures set at 2.2%. Some expense lines use a higher inflationary figure.
- 2) Based on a wage rate increase of 2.5% (0.3% above inflation) and higher levels of service overall.
- 3) This operating budget does not currently include any potential additional expenses related to changes in operations during construction of a new facility.

**COAST Balance Sheet
July 2024**

Preliminary, Subject to Audit Adjustment

Assets

Cash

Petty Cash	\$ 350.00
Checking	562,513.95
Savings	2,737,949.17
	\$ 3,300,813.12

Receivables

A/R General	\$ 750,155.55
	\$ 750,155.55

Other

Prepaid Expenses	\$ 92,407.82
Inventory	103,058.05
	\$ 195,465.87

Property & Equipment

Transit Equipment	\$ 8,007,620.73
Structures	1,100,748.14
Furniture & Equipment	788,444.87
Amenities & Misc.	656,215.65
Accumulated Depr.	(7,071,823.98)
Work in Process	703,685.03
	\$ 4,184,890.44

Total Assets **\$ 8,431,324.98**

Available Funds

Current Assets	\$ 4,143,376.49
Current Liabilities	(729,617.19)
Long Term Debt	-
	\$ 3,413,759.30

Liabilities

Payables

Accounts Payable	\$ 119,032.39
Wages/PR Taxes Payable	56,224.54
Long Term Debt.	-

Other

Accrued Expenses	\$ 234,952.79
Local Funding Unearned	212,694.48
Other Held Funds	106,712.99
	\$ 554,360.26

Total Liabilities **\$ 729,617.19**

Equity

Undesignated - Net Assets	\$ 6,709,783.68
Designated - Net Assets	-
Federal Capital Contributions	1,002,959.00
State Capital Contributions	57,150.30
Local Capital Contributions	-
Current Year Net Income	(68,185.19)
	\$ 7,701,707.79

Total Equity **\$ 7,701,707.79**

Total Liabilities & Equity **\$ 8,431,324.98**

Cash, Receivables, & Prepaids
Payables, Accrued Exp. & Held Funds


Local Match for Future Capital Purchases
and Monthly Cash Flow Use.

COAST BOARD OF DIRECTORS CONTACT INFORMATION - As of Aug. 28, 2024

EXECUTIVE COMMITTEE			
Name, Title, Contact Information	Representing	Town of Residency	Member Since
DENNIS SHANAHAN , Chair City Councilor, City of Dover	City of Dover	Dover, NH	2018
MICHAEL SCALA , Vice Chair Director of Economic Development	City of Rochester	Rochester, NH	2020
SCOTT BOGLE , Treasurer Senior Transportation Planner	Rockingham Planning Commission	Durham, NH	2001
MARGARET JOYCE , Secretary President, Greater Dover Chamber of Commerce	Area Chamber of Commerce	Nottingham, NH	2020
DAVE SANDMANN , Past Chair At-Large Member	At-Large	Greenland, NH	2011

BOARD OF DIRECTORS			
Name, Title, Contact Information	Representing	Town of Residency	Member Since
KENDRA AMARAL Town Manager	Town of Kittery	Kittery, ME	2020
FRED BUTLER (<i>ex-officio</i>) Public Transportation Administrator	NH DOT Bureau of Rail and Transit	Gilford, NH	2021
ARTHUR CAPELLO Town Administrator	Town of Berwick		2024
SÖNKE DORNBLUT Newmarket Resident	Town of Newmarket	Newmarket, NH	2021
BENJAMIN FLETCHER Director of Parking	City of Portsmouth	North Hampton, NH	2021
DENIS HEBERT Planning Board Chair	Town of Newington	Newington, NH	2016
COLIN LENTZ Transportation Planner	Strafford Regional Planning Commission	Rochester, NH	2014
MICHAEL MATES Engineer	Pease Development Authority	Greenland, NH	2022
JOANN NEUMANN Chief Community Development Officer	Families First Health & Support Center	Portsmouth, NH	2022
CRYSTAL PARADIS-CATANZARO City Councilor	City of Somersworth	Somersworth, NH	2024
NICK TAYLOR Executive Director	Workforce Housing Coalition of the Greater Seacoast	Raymond, NH	2022
DAVID TOVEY Asst. Dir., Parks & Rec. Dept.	Town of Exeter		2024

ALTERNATES TO THE BOARD OF DIRECTORS			
Name, Title, Contact Information	Representing	Town of Residency	Member Since
DONNA BENTON Assistant City Planner	City of Dover	Raymond, NH	2015
JEN CZYSZ Executive Director	Strafford Regional Planning Commission	Concord, NH	2018
RUSSELL DEAN Town Manager	Town of Exeter	Exeter, NH	2018
CAROL GULLA Executive Director, TASC	At-Large	Newmarket, NH	2017
TIM ROACHE Executive Director	Rockingham Planning Commission	Stratham, NH	2018
PETER STITH Principal Planner	City of Portsmouth	Kittery Point, ME	2021
SHELLEY WINTERS (<i>ex-officio</i>) Public Transportation Administrator	NH DOT Bureau of Rail and Transit	Concord, NH	2013

A woman with short grey hair and glasses, wearing a blue vest over a white long-sleeved shirt and tan pants, is smiling while driving a bus. She is seated in the driver's seat, with her hands on the steering wheel. The bus interior is visible, including the seat and dashboard. The window shows a bright, sunny day with a blurred outdoor scene.

FY23
Impact
Report

COAST

COAST's mission is to champion and provide customer-focused public transportation with a commitment to excellence in safety and service.



Message from the Executive Director

This year was a year of rebuilding and of looking ahead to the future to make sure we have the finances and the facility we need to continue to serve the Seacoast for forty more years, and beyond.

Ridership, Workforce & A New Facility

As we entered FY23, our focus was on recruiting and hiring additional drivers and increasing ridership, while simultaneously advancing the plans for our new facility project, which is necessary for COAST's continued operation. As we end the year, I'm pleased to report that we have made significant gains in all these areas and are well positioned for the coming year.

Building a Statewide Coalition

In addition, we added the creation of a statewide transit coalition, which was ultimately successful in advocating for and obtaining a nearly 6-fold increase in statewide operating funding over the current biennium. It was an incredibly successful campaign, and we continue to

meet to advance the work of the Coalition and partner with other advocacy groups in preparation for a SFY26-27 budget campaign.

2023 Customer Survey

In the spring, we collected a tremendous amount of data from our customers that highlighted the essential nature of our services for connecting people with their community, and the critical role we have in the regional economy. Our customers rated our services very positively as well.

Dedication of Many

Our incredibly successful year was largely thanks to the dedication and commitment of our board and staff to our mission, and the continued investments of the communities we serve. We are very lucky and proud to have so many truly great people working for and on behalf of COAST.

Financial Foundation for the Future

As we turn our attention to FY24, we are ready to build on the successes of the past year and work to overcome the next set of hurdles ahead of us. They include securing the remaining funding for our new facility, and just as critical, diversifying our funding sources that will replace sun-setting one-time federal grants, starting in FY25.

I look forward with optimism to the coming year and working closely with our board, staff, partners, and the broader community of the Greater Seacoast to advance our mission as a 501(c)3 charitable nonprofit organization and to continue to serve our multi-faceted customer base.

Thank you for being part of our success and for helping us connect the people and the communities across the Seacoast.

~ Rad Nichols

Connecting People & Communities Around the Greater Seacoast for Over 40 Years

COAST is a registered 501(c)3 nonprofit charitable organization and an innovative leader in providing a broad range of public transportation services, connecting and coordinating a robust network of options for everyone.

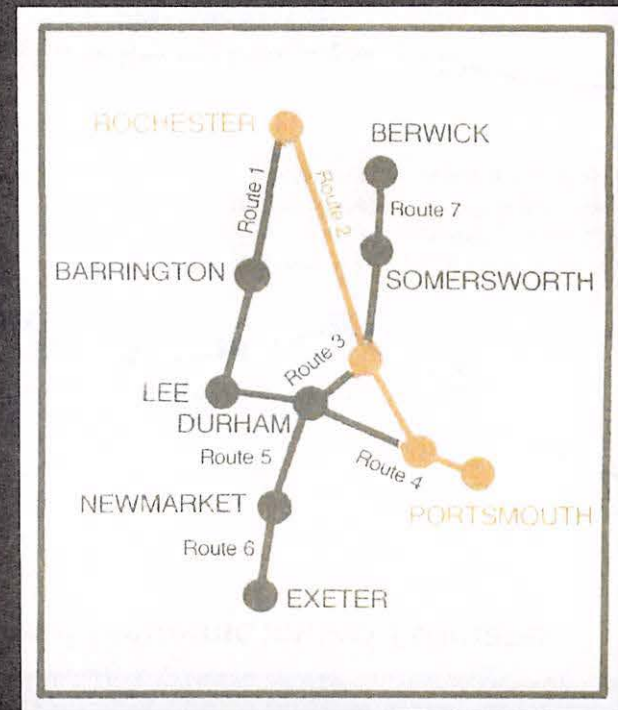
COAST's mission is to champion and provide customer-focused public transportation with a commitment to excellence in safety and service.

COAST annual operating budget ranges between \$7.5 and \$8.0 million.

As a nonprofit, COAST's budget is funded through a blend of sources including federal, state, and local grants and appropriated funds, many of which require matches that COAST secures through charitable contributions from businesses, individuals, and foundations as well as revenues from customer fares, partnership agreements, and advertising.



First system map circa 1986-87



An essential nonprofit resource.

Connecting People & Communities—COAST's Regional Economic Impact

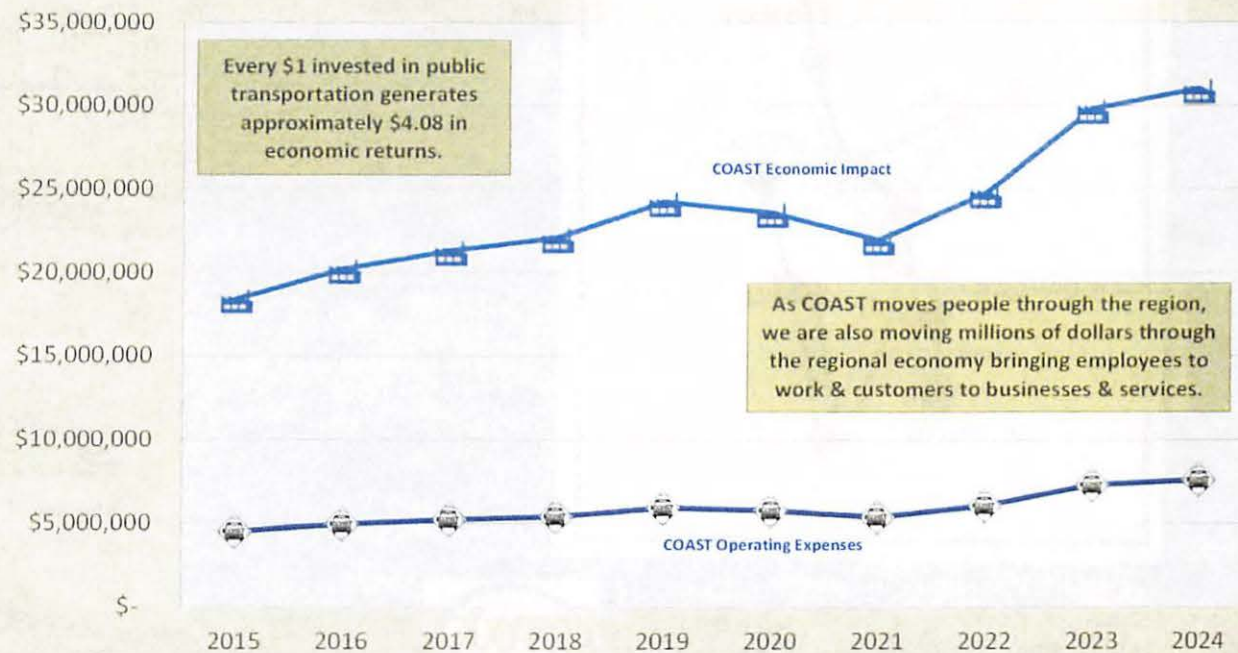
COAST is a critical transportation resource and driver of the Seacoast economy.

COAST's annual local economic impact is estimated at \$31 million currently.

This figure includes COAST's direct, indirect, and induced effects on spending, as well as the economic impact of access provided by our services.



COAST: FY15-FY24 Regional Economic Impact Estimates



Source: American Public Transportation Association (APTA)

Transporting the People that Drive the Seacoast Economy.

Connecting People & Communities—Providing Equal Access



Everyone deserves access to opportunity.

Since 1982, COAST has given over 16 million rides to people in the Greater Seacoast region, linking them to work, school, doctor appointments, shopping, and social events.

COAST

A nonprofit transportation resource for everyone.

Connecting People & Communities—Supporting Seniors



Operating in the second oldest state in the U.S., COAST plays a critical role in helping seniors to maintain their independence.

By providing transportation options beyond driving, COAST keeps people connected to their communities and the services they rely on for support as they grow older.

COAST

Transportation. Connection. Community.

Connecting People & Communities—COAST Operations



- COAST transported customers an estimated 2,382,642 miles
- COAST customers avoided an estimated 1,050 tons (2,102,788 lbs.) of greenhouse gases being emitted into the air by avoiding using a car for their trips taken on our vehicles
- Resumed many of our suspended services by the end of Q3, including most Saturday services
- Extended our successful free transfer pilot to Sept. 30, 2023 & made it permanent
- Introduced four (4) new heavy duty transit buses into our revenue fleet
- Introduced a new Commuter Benefit Program for employers and their employees
- Took delivery of four (4) new low floor minibuses at the end of the fiscal year

Reliable. Safe. Affordable.

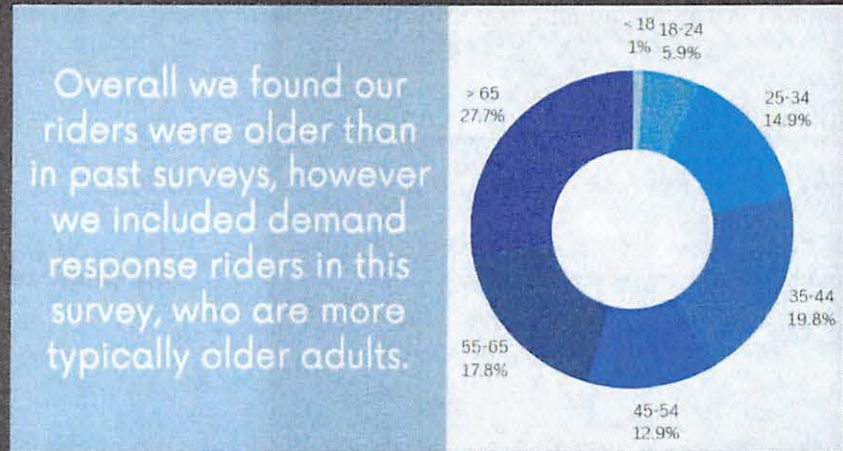
Connecting People & Communities— What Our Customers Told Us

In the spring, we conducted a customer survey to determine:

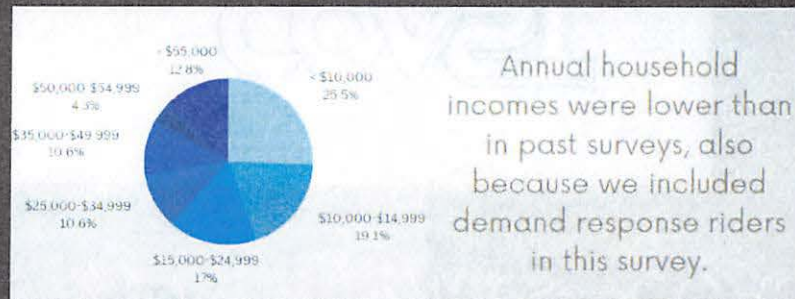
- Who is riding the bus
- Why and how our customers use the bus
- What would customers do without COAST, and
- How our customers rated us

I would be lost if I did not have the bus. You are the only way I can get around and are a great help to me. All the drivers are extremely nice and helpful.

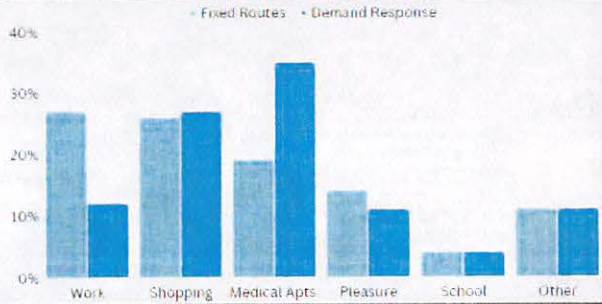
~ Ann



The survey was conducted by COAST from April 3 – 14, 2023. A total of 299 surveys were collected, resulting in an estimated response rate of 35% on fixed routes and 66% on demand response.



WHERE DO RIDERS GO?



FRIENDLY STAFF

89% AGREE

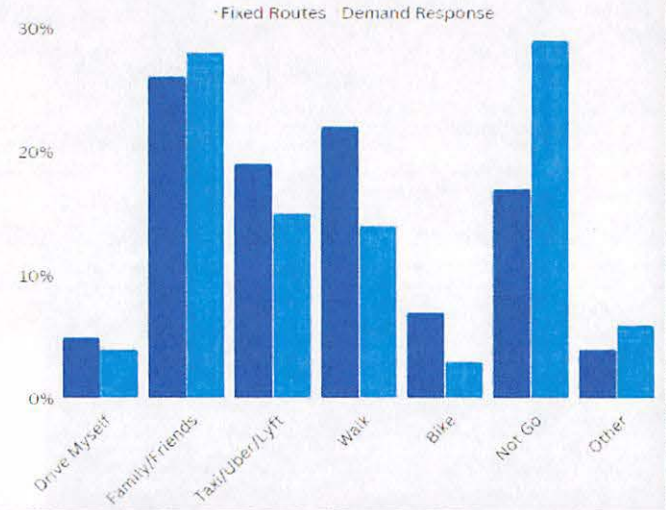


OPERATE A HIGH QUALITY SERVICE

88% AGREE



IF COAST DIDN'T EXIST, HOW WOULD RIDERS MAKE THEIR TRIP?



77% AGREE

OUR SCHEDULES ARE EASY TO UNDERSTAND



VEHICLES ARE CLEAN

87% AGREE



HOW OFTEN DO THEY RIDE?

FARES ARE FAIR

88% AGREE

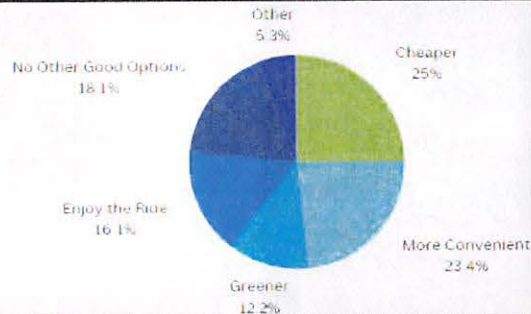


BUSES RUN ON TIME

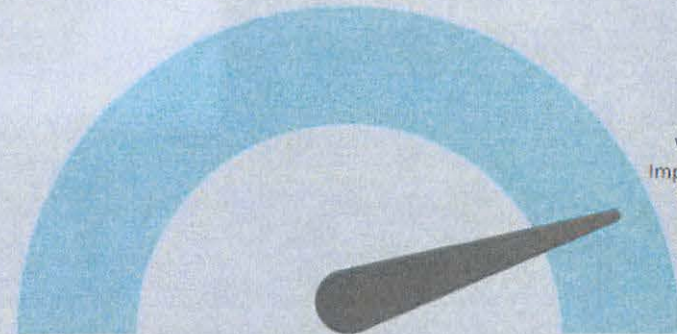
83% AGREE



WHY DO RIDERS CHOOSE COAST?



HOW IMPORTANT IS COAST FOR MEETING RIDERS' TRANSPORTATION NEEDS?



9 OUT OF 10 RIDERS WOULD RECOMMEND COAST TO THEIR FRIENDS, FAMILY, AND CO-WORKERS

COAST
coastbus.org



Connecting People & Communities—Fixed Route Operations

Nine (9) local and four (4) regional routes, connecting 10 communities in New Hampshire and Maine to each other via public transit.

Connections with Wildcat Transit, C&J, Concord Coach, Greyhound, the Downeaster and Allegiant Air.

Hourly frequency on all routes with easy to remember schedules.

Timely connection/transfer locations in downtown Rochester, Dover, and Portsmouth.

\$1.50 Regular Fare / \$0.75 Fare for Seniors & Individuals with disabilities

Free transfers

Reliable. Safe. Affordable.

Connecting People & Communities— Demand Response Services

Focused on serving primarily older adults and individuals living with disabilities, the demand response services COAST provides are often a lifeline for area residents who have no other means to get to their jobs, volunteering, medical appointments, pharmacy, grocery store, or to get out and enjoy socializing with friends.

The seven unique advance reservation demand response services operated in Strafford and eastern Rockingham counties are:

- COAST ADA
- COAST Route 7 On Demand
- Portsmouth Senior Transportation
- Community Rides
- Accessible Volunteer Driver Program Rides
- Contracted Trips
- General Public

Your service allows me not to have to rely so heavily on family and friends for rides. Thank you.

~ Friend of COAST



Accessible. Affordable. Reliable.



Connecting People & Communities— Regional Transportation Coordination

COAST has been engaged in coordinating public and human service transportation since our founding in 1981. It is central to our core mission.

We are a champion and leader for regional transportation coordination. COAST serves as the lead agency of the **Alliance for Community Transportation (ACT)** in what is known as Region 10 in New Hampshire's statewide network of Regional Coordination Councils for Community Transportation.

Since 2016, **TripLink**, the regional call center hosted by COAST, has booked several hundred thousand trips for older adults and individuals with disabilities living in the Greater Seacoast Region. TripLink is now a true resource for people looking for transportation for themselves or their family members.

ACT and TripLink are a direct result of the State of New Hampshire's commitment to coordinating transportation services in our state. We are actively building a lasting and meaningful network of coordinated community transportation services in the Greater Seacoast.



A regional, customer-focused resource.

Connecting People & Communities— Ridership Summary

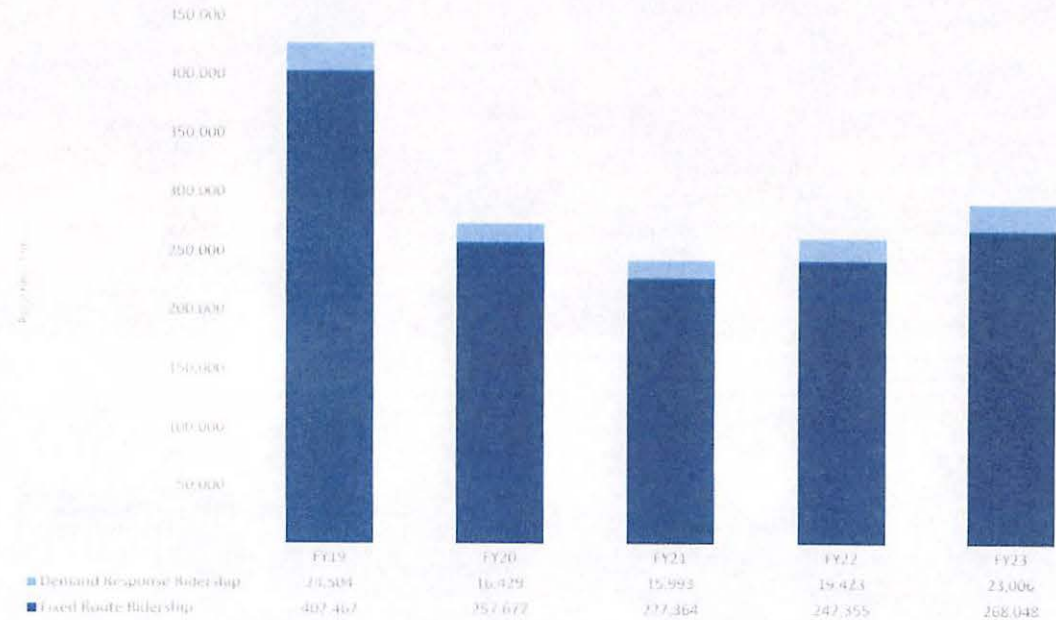


After revising our fixed route system in June 2020, when comparing to FY19, we operated 13% fewer service hours in FY23. At the same time, we carried 77% of the number of customers per service hour. Ongoing service suspensions due to staffing challenges continued to dampen ridership gains for the better part of the fiscal year but changed markedly in Q4.

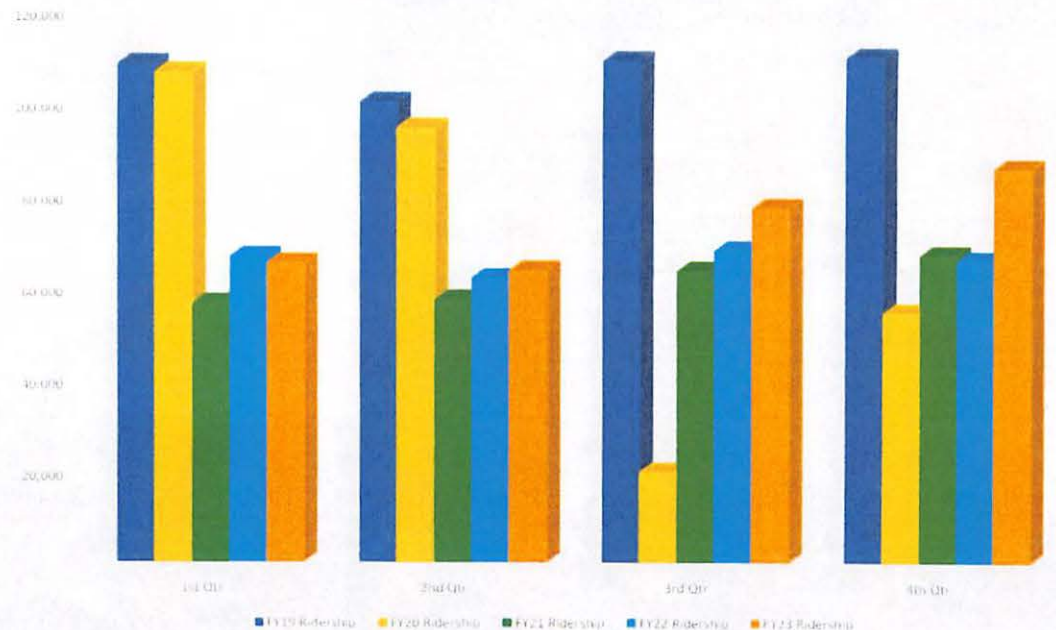
On our demand response services, when compared to FY19, we operated 83% of the service hours and carried 112% of the number of customers per service hour.

We continue to gain customers, and our customers are riding more often again.

COAST Ridership: FY2019 - 2023



Total Ridership by Quarter (FY19-23)





»»»»

"I enjoy the people I work with and the passengers. I really like the variety of driving a different route every day."

-Butch



»»»»

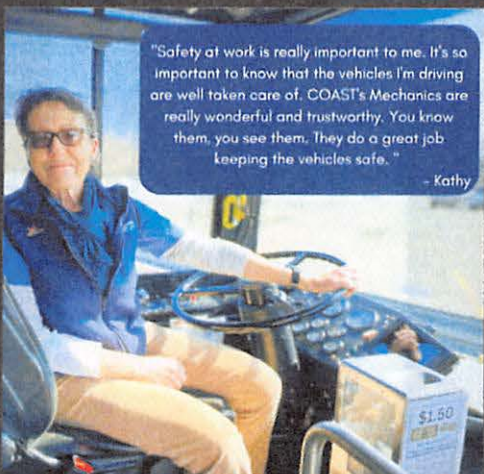
"It's a serious job, but when your day is done, you're done. There's no taking work home with you. It allows for a really nice work-life balance."

-Rick



"I love being the one to put a smile on people's faces. Getting to be the best part of someone's day... That's the best feeling."

-Dianna



"Safety at work is really important to me. It's so important to know that the vehicles I'm driving are well taken care of. COAST's Mechanics are really wonderful and trustworthy. You know them, you see them. They do a great job keeping the vehicles safe."

-Kathy

Employees— Our Greatest Strength

Over the past three-plus years, COAST, like most employers, has struggled through staffing shortages. Our longest-serving employees report they stay with COAST because they believe in our mission and want to play a role in improving our communities.

At the end of FY23, we had the following longevity amongst our 69 employees:

- 11 5+ years (5-9 yrs.)
- 15 10+ years (10-14 yrs.)
- 4 15+ years (15-19 yrs.)
- 3 20+ years (20-24 yrs.)
- 1 25+ years (25 or more yrs.)

Dedicated. Responsive. Adaptable. Customer-focused.

Connecting People & Communities— FY23 Impact by the Numbers

Fixed Route Services

268,048 Customer trips to and from work, classes, medical services, shopping, and social activities (+10.6% over FY22)

1,798,602 Miles customers travelled (@ avg. typical trip length of 6.7 miles)

\$467,000 Estimated Gasoline and Maintenance expenses avoided by customers taking COAST

Demand Response Services

23,006 Trips taken by older adults and individuals living with a disability to work, classes, medical services, shopping, and social activities (+18.4% over FY22)

163,500 Miles travelled by demand response customers (@ avg. trip length of 7.1 miles)

2/3 Fraction of COAST's demand response services that are operating above pre-pandemic levels

TripLink

38,520 trips facilitated through the regional call center for 807 unique individuals (+25.7%)

49 Percentage of TripLink-facilitated rides traversing multiple communities

604 New client registrations (+26%).

2.3 Average number of unique services new clients were signed up for

“I have a brother with developmental disabilities, and he relies on COAST to get to and from his job. He has all the routes memorized and uses it to go to Portsmouth, meet up with us to go out to eat, or go bowling. He loves COAST and it has absolutely opened a whole new world for him. We're all so grateful for what you do for him and so many other people.”

~ Friend of COAST



A nonprofit transportation resource for everyone.

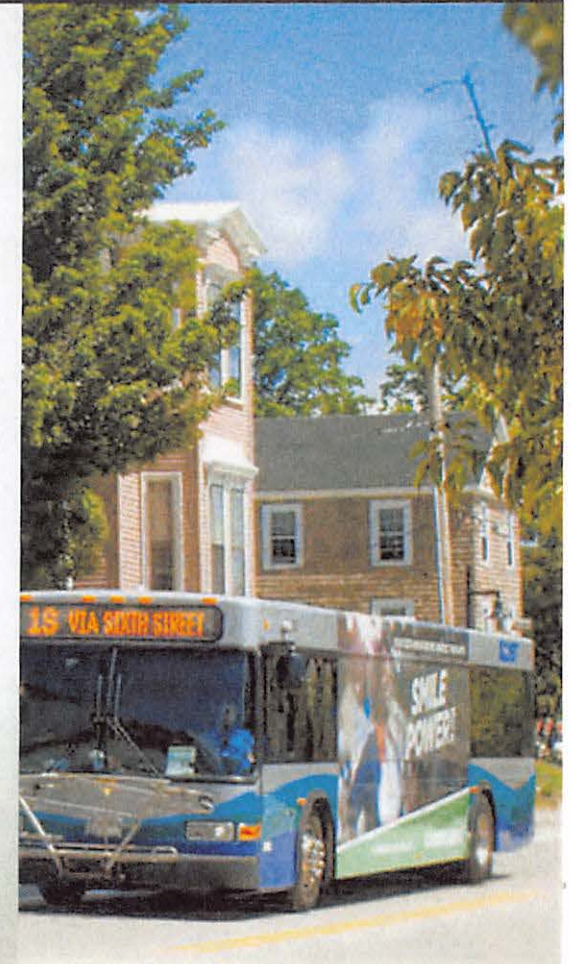
Connecting People & Communities—Simple Actions, Meaningful Impacts

This year, Community Action Partnership of Strafford County (CAPSC) honored COAST with their 2023 Community Champion Award. The annual award honors a community partner, organization, or individual who embodies the spirit of hope, improves communities, and makes Strafford County a better place for everyone. This recognition is important validation of the work COAST does every day—helping to get people to where they need and want to be. We are very proud of our long history of working together with the Community Action Partnership of Strafford County and many of the region's other community-focused nonprofit organizations. By working cooperatively, we magnify our strengths and are better able to overcome the challenges we face.

COAST 2023 CAPSC Community Champion

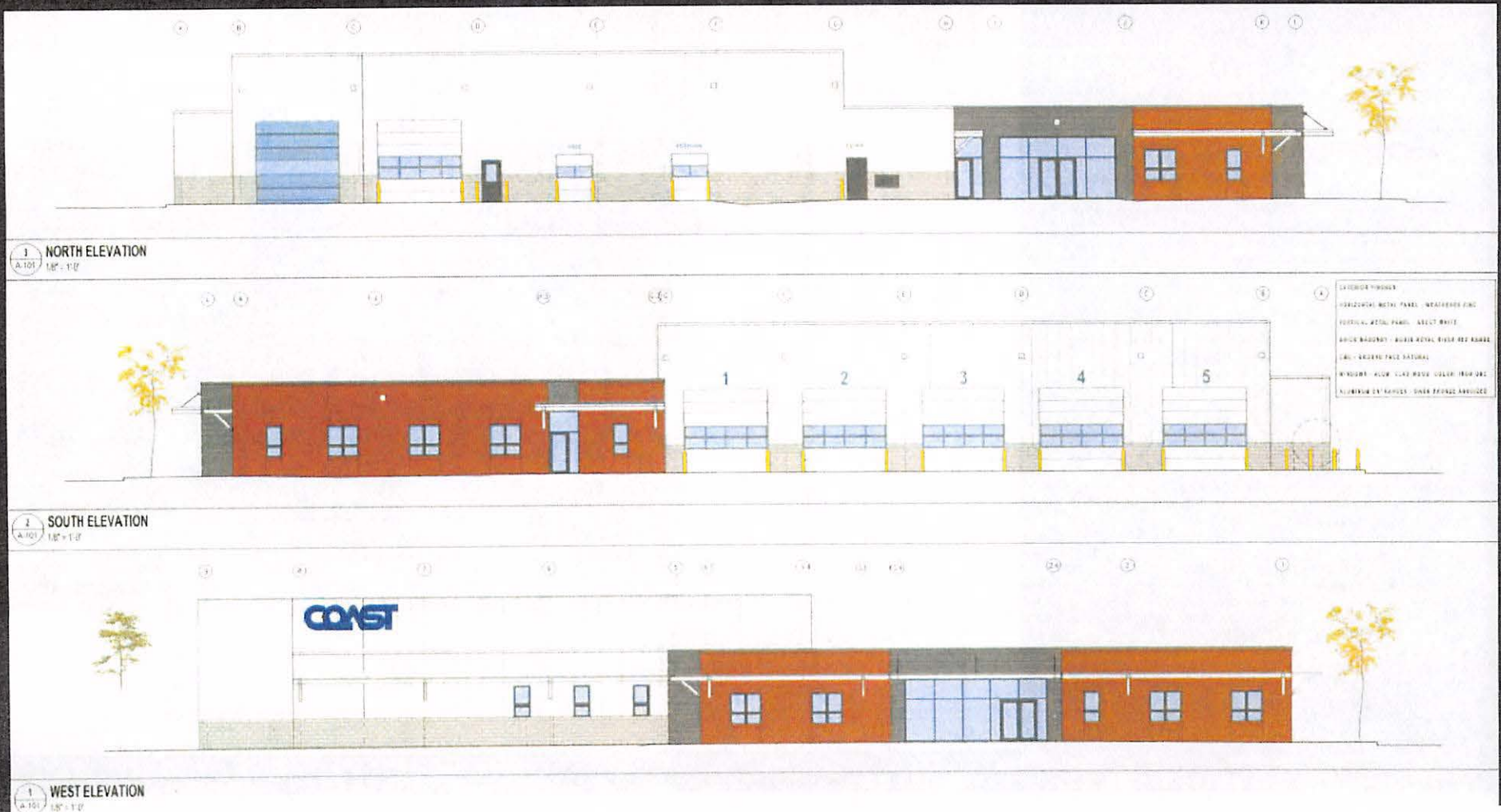


Thank You, COAST!



Driving the Seacoast Towards the Future— A New Facility for Our Next 40+ Years

After years of dreaming and discussions, planning for a new facility at 42 Sumner Drive for COAST's administration, operations, and maintenance functions is well underway. The benefits of a new facility with adequate, efficiently planned space, will increase safety and reduce our ongoing operating costs while meeting COAST's needs into the foreseeable future. It will also allow us to maintain a safe, affordable and efficient operation for our passengers, extend the useful life of our fleet, and improve our overall environmental impact through the incorporation of green building standards.



Our New Facility

In FY23, we made great strides in advancing our new facility project:

- Completed preliminary design (60%)
- Obtained updated cost estimates of \$17-\$20 million after applying new inflation factors
- Visited by Senator Shaheen who was instrumental in securing Federal funding
- Obtained site plan approval and conditional use permit from the City of Dover
- Our NEPA approval from the FTA came in just after the end of the fiscal year

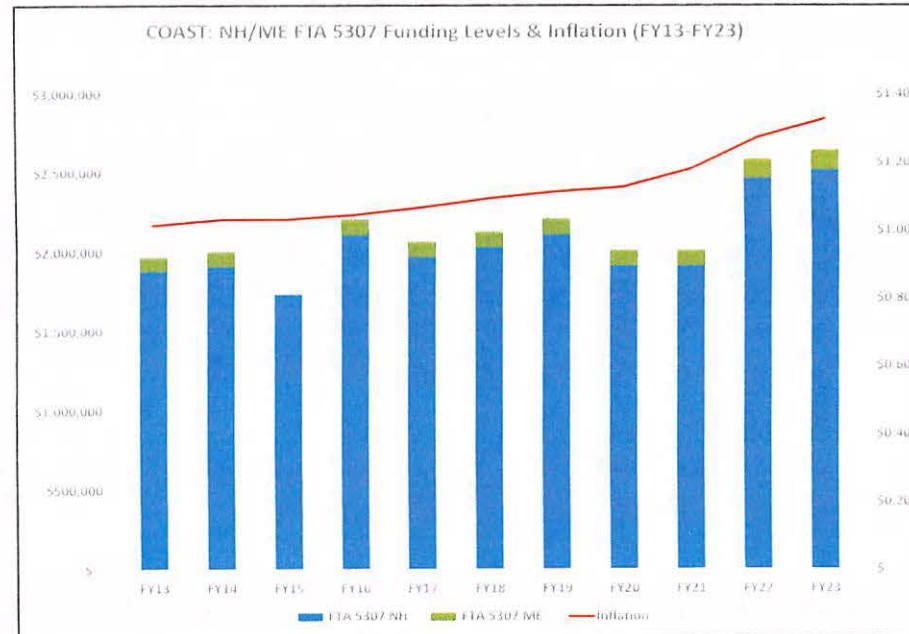
With this progress, we can now start to see more clearly our new home taking shape. It's very exciting, but some hurdles remain in order to bring this project to fruition.





How Federal Decisions Impact Us

- **CARES & ARP Act Funding:** continue to be essential in replacing lost revenues, covering ongoing extraordinary costs associated with the pandemic, and historically high inflation. However, COAST's CARES & ARP Act Funding will soon be fully expended.
- **Infrastructure Investment and Jobs Act (IIJA):** represented a 28.9% increase in the allocation of FTA 5307 small urban funds to our region in FY22 and another 2.5% in FY23. These funds are used to support our ongoing operations. Unfortunately, these increases essentially mean that over the past 10 years our Federal funding has caught up again with inflation (both equaling 33% cumulatively).



- **US Census:** the long-awaited impacts of the 2020 Census on FTA funding apportionments for the two urbanized areas (UZAs) in which COAST operates are unknown as FFY24 FTA appropriations continue to be negotiated in Washington.

Public Transit in NH— Making the Case for Increased Support



With the passage of the bipartisan Infrastructure Investment & Jobs Act (IIJA) a single fundamental question is facing transportation professionals and policy makers in New Hampshire:

How do we raise the matching funds required to ensure that New Hampshire retains its existing funding/services AND takes full advantage of the increased commitment by the Federal government to invest consequentially in public and community transportation for NH residents?

The new NH Public Transportation Coalition COAST we helped to launch in the fall of 2022 directly resulted in an effective and successful advocacy campaign to increase state funding support.

The SFY24-25 New Hampshire Budget increased the state's commitment toward public transit operations from \$400,000 to \$2,283,289 over the biennium, a nearly 6X increase.

COAST estimates the additional \$365,000 in funding we will receive during the biennium will leverage over \$527,000 of FTA funding that would not otherwise be accessible and invested in New Hampshire. This additional funding will support 7,792 hours and 126,260 miles of service, resulting in an estimated 51,200 trips being provided for accessing work, schooling, doctor appointments, grocery stores, pharmacies and for social and recreational purposes.

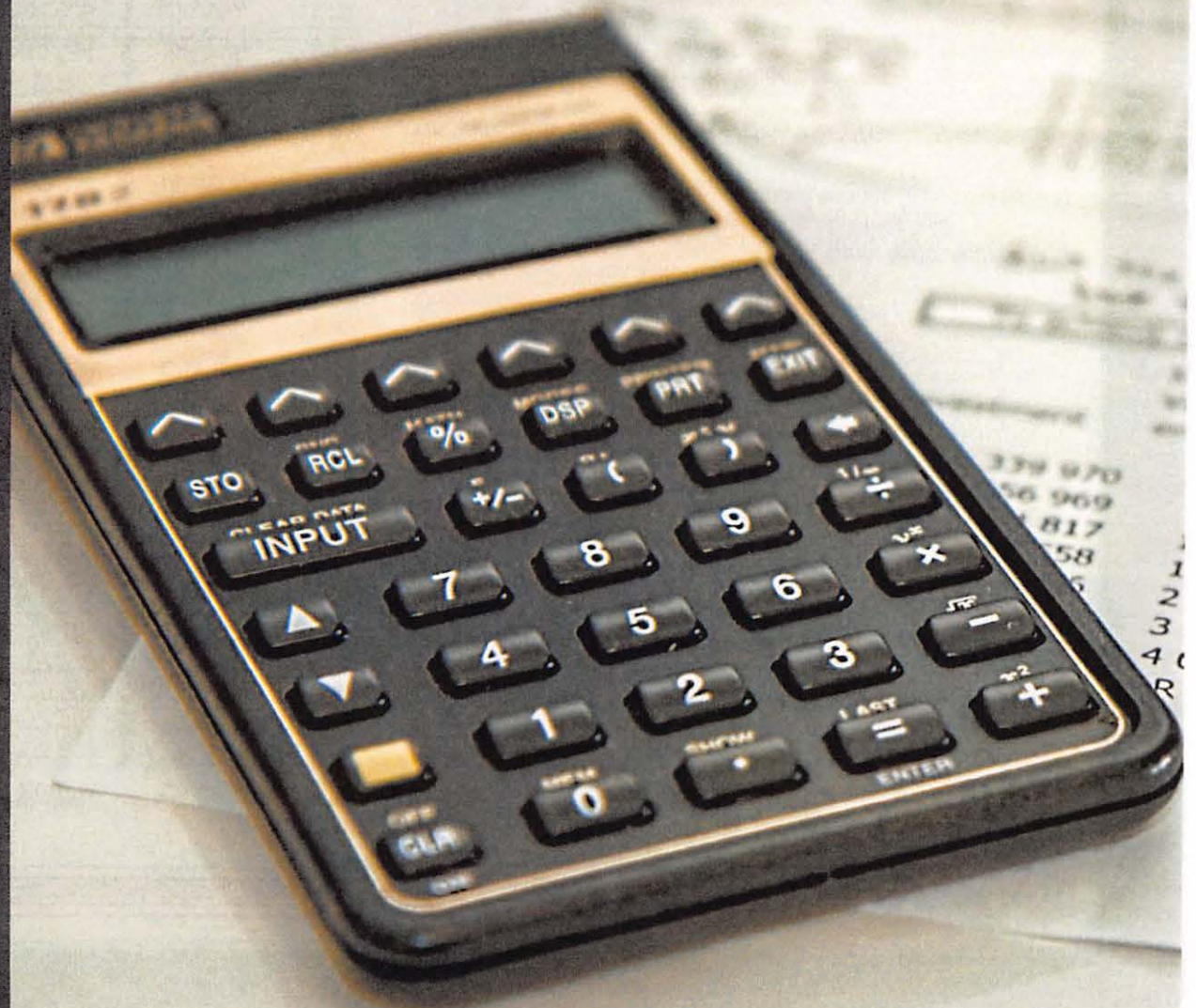
COAST was awarded multiple operating and capital grants and contracts through the state in FY23. These included:

- SFY23 FTA Section 5339 Bus and Bus Facilities Award to support our ongoing capital program and which leverages FTA grant funds at a 1:4 ratio (\$170K)
- SFY24-25 FTA Section 5310 Regional Coordination Council Award to support regional mobility management efforts and contracted services provided through ACT (\$898K)
- State Transportation Block Grant (STBG) transfer to support ongoing preventative maintenance and ADA operational expenses (\$119K)
- SFY24-25 State Operating Funds Award to support ongoing COAST operations and which leverages FTA grant funds (\$421K)

Our Financial Position

COAST continues to take seriously its responsibility to steward the funds entrusted to us by taxpayers, businesses, individuals, and foundations. To that end, in FY23 we:

- Enjoyed another clean Audit for 2022 and were again rated a low-risk auditee
- Remained a grantee of low concern for the Federal Transit Administration (FTA)
- Operated under budget throughout the fiscal year and grew our unrestricted reserves to meet our known sizable future needs



**COAST Income Statement
September 2023**

Internal Statements, subject to adjustment

Operating Revenues	YTD Actual	YTD Budget	Change	%	Notes
Farebox/Contract Revenue	\$ 370,649	\$ 374,062	\$ (3,413)	-0.9%	Under budget
Advertising Revenue	\$ 274,619	\$ 172,000	\$ 102,619	59.7%	Over budget
Interest & Other Income	\$ 33,931	\$ 20,000	\$ 13,931	69.7%	Over budget, FSA refund, Asset Sales & CD Income
Municipal Match Contributions	\$ 1,208,595	\$ 1,202,021	\$ 6,574	0.5%	On budget
State Assistance (ME & NH)	\$ 68,886	\$ 74,782	\$ (5,896)	-7.9%	Under budget, monthly draw will increase next quarter
Federal Assistance	\$ 4,572,920	\$ 5,220,215	\$ (647,295)	-12.4%	Lower Expenses = Lower Reimbursement
Other Local Assistance	\$ 345,968	\$ 350,205	\$ (4,237)	-1.2%	On budget
Non Cash Contributions	\$ 3,000	\$ 3,000	\$ -	0.0%	On budget
TMA Funding	\$ 9,787	\$ -	\$ 9,787	#DIV/0!	Not separately called out in the budget
Coordination Funding	\$ 534,371	\$ 618,905	\$ (84,534)	-13.7%	Lower Expenses = Lower Reimbursement
Total Revenues	\$ 7,422,726	\$ 8,035,190	\$ (612,464)	-7.6%	
Operating Expenses	YTD Actual	YTD Budget	Change		
Wages	\$ 2,848,492	\$ 3,044,317	\$ (195,825)	-6.4%	Under budget, ongoing service suspensions
Fringe Benefits	\$ 1,448,975	\$ 1,654,834	\$ (205,859)	-12.4%	Under budget, ongoing service suspensions
Contract Services	\$ 265,860	\$ 308,785	\$ (42,925)	-13.9%	Under budget, varies with need
Materials & Supplies	\$ 719,219	\$ 1,005,578	\$ (286,359)	-28.5%	Under budget, no major engine rebuilds done, fewer service hrs
Utilities	\$ 94,232	\$ 105,810	\$ (11,578)	-10.9%	Under Budget, mild weather & awaiting #6 Utility bills
Insurance	\$ 472,397	\$ 513,714	\$ (41,317)	-8.0%	Budget expected new vehicles to arrive sooner
Purchased Transportation	\$ -	\$ -	\$ -		
Misc. Items	\$ 65,994	\$ 100,372	\$ (34,378)	-34.3%	Under budget, inconsistent spending low YTD
Planning	\$ -	\$ 20,009	\$ (6,267)	-31.3%	Under budget
TMA Activities	\$ 12,180	\$ -	\$ 12,180	#DIV/0!	Not separately called out in the budget
Coordination Costs	\$ 534,371	\$ 578,184	\$ (43,813)	-7.6%	Under budget
Total Expenses	\$ 6,475,463	\$ 7,331,603	\$ (856,140)	-11.7%	
(with Depreciation)	\$ 7,122,718				
Gross Gain (Loss)	\$ 947,264	\$ 703,588	\$ 243,676		
Depreciation Expense	\$ 647,255				
Local Share of Depreciation	\$ 129,451				
Gain (Loss), Less Local Depr.	\$ 817,813				

**COAST Balance Sheet
September 2023**

Preliminary, Subject to Audit Adjustment

Assets

Cash

Petty Cash	\$	350.00
Checking		1,246,713.04
Savings		1,039,973.41
	\$	<u>2,287,036.45</u>

Receivables

A/R General	\$	1,204,210.55
	\$	<u>1,204,210.55</u>

Other

Prepaid Expenses	\$	50,018.62
Inventory		103,058.05
	\$	<u>153,076.67</u>

Property & Equipment

Transit Equipment	\$	8,653,411.67
Structures		1,100,748.14
Furniture & Equipment		657,134.78
Amenities & Misc.		651,255.65
Accumulated Depr.		(7,906,444.59)
Work in Process		808,308.81
	\$	<u>3,964,414.46</u>

Total Assets \$ **7,608,738.13**

Available Funds

Current Assets	\$	3,541,265.62
Current Liabilities		(582,472.71)
Long Term Debt		-
	\$	<u>2,958,792.91</u>

Liabilities

Payables

Accounts Payable	\$	139,073.31
Wages/PR Taxes Payable		79,596.90
Long Term Debt.		-

Other

Accrued Expenses	\$	234,952.79
Local Funding Unearned		25,765.32
Other Held Funds		103,084.39
	\$	<u>363,802.50</u>

Total Liabilities \$ **582,472.71**

Equity

Undesignated - Net Assets	\$	4,305,896.15
Designated - Net Assets		-
Federal Capital Contributions		2,213,488.01
State Capital Contributions		205,007.60
Local Capital Contributions		495.00
Current Year Net Income		301,378.66
	\$	<u>7,026,265.42</u>

Total Equity \$ **7,026,265.42**

Total Liabilities & Equity \$ **7,608,738.13**

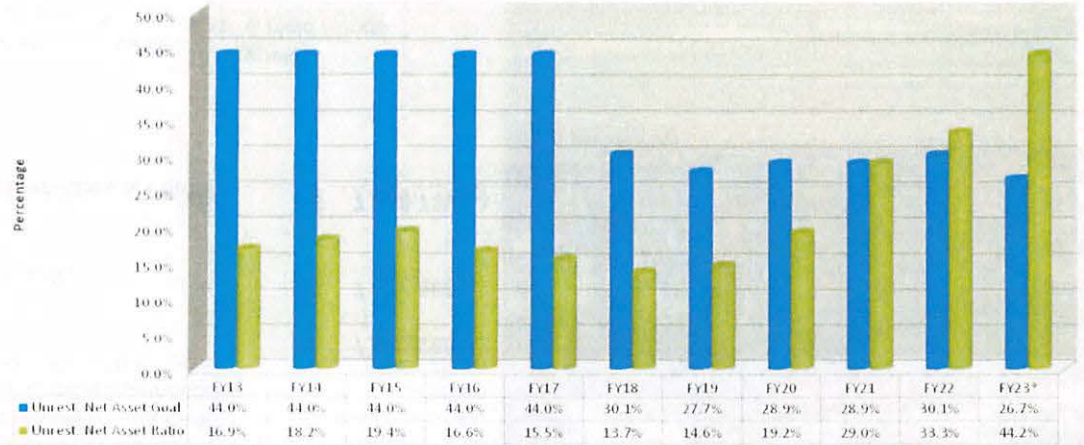
Cash, Receivables, & Prepaids
Payables, Accrued Exp. & Held Funds

Local Match for Future Capital Purchases
and Monthly Cash Flow Use.

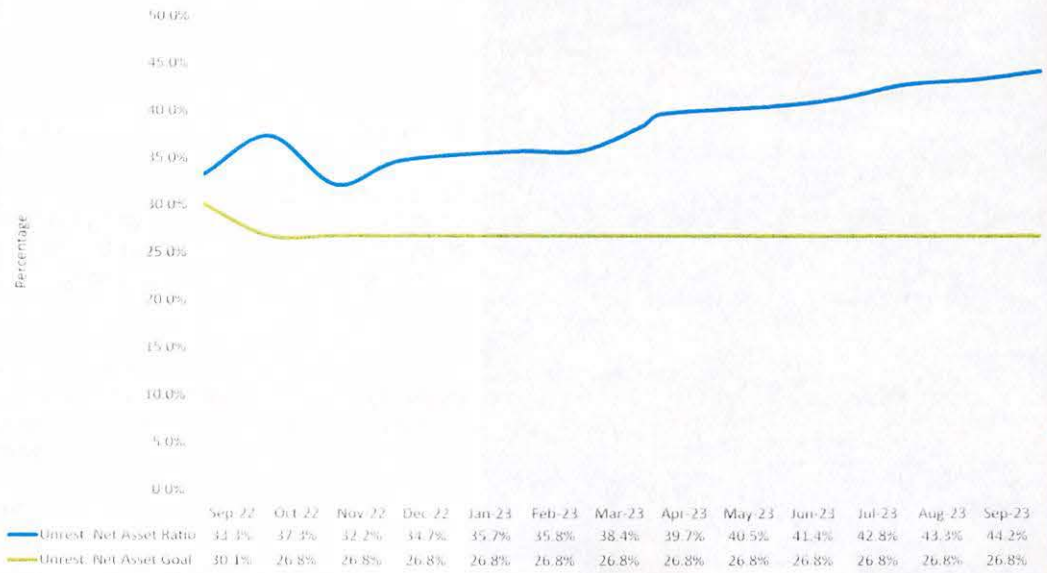


COAST's Unrestricted Net Asset Ratio Goal was established to ensure adequate reserves for future cash flow, operating, and capital replacement needs are in place. This is important as pressures for use of these funds in the short-term increase.

Unrestricted Net Asset Ratio



Unrestricted Net Asset Ratio Performance (Previous 12 Months)



Looking Ahead



COAST is facing a sizable budget deficit as we exhaust several one-time federal grants in FY24.

We are projected to go from a budgeted gain of \$207,000 in FY24 to a \$450,000 loss in FY25.

In the short-term we have raised advertising revenue projections, are proposing significant municipal and partner funding increases, pursuing charitable gaming, and philanthropic giving through foundations, corporations and individuals. We also expect we may have to temporarily tap into our reserve funds.

Mid-term we are pursuing a further expansion of state support for public transit operations in the SFY26-27 budget.

We also continue to attempt to identify other untapped revenue sources we could reliably access.

We will soon be at a decision point; between our desired outcome of preserving as much of our current system as possible or consolidating services to match our anticipated revenues.

We are committed as a staff and organization to doing everything possible to achieve our desired outcome.

5-Year Operating Budget Projections*

COAST Five Year Planning Document	Budgeted 2024	Planned 2025	Planned 2026	Planned 2027	Planned 2028
Revenues					
Farebox/Contracts	\$ 401,724	\$ 426,814	\$ 451,854	\$ 467,326	\$ 484,028
Advertising	\$ 260,000	\$ 260,000	\$ 260,000	\$ 260,000	\$ 260,000
Local Match Contributions	\$ 1,338,764	\$ 1,672,001	\$ 1,941,184	\$ 2,170,378	\$ 2,387,416
State Assistance (NH)	\$ 34,782	\$ 386,345	\$ 262,417	\$ 262,417	\$ 262,417
Federal Funding	\$ 4,674,179	\$ 3,953,730	\$ 4,228,327	\$ 4,471,391	\$ 4,769,552
Other State/Local Assistance	\$ 426,229	\$ 522,367	\$ 598,499	\$ 664,638	\$ 741,742
All other Sources	\$ 672,915	\$ 788,235	\$ 805,994	\$ 822,294	\$ 839,001
Total Revenues	\$ 7,808,592	\$ 8,009,493	\$ 8,548,276	\$ 9,118,443	\$ 9,744,156
Total Expenses	\$ 7,601,277	\$ 8,250,506	\$ 8,804,648	\$ 9,293,923	\$ 9,878,285
Gain (Loss)	\$ 207,315	\$ (241,013)	\$ (256,372)	\$ (175,480)	\$ (134,129)

* After applying sizeable municipal & partner funding increases annually between FY25-27

Our Financial Future

It is important to note that as the region grows and evolves, many expectations for public transit far outpace the fiscal resources that are currently available through the Federal Transit Administration, State of New Hampshire, local communities, and other sources.

As COAST continues to address the region's transportation needs, these financial limitations will be our greatest challenge.

We believe in possibilities and seek to inspire solutions – but we cannot do it alone.





Our FY24 Goals

COAST's mission is to champion and provide customer-focused public transportation with a commitment to excellence in safety and service.

REMOVE SERVICE SUSPENSIONS

Through full, stable staffing we can return to the fixed route operating schedule supported in our operating budget.

LAUNCH A PUBLIC AWARENESS CAMPAIGN TO HELP ELEVATE OUR NONPROFIT STATUS & SUPPORT OUR FUNDRAISING EFFORTS

Refine messaging and coordinate strategic outreach activities to increase public awareness and support of our operational and capital goals. Engage partners in helping to raise awareness and support. Build more relationships with the business sector.

SUSTAIN OPERATIONS IN FY25 & BEYOND

Grow our municipal investments in public transit in the region while also expanding and broadening our revenue streams through engagement in the foundation, business, and individual philanthropic sectors.

ADVANCE OUR NEW FACILITY

Finalize design and financing for a fall 2024 bid for construction to start in spring 2025.

GROW THE NEW STATEWIDE PUBLIC TRANSPORTATION COALITION

Continue to pursue critically important support for operating match from the State of New Hampshire through an active long-term education campaign on the importance of our, and other, public transit services across the state.

We invite you to be part of our future.

Thank you to our Partners and Contributors

States

New Hampshire
Maine

Government Agencies

Federal Transit Administration
Great Bay Community College
NH Department of Transportation
Pease Development Authority

Counties

Rockingham
Strafford

Municipalities

Berwick
Dover
Exeter
Farmington
Kittery
Newington
Newmarket
Portsmouth
Rochester
Somersworth

Nonprofit Agencies

Community Action Partnership of
Strafford County
Ready Rides
Rockingham Nutrition Meals on
Wheels

Foundations

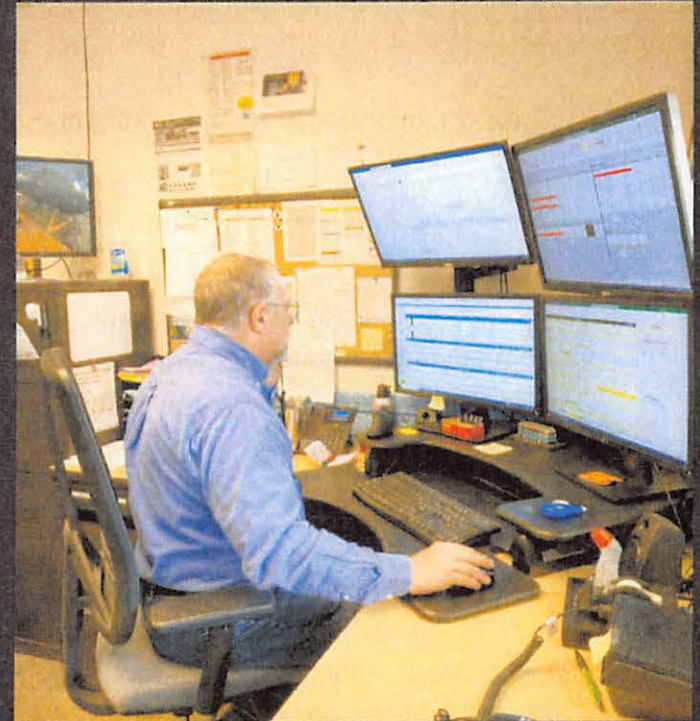
Endowment for Health
Greater Rochester Community
Health Foundation

Area Hospitals

Exeter Hospital
Wentworth-Douglass Hospital

Businesses

First Seacoast Bank
Formax
Leone, McDonnell, & Roberts, PA
Meredith Village Savings Bank
Newburyport Bank
Piscataqua Savings Bank
Proulx Real Estate



Connecting People & Communities.

AUG 29 2024

Received



TOWN OF EXETER, NEW HAMPSHIRE
HUMAN SERVICES - Transportation
FY 2025

Organization's Name: _____ Year Founded: 2008

Address: Transportation Assistance For Seacoast Citizen:

Executive Director/ Board Chair: Carol Gulla/Ryan Auger Tax ID Number: 26-2869209

Applicant Contact: Carol Gulla Email: coordinator@tasc-rides.org

Address: 200 High Street, Hampton, NH 03842 Phone: 603-926-9026

Organization's Mission Statement:

TASC's mission is to help people maintain their health, independence, and dignity by mobilizing volunteer drivers to provide rides to eligibles residents of the New Hampshire seacoast communities we serve. Eligible residents are age 55 or better or other adults with a disability or medical challenge that prevents them from driving.

Statement of Grant Purpose; e.g. This grant will be used...:

Funds will be used to help defray the costs of recruiting, training, insuring, and mobilizing volunteer drivers as well as coordinating rides provided to eligible residents of 11 seacoast area communities. Exeter is one of them.

% of overall services that goes to Exeter residents: 27%

of Exeter residents served: 44

List all geographic area(s) served by organization: Brentwood, East Kingston, Exeter, Hampton, Hampton Falls, Greenland, Kensington, North Hampton, Rye, Seabrook, Stratham

Brief Detailed description of how the money will be specifically utilized for Exeter residents:

- Funds will be used to help cover costs associated with mobilizing TASC's volunteer driver corps to serve Exeter residents. These costs include:
- recruiting, training, and insuring volunteer drivers
 - background checks to vet volunteer drivers
 - mileage reimbursement for volunteers who participate in this program
 - fuel and maintenance for our wheelchair accessible van
 - coordinating volunteer drivers with residents in need of rides
 - publicizing the service to Exeter residents
 - active planning/collaboration with other agencies/organizations to increase transportation service provided to Exeter residents.

Amount received from the Town of Exeter (by year) for the last 3 (three) years:

2022 - \$16,000.00 2023 - \$16,000.00 2024 - \$16,000.00

Total Municipal Contributions in 2024: \$37,150.00

List each town that contributes and the amount received: Hampton, \$9,600; Seabrook, \$3,200; County, \$4,000; Stratham, \$3,000; Brentwood, \$750; Hampton Falls, \$600

Organization's total projected budget for FY 2025: \$ 184,943 Amount Requested: \$ \$16,000.00

Additional Information Required:

Please supply the following items for a complete application to be considered:

- Provide a narrative, not to exceed two pages in size 12 font
 - Organization's overview
 - Program's impact on Exeter residents
 - Program changes and/ or highlights from the past year

- Complete financial statements (Please note: the organization's 990 may be requested)
 - Operating budget
 - Balance sheet

- Board of Directors List

- 2024 Funding recipients must submit an Annual Report prior to consideration of 2025 application

I certify to the best of my knowledge that the information in this proposal reflects accurate data concerning need and estimates of planned/delivered services. The proposal was considered and approved for submission by the agency Board of Directors on August 22, 2024 (date).

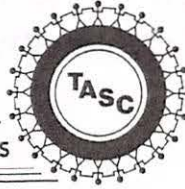
By signing this application, the undersigned offers and agrees, if the proposal is accepted, to furnish items or services that is quoted. This agreement is subject to final negotiation and acceptance by the Select Board and the Budget Review Committee and subsequent contract award.

Director's (or Designee) Signature: Carol Frulla Date: 8/28/2024

Submit no later than September 2, 2024:

Town of Exeter
Town Manager
10 Front Street
Exeter, NH 03833

TRANSPORTATION
ASSISTANCE
for SEACOAST
CITIZENS



Making a difference one ride at a time!

"TASC's mission is to help people maintain their health, independence, and dignity by mobilizing volunteer drivers to provide rides to eligible residents of the NH seacoast communities we serve."

As stated earlier in this application, residents of Exeter benefited from 27% of TASC's services in 2023. But what does that really mean?

- It means that eight-hundred-forty-one rides were provided to Exeter residents. Two-hundred-five of those rides were to destinations other community transportation services don't cover. These include Boston and other Massachusetts locations as well as Manchester, Concord, and even Portsmouth, NH.
- It means that, at a cost to the town of \$1.05 per mile, thirty-eight different volunteer drivers collectively drove 15,211 miles serving Exeter residents. Only six of these volunteers are Exeter residents, the rest come from neighboring communities. Our volunteer drivers understand that the need for transportation crosses town lines.
- It means that a resident was able to attend biweekly sessions at the David Krempels Brain Injury Center allowing their spouse to maintain a consistent work schedule.
- It means that a 55-year-old was able to get to critical chemotherapy appointments to treat his cancer. He was too young to use other community transportation services.
- It means that residents without access to transportation were able to get to the polls to participate in town elections.
- It means that a gentleman requiring wheelchair transportation continued to enjoy social time with his family because TASC believes that there is more to life than going to the doctor!

Over the past eighteen years TASC has built a robust team of resolute volunteer drivers who have been helping eligible residents of Exeter and neighboring communities stay healthy, active, and engaged. Our volunteers are our greatest resource; our ability to provide rides has always depended on them. With an aging population in the region the demand for transportation assistance is increasing. The amount of service provided by our volunteer drivers is amazing, yet we still had 4% unmet need in 2023. Unmet need refers to people who were unable to get to scheduled appointments. We need to expand our volunteer driver team to meet the demand.

TASC is in a position at this time to invest in the future of our program. Our first investment will be a strong volunteer recruitment campaign with social media support managed by a professional marketing firm. This will supplement our regular in-person community outreach efforts. We are looking forward to working with civic and community groups in Exeter and neighboring towns to help spread the word that volunteer drivers make a real difference. Together we can build a strong future for the people who rely on TASC.

As always, we are grateful to the residents of Exeter for their long-time support,

Respectfully submitted,

Carol Gulla,
Executive Director

**TRANSPORTATION ASSISTANCE FOR SEACOAST CITIZENS
2023 ACTUAL and 2024 BUDGET AS APPROVED**

	Actual 2023	BUDGET 2024
TOTAL REVENUE	183,857	168,715
TOTAL EXPENSES	135,748	168,715
NET SURPLUS	48,109	(0)
REVENUE		
Direct Public Grants		
Foundation and Trust Grants	12,900	17,550
Corporate & Business Grants	3,000	3,000
Total Direct Public Grants	15,900	20,550
Direct Public Support		
Corporate	3,288	5,125
Passenger Various	1,987	2,100
In-Kind Goods & Services	-	-
Civic & Community	4,162	4,000
Individual Various	4,834	9,000
Individual Recurri Various	-	-
TASC Board Various	2,300	2,500
Legacies & Beque Various	300	150
Total Direct Public Support	16,871	22,875
Government Grants	-	-
Pandemic Assistance		
Total Municipal Funding	36,400	37,150
Bank Interest	676	1,200
Total Misc. Revenue	30	30
Total Special Events Revenue	113,981	86,910
TOTAL REVENUE	183,857	168,715
EXPENSES		
Business Registration Fees & Misc Exp	116	301
Salaries	76,640	89,040
Employee Benefits	6,635	4,176
Fund Raising	3,876	499
Volunteer Mileage	15,629	17,252
Volunteer Appreciation	166	7,500
Volunteer Training	-	150
Volunteer Insurance CIMA	726	784
Background Checks	392	525
Fuel- Van	200	400

**TRANSPORTATION ASSISTANCE FOR SEACOAST CITIZENS
2023 ACTUAL and 2024 BUDGET AS APPROVED**

	Actual 2023	BUDGET 2024
TOTAL REVENUE	183,857	168,715
TOTAL EXPENSES	135,748	168,715
NET SURPLUS	48,109	(0)
Supplies - Van	48	75
Tolls - Van	40	40
Registration	126	132
Insurance Van	2,232	2,344
Maintenance - Van	154	1,245
Van Parking	-	-
Contract Services		7,000
Rent, Parking, Utilities	1,800	1,890
Bank Fees	70	-
Books Subscriptions & References- Seacoast media	145	151
Postage, Mailing Service	421	450
Printing & Coping	610	170
Supplies-Other Various	774	750
Computer Hardware/Software	2,989	3,267
Covid-19	-	-
Telephone, Telecommunications	2,235	3,388
Volunteer recruitment	2,200	7,800
Insurance- Business liability	669	709
Directors & Officers	857	900
Insurance-Hired/Nonowned Auto	458	481
Event Expenses	6,554	6,424
Staff Development	163	500
Memberships & Dues	791	941
Marketing Expense	297	709
Payroll Admin	1,342	1,409
Payroll Taxes	6,007	6,907
Worker's Compensation Insurance	387	406
Total Expenses	135,748	168,715
Net Surplus	48,109	(0)

Transportation Assistance for Seacoast Citizens

Statement of Financial Position Summary

As of December 31, 2023

	TOTAL
ASSETS	
Current Assets	
Bank Accounts	168,250.88
Accounts Receivable	255.02
Other Current Assets	0.00
Total Current Assets	\$168,505.90
TOTAL ASSETS	\$168,505.90
LIABILITIES AND EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	4,427.70
Other Current Liabilities	0.00
Total Current Liabilities	\$4,427.70
Total Liabilities	\$4,427.70
Equity	164,078.20
TOTAL LIABILITIES AND EQUITY	\$168,505.90



Making a difference one ride at a time!

"TASC's mission is to help people maintain their health, independence, and dignity by mobilizing volunteer drivers to provide rides to eligible residents of the NH seacoast communities we serve."

**Transportation Assistance For Seacoast Citizens (TASC)
Board of Directors Roster 2024**

Ryan Auger, President
907 Bennett Way, Newmarket, NH 03857

Alan Ganz, Esq., Vice President
1 Surrey Lane, Hampton Falls, NH 03844

A.Scott Blair, Secretary/Treasurer
444 Winnacunnet Road, Hampton, NH 03842

George Privé, Director
97 Hampton Meadows, Hampton, NH 03842

Jeff Davis, Director
108 Willowbrook Ave., Stratham, NH 03885

Tami Mallett, Director
22 Vrylena's Way, Hampton, NH 03842



2023 Annual Report

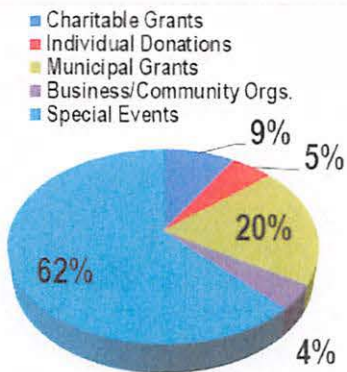
TASC's mission is to help people maintain their health, independence & dignity by mobilizing volunteer drivers to provide rides to eligible residents of the NH Seacoast communities we serve.

Service is provided to eligible residents of Brentwood, East Kingston, Exeter, Greenland, Hampton, Hampton Falls, Kensington, North Hampton, Rye, Seabrook and Stratham, NH. Eligible residents are adults who are age 55 or better or have a disability or medical challenge that prevents them from driving. There is no charge for rides with TASC so that cost is not another obstacle for accessing needed transportation.

TASC by the numbers:

2023 Service Summary:

- **3033 completed rides** provided by 49 TASC volunteer drivers:
 - 707 rides for life-sustaining kidney dialysis treatments
 - 80 rides for cancer treatments
 - 88 rides for counseling and behavioral health
 - 466 rides for physical therapy and other physical rehabilitative services
 - 817 rides for other medical appointments
 - 78 rides for dental care
 - 82 rides for vision care
 - 17 rides for hearing care
 - 698 rides for social services, personal business, errands, civic engagement & social/recreational activities.
- This included 50 rides requiring TASC's wheelchair accessible minivan.
- Unmet need equaled 4% of rides requested.
- TASC volunteer drivers **drove 59,907 miles & donated 2,784 hours** in service to their neighbors.



Total Revenue \$183,857



Total Expenses \$135,758



Securing TASC's Future

Since 2006 TASC has been able to consistently maintain a dedicated team of volunteer drivers who have provided rides to eligible residents of the towns we serve. This was true even during the pandemic when many other services were off the road. Fortunately, we were able to access COVID relief funding that stabilized our finances and allowed us to keep this vital service operating for the people in our communities. We were repeatedly told how important TASC's work is. We realized that our financial position at the time was precarious, and it was not a position we wanted to be in again.

As 2023 ends we find ourselves in a much healthier financial position. We have benefited from successful fundraising efforts and generous, dedicated support from our wider community. This generosity affords us the opportunity to secure TASC's financial future and begin a program of long-term strategic and succession planning. We plan to be on the road for our community neighbors for years to come.



CARES

SAVE THE DATE

Exeter EV Car Expo 2024

Sunday, September 29, 11:00 AM - 2:30 PM

Location: Exeter Town Hall and Bandstand

Exeter's EV Expo is part of **National Drive Electric Week 2024**. Come join us for this free, fun family-friendly annual event where you can learn about the benefits, use and ownership of electric vehicles. We will have multiple vehicles on display with owners available to answer questions and share experiences. In addition, several electric vehicle car dealers are expected to attend and offer test drives of their vehicles. Several info tables will provide timely information from the Exeter Energy Committee, Unitil Electric Utility and Revision Energy and others including information about home EV charging. EV swag and coffee available too! Event is rain or shine. (**Please note that the event takes place around a busy public street and parking areas open to traffic. Stay aware of moving vehicles. Children are welcome but must be supervised at all times.)

For more information: www.driveselectricweek.org and www.exeternh.gov/energy

You can register to attend here: <https://driveselectricweek.org/event-attend> or just drop by during the event.

Bringing our EV to show? Please register and check box that you are willing to show and answer questions

National Drive Electric Week presented by:

Plug in America; Electric Vehicle Association; Sierra Club; Drive Electric USA; EVHybridnoire



CommunityPowerNH.gov/exeter

1-866-603-POWER (7697)



Exeter Community Power & CPCNH

The Town of Exeter is a Member of the Community Power Coalition of New Hampshire (the Coalition), a nonprofit public power company. Exeter Community Power allows our customers to save money and expand our energy choices through economy of scale. The program pools the electricity demand of participating customers to increase buying power and expand local control. Electric distribution utilities (Eversource, Liberty, Unitil, NH Electric Co-op) continue to own and operate the electric grid, respond to outages, and bill customers.

Community Power Coalition of NH helps:

- ⚡ Create value for our community by lowering rates, saving customers money, and expanding clean energy choices
- ⚡ Neighboring communities work together to develop beneficial local energy programs and projects
- ⚡ Provide public education and engagement on New Hampshire energy issues
- ⚡ Represent the interests of our community and customers at the legislature and Public Utilities Commission

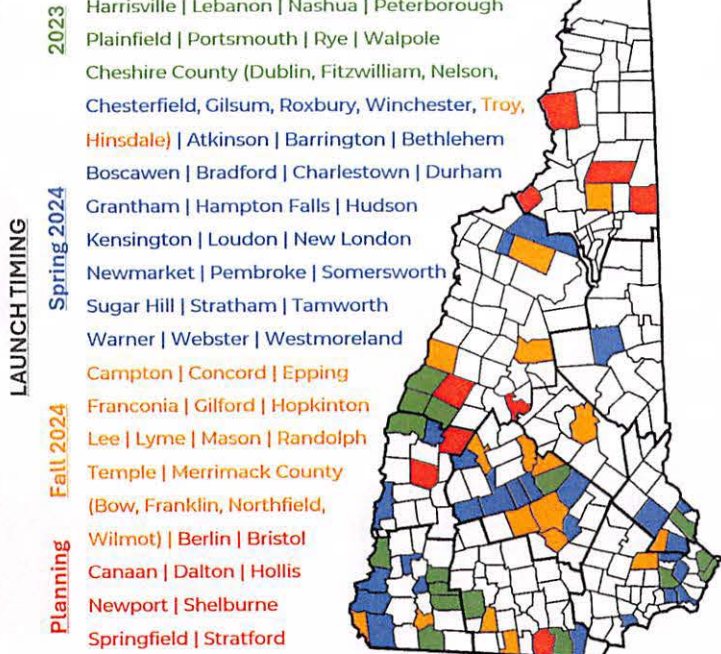
The Coalition represents over 60 New Hampshire communities and is governed “for communities, by communities.” We help expand energy choices for cities, towns, and counties statewide. Community Power is voluntary. Customers can opt-in, -out, -up, or -down any time. Visit our website or call our toll-free customer service number for more information.

If you are new to our community, you will be mailed an enrollment notice explaining the program. You can also opt-in right away by visiting our website or connecting with our friendly customer service team!



**EXETER
COMMUNITY POWER
New Hampshire**

*A Proud Member of Community
Power Coalition of NH*



Information current as of July 1, 2024.

Exeter Community Power – Fall 2024 Competitive Rates & Energy Options

Electricity Supply Rates for Residential, General Service, & Outdoor Lighting Customers
Effective August 1, 2024 – January 31, 2025

Power Options		Renewable Content +	Rate (¢/kWh)	Estimated Cost per Month*
Community Power Coalition of New Hampshire	Clean 100	100%	12.0 ¢	~ \$78
	Clean 50	50%	10.0 ¢	~ \$65
	Granite Plus	33%	9.3 ¢	~ \$60
	Granite Basic (default power option)	24.3%+	8.6 ¢	~ \$56
Utility Default Supply Rates	Liberty	24.3%+	10.976 ¢	~ \$71
	Unitil		10.506 ¢	~ \$68
	Eversource		10.403 ¢	~ \$68
	NH Electric Co-op		8.648 ¢	~ \$56

+ Minimum content compliant with RSA 362-F – Renewable Portfolio Standard (RPS). Total renewable content includes the NH RPS, set to increase to 25.2% in 2025, prior to NH Dept. of Energy reductions.

*Based on avg. residential usage of 650 kilowatt-hours (kWh) per month.

Check out our community's webpage at www.CommunityPowerNH.gov/exeter for details specific to our program and commercial rates or call us at 1-866-603-POWR (7697).

Concerned about **Climate Change?**

Think you can't do anything about it?

With Exeter Community Power's current rates you can **double** the renewable content of the energy you use when you **opt up** from Granite Basic to "Clean 50", for less than the current Utility default rate.

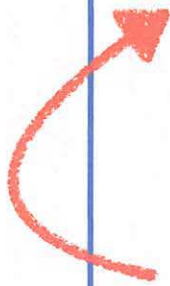
Exeter Community Power Electric Rates

August 1st, 2024 - January 31st, 2025

Residential, General Service, Outdoor Lighting*

Renewable Content	Power Options	Rate (¢/kWh)	Estimated Cost*
100%	Clean 100	12 ¢	~ \$78 / month
50%	Clean 50	10 ¢	~ \$65 / month
33%	Granite Plus	9.3 ¢	~ \$60 / month
24.3%	Granite Basic <i>(Default Service Option)</i>	8.6 ¢	~ \$56 / month
24.3%	Unitil	10.506 ¢	~ \$68 / month

* Based on usage of 650 kWh per month



OPT UP TODAY! >>>

www.CommunityPowerNH.gov/EXETER





Electricity Supply Rates for Residential, General Service, and Outdoor Lighting Customers

Effective August 1, 2024 – January 31, 2025

<u>Power Options</u>		<u>Renewable Content</u>	<u>Rate (¢/kWh)</u>	<u>Estimated Cost per Month*</u>
Community Power Coalition of New Hampshire	Clean 100	100%	12.0 ¢	~ \$78
	Clean 50	50%	10.0 ¢	~ \$65
	Granite Plus	33%	9.3 ¢	~ \$60
	Granite Basic ‡	24.3% ¶	8.6 ¢	~ \$56
Utility Default Supply Rates	Liberty	24.3% ¶	10.976 ¢	~ \$71
	Until		10.506 ¢	~ \$68
	Eversource		10.458 ¢	~ \$68
	NH Electric Co-op		8.648 ¢	~ \$56

The Coalition's Granite Basic is a savings of 22% off Liberty's residential/small commercial rates and 18% off Eversource and Unitil's.

* Estimated cost based on average residential usage of 650 kilowatt-hours (kWh) per month.

‡ Community Power Aggregations may offer default power options other than Granite Basic. Check your community's page at www.CommunityPowerNH.gov for details specific to your program.

¶ Minimum renewable content compliant with RSA 362-F and set to increase to 25.2% in 2025.



Pam McElroy <pmcelroy@exeternh.gov>

Final Legislative Bulletin

1 message

NHMA Government Affairs <governmentaffairs@nhmunicipal.org>

Fri, Sep 13, 2024 at 9:32 AM

To: Pam McElroy <pmcelroy@exeternh.gov>

New Hampshire Municipal Association

THE SERVICE AND ACTION ARM OF NEW HAMPSHIRE MUNICIPALITIES

LEGISLATIVE BULLETIN

Final Legislative Bulletin

2024 Session
2024

September 13,



[Live Bill Tracker](#)

A Long Busy, Session with Several Wins

In the end, 2024 was a relatively good year for New Hampshire's cities and towns at the legislature. Although there wasn't much available for state surplus, the legislature dedicated some additional money toward issues that affect cities and towns, including \$26 million to the Retirement System's Actuarial Accrued Unfunded Liability, \$2.5 million for homeless shelters, and a half-a-million dollars for a firefighter cancer screening pilot program.

However, for the third year in a row, NHMA spent a significant amount of time fighting a slew of bills that would hurt local government or strip local authority, including working to defeat another effort that would have deprived you of your voice at the legislature. Still, we were able to work collaboratively with many legislators to pass important legislation helping provide a local option for cost recovery on the Right-to-Know Law, formulate a pilot program to resolve a longstanding liability issue for local elections, expand state support for dealing with cyanobacteria blooms, reduce the amount of PFAS polluting our environment, clarify appeal authority for local land use decisions, and help protect our state's historic covered bridges. Our victories were due in major part to the local officials who were willing to speak to their legislators about important municipal issues.

Below, you'll find a list containing summaries of the 80 bills that affect municipalities and became law this year. Typically, NHMA's *Final Legislative Bulletin* contains summaries of around 100 new laws. Like last year, this year's unusually low count demonstrates how carefully legislators in Concord considered issues that affect municipalities and how your communications with your legislators can lead to better outcomes for local government—especially considering there were almost 500 bills with a municipal component filed this session.

This year is an election year, and that means that we'll be meeting a whole new crop of legislators this winter and saying goodbye to some long serving ones. Thank you for all the work that you put into making the 2024 legislative session a success, and please don't wait to start meeting with your new legislative delegations to talk about issues that are important to your municipality. We look forward to working with you throughout the 2025 legislative session.

Final Bulletin

Contents

[Elections. 1](#)

[Energy. 2](#)

[Environment & Solid Waste. 3](#)

[Finance. 4](#)

[Labor. 5](#)

[Land Use. 6](#)

[Local Authority. 7](#)

[Public Safety. 8](#)

[Retirement System. 9](#)

[Roads & Transportation. 10](#)

[Water & Wastewater. 11](#)

Elections

New Electronic Ballot Counting Devices Allowed. [Chapter 4 \(HB 154\)](#) amends various aspects of election laws, including the use and security of electronic ballot counting devices in response to the Ballot Law Commission's approval of two new ballot counting devices. **Statutes amended: Various. E.D. February 1, 2024.**

Creation of Pilot Program for Providing Accessible Voting Systems in Local Elections. [Chapter 123 \(HB 1264\)](#) requires every city, town, and school district using an official ballot system to ensure each polling place has at least one accessible voting system and to enter into a pilot agreement with the Secretary of State for the use of such systems in local elections. Cities, towns, and school districts will bear the costs associated with programming for local elections with the vendor chosen by the Secretary of State and are responsible for the secure storage and maintenance of the systems in accordance with guidance with issued by the Secretary of State. **Statute created: RSA 659:20-b; Statute Amended: RSA 652:16-d. E.D. January 1, 2025.**

Election Audits Extended. [Chapter 163 \(SB 489\)](#) continues the existing requirement that the Secretary of State audit at least 8 ballot counting devices during the state primary and the general election. **Statutes created: RSA 17-c; RSA 660:33 - :35; Statute amended: RSA 659:36. E.D. July 3, 2024.**

Reporting Death of Voters. [Chapter 173 \(SB 576\)](#) requires the executor of an estate to provide an official notice of death to the town or city clerk of the death of a voter within 30 days. **Statute amended: RSA 654:37. E.D. September 1, 2024.**

Tabulation of Votes Must Be Done in Public. [Chapter 178 \(HB 243\)](#) requires the tabulation of votes in an election to be done in public and requires documents generated during the tabulation of votes in an election also be made available to the public. **Statute amended: RSA 659:63. E.D. September 10, 2024.**

Delivery of Ballots to Elder Care Facilities Authorized. [Chapter 185 \(HB 1098\)](#) enables ballot clerks, assistant clerks, or clerks *pro tem* to deliver ballots to elder care facilities and requires them, to the extent possible, to ensure the process of receiving, marking, and returning the absentee ballots is fair, private, and properly handled. **Statute created: RSA 657:17-b. E.D. September 10, 2024.**

Supervisors of Checklist Must Meet Every 90 Days. [Chapter 234 \(HB 1310\)](#) requires the supervisors of the checklist to meet every 90 days. **Statute created: RSA 654:27-a. E.D. September 17, 2024.**

Municipalities May Send Electronic Copies of the Checklist to Candidates. [Chapter 335](#) (HB 1313) enables municipalities to send a copy of the voter checklist electronically to candidates. **Statute amended: RSA 654:31. E.D. October 1, 2024.**

Political Advertising Rules Apply to Communications to Support or Defeat Warrant Articles. [Chapter 365](#) (HB 1091) among other provisions, defines “political advertising” to include any communication, including, but not limited to, yard signs, leaflets, and mailed or e-mailed messages, which expressly advocate the success or defeat of a warrant article to be voted on at a town, school district, or village district election. However, such rules do not apply to communications at a town, school, or village district meeting, at which communications shall be governed by the moderator. **Statute amended: RSA 664:14. E.D. January 1, 2025.**

Voter ID Law Changed. [Chapter \[Unknown as of Publication\]](#) (HB 1569) removes all exceptions for proving voter identification, removes the voter affidavits as proof of identification, and repeals the procedures for affidavit ballots. *Please await further guidance from the Secretary of State.* **Statutes amended: RSA 5:6-d, III; RSA 654:7; RSA 654:7-a; RSA 654:12; RSA 659:13, I(c); RSA 659:27; RSA 659:27-a; RSA 659:32. Statutes repealed: RSA 659:13, II(a)(6)-(7); RSA 659:13, III, IV, V; RSA 659:23-a; RSA 659:30; RSA 659:31; RSA 660:17-a. E.D. November 11, 2024.**

Energy

Use of Renewable Energy Funds by Department of Energy. [Chapter 79](#) (SB 303) clarifies that the Department of Energy may develop incentive or rebate programs or competitive grant opportunities for renewable thermal and electric energy projects for political subdivisions. **Statute amended: RSA 362-F:10. E.D. June 14, 2024.**

Community Power Use of Customer Data. [Chapter 372](#) (HB 1600) revises the statutory reference to permitted uses of individual customer data by municipal or county community power aggregations. **Statutes amended: RSA 53-E:4, VI. E.D. August 23, 2024.**

Environment & Solid Waste

Cyanobacteria Control Included in Clean Lakes Program. [Chapter 114](#) (HB 1143) requires that the New Hampshire Department of Environmental Services (DES) include the control of cyanobacteria blooms as part of the New Hampshire Clean Lakes Program and to reduce, control, and prevent nutrient inputs that cause cyanobacteria blooms as well as set standards for chemical or physical in-lake treatments. **Statute amended: RSA 487:17. E.D. September 1, 2024.**

Solid Waste Districts Authority Changed. [Chapter 119](#) (HB 1181) amends existing law to allow districts to direct waste from political subdivisions within the district to contracted third parties, allows the non-contemporaneously signing of the manifest by two or more members of the committee who are authorized to approve payments, and allows districts to make emergency expenditures in excess of their budget, under certain conditions, and with the approval of the Department of Revenue Administration. **Statute amended: RSA chapter 53-B. E.D. September 1, 2024.**

Master Plan May Include Chapter on Solid Waste. [Chapter 226](#) (HB 1371) allows town master plans to include a waste reduction section. **Statute amended: RSA 674:2. E.D. September 24, 2024.**

PFAS Omnibus Bill. [Chapter 349](#) (HB 1649) restricts the use of per and polyfluoroalkyl (PFAS) substances in certain consumer products sold in New Hampshire; makes appropriations to the Department of Environmental Services to fund an additional position and to fund the PFAS products control program; provides that funds received by the state in settlement of PFAS litigation will be deposited in the drinking water and groundwater trust fund and used to provide grants and loans to public water systems whose water sources have been impacted by PFAS. **Statutes amended: RSA 6:13-e; RSA 147-B:2; RSA 147-B:10; RSA 149-M:64; RSA 485:1-a; RSA 485:58; RSA 485-H:6. E.D. Majority by October 1, 2024.**

Lithium-Ion Batteries Prohibited from Disposal. [Chapter 369](#) (HB 1386) prohibits the disposal of lithium-ion batteries and electronic devices in any solid waste landfill facility or incinerator in New Hampshire and requires towns, solid waste districts and owners/operators of landfills and incinerators to make educational materials available on the prohibition. **Statutes amended: RSA 149-M:4; RSA 149-M:6; RSA 149-M:27. E.D. July 1, 2025.**

Finance

Disabled Veterans Exemption Clarified. [Chapter 13 \(HB 1154\)](#) clarifies eligibility for certain disabled veterans to be exempt from property taxation on a homestead that was adapted through a Veterans Administration Special Adapted Housing (SAH) or Special Home Adaptation (SHA) grant or that was acquired using proceeds from the sale of such an SAH or SHA home. **Statute amended: RSA 72:36-a. E.D. July 13, 2024.**

Alterations to the Timber Tax. [Chapter 19 \(SB 514\)](#) increases the board feet of logs that can be cut from one's own land for personal construction projects from 10,000 to 15,000 board feet, and for personal consumption as fuel wood from 20 to 30 cords, and for up to 300 tons of whole tree chips for land conversion purposes. **Statute amended: RSA 79:1. E.D. July 1, 2024.**

Charitable Gaming Revenue for Host Municipalities. [Chapter 28 \(SB 472\)](#) enables a host municipality to receive revenue from a licensed game operator with a limit of 10 days per calendar year with the stipulation that charitable organizations will receive preference before the host municipality. **Statute amended: RSA 287-D:4. E.D. May 20, 2024.**

Definition of a Local Tax Cap. [Chapter 106 \(HB 1105\)](#) specifies that the estimated amount to be raised by local taxes as shown on the proposed budget certified by the governing body or budget committee and posted with the warrant may not exceed the local taxes raised for the prior fiscal year by more than the locally adopted tax cap. **Statute amended: RSA 32:5-b, I. E.D. September 1, 2024.**

Local Flexibility Added to Charitable Tax Exemption Filing Deadline. [Chapter 183 \(HB 1055\)](#) permits a charitable organization to file a late application for a property tax exemption as long as application and approval are made prior to approval of the tax rate for that year. **Statute amended: RSA 72:23. E.D. April 1, 2025.**

Funding to Increase Rates for Shelter Programs. [Chapter 290 \(SB 406\)](#) appropriates \$2.5 million to the Department of Health and Human Services to increase rates paid to shelter programs. **E.D. June 30, 2024.**

New Local Option Tax Cap. [Chapter 353 \(SB 383\)](#) is enabling legislation that creates a third option for a local tax cap. Voters would be able to choose from a fixed dollar amount, a fixed percentage, or a multiplication factor using a formula which adjusts local property tax caps to take into consideration inflation and population growth or decline. **Statute amended: RSA 32:5-b. E.D. October 1, 2024.**

Disaster Relief Funding. [Chapter 359 \(SB 499\)](#) authorizes disaster relief up to \$25,000 for municipalities that suffer certain damage in natural disasters. **Statute Amended: RSA 4:47, 21-P:46. E.D. August 2, 2024.**

New Hampshire Public Deposit Investment Pool. [Chapter 368 \(HB 1241\)](#) requires that the investment advisor for the public deposit investment pool strive to place funds in New Hampshire banks while maintaining the highest possible credit rating. **Statute amended: RSA 6:45, II. E.D. October 22, 2024.**

Labor

Sex Offenders Prohibited from Certain Employment. [Chapter 53 \(HB 1038\)](#) prohibits registered sex offenders from employment at businesses providing direct services to minors or direct supervision or oversight of minors. **Statute amended: RSA 632-A:10. E.D. January 1, 2025.**

Requirement for Emergency Response and Public Safety Workers Denied Workers' Compensation Claims to Maintain Their Health Insurance Benefits. [Chapter 151 \(SB 350\)](#) introduces a requirement for employers to maintain health insurance benefits for emergency response/public safety workers who have been denied workers' compensation claims related to injuries for which a prima facie presumption applies. **Statute amended: RSA 281-A. E.D. September 1, 2024.**

Payment of Wages for Deceased Employees. [Chapter 191 \(HB 1201\)](#) increases the amount of wages owed to an employee who died that can be paid directly to their descendants without triggering the probate process from \$300 to \$3,000. **Statute amended: RSA 275:47. E.D. September 10, 2024.**

Employees Allowed to Have Firearms in Locked Vehicles. [Chapter 195 \(HB 1336\)](#) prohibits certain employers, including municipal employers, from banning employees' storage of firearms or ammunition in their locked vehicles, and prohibits all employers from inquiring into or searching for firearms or ammunition in the locked vehicles. **Statute created: RSA 159:27. E.D. January 1, 2025.**

Temporary Licenses for EMTs Permitted. [Chapter 216 \(HB 1057\)](#) allows an applicant for initial licensure as an emergency medical care provider to be granted a temporary, provisional license while awaiting results of a criminal records check. **Statute created: RSA 153-A:11. E.D. July 1, 2024.**

Land Use

Uniform Real Property Transfer Upon Death Act Adopted. [Chapter 1](#) (HB 68) enacts the Uniform Real Property Transfer on Death Act, which allows property owners to pass their real property to designated beneficiaries upon their death using a transfer on death deed. These deeds are revocable and non-testamentary, and do not require notice, delivery, acceptance, or consideration while the owner is alive. **Statute created: RSA chapter 563-D. E.D. July 1, 2024.**

Format of Excavating and Dredging Permit. [Chapter 21](#) (HB 1052) is a technical change bill that requires applicants to submit one paper copy and one digital copy of the form and attachments instead of the previously required four paper copies. **Statute amended: RSA 482-A:3. E.D. July 19, 2024.**

Allowing Elected Conservation Commissions. [Chapter 22](#) (HB 1302) allows municipalities to choose to elect members of conservation commissions. Prior law required that they be appointed. **Statutes amended: RSA 36-A:3; RSA 669:17. E.D. July 19, 2024.**

Rewrite of Manufactured Home Subdivision Statutes. [Chapter 23](#) (HB 1361) rewrites the existing manufactured home subdivision statutes and requires that municipalities allow reasonable and realistic opportunities for the expansion of manufactured housing parks existing as of July 1, 2024. *A NHMA-BEA Guidance Document will be forthcoming. Publication is anticipated the week of September 16.* **Statute amended: RSA 674:32. E.D. July 19, 2024.**

Local Authority to Amend Building Code Changed. [Chapter 40](#) (SB 437) alters local authority to adopt amendments to the state building code by allowing municipalities to adopt additional regulations or amendments provided that such additional amendments are not inconsistent with or less stringent than, nor intended to replace, the requirements of the most recent edition of the state building code adopted under RSA 155-A, or the state fire code adopted under RSA 153, and provided that each amendment submitted to the building code review board or the state fire marshal relates to one article or section of the code. *A NHMA-BEA Guidance Document will be forthcoming. Publication is anticipated the week of September 16.* **Statutes amended: RSA 47:22; RSA 155-A; RSA 674:51. E.D. July 1, 2024.**

State Fire Code Updated. [Chapter 94](#) (SB 599) updates the state fire code from the 2018 editions to the 2021 editions of Life Safety Code, NFPA 101, and the Uniform Fire Code, NFPA 1, and makes several other changes to the state code. **Statute amended: RSA 153:1. E.D. August 13, 2024.**

Appeals of Certain Zoning Decision Abutters Altered. [Chapter 130](#) (HB 1359) adds to the definition of "abutter" and includes abutters in appeals to the board of adjustment. *A NHMA-BEA Guidance Document will be forthcoming. Publication is anticipated the week of September 16.* **Statutes amended: RSA 676:5; RSA 677:2; RSA 672:3. E.D. September 1, 2024.**

State Building Code Statutes Updated. [Chapter 133](#) (HB 1387) makes several changes to the state building code and the operations of the state building code review board. Notably for municipalities, it requires contractors to submit a written certification from a qualified person to both the owner of the public building and the governing body of the municipality, ensuring compliance with accessibility standards and repeals several sections of the RSA related to local amendments to the state building code, including RSA 155-A:2. **Statute amended: RSA chapter 155-A. E.D. September 1, 2024.**

Solid Waste Landfills Are Development of Regional Impact. [Chapter 230](#) (HB 1221) includes solid waste landfills in the definition of development of regional impact and requires notice to be made to all municipalities located within New Hampshire that are: (a) located within any watershed, and (b) located within 10 miles of the boundaries of the proposed landfill. **Statutes amended: RSA 36:55; RSA 36:56. E.D. September 17, 2024.**

Master Plan May Include Chapter on Solid Waste. [Chapter 226](#) (HB 1371) allows town master plans to include a waste reduction section. **Statute amended: RSA 674:2. E.D. September 24, 2024.**

Childcare Zoning Altered. [Chapter 271](#) (HB 1567) alters the home-based childcare statutes to replace the requirement of allowing six full-time preschool aged children and three part-time school aged children at home-based care with a requirement that such care is allowed as an accessory use by right if all requirements for such programs adopted in rules of the Department of Health and Human Services (He-C 4002) are met. *A NHMA-BEA Guidance Document will be forthcoming. Publication is anticipated the week of September 16.* **Statutes amended: RSA 672:1; 674:16. E.D. September 24, 2024.**

State Building Code Updated. [Chapter 323](#) (HB 1059) updates the state building code to mean the 2021 International Codes, except for the International Energy Conservation Code, and ratifies amendments to the code

reviewed and approved by the State Building Code Review Board as of May 10, 2024. **Statute amended: RSA 155-A:1. E.D. July 1, 2024.**

State Driveway Permitting Altered. [Chapter 367 \(HB 1202\)](#) requires that the Department of Transportation issue driveway permits within 60 days of receiving an application for any existing or proposed residential use of land, including multifamily development that is not classified as a major driveway under the department's policy relating to driveways and access to the state highway system. *A NHMA-BEA Guidance Document will be forthcoming. Publication is anticipated the week of September 16.* **Statute amended: RSA 236:13. E.D. October 22, 2024.**

Fire Sprinkler Exception Altered. [Chapter 324 \(HB 1065\)](#) largely duplicates updates to the state building code adopted as part of Chapter 323 to add an exception to the state fire code for fire suppression or sprinkler system requirements for certain existing residential buildings with no more than four dwelling units but goes further by prohibiting municipalities from adopting certain fire suppression device ordinances and regulations. **Statutes amended: RSA 153:5; 674:51. E.D. October 1, 2024.**

Multiple Changes to Local Land Use Authority, Including Local Parking Regulations. [Chapter 370 \(HB 1400\)](#) establishes a tax relief program for office conversion to residences; enables municipalities to allow its governing body to adopt certain zoning ordinance changes; and limits restrictions that municipalities may place on required residential parking spaces. *A NHMA-BEA Guidance Document will be forthcoming. Publication is anticipated the week of September 16.* **Statutes amended: Many. E.D. Various.**

Local Authority

Toll-Free Use with Municipal Plates. [Chapter 18 \(SB 470\)](#) allows toll-free use for vehicles that are registered with municipal plates in New Hampshire. **Statute amended: RSA 237:12. E.D. July 13, 2024.**

Alteration of Childcare License Notices. [Chapter 41 \(SB 478\)](#) removes the requirement that the Department of Health and Human Services give notice to the health officer and fire department of the city or town in which the licensee is located when a license is issued to a child day care agency stating the granting of such license and its terms. **Statute amended: RSA 170-E:10. E.D. July 30, 2024.**

Local Option Records Fee. [Chapter 49 \(HB 1002\)](#) makes several changes to the Right-to-Know Law and establishes parameters for when a public body may charge a fee for records provided under RSA 91-A. *Please see the NHMA-RTK Guidance Document in the Appendix for more information.* **Statute amended: RSA 91-A:4. E.D. August 13, 2024.**

No Submission of Annual Report to Department of Education. [Chapter 51 \(HB 1009\)](#) eliminates the requirement to submit annual town reports to the Department of Education. **Statute repealed: RSA 198:4-e. E.D. August 13, 2024.**

Background Checks of Health Officers. [Chapter 167 \(SB 531\)](#) eliminates the requirement to submit background checks of health officers to the Department of Health and Human Services. **Statute amended: RSA 128:9. E.D. September 1, 2024.**

Holiday Names Must Follow State Statute. [Chapter 182 \(HB 1014\)](#) requires, among other things, that any municipality that adopts a holiday on a date indicated in RSA 288:1 shall use the appellation for such holiday designated in RSA 288:1 with respect to any official communication, publication, document, or calendars. **Statute created: RSA 31:6-a. E.D. September 10, 2024.**

Procedure to Transfer Ownership of Dams to Municipalities. [Chapter 301 \(SB 539\)](#) outlines a procedure for the New Hampshire Department of Environmental Services (DES) to transfer ownership of state-owned dams, along with associated property, easements, and water rights, to municipalities or other interested parties such as associations of landowners. **Statute amended: RSA 482:51-a. E.D. July 1, 2024.**

Additional Municipal Employees Authorized to Take Fingerprints. [Chapter 366 \(HB 1197\)](#) allows, among other provisions, an authorized employee of a municipality, approved by the commissioner of the department of safety, to take a complete set of fingerprints for the purpose of a criminal records check. Existing law already allows a law enforcement agency to take a complete set of fingerprints for the purpose of a criminal records check. **Statutes amended: RSA 31:102-b; RSA 41:9-b. E.D. June 30, 2025.**

Public Safety

Reestablishing the Commission to Study Post-Traumatic Stress Disorder in First Responders. [Chapter 36 \(SB 367\)](#) reestablishes the commission to study the incidence of post-traumatic stress disorder (PTSD)

in first responders and to consider whether PTSD should be covered under workers' compensation. **Statute affected: RSA 281-A:17-e. E.D. May 1, 2024.**

Prohibiting Discharge of Volunteer Firefighters and EMTs from Other Employment. [Chapter 45 \(HB 182\)](#) prohibits an employer from discharging or disciplining an employee who is a volunteer firefighter or emergency medical technician and whose failure to report for work was due to such employee responding to an emergency. **Statute created: RSA 275:41-e. E.D. August 13, 2024.**

Protective Custody Statute Modified. [Chapter 72 \(HB 1270\)](#) repeals contact requirements imposed upon local jails and county correctional facilities before lodging an individual incapacitated by either alcohol or drugs in the local jail or county correctional facility in protective custody. **Statutes repealed: RSA 172:15; RSA 172-B:3. E.D. August 13, 2024.**

Direct Pay to Ambulance Providers. [Chapter 104 \(HB 1081\)](#) requires health insurance providers to directly reimburse ambulance service providers. **Statutes amended: RSA 415:6-q; RSA 415:18-v. E.D. September 1, 2024.**

Limited Video Monitoring of Covered Bridges Permitted. [Chapter 122 \(HB 1217\)](#) creates an exception to the current prohibition on highway surveillance, allowing the state or a municipality to use video monitoring specifically for the purpose of identifying the cause of damage to historic covered bridges, and creates posting requirements leading to the video recorded area as well as requires deletion of video within seven days, if not needed for prosecution of damage to the bridge. **Statute amended: RSA 236:130. E.D. September 1, 2024.**

Enhanced Penalty for Damaging Covered Bridges. [Chapter 135 \(HB 1457\)](#) creates a special penalty for vehicular damage to covered wooden bridges and driving over covered bridges in vehicles that exceed posted limits. **Statute created: RSA 234:39-a; Statutes amended: RSA 234:41; 266:16; 266:25. E.D. January 1, 2025.**

Reporting on Bias Crimes. [Chapter 147 \(SB 315\)](#) requires a law enforcement agency operating within New Hampshire to report information concerning hate crimes to the department of safety every six months and requires the department of safety to publish the statistical information on its website. **Statutes created: RSA 106-B:14-c, I-a. E.D. September 1, 2024.**

Active and Retired Permanent Firefighters Early Detection Cancer Screening Pilot Program. [Chapter 152 \(SB 352\)](#) establishes a pilot program for comprehensive early detection cancer screening to all permanent firefighters under RSA100-A:1 and appropriates \$5 million to cover the cost of testing and administration. **Statutes Amended: None. E.D. July 1, 2024.**

Warrant Requirements Changed. [Chapter 177 \(HB 135\)](#) creates detailed processes for the execution of search warrants, defines and creates requirements for when law enforcement may obtain and execute "no knock" search warrants, and creates standards for when search warrants may be converted into "no knock" search warrants. **Statute amended: RSA 595-A:2. E.D. September 10, 2024.**

First Responder Definition Expanded. [Chapter 238 \(HB 1328\)](#) expands the definition of first responders to include individuals serving on state and community emergency response teams, medical reserve corps, disaster animal and health professional response teams, and deems all first responders as providing essential services. **Statute amended: RSA 21-P:35. E.D. September 17, 2024.**

Special License Plates for Fire Departments. [Chapter 239 \(HB 1329\)](#) creates special license plates for fire departments. **Statute amended: RSA 261:91. E.D. July 19, 2024.**

Ground Ambulance: Cost Reporting Program and Study. [Chapter 256 \(SB 407\)](#) establishes a statewide ground ambulance cost reporting program and commissions a study by an independent actuarial and accounting expert to analyze the costs of providing ground ambulance services in the state. **Statute amended RSA 256:1. E.D. July 19, 2024.**

Bail System Reformed. [Chapter 317 \(HB 318\)](#) reforms the bail system in New Hampshire by introducing changes to the laws governing the release of defendants pending trial, creates and defines the role of magistrates, and the administration of bail. **Statutes amended: many. E.D. January 1, 2025.**

Radio Systems to be Mapped by Department of Safety. [Chapter 325 \(HB 1078\)](#) directs the department of safety to establish a repository of maps showing radio systems; collect and update maps from various sources, including municipalities; and provide access and guidance to the repository to municipalities and other entities. **Statute created: RSA 21-P:15-d. E.D. October 1, 2024.**

PFAS in Firefighter Equipment Limited. [Chapter 336 \(HB 1352\)](#) regulates the presence of perfluoroalkyl and polyfluoroalkyl substances (PFAS chemicals) in firefighter personal protective equipment and uniforms by defining firefighter station wear and eliminating the ability of employers to purchase or require wearing of PFAS containing firefighting station wear beginning January 1, 2025, and requires that preference be given to non-PFAS containing firefighting personal protective equipment. **Statute amended: RSA 154:8-c. E.D. October 1, 2024.**

Ambulance Service Reimbursement for Non-Transport Services Under Medicaid. [Chapter 342 \(HB 1568\)](#) requires the Department of Health and Human Services to submit to the Centers for Medicare and Medicaid Services (CMS) an amendment to the state Medicaid plan to provide reimbursement for ambulance services when care is provided in response to an emergency call to a member's home or on a scene, when an ambulance is dispatched, and treatment is provided to the patient without the patient being transported to another site, and provides \$500,000 for this purpose. **Statute amended: RSA 126-A:5. E.D. August 2, 2024. (This bill duplicates SB 409.)**

Ambulance Service Reimbursement for Non-Transport Services Under Medicaid. [Chapter 376 \(SB 409\)](#) requires the Department of Health and Human Services to submit to the Centers for Medicare and Medicaid Services (CMS) an amendment to the state Medicaid plan to provide reimbursement for ambulance services when care is provided in response to an emergency call to a member's home or on a scene, when an ambulance is dispatched, and treatment is provided to the patient without the patient being transported to another site, and provides \$500,000 for this purpose. **Statute amended: RSA 126-A:5. E.D. August 23, 2024. (This bill duplicates HB 1568.)**

Retirement System

Group II Retirement System Benefit for Members Who Retire Due to a Violent Act Injury. [Chapter 202 \(HB 1559\)](#) establishes a new retirement system disability benefit for Group II (Police and Fire) members injured in the line of duty due to a purposeful, violent attack by means of a deadly weapon. Indeterminable costs associated with the benefit will be reflected in future employer contribution rates. **Statutes amended: RSA 100-A:6-a, 100-A:6, 100-A:12, 100-A:52, 100-A:55. E.D. Sections 1-9, July 1, 2024; Section 10, July 12, 2024; Remainder September 10, 2024.**

Group II, Tier B Member Modification to Retirement Annuity Multipliers for Retirement System Benefits. [Chapter 253 \(HB 1647\)](#) increases the benefit multiplier for Group II, Tier B members, hired on or before July 1, 2011, but not vested prior to January 1, 2012, to 2.5% for all years after the first 15 years of service who retire on or after July 1, 2024. The first 15 years of Group II service will continue to accrue a multiplier of 2.4% to 2.1%, depending on how many years of service the member had on January 1, 2012. The bill includes a \$26 million state appropriation toward the unfunded actuarial accrued liability (UAAL). Beginning in fiscal year FY 2028 costs associated with this change will be reflected in future employer contribution rates. **Statutes amended: RSA 100-A:5, 100-A:6. E.D. June 30, 2024.**

Roads & Transportation

Alteration to Agricultural/Industrial Utility Vehicle Registration Form. [Chapter 200 \(HB 1494\)](#) creates, among other things, a form for applicants for an agricultural/industrial utility vehicle registration for a vehicle to be used upon a way to be issued by a local official. **Statute amended: RSA 261:41-a. E.D. January 1, 2025.**

Municipalities May Reduce Certain Speed Limits Seasonally. [Chapter 249 \(HB 1550\)](#) authorizes municipalities, under certain conditions, to set a seasonal speed limit of not less than 20 miles per hour, which does not exceed a maximum duration of 4 months, in any 12-month period, for municipal roads. **Statute amended: RSA 265:63. E.D. July 19, 2024.**

Certified Culvert Maintainer Requirements Clarified. [Chapter 270 \(HB 1554\)](#) clarifies that rather than all certified individuals, just the road agent, highway director, board of selectmen, or certified official of a municipality who supervises certified individuals who perform such work in the municipality shall submit the required quarterly report to the Department of Environmental Services fully identifying work that they performed during each quarter and documentation of continuing education requirements. **Statute amended: RSA 482-A:3. E.D. September 24, 2024.**

10-Year Transportation Improvement Plan Updated. [Chapter 363 \(HB 2024\)](#) amends the State of New Hampshire Ten Year Transportation Improvement Plan for 2025-2034, adding new projects while removing or adjusting others, increasing funding for certain projects, and reclassifying Continental Boulevard in the town of

Merrimack as a class V highway beginning July 1, 2029. **Statutes amended: many. E.D. Majority by January 1, 2025.**

Water & Wastewater

Expanding Eligibility for State Aid Grants. [Chapter 164 \(SB 492\)](#) removes the descriptor “intercepting” from sewers for the purpose of applying for and distributing state aid grants, expanding the eligibility of projects qualifying for state aid grants. This law also raises the fee for wastewater operator certificates and changes the term “consulting engineers” to “consulting engineering firms” for rulemaking purposes. **Statutes amended: RSA 485-A:4; RSA 485-A:7-c; RSA 486:1; RSA 486:3. E.D. July 1, 2024.**

Enabling Certain Wastewater Surcharges. [Chapter 175 \(SB 589\)](#) allows municipal wastewater systems to charge out-of-municipality customers a surcharge that may be up to 15 percent higher than customers within the municipality, except as provided by an intermunicipal agreement. **Statutes amended: RSA 362:4; RSA 149-I:10. E.D. September 1, 2024.**

Funding for Regional Drinking Water Infrastructure. [Chapter 288 \(SB 393\)](#) makes an appropriation to the Department of Environmental Services for the funding of regional drinking water infrastructure as part of the Southern New Hampshire Regional Water Project to increase water supply to multiple municipalities impacted by PFAS contamination and growing water demands. **Statute affected: RSA RSA 485-F. E.D. July 1, 2024.**

NHMA Events Calendar

2024 Final Legislative Bulletin

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