



**Rochester City Council Public Hearing
October 17, 2017
Council Chambers
7:00 PM**

1. Call to Order
2. Attention Rochester Voters: Proposed Question to be placed on the November 7, 2017 Municipal Election Ballot: P.5

Shall we allow the operation of keno games within the City of Rochester?

3. Adjournment

**Rochester City Council Workshop
October 17, 2017
Council Chambers
*Immediately following the Public Hearing***

Agenda

1. Call to Order
2. Public Input
3. Communications from the City Manager
 - 3.1. **AB 42** Adopt-A-Spots P.7
 - a. Certificate of Appreciation [*for participants attending the meeting*]
 - b. Certificate of Appreciation List [*for any participants unable to attend the meeting*]
4. Communications from the Mayor
 - 4.1. Presentation: Straight Street Outreach P.11
5. Presentation: **AB 39** Wayfinding by *BETA Group* P.15
6. Discussion: **AB 43** NH DOT's Ten Year Plan (*Transportation Projects*) – *back up material is forthcoming* P.17

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City Clerk's Office

7. Department Reports P.41

8. Other

9. Non-Meeting/Non-Public

9.1. Non-Public, Labor Negotiations, RSA 91-A:3,II(a)

10. Adjournment

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City Clerk's Office



FAQs for Retailers

How much will I make by selling KENO 603?

You'll earn 8% commission (**highest commission rate in US for Keno**) on every dollar sold for the KENO 603 game. You'll get a bonus for selling a KENO 603 prize of \$10,000 and greater equal to 1% of the prize capped at \$75,000. For the other lottery products, you'll receive 5% commission on every dollar sold, along with a 1% cashing bonus on scratch tickets along with the games of Fast Play, Pick 3 and Pick 4 as well as a bonus of 1% on selling prizes of \$10,000 and greater (capped at \$75,000, not applicable for scratch tickets). Establishments that sell Keno in other states report an increase in food and beverage sales from customers staying longer to play Keno.

How do I know if I'm eligible to become a KENO 603 retailer?

In order to be eligible, you must have be holding a valid liquor license under RSA 178:20, II, RSA 178:21, II(a) or (b), or RSA 178:22. Final approval to sell KENO is subject to New Hampshire laws and New Hampshire Lottery Commission rules and regulations. Additionally, each city and town must pass KENO locally in order for establishments to sell.

What do I do to apply to become a KENO 603 retailer?

Complete an application form. That form is found online (www.nhlottery.com/keno) or call the New Hampshire Lottery at (603) 271-3391 for more information. Along with your completed application, please include payment of the \$500 annual licensing fee.

Why do I need a background check?

Each principal owner is required to have a criminal background check performed as part of the process of becoming a Lottery Retailer. The criminal background check is performed free of charge.

How much does it cost to become a KENO 603 Retailer: Is there a licensing fee? Is this a one-time fee or annual fee?

There is an annual \$500 licensing fee to become a Keno Retailer.

Do I need to be bonded and is there a minimum bond required?

No, we are not requiring KENO 603 Retailers to be bonded at this time.

What do I need to do after I am approved to become a KENO 603 retailer?

The Lottery will work with you on an easy step-by-step process.

What are the hours that KENO 603 will be on sale?

KENO 603 will be sold from 11 AM to 11 PM daily year around.

How much time will KENO 603 take away from my wait staff?

Less than you might think. In fact, some of the lottery equipment you may receive is designed to assist your wait staff. For instance, you will receive a multi-purpose (MP) self-service lottery terminal, which allows your customer to place their own Keno bets, allows them to scan their ticket to determine if it is

a winner and allows a winner to use winnings as credit to purchase additional tickets. You'll also receive a ticket checker, which allows a player to scan their own ticket to see if it is a winner.

Will you help me train my wait staff?

Staff training will be conducted and we will also provide you with easy-to-understand training materials to make learning and teaching KENO 603 fun and simple.

Will the price of Keno take away from my wait staff tips?

You can expect the opposite, actually. Many Keno winners share their winnings with their wait staff.

Will you help me teach customers how to play?

The Lottery will help you with selling and teaching customers how to play KENO 603. We'll also provide point-of-sale materials with new and exciting pieces that also help teach each customer how to play.

How much does consumer point-of-sale materials cost?

The Lottery will provide all point-of-sale materials at no cost to you. This includes (but may not be limited to) signage, animated KENO 603 draw shows and other point-of-sale materials that can be used at certain times of the year for Keno parties and promotions. This is part of our commitment to helping KENO 603 succeed in your establishment.

What equipment will I receive once I become a KENO 603 retailer?

All retailers will receive standard lottery equipment, which includes a lottery terminal, printer, customer display unit, and ticket checker. In addition, you receive a large flat screen monitor to display the game. You'll also receive an MP self-service lottery terminal. You may elect to have a lottery vending machine installed that sells all of our products. Additional items beyond the equipment will be KENO 603 caddies stocked with play slips, pencils and "how to" cards.

Who pays for the KENO 603 equipment?

The Lottery will pay for all equipment and for the installation. However, if equipment is broken, the establishment is responsible for the cost of the replacement.

How do the KENO 603 drawings show up on the monitor?

The Lottery will install a communication device (either DSL3G/internet or VSAT/satellite) at your establishment. The communication device sends and receives bet transactions along with the KENO 603 winning number show, which will occur every 5 minutes from 11 AM to 11 PM.

My business already has a satellite dish; can we use it instead of installing another dish?

No. VSAT communication is on a private network dedicated for use by the Lottery. The network is engineered to use specific satellites to transport gaming traffic to and from the New Hampshire Lottery data center and your Lottery terminals.

Is there any chance of damage to my building and who will be responsible for repairing any damage if it occurs?

There is always a slight chance of damage in any maintenance activity; however, the installers utilized for your installation are experienced and trained professionals who will minimize any chance of damage. The installers are bonded and insured, and will be fully responsible for the repair of any damage attributed to the installation of communications and/or lottery equipment.



City of Rochester Formal Council Meeting

AGENDA BILL

NOTE: Agenda Bills are due by 10 AM on the Monday the week before the City Council Meeting.

AGENDA SUBJECT ADOPT A SPOT - CERTIFICATE AWARDS

COUNCIL ACTION ITEM <input type="checkbox"/> INFORMATION ONLY <input checked="" type="checkbox"/>
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FUNDING REQUIRED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> * IF YES ATTACH A FUNDING RESOLUTION FORM
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RESOLUTION REQUIRED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--

FUNDING RESOLUTION FORM? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--

AGENDA DATE	October 17 2017		
DEPT. HEAD SIGNATURE	Original with Signature on file at City Clerks Office		
DATE SUBMITTED	September 12, 2017		
ATTACHMENTS YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	* IF YES, ENTER THE TOTAL NUMBER OF PAGES ATTACHED	1 - List of Adopters	

COMMITTEE SIGN-OFF

COMMITTEE	
CHAIR PERSON	

DEPARTMENT APPROVALS

DEPUTY CITY MANAGER	Signature on file
CITY MANAGER	Signature on file

FINANCE & BUDGET INFORMATION

FINANCE OFFICE APPROVAL	
SOURCE OF FUNDS	
ACCOUNT NUMBER	
AMOUNT	
APPROPRIATION REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	

LEGAL AUTHORITY

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SUMMARY STATEMENT

THE CITY MANAGER AND THE MAYOR ANNUALLY AWARD ADOPT A SPOT PARTICIPANTS WITH THE CERTIFICATES OF APPRECIATION AT THE CITY COUNCIL WORKSHOP MEETING. ALL OF THE PRESENT ADOPTERS ARE CALLED TO THE STAGE AND THEN ALL ADOPTERS NAMES ARE CALLED AND THOSE IN ATTENDANCE SHAKE HANDS WITH THE CITY MANAGER AND/OR THE MAYOR.

RECOMMENDED ACTION

PLEASE ADD TO THE AGENDA - LIST OF ATTENDEES TO FOLLOW 1 WEEK PRIOR TO MEETING.

2017 Adopt A Spots		
List of Adopters and Volunteers		
SPOT #	SPOT NAME	Certificate
001	Strafford Square (triangle @ N Main/Washington & Walnut Intersection)	METROCAST
002	Union/Wakefield Street	Eastern Propane
003	Gonic Center Square	Rochester Democratic Committee
004	Elk's Lodge	Rochester Elk's Lodge BPOE #1393 & Rochester Emblem #40
005	Torr Park @ Spaulding	Workplace Success
006	Woodman Square Park/Charles Street	Friends of Woodman Square Park
007	Tax Revenue Office	City Hall Tax Revenue Office
008	Walkways @ Police Dept.	Becky Warburton-RPD
009	Commons near Arthur's	SUR Construction & Salmon Falls Decorators
010	Rte 125/ Flagg Road	First City Cars and Trucks
011	City Hall Island	Becky Warburton-RPD
012	East Rochester Square	John & Nancy Paradis
013	Airport Welcome Sign	Rochester Grange #86
014	Corner of Portland St/Olsen Way	Blue Seal Feeds & Needs
016	Columbus/Wakefield Intersection	Studley's
017	Daylily Island @ the Commons	Junior Troop #12005
018	Granite State Business Park	Albany Engineered Composites
019	Wellsweep Fountain	Spaulding Volunteers & Brian Brown
020	Rochester Fire Dept. Flagpoles	Rochester Fire Department & Plante's Landcare
021	City Hall Area	NO ADOPTER
022	General Wolfe Tavern Barrels	Daughters of the American Revolution
023	X-mas Tree Island	Service Credit Union-Walmart Branch
024	Parson Main	Rochester Main Street
026	Wellsweep Flagpole	Fred Glidden, Brian & Jenny Brown
027	Rochester Community Ctr/Flagpole	GSGWM Troop 10515
028	Welcome to Rochester/Rte 125	The Dumont Family
029	City Hall Annex	City of Rochester Planning Department
030	Library (Planters)	NO ADOPTER
031	Columbus Irrigation-A (Upham)	Community Partners
032	Columbus Irrigation-B (2nd fr Upham)	Department of Public Works
033	Columbus Irrigation-C (3rd fr Upham)	Service Credit Union-Rochester Branch
034	Columbus Irrigation-D (Lowell)	Family & Friends of Brandon
035	Library (Front Entrance)	EIF's Landscaping
036	Congress Street Island	Monarch School of New England

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City Clerk's Office

9/13/2017

Rochester City Council Members
Rochester City Hall
31 Wakefield Street
Rochester, NH 03867

Dear Rochester City Official:

On August 24, we emailed the City of Rochester to request that Straight Street Outreach, Inc (SSO) could secure an appointment on the agenda for a City Council meeting. Our goal is to introduce our organization, discuss our activities, the location approved for our activities, address complaints regarding our activities and answer any questions you may have about our organization, our volunteers or our mission. We received notification that our email was received by Kelly Walters but did not receive an appointment date. On September 8th, we sent another email inquiry and to date (September 13), have not had a response.

Because we at SSO go about our charitable work without fanfare or attention from the press, some of you may not be aware of who we are or what service we provide to the City of Rochester. I hope this letter will provide some clarity as to our mission, our accomplishments and our goals for the future.

SSO is comprised of volunteers from Rochester, Barrington, Milton, Farmington and several other surrounding towns who have been serving those in need for more than two years. We offer fresh, nutritious food to whoever needs it on Friday evenings from 6 to 8pm and on Saturdays from 11am to 1pm. Volunteers purchase the food with our own funds and prepare it ourselves. We use a generator to power hotplates, crockpots and lighting. We have clothing and blankets available, especially during the winter months and last year we did several coat drives, distributing more than 200 coats to those in need. This summer we did a fan drive, providing cooling fans to our clients who have homes and we are currently collecting bicycles for those who have no transportation. Occasionally we distribute toiletries as well.

This year we did our first Christmas Outreach and it was a huge success. On the Friday night and Saturday afternoon before Christmas, SSO served not only a complete turkey dinner but also provided huge gift bags to more than 50 people! The bags were overflowing with new items including warm blankets, toiletries, gift cards, hats, socks, gloves, scarves, flashlights, hand and foot warmers, sweatshirts, snack items, etc. All items were donated from the people and businesses in Rochester and the surrounding communities and were greatly appreciated by the recipients. In some cases, those gift bags and the dinner were the only holiday celebration our clients had.

Our other activities are individually based. Occasionally a volunteer will take it upon themselves to provide our clients rides, assist them with acquiring documentation such as birth certificates and social security cards, check on their well-being and work to re-unite families that have become estranged. When one of our clients moved into his first apartment after being homeless for nearly 25 years, we were able to completely outfit his new home with donated items along with a month's worth of non-perishable food items. All of this was accomplished in less than 48 hours!

Community participation in SSO's activities is growing. As more and more businesses and residents become aware of our efforts, our circle of support grows. It is not uncommon for someone to stop by during one of our meals to give us a case of hand warmers, warm gloves, trays of pastries, etc. The

Citizens Bank donated to our Christmas effort, Little Ceasar Pizza has donated pizza when we run short of food and on a particularly cold evening, when we went to Dunkin Donuts to buy a couple “Boxes of Joe”, the employee behind the counter offered to split the cost with us. It is heart-warming to see this type of unity growing in the City.

Previously our meals were held in the Parson Main Park. The location was perfect for our activities and our presence there was important to us, to our clients and to the community. However, when we came to the City to renew our permit, we were told we were no longer welcome in the park and would only be approved to use a parking lot on Hanson Street, where we were much less accessible to the public.

While we appreciate the City offering us an alternative location, our goal is to restore our presence in the Parson Main Park. The central location allowed us to reach people who normally wouldn't be able to connect with. Last fall a young man stopped by on a bicycle just before dark. He had just run away from home and hadn't packed any warm clothes and was shivering. We gave him food and warm clothing, talked with him at length and encouraged him to rethink his decision. By the time he left he was calm and we noticed that he headed back in the direction he came from so it is our belief that he took our advice and went home. This is one of many examples of a time when our presence in the park was beneficial to someone who we could help.

Other times, people passing through the park will stop and ask why we are there. We explain our mission, offer them some food and are always met with a positive response and most of the time an offer of help and a donation. These are often the people who stop by with the hand warmers and food that I mentioned earlier.

The atmosphere in Parson Main Park on Friday nights and Saturday afternoons is one of community. Occasionally the police stop by for a quick visit and they always tell us that we are doing a “good” and “necessary” thing for Rochester

Our clients value the service we provide to them and respect the park. In all the time we have been providing our services, we have NEVER had a serious problem with any of our them and have never had to call the police. When setting up and breaking down, we usually have help from some of our clients who want to show their appreciation. Although our they are amazingly good about not leaving trash in the park, we carefully clean it after every meal. During the winter months, we shovel paths through the park for access.

While we understand that we are there every Friday night and Saturday afternoon while others may want to use the park, we would like to point out that we are reliably there EVERY Friday night and Saturday afternoon....regardless of storms, wind, cold, holidays, etc. We have little to no impact on traffic and do not create any noise. We are a resource that the needy of Rochester can count on. Since we began the Straight Street Outreach effort, we have NEVER let our clients down. We also do not require the use of the entire park and could easily set up in a smaller portion should another group want some space there.

I think what I am trying to point out to you is that while I understand that some may feel that a gathering of homeless and low income people in the middle of town may not put a positive face on the city of Rochester, we have to argue that in a way it does do exactly that. Straight Street Outreach is a very positive presence that represents and is supported by many residents and businesses in the city. It has grown and continues to grow as a community effort and one that is very important to those in need. The gatherings in the park serve to unite those who have and those who need in a positive way, visibly bringing us all together in a peaceful setting and illuminating the strong sense of community that exists in Rochester.

SSO has recently become incorporated as its own charitable entity. This will enable us to raise funds independently of any church affiliation and move forward to improve and expand our services.

We would greatly appreciate if you could stop by one of our gatherings and see it for yourself. We are currently at the Salvation Army Parking lot on Friday evenings and at various locations in the City on Saturday. We also urge you to talk to the Rochester Police. They will surely tell you that our activities have not had a negative impact.

We look forward to a meeting with the Council to provide further information, answer questions and dispel any misgivings you may have about our activities in the city of Rochester. Please help us get on the agenda for a public meeting.

Sincerely,

Cheryl A Huckins
Straight Street Outreach, Inc

cc: Rochester Mayor
Rochester City Manager

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City Clerk's Office



City of Rochester Formal Council Meeting

AGENDA BILL

NOTE: Agenda Bills are due by 10 AM on the Monday the week before the City Council Meeting.

AGENDA SUBJECT WAYFINDING - Presentation by BETA GROUP

COUNCIL ACTION ITEM <input type="checkbox"/> INFORMATION ONLY <input checked="" type="checkbox"/>
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FUNDING REQUIRED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> * IF YES ATTACH A FUNDING RESOLUTION FORM
--

RESOLUTION REQUIRED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--

FUNDING RESOLUTION FORM? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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AGENDA DATE	October 17, 2017	
DEPT. HEAD SIGNATURE	Karen Pollard, Econ. Dev. Manager	
DATE SUBMITTED	September 25, 2017	
ATTACHMENTS YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	* IF YES, ENTER THE TOTAL NUMBER OF PAGES ATTACHED	

COMMITTEE SIGN-OFF

COMMITTEE	
CHAIR PERSON	

DEPARTMENT APPROVALS

DEPUTY CITY MANAGER	Signature on file
CITY MANAGER	Signature on file

FINANCE & BUDGET INFORMATION

FINANCE OFFICE APPROVAL	
SOURCE OF FUNDS	
ACCOUNT NUMBER	
AMOUNT	
APPROPRIATION REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	

LEGAL AUTHORITY

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SUMMARY STATEMENT

Original timeline called for presentation to City Council in late July 2017 at the conclusion of the design phase of the project. City Council requested Wayfinding update by BETA GROUP prior to FY 2018 Budget vote.

RECOMMENDED ACTION



City of Rochester Formal Council Meeting

AGENDA BILL

NOTE: Agenda Bills are due by 10 AM on the Monday the week before the City Council Meeting.

AGENDA SUBJECT : Informational update regarding Rochester’s involvement in NH DOT’s Ten Year Plan (State-wide evaluation of requested transportation improvements)

COUNCIL ACTION ITEM
 INFORMATION ONLY

FUNDING REQUIRED? YES NO
 * IF YES ATTACH A FUNDING RESOLUTION FORM

RESOLUTION REQUIRED? YES NO

FUNDING RESOLUTION FORM? YES NO

AGENDA DATE	October 17, 2017		
DEPT. HEAD SIGNATURE			
DATE SUBMITTED			
ATTACHMENTS YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	* IF YES, ENTER THE TOTAL NUMBER OF PAGES ATTACHED	22	

COMMITTEE SIGN-OFF

COMMITTEE	
CHAIR PERSON	

DEPARTMENT APPROVALS

DEPUTY CITY MANAGER	Signature on file
CITY MANAGER	Signature on file

FINANCE & BUDGET INFORMATION

DIRECTOR OF FINANCE APPROVAL	
SOURCE OF FUNDS	
ACCOUNT NUMBER	
AMOUNT	
APPROPRIATION REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	

LEGAL AUTHORITY

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SUMMARY STATEMENT

The City of Rochester participated in Strafford Regional Planning Commission's project solicitation process for NH DOT's 2009-2018 Statewide Ten Year Plan Transportation Improvements Plan program. The State of NH DOT has reviewed these proposed projects and have tentatively included some in their DRAFT Ten Year plan. Included are a brief summaries of the results of these efforts.

RECOMMENDED ACTION

No action needed, information only.

**THE NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION'S
RECOMMENDATIONS FOR THE
TEN YEAR TRANSPORTATION IMPROVEMENT PLAN
2019 - 2028**

Projects Only

SUBMITTED TO THE
GOVERNOR'S ADVISORY COMMISSION
ON INTERMODAL TRANSPORTATION (GACIT) AS A DRAFT
FOR PUBLIC CONSIDERATION AND INPUT

PURSUANT TO
RSA 228:99 OF THE LAWS OF NEW HAMPSHIRE



PROJECTS LISTED ALPHABETICALLY

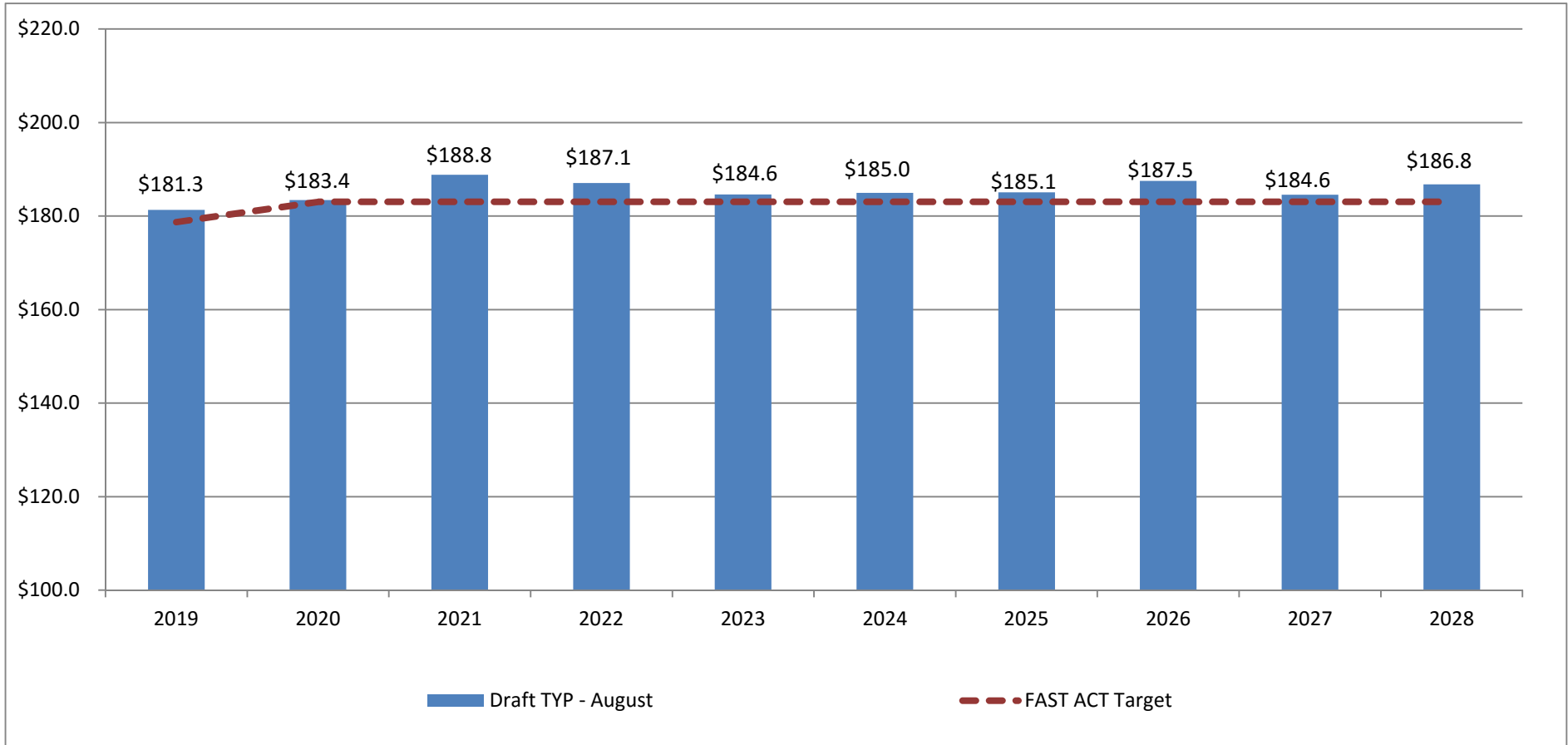


PREPARED BY THE NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

August 23, 2017

Federal Aid (Formula) Program

HSIP (100%) and CMAQ (75%) FY 2019 & FY 2020, CMAQ (100%) FY 2021-2028



August Total = \$ 1,854.2 (in millions)
FAST ACT Estimated Revenue = \$ 1,825.7 (in millions)

Notes

CMAQ, HSIP, RecTrails, TAP Programs at FAST ACT funded levels (with exception of CMAQ at 75% 2019-2020)

DRAFT 2019-2028 Ten Year Plan Total Program Dollars by FY

FY	Highway and Bridge										Other Modes					TYP FY Total	% of Total Program
	Highway Funded										Non-Highway Funded						
	FHWA ^{1,4,5}	TIFIA Financing I-93	Connecticut River Bridge GARVEE	Betterment ²	SB367			SAH ²	Other ³ Matching Funds	Sub Total	Turnpike ⁷ Improvement	Turnpike R&R	Rail ⁵	Transit ⁶	Airport		
				SAB ²	I-93 Debt Service	TIFIA Pledged Paving & Bridge											
2019	\$ 181.33	\$ 5.74	\$ 20.72	\$ 22.33	\$ 8.77	\$ 1.35	\$ 19.90	\$ 3.34	\$ 11.12	\$ 274.60	\$ 34.80	\$ 14.30	\$ 2.10	\$ 29.33	\$ 31.10	386.23	10.3%
2020	\$ 183.44	\$ 5.89	\$ 25.09	\$ 22.46	\$ 10.72	\$ 1.86	\$ 22.75	\$ 2.45	\$ 14.63	\$ 289.29	\$ 44.20	\$ 12.30	\$ 0.60	\$ 29.76	\$ 52.98	429.12	11.5%
2021	\$ 188.82	\$ -	\$ 15.57	\$ 22.43	\$ 8.50	\$ 2.15	\$ 20.18	\$ -	\$ 1.84	\$ 259.49	\$ 46.35	\$ 13.20	\$ 0.60	\$ 29.46	\$ 25.92	375.01	10.0%
2022	\$ 187.06	\$ -	\$ -	\$ 22.43	\$ 10.92	\$ 2.20	\$ 19.95	\$ -	\$ 2.15	\$ 244.70	\$ 33.10	\$ 13.90	\$ 2.10	\$ 32.00	\$ 14.66	340.45	9.1%
2023	\$ 184.63	\$ -	\$ -	\$ 22.43	\$ 13.54	\$ 2.20	\$ 19.01	\$ -	\$ 1.43	\$ 243.24	\$ 50.60	\$ 14.40	\$ 0.60	\$ 30.82	\$ 27.78	367.44	9.8%
2024	\$ 184.97	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 2.20	\$ 21.48	\$ -	\$ 1.24	\$ 240.82	\$ 61.70	\$ 13.30	\$ 0.60	\$ 31.49	\$ 18.20	366.11	9.8%
2025	\$ 185.07	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 2.19	\$ 17.39	\$ -	\$ 2.95	\$ 238.53	\$ 52.00	\$ 13.60	\$ 2.10	\$ 34.23	\$ 20.40	360.86	9.7%
2026	\$ 187.53	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 0.55	\$ 242.42	\$ 57.60	\$ 13.80	\$ 0.60	\$ 33.60	\$ 23.36	371.37	9.9%
2027	\$ 184.59	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 0.19	\$ 239.11	\$ 51.80	\$ 14.10	\$ 0.60	\$ 39.16	\$ 21.54	366.31	9.8%
2028	\$ 186.76	\$ -	\$ -	\$ 22.43	\$ 8.50	\$ 23.41	\$ -	\$ -	\$ 1.77	\$ 242.86	\$ 61.40	\$ 14.40	\$ 2.10	\$ 34.19	\$ 20.18	375.13	10.0%
Program Total	1,854.20	11.64	61.37	224.19	94.94	84.36	140.66	5.79	37.89	2,515.04	493.55	137.30	12.00	324.03	256.11	3,738.03	100.0%
% of Total Program	73.7%	0.5%	2.4%	8.9%	3.8%	3.4%	5.6%	0.2%	1.5%	100.0%							

Revenue ⁹	\$1,853.01	\$11.64	\$61.37	\$224.19	\$307.01			\$5.79	\$37.89	\$ 2,500.90	\$ 493.55	\$ 137.30	\$ 12.00	\$ 324.03	\$ 256.11	\$ 3,723.90	
	\$2,500.90																
Surplus/(Deficit)	(\$1.19)	\$0.00	\$0.00	\$0.00	(\$12.95)			\$0.00	\$0.00	\$ (14.14)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (14.14)	
	(\$14.14)																

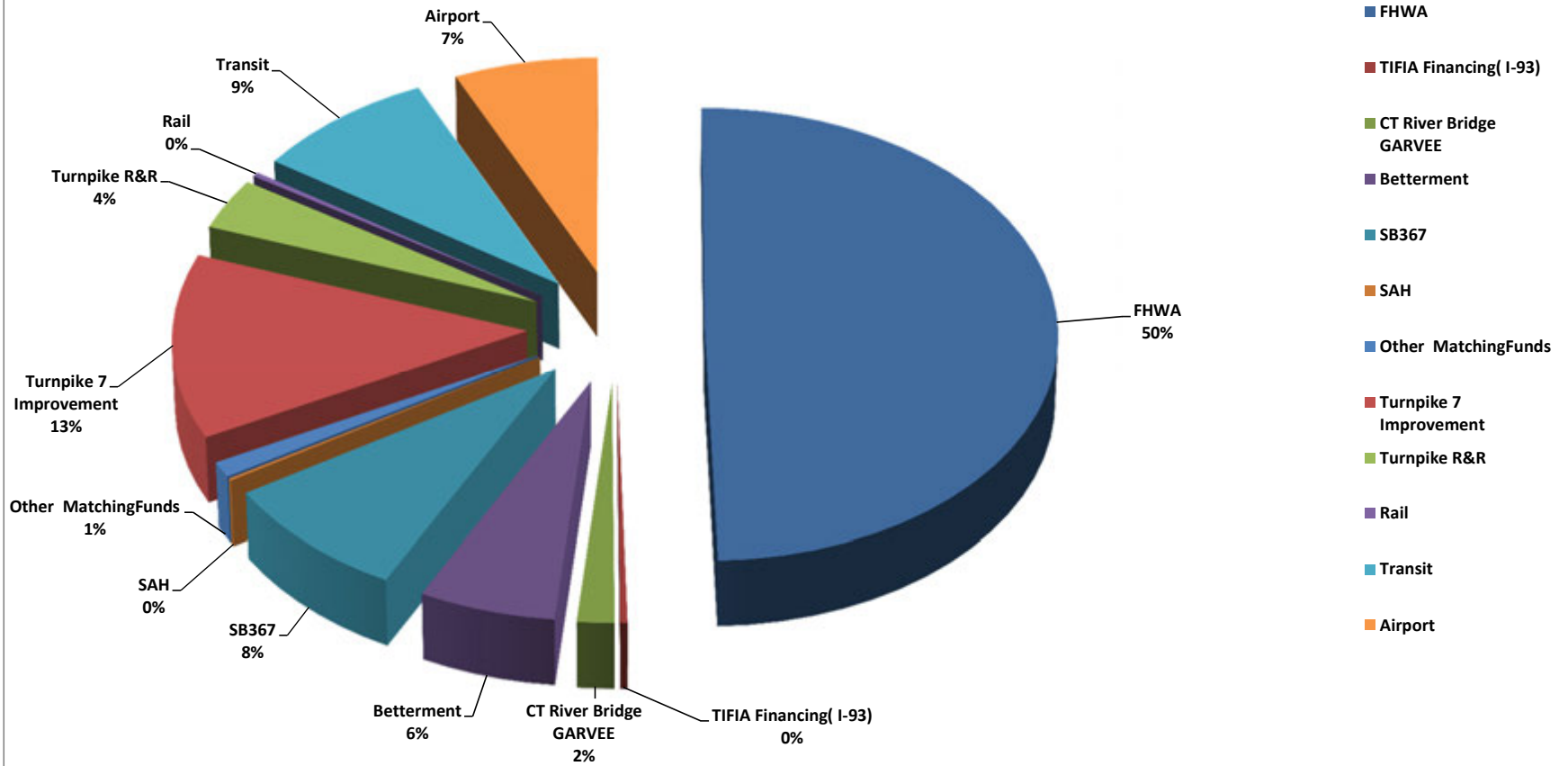
- Notes:
1. I-93 Payments based on GARVEE Bonds and Debt Service are Included
 2. Carryover fund from the State Aid Highway program
 3. Total comprised from project matching costs Maine, Vermont, and other states
 4. Figures include inflation
 5. FHWA categories includes approximately \$1.16 million annually to address railroad crossings
 6. Self-funded FTA programs and projects are limited to available funds
 7. Proposed Turnpike Capital program, and projects that may be constructed under current toll structure (no toll increase)
 8. FHWA and SB367 State Aid Bridge revenue includes the local matching funds
 9. FHWA Revenue based on FAST Act anticipated apportionments

~ Dollars include indirect costs and inflation (2.55%)

Dollars in Millions

22-Aug-17

DRAFT 2019-2028 Ten Year Plan Share of Total Program Dollars by Program



21-Aug-17

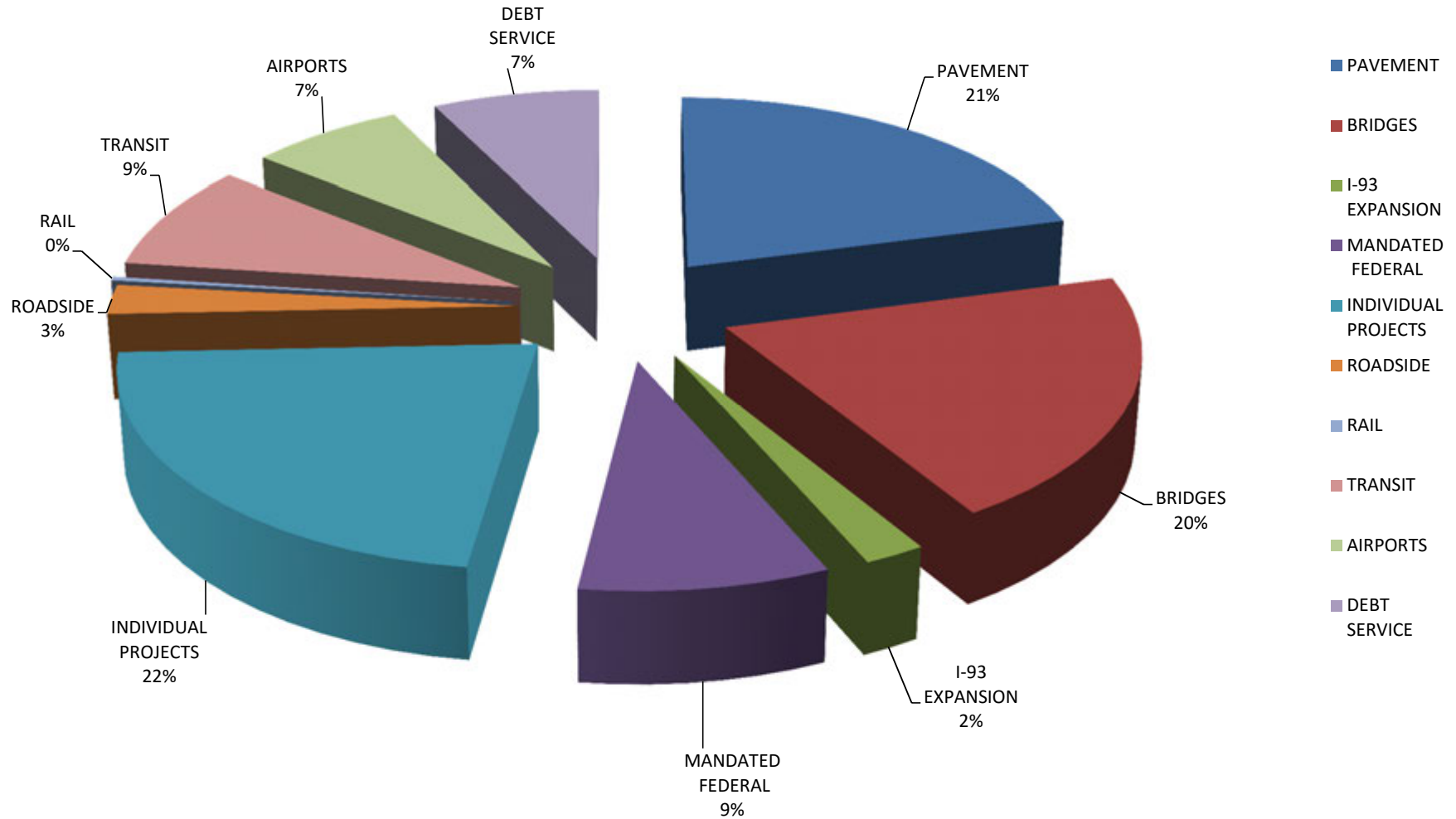
2019-2028 Ten Year Plan All Funding

FISCAL YEAR	PAVEMENT	BRIDGES	I-93 EXPANSION	MANDATED FEDERAL	INDIVIDUAL PROJECTS	ROADSIDE	RAIL	TRANSIT	AIRPORTS	DEBT SERVICE	GRAND TOTAL
2019	76.19	91.03	26.15	30.03	71.15	8.12	2.10	29.80	31.10	20.55	386.23
2020	74.85	109.13	26.88	31.00	66.78	8.47	0.60	29.76	52.98	28.68	429.12
2021	80.70	99.02	11.00	33.72	58.57	8.47	0.60	29.46	25.92	27.56	375.01
2022	78.53	63.82	16.50	33.17	63.86	8.47	2.10	32.00	14.66	27.35	340.45
2023	76.10	74.82	0.00	33.17	88.66	8.47	0.60	30.82	27.78	27.02	367.44
2024	81.24	56.95	0.00	33.17	109.32	8.47	0.60	31.49	18.20	26.67	366.11
2025	84.50	58.78	0.00	33.17	92.94	8.47	2.10	34.23	20.40	26.28	360.86
2026	85.03	62.95	0.00	32.82	91.84	10.47	0.60	33.60	23.36	30.72	371.37
2027	71.88	70.49	0.00	32.84	88.66	10.47	0.60	39.16	21.54	30.67	366.31
2028	72.18	72.99	0.00	32.84	99.56	10.47	2.10	34.19	20.18	30.62	375.13
Total	781.19	759.99	80.52	325.92	831.36	90.31	12.00	324.51	256.11	276.13	3738.03
% Grand Total	20.9%	20.3%	2.2%	8.7%	22.2%	2.4%	0.3%	8.7%	6.9%	7.4%	100.0%

~ Dollars include indirect costs and inflation (2.55%)

8/22/2017

Draft 2019-2028 Ten Year Plan Share of Total Dollars of Funding



22-Aug-17

2019 - 2028 Ten Year Plan

8/22/2017

DOVER - ROCHESTER (29440)

Route/Road SPAULDING TURNPIKE

Category INDIVIDUAL PROJECTS

Scope OPEN ROAD TOLLING CONVERSION AT THE DOVER AND ROCHESTER TOLL PLAZAS

Strategy TIER 1

Phase	Year	Funding	Program
Preliminary Engineering	2019	800,000	TPK *
Construction	2021	11,600,000	TPK *
Construction	2022	13,200,000	TPK *
Construction	2023	12,600,000	TPK *
Total		\$38,200,000	
		Previous Funding	\$920,000
		Current TYP Funding	\$38,200,000
		Future Funding Required	\$0
		Total Project Cost	\$39,120,000

Comments None

DOVER - SOMERSWORTH - ROCHESTER (29604)

Route/Road NH 108

Category INDIVIDUAL PROJECTS

Scope NH RTE 108 - COMPLETE STREETS CONSISTENT WITH IMPROVEMENTS UNDER U-3 ALTERNATIVE

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2019	451,220	None-Highway
Right of Way	2020	1,330,338	None-Highway
Construction	2023	5,852,526	None-Highway
Construction	2024	3,001,125	None-Highway
Total		\$10,635,209	
		Previous Funding	\$722,040
		Current TYP Funding	\$10,635,209
		Future Funding Required	\$0
		Total Project Cost	\$11,357,249

Comments None

2019 - 2028 Ten Year Plan

8/22/2017

DOVER - SOMERSWORTH - ROCHESTER (40599)

Route/Road NH 16 (SPAULDING TURNPIKE)

Category INDIVIDUAL PROJECTS

Scope UPDATE OF FEASIBILITY STUDY FOR CONSTRUCTION OF EXIT 10 & EASTERLY CONNECTION ALONG NH 16.

Strategy TIER 1

Phase	Year	Funding	Program		
Preliminary Engineering	2022	2,000,000	TPK *		
Total		\$2,000,000		Previous Funding	\$0
				Current TYP Funding	\$2,000,000
				Future Funding Required	\$0
				Total Project Cost	\$2,000,000

Comments None

DOVER, NH - SOUTH BERWICK, MAINE (41433)

Route/Road GULF ROAD

Category RED LIST BRIDGES

Scope ADDRESS RED LIST BRIDGE CARRYING GULF ROAD OVER SALMON FALLS RIVER BETWEEN DOVER AND SOUTH BERWICK

Strategy TIER 4

Phase	Year	Funding	Program		
Preliminary Engineering	2024	127,940	NON-PAR (Maine)		
Preliminary Engineering	2024	127,940	Bridg-T3-4-Rehab-Rcn		
Preliminary Engineering	2026	67,274	NON-PAR (Maine)		
Preliminary Engineering	2026	67,274	Bridg-T3-4-Rehab-Rcn		
Preliminary Engineering	2027	137,979	NON-PAR (Maine)		
Preliminary Engineering	2027	137,979	Bridg-T3-4-Rehab-Rcn		
Construction	2028	1,768,721	NON-PAR (Maine)		
Construction	2028	1,768,721	Bridg-T3-4-Rehab-Rcn		
Total		\$4,203,829		Previous Funding	\$0
				Current TYP Funding	\$4,203,829
				Future Funding Required	\$0
				Total Project Cost	\$4,203,829

Comments None

2019 - 2028 Ten Year Plan

8/22/2017

RINDGE (22652)

Route/Road WELLINGTON RD

Category RED LIST BRIDGES

Scope BRIDGE REPLACEMENT-WELLINGTON ROAD OVER
CONVERSEVILLE BROOK-BR. #154/069

Strategy TIER 5

Phase	Year	Funding	Program	
Preliminary Engineering	2020	110,423	SAB *	
Right of Way	2020	10,517	SAB *	
Construction	2020	646,765	SAB *	
Total		\$767,705		
			Previous Funding	\$0
			Current TYP Funding	\$767,705
			Future Funding Required	\$0
			Total Project Cost	\$767,705

Comments None

ROCHESTER (40575)

Route/Road SKYHAVEN AIRPORT

Category AIRPORT

Scope PRESERVATION, MODERNIZATION, AND/OR
EXPANSION OF AIRPORT FACILITIES; PLANNING
STUDIES.

Strategy ALL TIERS

Phase	Year	Funding	Program	
Other	2019	398,806	Airport Improvement	
Other	2020	1,752,751	Airport Improvement	
Other	2021	95,864	Airport Improvement	
Other	2022	368,656	Airport Improvement	
Other	2023	630,095	Airport Improvement	
Other	2024	323,081	Airport Improvement	
Other	2025	1,325,278	Airport Improvement	
Other	2026	203,861	Airport Improvement	
Other	2027	313,589	Airport Improvement	
Other	2028	385,903	Airport Improvement	
Total		\$5,797,884		
			Previous Funding	\$0
			Current TYP Funding	\$5,797,884
			Future Funding Required	\$0
			Total Project Cost	\$5,797,884

Comments None

Overall scoring results of individual local projects developed during 2017 project solicitation. Scores based on criteria weights set by TAC and Policy Committee members.

Municipality	Road/ Facility	Project Description	Estimated Cost	Reduces Congestion 12.86%	Score	Freight Mobility 7.01%	Score	Alt Modes 15.99%	Score	Traffic Volume 5.38%	Score	Facility Importance 4.96%	Score	Safety Measures 8.66%	Score	Safety Performance 14.36%	Score	Service Life/Asset Condition 21.53%	Score	Support 9.25%	Score	Total Score	Project Type
Dover	130/099 NH Route 108 over Bellamy	Bridge widening to allow more lanes or restructuring lane configuration and signal set up would help address congestion issues on this primary arterial. Traffic volumes, lane and interchange configuration, and traffic signals all contribute to congestion and backups on this bridge.	\$10,492,519	Strong Positive Impact	0.1286	Moderate Positive Impact	0.0526	Strong Positive Impact	0.1599	15506	0.0192	6	0.02976	Major Focus	0.065	Moderate Frequency	0.0718	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.79	Road System
Dover	Route 155 (Dover to Madbury Road)	Restripe Shoulders for designated bike lanes.	\$80,864	Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	15000	0.0186	6	0.02976	Major Focus	0.065	Very High Frequency	0.1436	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.762	Road System
Rochester	Milton Road/Route 125	Provide Intersection improvements to align Salmon Falls Road with the Industrial Park, create roadway widening for traffic volumes, create geometrical changes for the Cross Road intersection, address signal timing concerns and construct sidewalks on Route 125 along portions of Milton Road to connect the residential areas to the commercial/industrial components. Poor alignment of numerous roadways including Salmon Falls Road, the Industrial Park and Cross Road, along with an increase in traffic volumes, are creating congestion and safety concerns for travel within this corridor. A recently completed Corridor study indicates that roadway alignments, geometric changes, pedestrian enhancements and signal timing need to be implemented to provide safe and adequate facilities for the development within this corridor.	\$2,319,520	Moderate Positive Impact	0.09645	Moderate Positive Impact	0.0526	Strong Positive Impact	0.1599	6900	0.0085	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	5	0.07708333	0.742	Road System
Madbury	Route 155, Madbury Road, Town Hall Road	Intersection realignment and grade smoothing. Possible flashing light to warn through traffic, left only turn lane for Route 155 WB Intersection alignment, high traffic volumes, limited sight distance, and the intersection is on both a curve and the crest of a hill making it difficult to see oncoming traffic. Grade slopes down sharply where Town Hall Rd intersects 155; icing in winter causes stopping distance problems. This intersection has significant turning movements.	\$6,216,792	Strong Positive Impact	0.1286	Minimal Positive Impact	0.0351	Moderate Positive Impact	0.119925	10000	0.0124	6	0.02976	Very Significant Focus	0.0866	Moderate Frequency	0.0718	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	6	0.0925	0.74	Road System
Northwood - Nottingham	Intersection of Route 4 and 152	Intersection safety improvements. Realignment to enhance sight distance. High speeds, high traffic and sight distance safety issues. Past issues held this project up. DOT has invested money into acquiring ROW to complete the project, recognizes the safety issues, and supports making improvements.	\$621,679	Moderate Positive Impact	0.09645	Strong Positive Impact	0.0701	Neutral / No Impact	0.039975	10000	0.0124	2	0.0372	Very Significant Focus	0.0866	Moderate Frequency	0.0718	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	6	0.0925	0.724	Road System
Lee	Route 125, Kelsey Road	Needs left only turn lanes (NB), and potentially a designated right turn lane. (Route 125 Corridor Study recommends relocating the intersection to make Fox Garrison Road opposite Kelsey Road and potentially to signalize the intersection in the future) Kelsey is a cut through for commuters to and from Route 4. Ongoing incidents continue to occur at intersections along Route 125.	\$621,679	Strong Positive Impact	0.1286	Strong Positive Impact	0.0701	Neutral / No Impact	0.039975	19000	0.0235	2	0.0372	Very Significant Focus	0.0866	Moderate Frequency	0.0718	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.721	Road System
Dover	Downtown Dover - Ped Link from Amtrak to Downtown Core	Complete Streets enhancement to First Street to mark a clear path to the Downtown. Enhanced "Gateway" to the Dover Downtown.	\$4,631,539	Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	15000	0.0186	6	0.02976	Very Significant Focus	0.0866	Moderate Frequency	0.0718	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	5	0.07708333	0.688	Road System
Barrington	Route 125 / Beauty Hill Road / Winkley Pond Road	Intersection realignment, designated turning lanes, and signalize the intersection (Phase II- Route 125 Corridor & Land Use Study) Significant numbers of turning movements both on and off Route 125 from side roads. High speeds. High traffic volumes. No designated turn lanes. Heavy Truck Traffic	\$992,712	Strong Positive Impact	0.1286	Strong Positive Impact	0.0701	Neutral / No Impact	0.039975	14200	0.0176	2	0.0372	Very Significant Focus	0.0866	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.679	Road System
Barrington	Route 125 / New Road / Pierce Rd	Add left only turn lane, possible future signalization at the intersection (Phase II- Route 125 Corridor & Land Use Study Significant numbers of turning movements both on and off Route 125 from side roads. High speeds. High traffic volumes. No designated turn lanes. Heavy Truck Traffic. Fatality in 2012	\$1,985,424	Strong Positive Impact	0.1286	Strong Positive Impact	0.0701	Neutral / No Impact	0.039975	14200	0.0176	2	0.0372	Major Focus	0.065	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.657	Road System

Municipality	Road/ Facility	Project Description	Estimated Cost	Reduces Congestion 12.86%	Score	Freight Mobility 7.01%	Score	Alt Modes 15.99%	Score	Traffic Volume 5.38%	Score	Facility Importance 4.96%	Score	Safety Measures 8.66%	Score	Safety Performance 14.36%	Score	Service Life/Asset Condition 21.53%	Score	Support 9.25%	Score	Total Score	Project Type
Dover	Piscataqua Road (Dover to Route 4)	Widen Shoulders & Paint in designated bike lanes. Primary route for cyclists. Narrow shoulders.	\$1,963,307	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	3100	0.0038	7	0.01736	Major Focus	0.065	Very High Frequency	0.1436	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.648	Road System
Rochester	Salmon Falls Road	Widen shoulders to make room for bike lanes to the Somersworth T/L. Create sidewalks in residential areas and south to Portland Street. A recent Rochester corridor study makes recommendations for improvements to this corridor. Upgrades could include sidewalks, bike lanes, etc.	\$1,603,382	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	4300	0.0053	6	0.02976	Average Focus	0.0433	High Frequency	0.1077	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	5	0.07708333	0.635	Road System
Milton	Exit 17 on Route 16	Construct a 30-50 space park and ride (with space for future expansion) with utilities for future transit and other user amenities (restrooms). If possible locate adjacent to Route 16 and the NHN Rail line. Project from Milton Project Solicitation. Future Park and Ride with a possible Transit connection.	\$400,000	Strong Positive Impact	0.1286	Moderate Positive Impact	0.0526	Minimal Positive Impact	0.07995	11330	0.014	12	0.04464	Average Focus	0.0433	Moderate Frequency	0.0718	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	2	0.03083333	0.628	Transit/ Intermodal/ Rail Service
Somersworth	West High St., High St., Hamilton St., and Washington St. intersection	Possible roundabout. Intersection alignment and Intersection safety improvements for bike and ped Poor alignment, High levels of traffic, Lack of pedestrian/bike accommodations. Signal timing	\$1,984,945	Moderate Positive Impact	0.09645	Minimal Positive Impact	0.0351	Moderate Positive Impact	0.119925	10177	0.0126	2	0.0372	Major Focus	0.065	Very High Frequency	0.1436	Poor Condition Roadway, Good Condition Bridge	0.0538	4	0.06166667	0.627	Road System
Northwood	US 4 / Green St intersection	Traffic flow control. Convert two way streets into one-way "local loop" access and turning movements from US4 are complicated and unsafe for Green St residents		Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	13000	0.0161	2	0.0372	Major Focus	0.065	High Frequency	0.1077	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.61	Road System
Northwood	US 4	consider realignment of westbound passing lane (from US4/NH152 intersection, approx 1,600 ft west)		Minimal Positive Impact	0.0643	Moderate Positive Impact	0.0526	Neutral / No Impact	0.039975	13000	0.0161	2	0.0372	Major Focus	0.065	Moderate Frequency	0.0718	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.61	Road System
Lee	Route 125, George Bennett Road	Intersection realignment and improved grade on the approach of George Bennett Road. Possible future signal (Route 125 Corridor Study). Slectboard members and public safety officers recommended installing a emergency-vehicle-priority-only stop light. Critical access point for emergency service vehicles from public safety complex to points north and south along NH125. Nearby access point for S&J Freight trucking company trucks and vehicles. Steep approaches from George Bennett Rd. onto 125, poor shoulders on Route 125 NB at this intersection due to a right only lane. Sight distance issues. Alignment is poor George Bennett/Mitchell Road. 2008 design charrette?	\$621,679	Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	19000	0.0235	2	0.0372	Very Significant Focus	0.0866	Moderate Frequency	0.0718	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.604	Road System
Rochester	Old Dover Rd	Old Dover Rd between NH 125 and Tebbetts Rd: Some shoulder widening, painting, and intersection improvements including the delineation of walkways and/or bike lanes. Bike lanes on 16B, 125 in Rochester to Dover Indian Brook Drive. Some shoulder widening, painting, and intersection improvements at Blackwater/16B	\$1,386,607	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	4962	0.0061	6	0.02976	Major Focus	0.065	Moderate Frequency	0.0718	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.591	Road System
Newmarket	Intersection of NH108/NH152	Traffic safety, pedestrian access, and economic impacts study on NH 108/NH 152 intersection Intersection is notoriously dangerous. Poor sight distances, high speed traffic and high volumes. Intersection is right in the center of downtown so pedestrians are particularly vulnerable.	\$48,531	Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	16909	0.0209	6	0.02976	Very Significant Focus	0.0866	High Frequency	0.1077	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.588	Road System
Durham	Mast Road, NH155A, Main St. intersection	Possible roundabout. Study to analyze possible Pedestrian and bike safety improvements. Possible District 6 Project in TYP timeframe. Anticipated increases in traffic due to housing developments.	\$989,000	Strong Positive Impact	0.1286	Moderate Positive Impact	0.0526	Strong Positive Impact	0.1599	11000	0.0136	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.587	Road System
Rollinsford	Portland Ave (Route 4)	Traffic Calming Methods High Speeds observed (NHDOT has completed traffic study)		Minimal Positive Impact	0.0643	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	2000	0.0025	6	0.02976	Major Focus	0.065	Moderate Frequency	0.0718	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	4	0.06166667	0.586	Road System

Municipality	Road/ Facility	Project Description	Estimated Cost	Reduces Congestion 12.86%	Score	Freight Mobility 7.01%	Score	Alt Modes 15.99%	Score	Traffic Volume 5.38%	Score	Facility Importance 4.96%	Score	Safety Measures 8.66%	Score	Safety Performance 14.36%	Score	Service Life/Asset Condition 21.53%	Score	Support 9.25%	Score	Total Score	Project Type
Rochester	Intersection sequence of Charles St/NH 125 (Columbus Ave)/Old Dover Rd	Intersection realignment, access management, and safety improvements. Reassessment of turning lane alignment. Signal timing and coordination with other Route 125 signals. Pedestrian safety improvements. Two high-volume local streets intersect opposite sides of NH125 (Columbus Ave) within approx 150 feet of each other at skewed angles. Intersection alignment issues, lack of ped/bike facilities to ensure safe route to nearby school. Many access points to Route 125 create traffic safety issues, contribute to congestion, and create environments unfriendly to all modes of travel. Turning lane alignment requires rapid lane changes in short distance.	\$2,000,000	Strong Positive Impact	0.1286	Minimal Positive Impact	0.0351	Minimal Positive Impact	0.07995	14000	0.0173	6	0.02976	Very Significant Focus	0.0866	High Frequency	0.1077	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.586	Road System
Barrington	Province Rd & NH125	Intersection Signalization Dangerous Intersection for turning traffic - sharp angle limits visibility	\$585,200	Moderate Positive Impact	0.09645	Moderate Positive Impact	0.0526	Neutral / No Impact	0.039975	14200	0.0176	2	0.0372	Average Focus	0.0433	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.586	Road System
Durham/UNH	Durham Train Station	Construct Transit Station Expansion - Per 2015 FTA study Phase III of the Intermodal Transit Station Expansion and platform expansion. Expand infrastructure to support intercity bus service.	\$1,000,000	Moderate Positive Impact	0.09645	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	0	0	Other Priority	0.0496	Limited Focus	0.0217	---	0	Fair Condition and "Near Red List" Bridge	0.1615	5	0.07708333	0.585	Transit/ Intermodal/ Rail Service
Lee	Route 125, Lee Hill Road	Intersection realignment to reduce traffic issues Poor alignment and a road used frequently to bypass traffic and congestion on Main Arterials	\$947,162	Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	19000	0.0235	2	0.0372	Major Focus	0.065	Moderate Frequency	0.0718	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.582	Road System
New Durham	Route 11 & Tash Road	Intersection Realignment to make approaches perpendicular to Route 11, add center turn lanes Intersections and turning movements on Route 11 contribute to traffic incidents on the roadway. Poor Intersection Alignment, High speeds, high traffic volumes at AM/PM Peaks and seasonally, rear end accidents are frequent at intersections on Route 10	\$1,039,954	Moderate Positive Impact	0.09645	Moderate Positive Impact	0.0526	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	2	0.03083333	0.581	Road System
New Durham	Route 11 & Quaker Road / Valley Road	Intersection Safety Improvements, add designated turning lanes to decrease incidence of rear collisions Intersections and turning movements on Route 11 contribute to traffic incidents on the roadway. High speeds, high traffic volumes at AM/PM Peaks and seasonally, rear end accidents are frequent at intersections on Route 11		Moderate Positive Impact	0.09645	Moderate Positive Impact	0.0526	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	2	0.03083333	0.581	Road System
Rochester	North Main St, Chestnut Hill Rd	Construct new bridge and new connector road to handle vehicle, pedestrian, and bicycle traffic over the Cocheco River. This would alleviate traffic in the downtown areas, reducing congestion and safety issues. There is no direct connection between the north part of Rochester (Ten Rod Road area) to the east (near Spaulding High School) that does not require traveling through the downtown area.	\$12,768,000	Strong Positive Impact	0.1286	Minimal Positive Impact	0.0351	Minimal Positive Impact	0.07995	125000	0.1546	6	0.02976	Average Focus	0.0433	---	0	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.572	Other
Nottingham	Intersection of Route 4 and Revolutionary Drive	Widening of westbound lanes to allow passing on shoulder; turning lane or deceleration areas for eastbound lane. Turning lanes needed for safe access to residential areas on eastbound side of US4/NH202 (high-speed & high-volume)		Minimal Positive Impact	0.0643	Moderate Positive Impact	0.0526	Neutral / No Impact	0.039975	10000	0.0124	2	0.0372	Major Focus	0.065	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.57	Road System
Nottingham	Intersection of Route 4 and Freeman Hall	Widening of westbound lanes to allow passing on shoulder; turning lane or deceleration areas for eastbound lane. Turning lanes needed for safe access to residential areas on eastbound side of US4/NH202 (high-speed & high-volume)		Minimal Positive Impact	0.0643	Moderate Positive Impact	0.0526	Neutral / No Impact	0.039975	10000	0.0124	2	0.0372	Major Focus	0.065	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.57	Road System
Rochester	US Route 202	Livability improvements in residential areas including sidewalk upgrades, streetscaping, bike lanes, traffic calming. Route 202 east of Route 16 in Rochester. Deteriorating sidewalk infrastructure and a lack of bike lanes in this residential area is a barrier to safe pedestrian and bike travel.	\$1,816,182	Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	13000	0.0161	2	0.0372	Major Focus	0.065	---	0	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.569	Road System

Municipality	Road/ Facility	Project Description	Estimated Cost	Reduces Congestion 12.86%	Score	Freight Mobility 7.01%	Score	Alt Modes 15.99%	Score	Traffic Volume 5.38%	Score	Facility Importance 4.96%	Score	Safety Measures 8.66%	Score	Safety Performance 14.36%	Score	Service Life/Asset Condition 21.53%	Score	Support 9.25%	Score	Total Score	Project Type
Northwood	Route 4	Create sidewalks on Route 4		Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	12000	0.0148	2	0.0372	Average Focus	0.0433	---	0	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.568	Road System
Farmington	Route 11 & Spring Street	Intersection realignment, possible addition of left only turn lane on Route 11 East approaching the intersection. Formalize median island at the intersection and provide lighting. Poor intersection alignment and odd median island. High speeds, needs left only turning lanes, high traffic volumes at AM/PM Peaks and seasonally	\$831,963	Moderate Positive Impact	0.09645	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	2	0.03083333	0.563	Road System
New Durham	Route 11 & Davis Crossing Road	Intersection Safety Improvements, add designated turning lanes to decrease incidence of rear collisions Intersections and turning movements on Route 11 contribute to traffic incidents on the roadway. High speeds, high traffic volumes at AM/PM Peaks and seasonally, rear end accidents are frequent at intersections on Route 10	\$831,963	Moderate Positive Impact	0.09645	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	2	0.03083333	0.563	Road System
Strafford	Route 126 & 202A	Construct sidewalks or a multiuse path to connect school, playing fields, and other public resources A lack of sidewalks near the elementary school causes safety issues for children doing after school activities/going to the library.	\$211,258	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	1592	0.002	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.551	Road System
Northwood	Route 107/ Main St./ Old Pittsfield Road	Realign/move NH107 in a line from the current School St / Main St intersection to a point approx. 150' north of the current NH107 / High St intersection; see attached image. Existing roads would revert to town maintained with signage. High St would revert to dead end with access off current NH107. Scope includes box culvert installation (one exists at lower end of High St; due for replacement within 3 years using town funds), approx. ¼ mile of new roadway, requires land compensation. Current intersection alignment creates hazard for commuters and especially for children getting onto/off school busses.	\$1,276,800	Minimal Positive Impact	0.0643	Minimal Positive Impact	0.0351	Moderate Positive Impact	0.119925	1800	0.0022	7	0.01736	Major Focus	0.065	Low Frequency	0.0359	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.549	Road System
Northwood	School St & US 4/US 202 Intersection	Repaint eastbound US4 left turning lane onto NH107/School St, shifting it south to avoid westbound US4 through-traffic impinging on opposing left turning traffic. Add a right-turn lane on westbound US4 onto NH107 North. Pavement expansion, fill, & culvert work involved. Analyze driveways of retail establishment to reduce conflict points with intersection traffic. Northwood owns land along 107 near intersection with US4. Traffic turning from US4 (coming from both directions) onto school St and into parking lot for hardware & grocery store not do so safely. US4 Westbound traffic presents an especially dangerous situation where vehicles move to go around traffic turning right onto school street or the parking lot. Drivers use parkinglot to avoid intersection.	\$798,000	Moderate Positive Impact	0.09645	Moderate Positive Impact	0.0526	Neutral / No Impact	0.039975	12000	0.0148	2	0.0372	Very Significant Focus	0.0866	High Frequency	0.1077	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.536	Road System
UNH	South Drive Transit Way (Main St/South Drive/McDaniel Drive)	New "complete streets" roadway to connect Main St roundabout to McDaniel Dr. Concept is included in 2004 & 2012 Campus Master Plans. Project is currently at 30% design (including wetlands permits). Air quality and traffic analyses have been complete using UNH-Durham Traffic model. (See supplemental information packet) South Drive Project Completion to enhance campus circulation, reduce traffic conflicts on main roads, and help air quality. Project fills several significant needs: improving access to southwest corner of campus, reducing traffic congestion on Main St., improving cross-campus transit services, and enhancing pedestrian safety, and reducing local emissions.	\$3,600,000	Strong Positive Impact	0.1286	Moderate Positive Impact	0.0526	Strong Positive Impact	0.1599	0	0	6	0.02976	Very Significant Focus	0.0866	---	0	New Facility (Roadway or Bridge)	0	5	0.07708333	0.536	Road System
Strafford	Rollercoaster Rd	Bike lane		Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Moderate Positive Impact	0.119925	1990	0.0025	7	0.01736	Major Focus	0.065	Moderate Frequency	0.0718	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.535	Road System

Municipality	Road/ Facility	Project Description	Estimated Cost	Reduces Congestion 12.86%	Score	Freight Mobility 7.01%	Score	Alt Modes 15.99%	Score	Traffic Volume 5.38%	Score	Facility Importance 4.96%	Score	Safety Measures 8.66%	Score	Safety Performance 14.36%	Score	Service Life/Asset Condition 21.53%	Score	Support 9.25%	Score	Total Score	Project Type
Northwood	Route 4	Capacity expansion to build a center turn lane for the length of Northwood. Create center turn lane for the length of the town to create safer left turning movements. Much of this is completed. There may be ROW issues. This does not address pedestrian or bike safety issues		Minimal Positive Impact	0.0643	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	12000	0.0148	2	0.0372	Major Focus	0.065	---	0	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.519	Road System
Lee	Route 125 / Pinkham Road	Intersection realignment, designated turning lanes (Route 125 Corridor & Land Use Study) Pinkham is used as a cut-through for commuter traffic to access Route 155. Intersection Alignment compounded by risk associated with high speeds and volumes on Route 125.		Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	14021	0.0173	2	0.0372	Major Focus	0.065	Low Frequency	0.0359	Fair Condition and "Near Red List" Bridge	0.1615	5	0.07708333	0.517	Road System
New Durham	Park and Ride on Route 11	Construct a 30-50 space park and ride (with space for future expansion) with utilities for future transit and other user amenities (restrooms). Locate on Route 11. The community has indicated it is interested in establishing a more formal park and ride in the community. This may relieve come traffic pressure on Route 11 that is seasonally high. It may also improve safety on route 11.		Strong Positive Impact	0.1286	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Limited Focus	0.0217		0	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	2	0.03083333	0.516	Transit/ Intermodal/ Rail Service
Farmington	Route 11 & River Road	Intersection Improvements to provide Left Only turn lane onto River Road or possible extension of the center turn lane to provide a safe area for tuning vehicles. Additional lighting near intersections may also improve conditions Significant numbers of turning movements both on and off Route 11 from minor collectors. High speeds. High traffic volumes. No designated turn lanes. Heavy Truck Traffic.		Minimal Positive Impact	0.0643	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Average Focus	0.0433	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	2	0.03083333	0.509	Road System
Madbury	Route 9 & French Cross	Intersection realignment, improved lighting, and the addition of left only turning lanes or shared center turn lane on Route 9 to address intersection safety issues. Route 9 is a heavily used for freight movement and as a commuter route. French Cross is a major commuter cut-through. The intersection is located at the crest of a hill with poor sight distance. This intersection has significant turning movements.	\$1,026,164	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	7196	0.0089	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Very Good / Good Condition Roadway, Poor Condition / Weight Limit Posted Bridge	0.2153	3	0.04625	0.492	Road System
Madbury	Route 108 and Freshet Road	Intersection Realignment Alignment causes intersection safety issues. High traffic volumes on Route 108.	\$972,213	Minimal Positive Impact	0.0643	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	9407	0.0116	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.49	Road System
Dover	Columbus Avenue & NH 9	Add a left only (eastbound), increase width of the breakdown lane approaching Columbus Road (westbound), and enhance sight distance. High traffic volumes along Route 9 and numerous turning movements to and from this cut-through road cause safety issues.	\$911,993	Minimal Positive Impact	0.0643	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	9300	0.0115	Other Priority	0.0496	Average Focus	0.0433	Low Frequency	0.0359	Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.488	Road System
Farmington	Route 11 & Central Street & Flagstone Ave	Selective closing of unnecessary access points should be considered as a strategy to reduce traffic incidence on Route 11 Multiple minor intersections on roadway contribute to traffic incidents on the roadway. Future consideration should be given to limiting access from minor side roads with multiple access points onto Route 11 to decrease conflict points on the route.		Moderate Positive Impact	0.09645	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Average Focus	0.0433	Low Frequency	0.0359	Fair Condition and "Near Red List" Bridge	0.1615	2	0.03083333	0.487	Road System
Strafford	Route 126 & 202A (west)	Intersection reconfiguration to enhance safety The western intersection of these two roads, near the elementary school, has a very steep approach creating issues with stopping in the winter. It is also difficult to see cars coming.	\$442,009	Moderate Positive Impact	0.09645	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	1990	0.0025	6	0.02976	Average Focus	0.0433	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.486	Road System
Rochester	NH 125 & Knight Street	Intersection realignment or limit access onto Route 125 and safety improvements. Signal timing and coordination with other Route 125 signals. Intersection alignment, lack of ped/bike facilities. Very close to intersection of Route 125/Route 108. Many access points to NH125 create traffic safety issues, contribute to congestion, and create environments unfriendly to other modes of travel.		Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Minimal Positive Impact	0.07995	9400	0.0116	6	0.02976	Major Focus	0.065	Very High Frequency	0.1436	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.481	Road System
Wakefield	Route 109 through the downtown	Sidewalk construction, Roadway restriping to include bike lanes Needs sidewalks and bike lanes. High seasonal tourist use. High traffic speed and small shoulders inhibit alternate transportation. Designated "Scenic Byway." Bike lanes on Route 153, and 109 are necessary to encourage safe multimodal travel.	\$651,423	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	2600	0.0032	6	0.02976	Major Focus	0.065	Moderate Frequency	0.0718	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.48	Road System

Municipality	Road/ Facility	Project Description	Estimated Cost	Reduces Congestion 12.86%	Score	Freight Mobility 7.01%	Score	Alt Modes 15.99%	Score	Traffic Volume 5.38%	Score	Facility Importance 4.96%	Score	Safety Measures 8.66%	Score	Safety Performance 14.36%	Score	Service Life/Asset Condition 21.53%	Score	Support 9.25%	Score	Total Score	Project Type
Lee	NH Route 125/NH155	Safety improvements to alert NH125 vehicles to potential traffic entering from NH155. Safety improvements to facilitate safety entry from complete stop to high-speed 125 traffic. High-speed and high-volume traffic on 125 leads to long wait times for 155 turning movements (especially vehicles turning left from NH155 onto NH125 southbound).		Moderate Positive Impact	0.09645	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	1500	0.0019	2	0.0372	Major Focus	0.065	Moderate Frequency	0.0718	Poor Condition Roadway, Good Condition Bridge	0.0538	6	0.0925	0.477	Road System
Wakefield	Route 153 approaching downtown	Roadway widening/restriping High seasonal use for tourists. High traffic speeds on roadways and narrow shoulders inhibit use of alternate transportation. Designated "Scenic Byway." Bike lanes on Route 153, and 109 are necessary to encourage safe multimodal travel.	\$198,495	Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Moderate Positive Impact	0.119925	1100	0.0014	6	0.02976	Major Focus	0.065	Moderate Frequency	0.0718	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.471	Road System
Rochester	North Main St / NH 202A	From Strafford Square Roundabout to Cocheco River bridge: Rebuild the intersection with improved alignments by creating geometric changes and including streetscape improvements to manage access to the North Main Street Roadway from Pine and River Streets. A "gap" exists between the roundabout and the North Main Bridge (River Street) that will not be improved as part of the roundabout project. The intersections along this stretch of North Main Street have alignment issues that create operational and safety issues along with increased congestion for motorists, bicyclists, and pedestrians.	\$1,766,240	Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	16000	0.0198	9	0	Major Focus	0.065	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.463	Road System
Lee	George Bennett Road, Lee Hook Road, Route 155, Lee Hill Road	Traffic calming measures and improved pedestrian and bike facilities. Flashing caution light for southbound vehicles on 155. Intersection of 5 roads. This confluence of intersections is in the community center and is on a sharp curve. Lee has expressed interest in measures to assist with controlling traffic merging and speeds.		Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Moderate Positive Impact	0.119925	6100	0.0075	6	0.02976	Very Significant Focus	0.0866	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.463	Road System
Lee	Route 155, Route 152, Wadleigh Falls Road, & North River Road	Intersection realignment to reduce traffic issues Poor alignment and a road used frequently to bypass traffic and congestion on Main Arterials	\$3,926,612	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Minimal Positive Impact	0.07995	1600	0.002	7	0.01736	Major Focus	0.065	Low Frequency	0.0359	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.458	Road System
Farmington	Route 11 & Trotting Park Road	Selective closing of unnecessary access points should be considered as a strategy to reduce traffic incidence on Route 11 Multiple minor intersections on roadway contribute to traffic incidents on the roadway. Future consideration should be given to limiting access from minor side roads with multiple access points onto Route 11 to decrease conflict points on the route.		Minimal Positive Impact	0.0643	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Average Focus	0.0433	Low Frequency	0.0359	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	2	0.03083333	0.455	Road System
Farmington	Route 11 & Trotting Park Road / Ridge Road	Selective closing of unnecessary access points should be considered as a strategy to reduce traffic incidence on Route 11 Multiple minor intersections on roadway contribute to traffic incidents on the roadway. Future consideration should be given to limiting access from minor side roads with multiple access points onto Route 11 to decrease conflict points on the route.		Minimal Positive Impact	0.0643	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Average Focus	0.0433	Low Frequency	0.0359	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	2	0.03083333	0.455	Road System
Farmington	Route 11 & High Street	Selective closing of unnecessary access points should be considered as a strategy to reduce traffic incidence on Route 11 Multiple minor intersections on roadway contribute to traffic incidents on the roadway. Future consideration should be given to limiting access from minor side roads with multiple access points onto Route 11 to decrease conflict points on the route.		Minimal Positive Impact	0.0643	Minimal Positive Impact	0.0351	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Average Focus	0.0433	Low Frequency	0.0359	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	2	0.03083333	0.455	Road System
UNH	UNH North Underpass of BMRR North of Main Street	New roadway and Multi-Use path. Includes an underpass in a brownfields site under the BMRR. Project will require extensive safety improvements to be made along the rail line near the project. Alternatives include an overpass. Vision: Part of UNH's Master Plan to enhance campus circulation.		Strong Positive Impact	0.1286	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	0	0	---	0	Major Focus	0.065	---	0	New Facility (Roadway or Bridge)	0	5	0.07708333	0.449	Other
Farmington	High School to North Main Street	Create safe walking and biking infrastructure from downtown to Farmington Schools Lack of Sidewalks or multiuse path to access the downtown	\$295,151	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	0	0	6	0.02976	Very Significant Focus	0.0866	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	2	0.03083333	0.447	Road System
Middleton	Pinkham Road & Lake Shore Drive	Investment in traffic calming measures Pedestrian activity (seasonal) near Sunrise Lake in the summer time with no crosswalks or sidewalks. Vehicle speeds cause safety problems	\$64,815	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Moderate Positive Impact	0.119925	0	0	9	0	Major Focus	0.065	---	0	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.443	Road System

Municipality	Road/ Facility	Project Description	Estimated Cost	Reduces Congestion 12.86%	Score	Freight Mobility 7.01%	Score	Alt Modes 15.99%	Score	Traffic Volume 5.38%	Score	Facility Importance 4.96%	Score	Safety Measures 8.66%	Score	Safety Performance 14.36%	Score	Service Life/Asset Condition 21.53%	Score	Support 9.25%	Score	Total Score	Project Type
Nottingham	NH 152 & NH 156 intersection	Change the intersection to 90 degrees Sight distance makes turning difficult.		Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	2800	0.0035	6	0.02976	Average Focus	0.0433	Low Frequency	0.0359	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.443	Road System
Farmington	Route 75, 153 Downtown corridor	Upgrade sidewalks, lighting, and streetscaping in the downtown to enhance character of the community and provide improved mobility and accessibility to residents Farmington has expressed interest in introducing traffic calming measures and improve public safety access to Route 153, walkability, and livability in their downtown in a downtown revitalization effort	\$3,257,117	Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	7759	0.0096	7	0.01736	Very Significant Focus	0.0866	---	0	Poor Condition Roadway, Good Condition Bridge	0.0538	2	0.03083333	0.441	Road System
UNH/Durham	UNH, Downeaster AVL coordination with NH ITS Systems	Expand statewide network and AVL capabilities. UNH facilitate grant application with Dover, Durham, and Exeter.		Strong Positive Impact	0.1286	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	0	0	Other Priority	0.0496	Limited Focus	0.0217	---	0	---	0	4	0.06166667	0.44	Transit/ Intermodal/ Rail Service
UNH	West Edge Transit Hub	Relocation of existing peripheral transit stops to a central in-line single stop hub. The ADA accessible hub will include weather protection and enhanced passenger accommodation. This central stop will reduce service miles and travel time West Edge Express. NextBus information displays will provide rider information. Combined, these improvements will assist in capturing incoming private vehicles and reduce traffic and congestion on Main Street during academic and special events. Cost estimate includes design and construction.	\$150,000	Strong Positive Impact	0.1286	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	0	0	Other Priority	0.0496	Limited Focus	0.0217	---	0	New Facility (Roadway or Bridge)	0	4	0.06166667	0.44	Transit/ Intermodal/ Rail Service
Somersworth	West High St/Maple St	Intersection realignment to improve safety and access for vehicles and pedestrians. Five-way intersection of local roads intersecting high-volume local connector linking Somersworth to 108 corridor. Pedestrian facilities inadequate.		Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Moderate Positive Impact	0.119925	4100	0.0051	7	0.01736	Major Focus	0.065	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.426	Road System
New Durham	Route 11 & Berry Road / Depot Road	Intersection Realignment to make approaches perpendicular to Route 11. Close one entrance to the roadside facility (3 total access points to this establishment in 300 FT) Intersections and turning movements on Route 11 contribute to traffic incidents on the roadway. Poor Intersection Alignment, High speeds, high traffic volumes at AM/PM Peaks and seasonally, rear end accidents are frequent at intersections on Route 10		Moderate Positive Impact	0.09645	Moderate Positive Impact	0.0526	Neutral / No Impact	0.039975	11000	0.0136	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	2	0.03083333	0.419	Road System
New Durham	Town Hall on Main Street	Construct sidewalks near town center connecting government buildings and school Pedestrian improvements for the town center near the intersection of Main St. and Depot Road.	\$2,090,547	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	8100	0.01	8	0.00496	Major Focus	0.065	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	2	0.03083333	0.411	Road System
Madbury	Mast Rd/Pudding Hill Rd/ Freshet Rd	Realign "Y" intersection to improve sight distances; improve safety for vehicles and access for maintenance/industrial trucks. Intersection is poorly aligned: heavy "Y" configuration. Adjacent to concrete and gravel production site, and Dover Engineering HQ		Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	0	0	9	0	Average Focus	0.0433	Low Frequency	0.0359	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.377	Road System
Northwood	Gulf Road emergency access	MOU with Deerfield for construction of an additional access point to the communities. Gulf Road is only public access to residential developments near Pleasant Lake. Alternative route for emergency vehicles would add redundancy. There is a private driveway in Deerfield, but Northwood emergency crews are not allowed access. State-owned boat ramp.		Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	0	0	9	0	Average Focus	0.0433	Low Frequency	0.0359	Fair Condition Roadway, Fair Condition and "Near Red List" Bridge	0.1615	3	0.04625	0.377	Road System
UNH	Wildcat Fleet Replacement	Phase VII representing UNH Wildcat Transit fleet replacement needs through July 2018. Capital funding assistance for highest ridership transit agency in the state. This request would replace 8 full size transit buses with heavy duty low-floor CNG transit vehicles. (2018 projected cost)	\$4,500,000	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	0	0	Other Priority	0.0496	Limited Focus	0.0217	---	0	---	0	4	0.06166667	0.343	Transit/ Intermodal/ Rail Service
Newmarket	The intersection of Ash Swamp and Route 152	Intersection realignment & safety improvements Commuter routes with a Y intersection. Sight distance and speeds contribute to safety issues on routes	\$604,835	Minimal Positive Impact	0.0643	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	1600	0.002	7	0.01736	Major Focus	0.065	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.343	Road System
Wakefield	Intersection of Wakefield Rd and Province Lake Rd (NH153)	Realignment of "Y" intersection in town center. Preservation of historic Hay Scale and community buildings.		Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Minimal Positive Impact	0.07995	2600	0.0032	6	0.02976	Average Focus	0.0433	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.343	Road System
Wakefield	Route 153 in Union village	Roadway drainage improvements Route 153 in Union is subject to flooding during severe weather events. To prevent roadway washout and infrastructure resiliency, culvert size and other upgrades should be considered	\$746,428	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	1700	0.0021	6	0.02976	Average Focus	0.0433	Moderate Frequency	0.0718	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.337	Road System

Municipality	Road/ Facility	Project Description	Estimated Cost	Reduces Congestion 12.86%	Score	Freight Mobility 7.01%	Score	Alt Modes 15.99%	Score	Traffic Volume 5.38%	Score	Facility Importance 4.96%	Score	Safety Measures 8.66%	Score	Safety Performance 14.36%	Score	Service Life/Asset Condition 21.53%	Score	Support 9.25%	Score	Total Score	Project Type
New Durham	Powder Mill Fish Hatchery	Pedestrian Safety Improvements, Bike lanes, crosswalks Locally sited pedestrian use in this area. Pedestrian improvements would make this area safer.		Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Moderate Positive Impact	0.119925	0		9	0	Average Focus	0.0433	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	2	0.03083333	0.334	Road System
Middleton	Route 153 & Route 125/16B (Wakefield TL)	Need to study crash data to assess specific safety hazards. Use safety analysis software to generate alternatives, and determine ideal response. Alignment, road grades, and very little setback for the house on the corner approaching the intersection reduces sight distance.	\$13,029	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	2500	0.0031	6	0.02976	Major Focus	0.065	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.324	Road System
Newmarket	Route 108 Downtown Newmarket	Upgrade rail crossing This crossing had recent safety improvements. Traffic and congestion on Route 108 are an ongoing issue with over 17,000 AADT. Continued traffic volume growth may create the need for future grade separation of the rail and Route 108.		Moderate Positive Impact	0.09645	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	16909	0.0209	7	0.01736	Limited Focus	0.0217	No Reported Accidents	0	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.315	Road System
Middleton	Sunrise Lake area	Investment into establishing a community trail network Recreational trails development	\$76,124	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Strong Positive Impact	0.1599	0	0	9	0	Average Focus	0.0433	---	0	New Facility (Roadway or Bridge)	0	3	0.04625	0.3	Other
Middleton	New Durham Road & Silver St.	Intersection Alignment Alignment and road grades approaching the intersection reduce sight distance. It was stated by a local planning board member that this road is used as a commuter cut-through and is often in very poor condition	\$638,123	Neutral / No Impact	0.03215	Neutral / No Impact	0.0175	Neutral / No Impact	0.039975	0	0	9	0	Major Focus	0.065	Low Frequency	0.0359	Poor Condition Roadway, Good Condition Bridge	0.0538	3	0.04625	0.291	Road System

William Watson, Administrator
Bureau of Planning and Community Assistance
James O. Morton Building
PO Box 483 | 7 Hazen Drive
Concord, NH 03302-0483

April 28th 2017

RE: Strafford Metropolitan Planning Organization 2019-2028 Ten Year Plan Submission

Dear Mr. Watson:

This letter presents an overview of Strafford MPO's project solicitation process for the 2019-2028 Statewide Ten Year Plan Transportation Improvement Plan. It summarizes the results of the process and supplements the organized Excel workbook of projects submitted by Strafford MPO on behalf of its member municipalities and agencies for consideration during the development of the draft Ten Year Plan.

2017 Project Solicitation

Strafford MPO uses a direct approach to project solicitation, meeting face-to-face with as many municipal decision-makers and transportation agency staff as possible during the Ten Year Plan development process. Between January and April 2017, Strafford MPO and Economic Development District (EDD) staff met with citizens and decision-makers from all 18 of its municipalities, and staff from COAST and Wildcat Transit, NHDOT District Six and Three, and C&J Buslines.

Members of the Strafford MPO Technical Advisory and Policy Committees set regional weights for the standardized project ranking criteria and approved the ranked projects as organized in the attached documents. Because of the large number and variety of projects discussed during project solicitation, the attached Excel workbook organizes them into specific tabs:

1. Regional Priorities
These projects were selected by a special workgroup of the Policy Committee as projects of regional significance. The nine members of this workgroup represented transit and diverse mix of municipalities.
2. Public Transportation
Public Transportation is a critical part of the transportation network in the region and the specific needs of COAST and UNH Wildcat Transit need to be considered.
3. Rail
Passenger and freight rail play an important role in the region. Several barriers to expanded freight rail access are listed, as well as safety and service improvements for one of the two passenger rail lines in New Hampshire.
4. Bridges
As with the rest of our state, the Strafford region has numerous bridges that are locally and regionally important. Bridge improvements are needed to keep pace with a rapidly growing region. Ongoing progress on the municipal and state red lists is important for infrastructure resilience in the region.

5. Studies

There is a lot of work to be done at the planning level in the region. Strafford MPO will be working on a continuous basis with municipalities, agencies, and NHDOT on the studies listed in the excel workbook to develop local studies and regional corridor plans that support project development.

6. Rt125 Master Plan Projects

Numerous projects along NH Route 125 were discussed during project solicitation and prioritized by communities, highlighting the importance of the NH125 corridor. This specific list of projects, building on the two-phase Rt125 corridor study, provides details on the kinds of transportation projects to be included in the Rt 125 Master Plan proposed as a regional priority project.

7. Road System & Intermodal

The final tab in the Excel workbook contains a full listing of individual transportation improvement projects for the overall transportation network of highway and intermodal facilities.

Priority Issues in the Strafford Region

The Strafford region remains the fastest growing part of New Hampshire and effective transportation planning is a critical factor sustainable development and continued quality of life for the region's residents. Several issues were discussed during meetings with municipalities and SMPO committee members that represent critical needs for the region:

Newington-Dover/ Little Bay Bridges

Ensuring that cyclists and pedestrians have continued access to a protected travel way across the Piscataqua River is a top priority of the MPO as the project moves forward.

We fully support the continuing work on the Newington-Dover project and applaud the efforts of NHDOT staff. As the Southern gateway to the Strafford region, the Little Bay Bridges and adjacent highway infrastructure are a critical access point for commuters, freight traffic, and visitors who are driving economic development.

Public Transportation

Strafford MPO strongly advocates for increased access to capital and operating funding (from federal and state sources) for public transportation providers on a routine basis that matches fleet replacement needs.

The southeast area of New Hampshire hosts the state's most diverse mix of transportation services, and public transportation is a key factor of the observed growth of the region. COAST and UNH Wildcat Transit play a dual role in ensuring a broad range of residents can reach destinations for education, employment, health care, nutrition, recreation, and civic engagement. In particular, COAST's access to federal funds depends on local matching funds from municipalities in its service area. The economic and demographic diversity of municipalities makes funding sustainability a difficult challenge for COAST. Additionally, demand-response transportation services that support or ensure quality of life for disadvantaged citizens (seniors, individuals with disabilities, low-income) rely on local match and federal funds.

Intercity Transit

Strafford MPO supports the work of C&J staff to develop innovative solutions with NHDOT, the Governor and Council, and state decision-makers.

C&J Buslines is an enormously successful intercity bus service that continues to grow. The popularity of the service has resulted in a critical shortage of parking capacity at each of C&J's facilities in Dover and Portsmouth, NH, and Newburyport, MA.

Rail

Strafford MPO strongly advocates for state funding to support freight rail and the Downeaster.

Amtrak Downeaster passenger rail and New Hampshire Northcoast Freight rail are unique elements of the diverse mix of transportation services in the region. The Downeaster connects growing cities in New Hampshire to the metropolitan centers of Portland, ME, and Boston, MA, continues to see growing ridership from year to year, and it is the only passenger rail service operating in New Hampshire.

Strafford MPO encourages collaboration between NHDOT, rail stakeholders, municipalities, and the Public Utilities Commission to upgrade safety and power backup systems at all at-grade rail crossings.

At-grade rail crossings are a critical issue that intersects with highway improvement. Several cities and towns in the Strafford region have intersections of highways and rail lines that present a complex safety challenge.

Local Planning Focus

A wide range of planning issues was discussed during project solicitation meetings, but several issues arose as reoccurring points:

Corridors

Primary corridors throughout the region are experiencing rising traffic volumes as growth continues. This results in increasing safety concerns at intersections and other access points along routes like NH11, NH125, NH16/Spaulding Turnpike, NH108, and US4. All communities along these routes concurred that comprehensive corridor planning is essential for sustainable local and regional development. Strafford MPO and EDD staff will be working to facilitate collaborative corridor planning efforts that support local decision-making, reflect regional patterns, and yield projects that are relevant to multiple stakeholders.

Park and rides

Many communities presented park-n-rides as local priority projects. Park-n-ride development will help manage traffic safety and congestion as the region grows, traffic volumes increase, and more individuals look for carpooling or other alternatives to driving alone.

Safety

Safety is a universal concern for users of the transportation system. All communities and agencies cited localized and general safety issues on the region's road network. Project solicitation and development discussion focused on going beyond isolated safety improvements to examine corridor-based safety issues, and ensuring that future projects address existing safety hazards as effectively as possible. Corridor planning will play an important role in determining the most effective investment of transportation funds to improve safety throughout the region.

Conclusion

The submission of these materials marks the culmination of the 2017 project solicitation process, and the beginning of an expanded effort by Strafford RPC, MPO, and EDD staff to provide high-quality project development and planning technical assistance to municipalities. Staff will be working with TAC and Policy members, municipalities, NHDOT, transit agencies, maintenance districts, and other stakeholders to develop a comprehensive approach to project development. Several goals that have been identified for this process include:

- Ensuring that future submissions for the draft Ten Year Plan are more focused and aligned with the highway improvement goals of the region and the state
- Focusing on projects that benefit multiple communities and contribute to the achievement of performance targets at the regional and state level
- Incorporating comprehensive community planning into the transportation project development process. This includes economic development and environmental sustainability.
- Using the transparency provided by a performance-based planning approach to conduct continuous project development. A secondary goal is to ensure that locally developed projects are competitive

The staff, member municipalities, and stakeholders of the Strafford MPO region thank you for your careful consideration of these issues and the projects as NHDOT begins the development of the draft Ten Year Plan.

Sincerely,
Colin Lentz



CC:
Strafford MPO Technical Advisory Committee
Strafford MPO Policy Committee

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City Clerk's Office

September Department Reports:

- 7.1 Assessor's Office P. 43**
- 7.2 Building, Zoning, and Licensing Services P. 45**
- 7.3 City Clerk's Office P. 51**
- 7.4 Department of Public Works P. 55**
- 7.5 Economic & Community Development P. 63**
- 7.6 Finance Office P. 79**
- 7.7 Planning & Development Department P. 81**
- 7.8 Recreation & Arena P. 85**
- 7.9 Rochester Fire Department P. 87**
- 7.10 Rochester Police Department P. 93**
- 7.11 Rochester Public Library P. 109**
- 7.12 Tax Collector's Office P. 111**
- 7.13 Welfare Department P. 113**

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City Clerk's Office



City of Rochester, New Hampshire

Assessor's Office

19 Wakefield Street

Rochester, New Hampshire 03867-1915

(603) 332-5109

Email: assessor@rochester.net

Web Site: www.rochesternh.net

October 11, 2017

To: City Manager/Council

From: Theresa Hervey, Assessing

Subject: September Council Report

Revenue Received/Collection Warrants issued:

Copies of Property Record Cards and Maps \$32.00

- Nancy Miller and Theresa Hervey attended a NHAEO workshop on September 18, 2017 **The Ins & Outs of Reviewing Exemptions & Veteran Credit Applications.**
- The Field Assessor's are out reviewing the Assessment Data in several areas.

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City Clerk's Office

End of Month Council Report

To the Honorable Mayor and City Council of the City of Rochester, the following is a summary of the revenue collected and the activities performed by the Department of Building, Zoning and Licensing Services for the month of September 2017 with the fiscal Year to Date

The following data is subject to adjustment & revision pending further review and analysis as well as year-end closing adjustments.

Department Revenue

Permit Type	September 2017	Year to Date
Building Permits	\$32,028.00	\$103,727.00
Electrical Permits	\$5,312.00	\$10,215.00
Gas Permits	\$0.00	\$0.00
Plumbing Permits	\$1,017.00	\$5,124.00
Zoning Permits	\$795.85	\$2,226.59
FireSuppression Permits	\$0.00	\$0.00
FireAlarm Permits	\$228.00	\$1,614.00
Sprinkler Permits	\$372.00	\$1,838.00
Mechanical Permits	\$4,993.00	\$11,573.00
Food_Milk Licenses	\$100.00	\$5,960.00
Taxi Licenses	\$0.00	\$100.00
General Licenses	\$50.00	\$50.00
Net Revenue	\$44,895.85	\$142,427.59

End of Month Council Report

Building Permit Detail

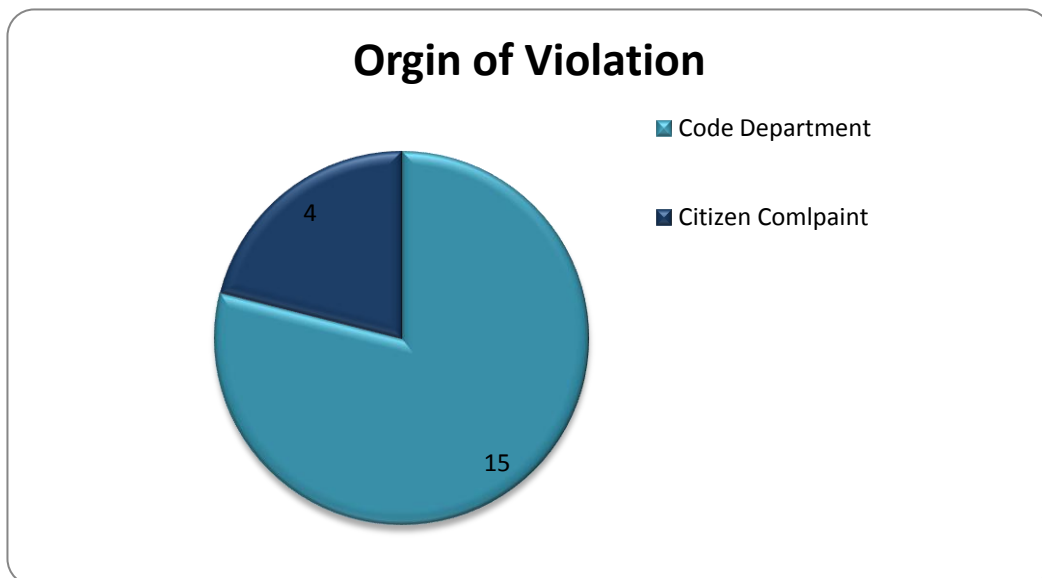
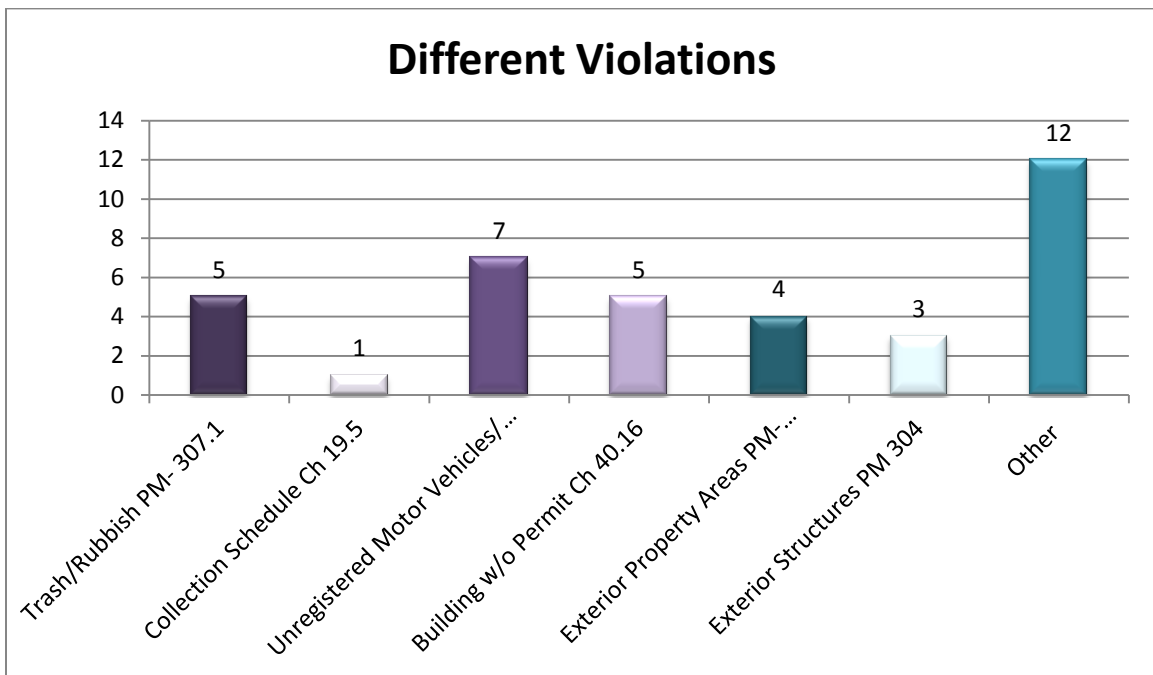
New Permits		September 2017		Fiscal Year to Date	
Permit Type	Permit For	Permits Issued	Estimated Construction Value	Permits Issued	Estimated Construction Value
Building Permits	Addition - Non-Residential	1	\$800,000.00	2	\$1,050,000.00
	Addition - Residential	2	\$65,000.00	6	\$122,800.00
	Alteration - Residential	5	\$229,000.00	23	\$408,251.00
	Alterations- Non Residential	2	\$134,025.00	9	\$443,424.00
	Apartment	0	\$0.00	0	\$0.00
	Barn	0	\$0.00	1	\$80,000.00
	Building - Non-Residential	2	\$170,000.00	4	\$3,629,000.00
	Condo	0	\$0.00	0	\$0.00
	Deck	10	\$92,050.00	25	\$153,188.00
	Demolition	4	\$9,002.00	20	\$66,652.00
	Fence	9	\$33,532.00	21	\$82,692.76
	Footing/ Foundation	13	\$34,000.00	31	\$87,132.00
	Garage	3	\$111,350.00	16	\$373,850.00
	Manufactured Home	3	\$251,000.00	24	\$1,738,012.00
	New Home	20	\$2,143,000.00	36	\$5,093,358.00
	Other	6	\$60,163.00	27	\$1,036,763.30
	Pool - Above Ground	1	\$2,800.00	3	\$19,600.00
	Pool - In Ground	0	\$0.00	0	\$0.00
	Repair/Replace - Non-Residential	1	\$400.00	3	\$200,700.00
	Repair/Replace - Residential	5	\$16,100.00	10	\$36,817.44
	Roofing	13	\$396,209.61	45	\$823,879.61
	Shed	7	\$30,925.00	16	\$62,000.00
	Siding	1	\$10,000.00	9	\$229,830.45
Sign	3	\$14,430.00	10	\$68,871.19	
Windows	4	\$23,239.50	11	\$105,950.25	
Electrical Permits	Electrical Underground	3	\$3,200.00	18	\$33,100.00
	Generator	0	\$0.00	1	\$7,360.00
	Meters	4	\$6,999.99	11	\$16,899.99
	Service	6	\$17,935.00	22	\$44,735.00
	Solar Electric System	1	\$15,000.00	5	\$67,507.02

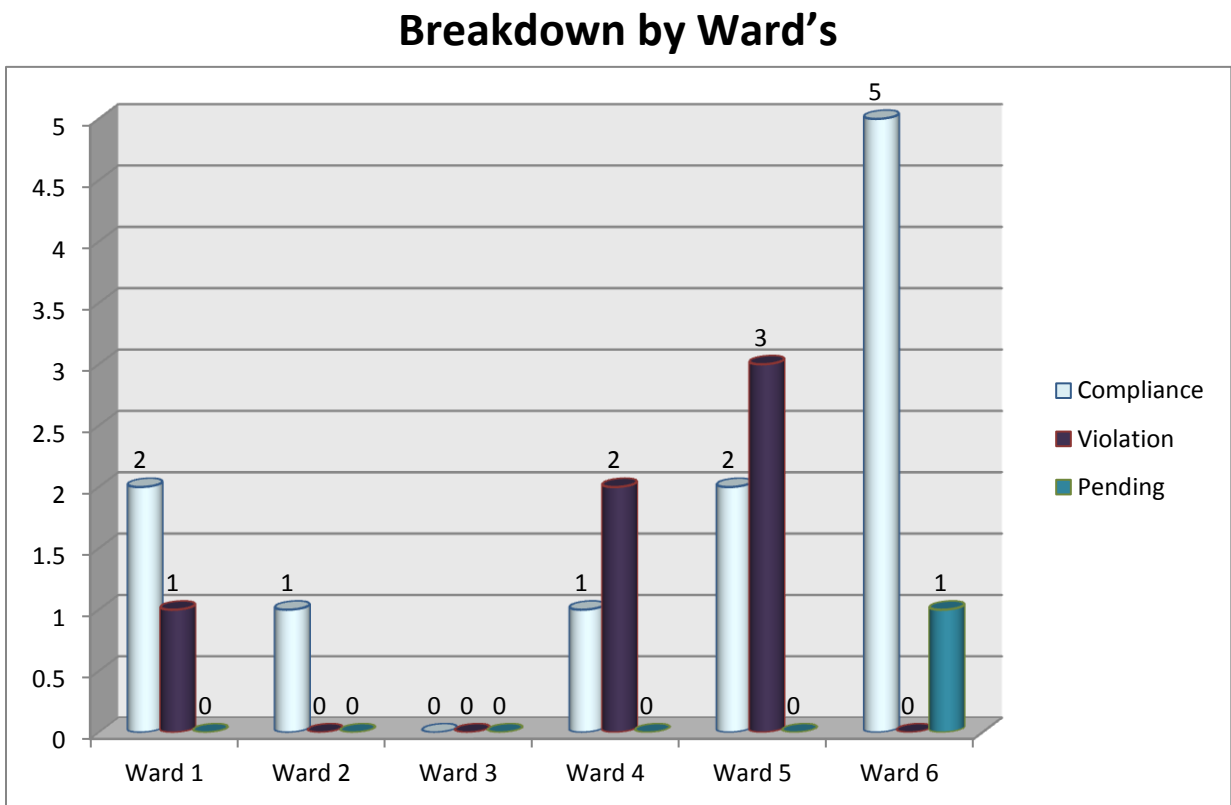
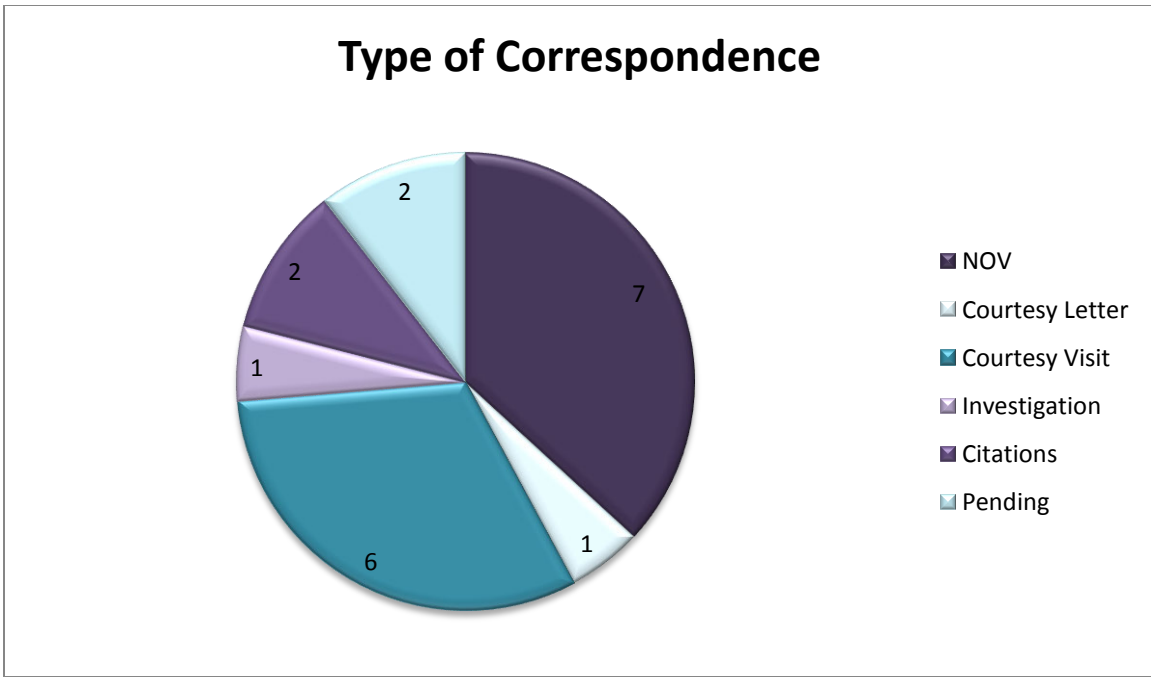
End of Month Council Report

	Temp Service	1	\$500.00	1	\$500.00
	Wiring	32	\$519,749.98	111	\$987,995.95
FireAlarm Permits	Fire Alarm Permit	4	\$85,795.00	14	\$150,265.00
FireSuppression Permits	Fixed Fire Suppression System	0	\$0.00	1	\$30,000.00
Mechanical Permits	Air Conditioning	3	\$84,304.00	14	\$246,239.00
	Furnace/Boiler	16	\$82,142.00	32	\$260,619.00
	Gas Line	2	\$2,600.00	11	\$46,635.00
	Gas Piping	6	\$3,650.00	21	\$82,222.00
	Heating	9	\$59,400.00	22	\$140,169.00
	Hot Water Heater	1	\$400.00	3	\$6,500.00
	Mechanical Underground	0	\$0.00	0	\$0.00
	Other	3	\$6,288.00	11	\$15,763.00
	Pressure Testing	3	\$975.00	4	\$1,375.00
	Propane Tank	3	\$1,070.00	15	\$17,489.05
	Sheet Metal Work	0	\$0.00	0	\$0.00
	Tank Installation	8	\$16,225.00	33	\$164,964.00
	Ventilation	0	\$0.00	1	\$45,000.00
	Plumbing Permits	Plumbing	16	\$88,193.00	75
Water Heater		1	\$2,000.00	6	\$11,991.00
Sprinkler Permits	Fire Sprinkler Systems	3	\$37,400.00	18	\$210,115.00
	Total Permit Issued	240	\$5,660,053.08	802	\$19,066,509.01

September 2017 Monthly Report

For the month of August Code Compliance dealt with 19 properties that had compliance or zoning issues for a total of 37 documented issues. All of property owners in these cases received either a Courtesy Notice or a formal Notice of Violation asking for them to bring their property into compliance, of the 19 properties 8 of them have been closed and have come into compliance, and 11 of them are pending. Of the 22 issues that were pending from August, 3 of them have been closed and brought into compliance and 19 are still being investigated.





Respectfully Submitted,

Joseph Devine

Compliance Officer



City of Rochester, New Hampshire
Department of Building, Zoning & Licensing Svcs
31 Wakefield Street * Rochester, NH 03867
(603) 332-3508 * Fax (603) 509-1912
Website: www.rochesternh.net

Zoning Monthly Report

September 2017

Cases:

2017-07 Scrap Safe Inc, applicant for a Special Exception to allow a recycling facility in the general industry district, according to Article 42.22, per table 18-d.

Location: 20 Spaulding Ave. Rochester, NH 03867, 0201-0023-0000, in the Industrial Zone.
Special Exception was granted.

2017-08 Darlene Capalbo, applicant for a Special Exception to allow a home occupation in a multifamily dwelling, according to Article 42.24, section 9.

Location: 257 No Main St. Rochester, NH 03867, 0115-0093-0000, in the R1 Zone.
Special Exception was granted.

2017-09 Corey MacKoul, applicant for a Variance to permit a hair salon in the Residential 2 zone, according to Article 42, per table 18-B.

Location: 147 Wakefield St. Rochester, NH 03867, 0113-0055-0000, in the R2 Zone.
Variance was withdrawn.



City Clerk's Office
 City Hall - First Floor
 31 Wakefield Street, Room 105
 ROCHESTER, NEW HAMPSHIRE 03867-1917
 (603) 332-2130 - Fax (603) 509-1915
 Web Site: <http://www.rochesternh.net>



City Clerk's Report September 2017

Vital Statistics

As reported in the revenue chart below, the City Clerk's staff issued 253 initial copies of vital records, and 135 subsequent copies of vital records. The City Clerk's staff issued 24 Marriage Licenses.

The New Hampshire Division of Vital Records Administration generated the following report of statistics for the City of Rochester:

- 34 babies were reported in Rochester during the month of September, 9 of which were born to Rochester residents
- 24 resident deaths were reported in Rochester
- 11 couples celebrated their wedding ceremonies in Rochester during the month of September.

Revenue – Vital Records/Marriage Licenses

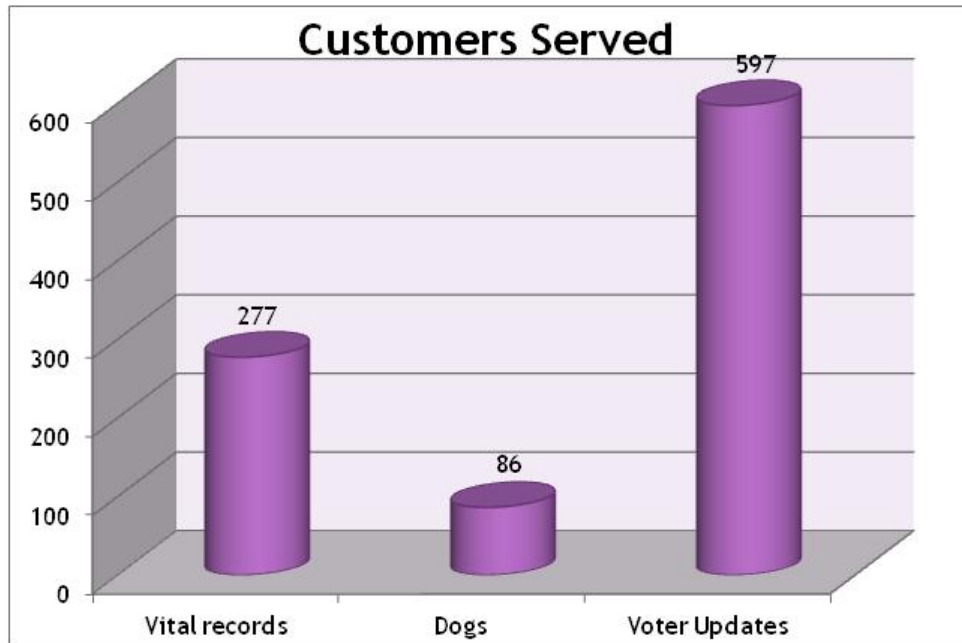
	2016		2017	
	State	City	State	City
Initial/Subsequent copies:	\$2,496	\$2,269	\$2,699	\$2,446
Marriage Licenses:	\$1,075	\$175	\$1,032	\$168
Total:	\$3,571	\$2,444	\$3,731	\$2,614

Dog Licensing

The City Clerk's office licensed 86 dogs during the month of September. Civil Forfeitures were collected in the amount of \$250.00

Codification Status Update

The City Attorney is finalizing the review of the Manuscript (rough draft) of the new City Code. More information will be provided as it becomes available.

Customers Served**Elections**

A Supervisors of the Checklist meeting was held on Thursday September 7, 2017 to update voter registrations. 220 voters were removed from the checklist due to moving out of the city or voter death.

The filing period for the November 7, 2017 Municipal Election closed on Monday September 25, 2017.

All polling locations will remain the same with the exception of Ward 4, which will be moved from the Rochester Home Depot to McClelland School located at 59 Brock Street.

Voter registration summary by party as of September 30, 2017:

Ward	Democrats	Libertarians	Republicans	Undeclared	Totals
1	1,033	1	1,159	1,379	3,572
2	952	0	1,092	1,598	3,642
3	993	2	1,194	1,370	3,559
4	830	1	788	1,611	3,230
5	943	0	1,125	1,353	3,421
6	1,018	0	848	1,214	3,080
Totals:	5,769	4	6,206	8,525	20,504

Staff Development

City Clerk Kelly Walters and Deputy City Clerk Cassie Givara attended a 3-day long conference in North Conway hosted by the New Hampshire City and Town Clerk's Association. The conference curriculum included training on recent election law changes.

Respectfully submitted,

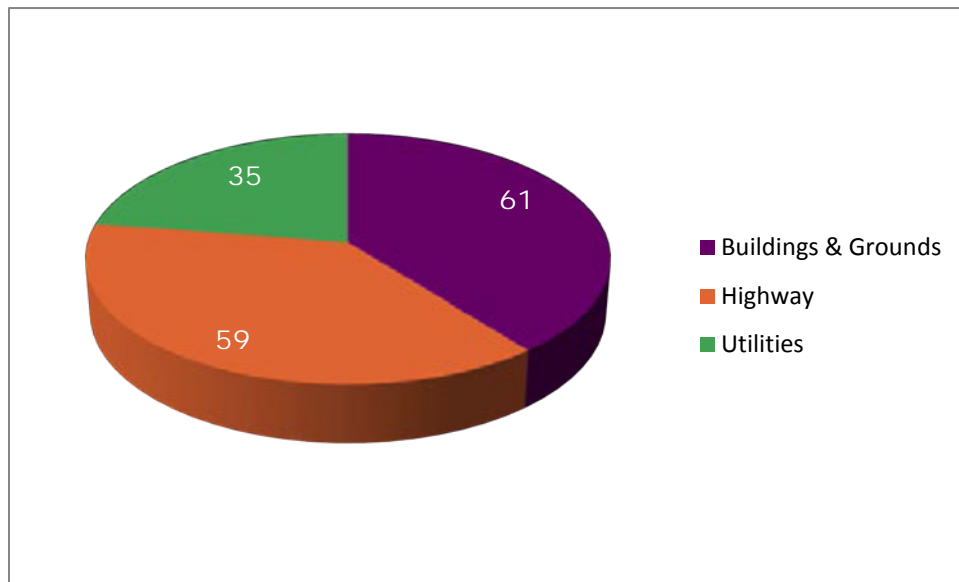
Cassie Givara
Deputy City Clerk

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City Clerk's Office

ROCHESTER DEPARTMENT OF PUBLIC WORKS MONTHLY REPORT FOR SEPTEMBER 2017

The Department of Public Works responded to 155 requests for Service in the month of September. The Highway Division had 59 requests that ranged from trimming back brush, pothole and traffic light issues and other misc request. The Utilities Division responded to 35 requests that included calls for water and sewer connection inspections, manhole and drain cover repairs and other misc concerns. The Buildings and Grounds Division had 61 requests which included plumbing repairs, electrical repair, numerous moving requests and requests for supplies.



DPW Service Requests September 2017

HIGHWAY, FLEET MAINTENANCE

- Replaced 18 inch culvert on Four Rod road.
- Cleaned out and inspected catch basins throughout the city.
- Installed catch basin and 60 feet of 12 inch drain pipe then paved swale to catch basin on Violet Court.
- Painted crosswalks and arrows throughout the city.
- Patched pavement on Weeping Willow Drive & Four Rod Road after drainage repairs
- Clean up brush and debris behind Congress St parking lot (Water Street).
- Staff was at the Brickyard property for 2 days to dig test pits.
- Completed ditch work on Bickford Road.
- Hauled 400 tons of winter sand from Brox Industries.
- Staff continued to work on brush trimming in multiple areas.
- Roadside graveling was completed at numerous locations.
- Fleet division continues to work on state inspection.

Left Photo- Four Rod Road Drainage Repair



Right- Violet Court Catch Basin Installation



UTILITIES DIVISION

- Dig Safe mark-outs of City Utilities (*Daily*)
- Hydrant Painting continues
- 7 tons of asphalt was used to patch water cuts.
- Hydrant Flushing – Uni direction flushing has begun
- Jetting and Vacuuming of Problematic Gravity Systems (*Monthly*)
- Staff responded to 3 Sewer Back ups
- Water Infrastructure Excavations, Repairs & Maintenance
- Staff has abandoned, cut, capped Cap the water main that crossed private properties on Olde Farm Lane and Leonard Street.
- One service repair was performed
- Six Curb-stops were repaired
- One hydrant was installed and five were repaired
- There were 7 water installation inspections and 4 sewer installation inspections



Paving on Weeping Willow Drive

BUILDINGS AND GROUNDS DIVISION

- Completed installation of mini splits in City Hall in the upstairs office spaces.
- Completed the remodel of the new Human Resources office in City Hall. This included new wall finishes, painting and new trim, removing windows and making them

operational by installing new ropes and attaching counter weights. Staff removed old carpet and the contractor installed the new.

- B& G also moved all furniture and files from Human Resources office upstairs to the new location.
- Remodeling has begun in the old Human Resource space. This space will become the office of the Chief Information Officer (CIO) and the Municipal Information Systems (MIS) Staff.
- The City Hall Custodian is working on detailed cleaning of the wood work on stairwells in preparation for additional wood work to be completed.
- Deteriorated steps at City Library have been repaired and contractor is working on the walkway drainage.
- Installed new cat 6 cables at PD, City Hall, Community Center, DPW, Water Plant, and the Waste Water Plant from server rooms to the areas that will receive the new time clock associated with the Time and Attendance System Project.



Prepping Walls in Old Codes Office



Detailed cleaning of the woodwork at City Hall

WASTEWATER TREATMENT DIVISION

Staff continues to work with the coalition of communities on related wastewater and Great Bay Estuary issues. The Annual industrial pretreatment inspections at Waste Management, Inc. and Frisbie Memorial Hospital have been completed with a NHDES representative present. These two facilities also renewed their industrial pretreatment discharge permits. The Western Avenue pump station has reached final completion and all systems are working well. Consulting engineers continue to work on the automation project. Staff has collected the in-house Cocheco

River nutrient samples. The 2016 Cocheco River Assessment Report has been finalized. Staff attended Southeast Watershed Alliance meeting as well as state sponsored training classes. The draft WWTP energy evaluation is currently being reviewed. Annual herbicide application has been applied to the the rip-rap areas at the WWTP. The WWTP Hosted NWWPCA permit committee meeting. All required testing for the EPA and State has been completed and submitted. Staff performed preventative and corrective maintenance on equipment, machinery and instrumentation. Average effluent flow for the month was 1.996 million gallons per day (MGD). Percent of design flow = 39.7%. Percent of design flow for 2017 = 67.7%. Precipitation for the month = 2.75". Precipitation for 2017 = 32.66".

WATER TREATMENT DIVISION

Treated water volume for the month of September was approximately 50.5 million gallons from the surface water treatment plant and 12.3 million gallons from the well. All water quality testing and monitoring was completed in accordance with NHDES requirements. We are pleased to report that the City of Rochester again met and exceeded all State and Federal standards for drinking water. Annual IOC/SOC/VOC sampling was performed this month; all results are within primary standards and are available online or upon request. The triennial lead and copper results are below action levels for this sampling period. Watershed inspections were conducted on Round, Tufts, Berry, and Oxbow Ponds. The monthly rainfall measured 2.8 inches at the Reservoir. The diversion screen required additional cleanings due to runoff. Round Pond levels are approximately 1 foot below maximum; all other reservoirs are at capacity. Several two and four legged interlopers were found traversing the watershed and subsequently asked to move on. Equipment and grounds maintenance was performed at the plant, the well, and all tanks and pump stations. The Rochester Hill active mixer was replaced by the manufacturer. Maintenance at the well included repairs to the phosphate mixer and general housekeeping. Maintenance at the 64 Strafford Road facility included repairs to the pilot activated carbon feed line and replacement of the treated caustic feed pump. The progressive tubing model used will reduce operational costs and improve delivery rates. Also completed was the initial startup of the heating system, repairs to the raw water vacuum prime system, and generator preventative maintenance was completed at several locations. Our contracted vendor, Wilson Controls, has begun design and implementation planning for the main logic controller replacement. Wright Pierce Engineering and Wilson Controls conducted a site visit at the main facility and pump stations to draft a mechanical and controls design memorandum for future upgrades. Divers inspected and cleaned the raw water intake and air scour lines; supply line replacement is the likely repair option. Staff conducted additional distribution sampling to gather baseline data for directional flushing. The Utilities Division with help from other department staff is implementing the fall hydrant flushing program and they all attended an informative planning meeting at the WTP to review techniques and methods. The first week of valve operation and uni-directional flushing has been successful.



Eroded/failed air scour line



Rochester Hill's new Active Mixer



Free additional storage at Oxbow courtesy of the Busy Beavers

ENGINEERING

- **Surface Water Treatment Plant Upgrades:** Construction is substantially complete. Final items to be completed in the next month.
- **Salmon Falls Road/Milton Road Water and Sewer (EDA Project):** Construction of sewer and water infrastructure continues. Project completion, including final pavement overlay, is anticipated in October 2017.
- **Franklin St./Western Ave. Area Improvements:** Construction continues on Western Avenue and the numbered streets for water, sewer, and drainage infrastructure. A change order has been processed that adds to the scope of work the completion of Third, Fourth, and

Fifth Streets, as well as Adams Avenue between Third and Franklin Streets. Project completion has been extended to August 2018.

- **Colonial Pines Sewer Extension:** The construction project includes pipe-jacking a sewer under the Spaulding Turnpike from Railroad Ave. to Birch Drive began in April. The pipe-jacking continues; the sleeve pipe diameter changed from 42-inch to 24-inch due to site conditions. Pipe-jacking is now anticipated to be completed in October; however, construction of the sewer infrastructure may continue into November 2017. Funding of future phases of this multi-phased sewer extension program has been included in the CIP budget over the next few years.
- **Pavement Maintenance & Rehabilitation:** The recent Pavement Condition Assessment included a 5-year proposed program that was presented to the Public Works & Buildings Committee (PWC) in May 2017. Paving list for FY18 includes the following streets: Wakefield, City Hall Municipal Parking Lot, Dry Hill, Eastern, Lagasse, Wilfred, Chestnut, Irish, Osborne, Scott, Pray, Lisa, Stonewall, and the streets in the Woodman/Myrtle project area. This work began in September with the paving of streets in the Woodman/Myrtle project area. Streets proposed for pavement rehabilitation with the SB38 funds include: Clow Court, Nadeau Drive, portions of Portland Street and Sampson Road, and Woodside Lane.
- **Columbus Avenue (Rte. 125) Pedestrian Bridge:** The new pedestrian bridge was opened in February 2016. Temporary sidewalk approaches to the bridge are planned to be replaced with more permanent sidewalk and railings. This project was advertised for bids and bids were received in May; however, only one bid was received. DPW is considering how to complete the construction.
- **Dewey Street Pedestrian Bridge:** Construction of the replacement bridge began in September. Construction duration is expected to be two months.
- **Strafford Square Roundabout:** Design continues. Bidding of the roundabout construction contract is now anticipated for 2018. Prior to that contract and in preparation for that construction, a utility infrastructure contract is anticipated to be bid for construction in 2018.
- **Water Treatment Plant Low Lift Pump Station Upgrade:** Design is at 90%. This project is scheduled to be advertised for bids in late fall/early winter 2017 and be constructed in spring 2018.
- **Fieldstone Village MHP Master Meter:** Construction of water main and associated appurtenances necessary for the installation of a master meter and master backflow prevention device for this manufactured home park began in September. Construction is anticipated to be completed in October 2017.

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City Clerk's Office

Economic & Community Development Management Report

September 30

2017

The City of Rochester is one of the fastest-growing cities in the Seacoast region. As a growing retail and entertainment destination, the dynamic and expanding business climate is attributed to the proud manufacturing history of the area, a renewing downtown district and the thriving aerospace and advanced composites manufacturing sectors.

City of Rochester,
New Hampshire

Management Report Written by Jennifer Murphy Aubin, Executive Secretary



Karen Pollard, Economic Development Manager
Strategic Planning, Networking & Boards
International Economic Development Council (IEDC)

Manager Pollard attended the international conference, in Toronto, Canada, which draws practitioners, site selectors, retailers and real estate developers to attend networking and training events.

Manager Pollard held meetings with Select USA, which is a U.S. government-wide program housed in the International Trade Administration at the United States Department of Commerce. Since its inception, SelectUSA has facilitated more than \$22.5 billion in investment, creating and/or retaining thousands of U.S. jobs. The mission is to facilitate job-creating business investment into the United States and raise awareness of the critical role that foreign direct investment (FDI) plays in the U.S. economy. SelectUSA helps companies of all sizes find the information they need to make decisions; connect to the right people at the local level; and navigate the federal regulatory system. SelectUSA also assists U.S. economic development organizations to compete globally for investment by providing information, a platform for international marketing, and high-level advocacy. <https://www.commerce.gov/tags/selectusa>

Strategic Planning

The Rochester Economic Development Commission (REDC) discussed adjustments to Zoning, along with final review to the RKG Consultant's strategic plan. An event to share the final report will be in the coming months.

Northeastern Economic Development Association (NEDA) Awards Committee Chair

Manager Pollard chairs the awards committee of the NEDA, which has the organizational philosophy is that economic development is inseparably intertwined with both community development and the leveraging of community assets to drive change. Some of the award categories include recognizing a Project of the Year, Program of the Year, and the Richard Kelso Educator of Year.

Bureau of Business Affairs

Manager Pollard met with State of NH official Michael Bergeron to discuss the State of New Hampshire's departmental reorganization of the Department of Resources and Economic Development (DRED) as of July 1, 2017. The reorganization is the result of Governor Sununu's efforts to refocus the divisions of Economic Development and Travel & Tourism Development into the Department of Business and Economic Affairs. The Department of Cultural Resources is being combined with the Division of Parks and Recreation and Division of Forest & Lands to form the Department of Natural and Cultural Resources.

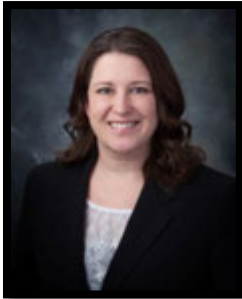
Manager Pollard also spoke to Mr. Bergeron about the site selection search for the future location of Amazon Headquarters, including assessing the available business incentives, properties and our citing our business friendly environment with past projects, including SAFRAN/Albany International.

Incentives & Zoning
The Ridge Phase II & Zoning

Manager Pollard led several meetings with Waterstone Retail regarding potential Zoning and Tax Increment Financing (TIF) district changes.

Properties**Granite State Business Park**

Manager Pollard has a letter of interest for land in the Granite State Business Park.



Jenn Marsh, Economic Development Specialist

Community Enhancement**Way Finding**

The way finding committee met for the final meeting before the BETA Group presents at the October City Council Workshop. BETA presented one of their final versions for the logo, the shape and sizes of the signs and to start preparing the placement of signs around the City.

Rochester Farmer's Market

The Farmers Market celebrated the final month of the 2017 season. The September Market recognized the contribution of our Strafford County veterans, with identification, by providing a \$20 voucher spend on the season's bounty. The Vouchers for Veterans Program represents approximately \$11,000 in vouchers distributed over the course of four weeks.



Planning the 2018 Farmer's Market will begin shortly to ensure

participation of the best vendors and a successful market.

Rochester Main Street Welcomes New Executive Director

Specialist Marsh met with Angela Mills, the newly appointed Main Street Director to spend a few hours introducing her to downtown businesses, which coincided with the Business Retention visits Special Marsh schedules throughout the year. As community partners, with an aligned mission to improve the downtown corridor, it is beneficial to continue our support, advocacy and assistance to the new Director as she transitions to her role within the community. Discussion topics with local business owners included how to improve downtown events, marketing and other Main Street projects.

All Main Street 2017 calendar events will remain the same. There are two projects on hold, the newsletter and the mission of Sidewalk Talks, which the Executive Director and the Board of Directors will be evaluating the best way to move forward that meets the needs of the downtown businesses. Director Mills is currently revising the newsletter, with an update launch soon. <http://www.rochestermainstreet.org/>

New Business Activity

Specialist Marsh is working closely with a few potential downtown businesses, one of which has already secured space at 22 North Main Street and will open a gallery/boutique featuring New Hampshire arts and crafts from

local artisans. The owner is inspired by the Jenny Wren Gallery business model. The owner has strong connections with the League of New Hampshire Craftsmen with a strong inventory pipeline from artist.

The other potential business has not yet signed leases or filled out a projective narrative.

Economic Development staff has also been talking to a number of developers about properties around the City and assisting them in the application process. The properties include downtown buildings as well as Route 11.

New Business Opening – Red Alert Skateboard Shop & Indoor Skateboard Park

Red Alert Skateboard Shop & Indoor Skateboard Park opened on September 11th at 54 Allen Street. Prior to their move to Rochester, owner Edward DuClos and his staff were located in Dover for 17 before moving to Rochester. <http://www.fosters.com/news/20170929/red-alert-skateshop-moves-to-lilac-city>

Departmental Cross Training

Technical Review Group - Viewpoint

TRG staff held a Viewpoint training to help TRG members understand how to efficiently use the program. Prior to installing the software, individual staff members wrote comments on letterhead with the Planning Department combining the full report. Staff is now able to efficiently enter their comments in the Viewpoint program, reducing staff time in preparing the report, while increasing transparency between departments in real time to quickly identify issues. This provides excellent communication between departments, the client and the project. In addition, the Planning department is able to generate a comprehensive, organized report to deliver to the Planning Board.



Jennifer Murphy Aubin, Executive Secretary

Executive Aubin designed an advertisement and edited Manger Pollard's Letter of Welcome for Stuff Magazine, a career oriented magazine and online platform targeted to a statewide student audience from middle school, high school and community colleges. In mid-September, and

in collaboration with Zenagui and the NH MEP, we will release a publication that will reach EVERY middle school, high school, technical school, community college, college and university across the State of NH.

The sole focus is to offer a new light and understanding of advanced manufacturing and to build the workforce of tomorrow, through relatable stories, cool STUFF made here in NH and immediate opportunities for those entering the workforce or just looking to learn more about it!

With so many firms are growing, average industry pay is impressive, yet too many manufacturing firms are experiencing a difficult time recruiting talented workers to their company.



Despite the positives, the old, negative image of manufacturing still exists.

Our goal is to address that image - and participate in a tool for the State's manufacturers, as well as schools, to show what they do, and share the opportunities, available to next generation of workers to develop a career path within the manufacturing industry.

We're producing a new publication we're calling "*STUFF Made in New Hampshire*". We've been working with middle schools, high schools, technical schools and the college systems, to distribute this to thousands of students this fall, as well as a prominent presence during Manufacturing Month. In addition it will be mailed to all NH Manufacturers, as well as to workforce training centers, chambers of commerce, etc.

We're also proud to say, this initiative has been vetted and endorsed by Jeff Rose of the Division of Resources and Economic Development, the NH Career & Technical Schools, the Department of Education, the Community College System of NH and so many others across the State of NH.

There are SCHOOL PROFILES - allowing Technical, College & University's to tell a comprehensive story of success throughout their Manufacturing programs & initiatives:

- Added a marketplace for intern, extern & shadow opportunities at NH manufacturers - to be followed with updated monthly online newsletters.
- Redesigned the manufacturer profiles to be more student friendly and engaging
- Created a digital edition with links, as well as a monthly e-newsletter & blog
- Added a feature on summer programs & camps

Copies of the new magazine featuring Rochester will be distributed throughout the City.

Going Green – Scanning Files

Executive Aubin has an ongoing file project to scan, save and label the economic development files, along with cataloguing the historical publications that show Rochester's business and community past.

Signs – Wayfinding Projects

Granite State Business Park



Executive Aubin designed the signs promoting sites at GSBP and is working on an October installation timeline.

Economic Revitalization Zones (ERZ)

With the new Economic Development website name and updated QR code, a square, black and white graphic which enables visitors, businesses and site selectors to scan the code on their smart phones leading directly to the Properties tab on the new site, the ERZ signs need to be updated. Executive Aubin is creating the new QR Code and researching companies to create the new decals.



Julian Long, Community Development Coordinator
Community Development Coordinator Report
Prepared and submitted by the Community Development Coordinator

The Committee did not meet this month. There will be a combine report the following month.



City of Rochester, New Hampshire

Economic & Community Development

151 Wakefield Street, Rochester NH 03867

(603) 335-7522 www.RochesterEDC.org

Date: August 25, 2017

To: Rochester City Council
Rochester Planning Board

From: Karen Pollard, Economic Development Manager

CC: Dan Fitzpatrick, City Manager
Blaine Cox, Deputy City Manager
Terence O'Rourke, City Attorney

Re: WHY Rochester Should Consider Expanding Rental Housing Opportunities

Thank you for the opportunity to present the Rochester Economic Development Commission's (REDC) suggestions for increasing rental housing opportunities through zoning map changes as well as allowing some limited residential apartments in the Granite Ridge Development District. The REDC is pleased to begin the conversation and to have the opportunity to discuss the future of Rochester's residents as well as business community.

The Economic Development Strategic Plan is in Final Draft form and is being presented September 21 to the REDC Board Members. RKG has done an outstanding job of analyzing the present economic conditions and the implications of continuing on that path if we do not take action to change. The continuing loss of workforce in the age groups of 25 – 44 will impact business attraction as well as retention of existing firms. An opportunity to begin to retain and attract this age group begins in developing rental units with modern amenities. A special focus on placing rental units near shopping, dining and entertainment relates specifically well in the context of two areas of the city – the Granite Ridge District as well as more concerted efforts on converting obsolete offices on upper floors into urban-style apartments. A selection of data from the RKG Draft Report and online sources are included with this memo.

Please take the time to read the few pages from the Strategic Plan Update, some key areas have been highlighted and there are several important points to consider as you set a path for Rochester to grow in the future. Attracting a new workforce and families is an important component to a healthy and vibrant city.

It is up to the City of Rochester to decide what to do about adding desirable rental housing as well as how to deal with a substantial amount of obsolete or substandard housing inventory. The REDC is going to continue to support the work of the City Council and Planning Board, and participate in the process.



http://www.bestplaces.net/compare-cities/dover_nh/rochester_nh/housing August 25, 2017

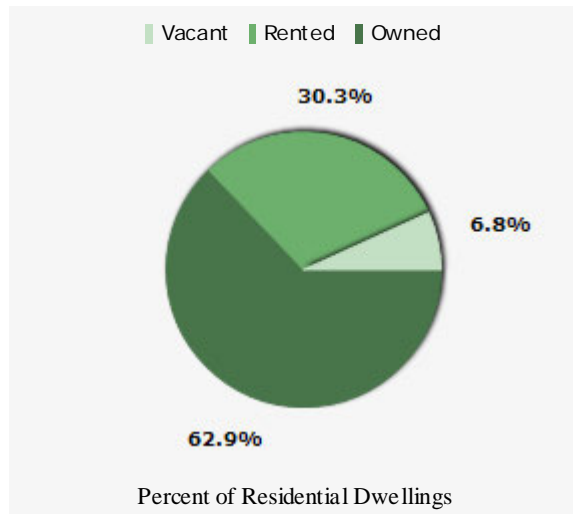
Homes are 40.9% more likely to be rented in Dover than in Rochester.

Home Appr. Last 12 months	1.00%	5.28%
Home Appr. Last 5 yrs.	-5.20%	8.86%
Home Appr. Last 10 yrs.	-21.88%	-7.13%
Property Tax Rate	\$23.35	\$23.35
Homes Owned	58.23%	47.41%
Housing Vacant	8.99%	6.40%
Homes Rented	32.78%	46.19
<i>*Appr. = Appreciation</i>	Rochester	Dover

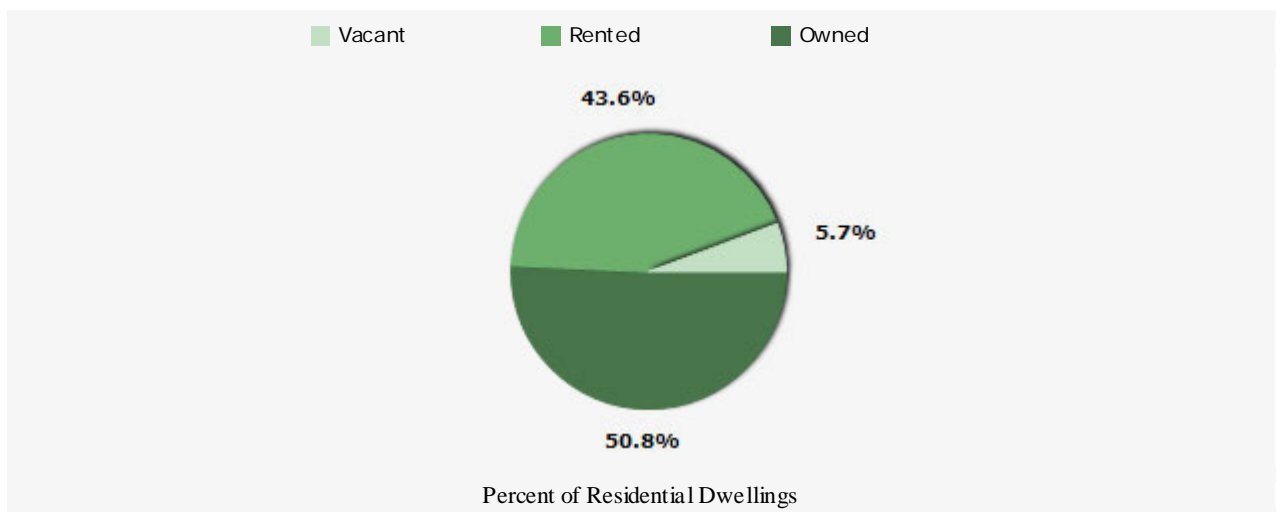
AVG RENT FOR HOME OR APARTMENT		
	Rochester, NH	Dover, NH
Studio Apartment	\$847	\$810
1 Bedroom Home or Apartment	\$947	\$910
2 Bedroom Home or Apartment	\$1,163	\$1,120
3 Bedroom Home or Apartment	\$1,443	\$1,390
4 Bedroom Home or Apartment	\$1,593	\$1,540

http://newsletter.homeactions.net/archive/full_article/10732/5590497/1382932/53 Aug. 25, 2017

Rochester Housing Inventory



Dover Housing Inventory



I. PLAN SUMMARY

The City of Rochester, New Hampshire, through its Economic Development Commission, has retained RKG Associates, Inc. (RKG) to assist in preparing an update to their 2005 economic development strategy (2005 Plan). This current plan offers a continuation of the 2005 Plan, acknowledging its accomplishments and identifying remaining challenges, in consideration of the current and foreseeable economic and market opportunities that may present themselves to the City. This current plan, as with the 2005 Plan, is intended to serve as a guideline of goals and actionable implementation items that the City of Rochester may undertake to ensure its continued economic growth and business diversity while fostering a high quality of life for the City's residents and business communities.

A. Key Findings

This section presents the summary key findings from this economic plan update. analysis. The research and findings on which these are based are presented in greater detail throughout other sections of this report.

- **Population** – The population of Rochester increased by 1,250 persons during the last census decade, at a rate lagging both Strafford County and the state. All three areas experienced an increase in the population 65 and older, and this cohort is projected to continue to grow. Conversely, all three areas realized a loss of the 25- to 44-year cohort, although some growth is projected for each during the 2016 to 2021 time-period. Both Rochester and the state experienced a loss of population under the age of 20 during the last census decade and Strafford County realized a small increase. This trend is expected to continue for both geographies over the 2016 - 2021 time-period.
 - **Implications** – The projected growth in the population aged 65 and older indicates a possible increase in demand for smaller homes, possible assisted living housing, and an increase in demand on supportive services (both City and private) for older residents. The loss of population among the 25- to 44-year cohort results in fewer family formations and potentially a diminished demand among first-time homebuyers, suggesting an opportunity for growth in the rental housing market. The loss of the young population has implications for the Rochester school system too, and although reflects a decline in the family formation population, may also relate to the inability to hold onto the City's youth once they have graduated (as occurring throughout many New Hampshire communities).
- **Education** – There was a near 40 percent increase in the population aged 25 and older with college degrees in Rochester during the last census decade, exceeding similar growth for either Strafford County or the state. Despite this growth, the percent of the total population aged 25 and older with a college degree remains around 30 percent for the City of Rochester, as compared to 40 percent for the county and the state. Although accounting for less than one percent of the population aged 25 and older, those with no

schooling have increased over the last census decade and are projected to continue to increase for all three geographies.

- **Implications** – Continued growth in the college educated population results in an educated workforce available for employment in the City and throughout the county. While there is competitively priced housing in Rochester compared with other Seacoast communities, many of the amenities associated with modern urban living are less than competitive. Younger workers coming out of college are looking to live and work in environments that include these amenities. This presents a disadvantage for Rochester in retaining and attracting residents with college degrees.
- **Housing** – Rochester experienced an increase of 1,520 housing units over the last census decade and nearly 930 households (i.e., occupied housing units), indicating an increase of nearly 600 vacant units. The increase in the number of vacant units in Rochester was nearly 148 percent, well ahead of the increase experienced across the county or statewide and may reflect a surplus of obsolete housing (since the other major source of vacant housing is seasonal, which is not prevalent in Rochester). The projected growth rate in vacant units for the city also exceeds that for either the county or the state.
 - **Implications** - Although all three geographies are projected to realize continued growth in households they are also projected to realize continued growth in vacancies (i.e., older housing units that may have become obsolete). For the City of Rochester this may manifest itself in a disinvestment in the housing stock, possibly creating opportunities for assembly of properties for other replacement development, for example in the downtown.
- **Income and Values** – Over the last Census decade, median household income in the City of Rochester increased but at a rate less than inflation. While incomes did increase overall, the fact that they did not keep up with inflation resulting in no real growth. Median household income growth for the county and the state both exceeded 24 percent but also fell short of inflation (26.6 percent) as measured by the CPI. All three areas realized a decline in the number of households earning less than \$50,000 and are projected to continue to do so. The county and state are also projected to see a decline in households in a middle-income range of \$50,000 to \$100,000, while Rochester is projected to experience a modest increase. Despite experiencing an increase in the median housing value over the 2000 to 2010 time-period, Rochester is projected to experience a decline in housing values (2010 to 2021) unlike the county or the state.
 - **Implications** – The projected decline in median housing values in Rochester may, in part, reflect the changing demographic (age) mix of residents along with income affordability issues. This may also be related to the increase in vacancies and potential disinvestment.
- **Employment** – Over 2015 and 2016 the unemployment rate for the City of Rochester declined from 4.4 percent to 2.2 percent, moderately above or below the county average, but always less than the state average. Typically, five percent unemployment is considered as full-employment. The City of Rochester makes up about one-fourth of the employment in Strafford County and one-fourth of the number of businesses. However, Rochester comprises 40 percent of the countywide retail employment.

- **Implications** – Nearly one-third of the jobs in Rochester are in lower wage sectors of retail trade, accommodations, and food services. This compares with approximately 22 percent countywide. While this designates Rochester as a destination location for retail and other similar services, it also restricts job growth opportunities, spending power, and homeownership opportunities for many workers/residents.
- **Commuting** – Slightly more than one-third of Rochester residents who are in the labor force worked in the City in 2010. Overall, Rochester was a net exporter of employment by nearly 2,700 workers. In 2010, approximately 40 percent of the 12,590 jobs in Rochester were held by Rochester residents. Conversely, around 60 percent of the jobs in Rochester were held by out-of-City commuters.
 - **Implications** - The approximate 3,800 workers that commute into Rochester for employment may find the City a desirable alternative for a place of residence, providing appropriate properties are available, affordable and complete with the amenities of modern urban lifestyle such as a diversity of shops, services, access to dining and entertainment and the like. Similarly, residents who currently leave the city to work can serve to augment business retention and attraction efforts.
- **Residential Sector** – Over the 2010 to 2015 time-period the number of residential permits in Rochester favored single-family units over multi-family units by an approximate 3:2 margin. The median selling price of single-family homes in Rochester increased by \$11,300 as compared to \$15,000 for the county and \$13,000 for the state over the same time-period. In 2016, per MLS (multiple listing service data for the real estate sector of the economy), approximately 80 percent of the single-family homes in Rochester sold in less than 60-days.
 - **Implications** – The changing demographics of the City suggest a need and opportunity for increased rental housing or smaller, empty-nester housing. Existing housing (three bedrooms are preferred) typically sell within two months of being placed on the market. The selling prices in Rochester represent a 20 to 25 percent discount relative to Strafford County, on one hand reflecting competitive prices, but also perhaps reflecting an older inventory ready for updating (for example, approximately 56 percent of the statewide housing stock was built prior to 1990, as compared with 78 percent of the housing stock in Rochester).
- **Retail Sector-** Rochester is a net importer of more than \$180 million in consumer spending. Despite this, there are some sectors where the City does not meet local demand including furniture/furnishings and apparel/accessories.
 - **Implications** – Downtown Rochester has a strong base of restaurants, typically out-pacing local demand by \$9 million, but there are a limited number of stores for everyday shopper's goods, which help to generate multi-destination shopping. The unmet market demand for such goods as furnishings and apparel equate to opportunities for smaller downtown storefronts thereby increasing occupancy and diversifying the mix, however, retail development generally follows residential development and an increase in downtown population is required to accommodate an increase in downtown retail. Another caveat is

that an increase in downtown retail (and a broader mix of store types) would likely be led by home-grown entrepreneurs as opposed to regional or national chains.

- **Office and Industrial Sectors** – CB Richard Ellis (CBRE) reported a near 32 percent vacancy in the Rochester office market (base of 577,600 SF) in 2015 which is more than three times the vacancy rate for the overall Seacoast market and for the state, despite very competitive asking rents. The Rochester industrial marketplace is comprised of about 2.1 million square feet of space, of which around 8 percent is vacant. This is slightly more than the Seacoast, but less than the state. Like the office market, industrial asking rents for Rochester are very competitive at less than \$10 per square foot (SF).
 - **Implications** – While the City continues to “land bank” for future office and industrial development (primarily the latter) it may also need to revisit the existing inventory of available space with property owners, to identify any inadequacies or inefficiencies that may be hindering marketability.

1. Financial Tools and Incentives

The City of Rochester has several economic revitalization zones (ERZs) established throughout the City (maps appear in the Appendix). The ERZ is a tax credit program whereby short-term business tax credits are available for development projects that meet specific criteria and are located within designated areas. The following offers a summary overview of ERZs.¹

¹ Summary provided by the City of Rochester, for additional information refer to State of New Hampshire RSA 162-N

IV. REAL ESTATE CONDITIONS

Trends in the residential and non-residential real estate markets for the City of Rochester are offered first, including a comparison of real estate indicators with the county and the state. This is followed by a discussion of trends and existing conditions in the commercial sector (office and industrial) and develops estimates of future employment growth and resulting demand for additional SF of non-residential space by selected industry sector.

A. Residential

Trends in residential building permit activity, sales and gross rents are presented next for the city of Rochester and contrasted, where appropriate, to Strafford County and the state.

1. Building Permit Activity

As reported by the New Hampshire Office of Energy and Planning, between 2010 and 2015 there were 151 building permits issued for single-family construction in Rochester (Table 8), resulting in a 2.3 percent increase from 2010. In comparison, over the same time period, there was a 3.1 percent increase in Strafford County representing 908 units. Over the 2010 to 2015 time-period, the single-family permits in Rochester, as a percent of the county, declined nominally but still accounted for about one-fifth of the countywide permit activity. Strafford County’s representation of the state held constant at 7.6 percent despite a faster growth rate in the county. In terms of multi-family permit activity Rochester realized an increase of 2.4 percent, similar to that for single family permits. The growth rate in the city for multi-family permits lagged that of the county, at 4.2 percent, and the state, at 3.4 percent. Over the time period the representation of multi-family permits in the city relative to the county, and in the county relative to the state, remained more or less constant. Preliminary information provided by the City of Rochester Planning Department indicates that approvals have been granted (since 2013) for slightly more than 400 additional residential units.

Table 8 – Residential Permit Activity

Residential Permit Activity (units)	Rochester		Strafford County		New Hampshire		City as % of County		County as % of State	
	Single Family Units	Multi Family Units	Single Family	Multi Family Units	Single Family	Multi Family Units	Single Family	Multi Family	Single Family	Multi Family
2010 Base	6,622	4,349	29,485	17,127	389,662	188,724	22.5%	25.4%	7.6%	9.1%
2010	20	31	159	63	1,546	740	12.6%	49.2%	10.3%	8.5%
2011	20	-	164	133	1,307	765	12.2%	0.0%	12.5%	17.4%
2012	39	-	144	41	1,368	1,174	27.1%	0.0%	10.5%	3.5%
2013	-	-	116	190	1,579	794	0.0%	0.0%	7.3%	23.9%
2014	27	24	151	200	1,828	1,457	17.9%	12.0%	8.3%	13.7%
2015	45	51	174	99	1,877	1,490	25.9%	51.5%	9.3%	6.6%
2015 Base	6,773	4,455	30,393	17,853	399,167	195,144	22.3%	25.0%	7.6%	9.1%
# Δ 2010 to 2015	151	106	908	726	9,505	6,420	16.6%	14.6%	9.6%	11.3%
% Δ 2010 to 2015	2.3%	2.4%	3.1%	4.2%	2.4%	3.4%	na	na	na	na

Source : NH Office of Energy and Planning (OEP) and RKG Associates (2017)

2. Selected Sales Activity

From 2010 through the 3rd quarter of 2016, the median selling price of Rochester homes increased from \$165,000 to \$176,300, or by \$11,300 (6.8 percent) as indicated in Table 9. During the same period the median selling price of homes across all of Strafford County increased by 7.7 percent or \$15,000; and by six percent or \$13,000 statewide. The median selling price in Rochester typically accounted for around 75 to 85 percent that for the county indicating that while Rochester housing prices are at a competitive price point to the county, they may also reflect an older housing stock.

Table 9 – Median Selling Price for Residential

ALL Homes by Year	Rochester		Strafford County		New Hampshire		City as % of County	County as % of State
	Median Sales Price	% Δ Sales Price (prior)	Median Sales Price	% Δ Sales Price (prior)	Median Sales Price	% Δ Sales Price (prior)	Sales Price	Median Sales Price
2010	\$ 165,000	na	\$ 195,000	na	\$ 215,000	na	84.6%	90.7%
2011	\$ 150,000	-9.1%	\$ 186,000	-4.6%	\$ 207,000	-3.7%	80.6%	89.9%
2012	\$ 145,000	-3.3%	\$ 187,900	1.0%	\$ 205,000	-1.0%	77.2%	91.7%
2013	\$ 150,000	3.4%	\$ 200,000	6.4%	\$ 220,000	7.3%	75.0%	90.9%
2014	\$ 148,700	-0.9%	\$ 210,000	5.0%	\$ 219,000	-0.5%	70.8%	95.9%
2015	\$ 155,000	4.2%	\$ 205,000	-2.4%	\$ 221,000	0.9%	75.6%	92.8%
2016 (1)	\$ 176,300	13.7%	\$ 210,000	2.4%	\$ 228,000	3.2%	84.0%	92.1%
Average Annual % Δ in Sales Price 2010 - 2016		1.1%		1.2%		1.0%		

Source : NHHFA Purchase Price Database and RKG Associates (2017)

(1) Reflects data for January through August of 2016

MLS (multiple listing service) data provided by the City of Rochester (Table 10) indicates that in 2016 there were 661 listings of single-family residential properties for sale and that 521 (or 79 percent) sold within an average 72-days on the market. The average selling price was \$161,700 for all units (regardless of bedroom count). Of the units unsold, the average asking price was \$205,946 or 27 percent greater than the average selling price.

Table 10 – MLS Data for 2016 – City of Rochester, NH

Residential Sales Activity - City of Rochester, NH (2016)	Total Listings	Total Sold	% Sold	Avg \$ Sold	Days on Market	Avg List \$ of Unsold	Unsold \$ / Sold \$
Single Family Units							
1 BR Units	13	7	53.8%	\$ 77,214	38	\$ 103,104	133.5%
2 BR Units	173	125	72.3%	\$ 92,824	55	\$ 121,388	130.8%
3 BR Units	351	300	85.5%	\$ 175,438	68	\$ 212,818	121.3%
4 BR Units	99	74	74.7%	\$ 217,585	108	\$ 261,271	120.1%
5+ BR Units	25	14	56.0%	\$ 231,716	158	\$ 276,122	119.2%
TOTAL	661	521	78.8%	\$ 161,699	72	\$ 205,946	127.4%

Source : City of Rochester, NH and RKG Associates, Inc. (2017)

3. Gross Rent Indicators

The median gross rent in Rochester increased by 6.6 percent, or \$61, over the 2010 to 2016 time-period (Table 11) from \$929 to \$990. The estimated average annual increase was 1.1 percent. This is somewhat less than the estimated annual average increase in Strafford County, at 1.8 percent, and well below that estimated for the state at 2.4 percent. In general, the median gross rent in the city mirrors that for the county.

Table 11 – Median Gross Rent for Residential

Median Gross Rent - ALL Units by Year	Rochester		Strafford County		New Hampshire		City as % of County	County as % of State
	Median Rent	% Δ Median Rent (prior)	Median Rent	% Δ Median Rent (prior)	Median Rent	% Δ Median Rent (prior)	Median Rent	Median Rent
2010	\$ 929	na	937	na	\$ 980	na	99.1%	95.6%
2011	\$ 932	0.3%	\$ 935	-0.2%	\$ 984	0.4%	99.7%	95.0%
2012	\$ 969	4.0%	\$ 950	1.6%	\$ 1,005	2.1%	102.0%	94.5%
2013	\$ 959	-1.0%	\$ 942	-0.8%	\$ 1,018	1.3%	101.8%	92.5%
2014	\$ 1,000	4.3%	\$ 974	3.4%	\$ 1,037	1.9%	102.7%	93.9%
2015	\$ 982	-1.8%	\$ 992	1.8%	\$ 1,069	3.1%	99.0%	92.8%
2016	\$ 990	0.8%	\$ 1,043	5.1%	\$ 1,133	6.0%	94.9%	92.1%
Average Annual % Δ in Median Rent 2010 - 2016		1.1%		1.8%		2.4%		

Source : NHMFA Residential Rental Cost Survey and RKG Associates (2017)

V. LAND USE AND TAX BASE CONDITIONS

The following reviews selected land use and tax base characteristics in the City of Rochester.

A. Land Use and Tax Base

RKG received a copy of the City of Rochester Assessor's data for review and thematic analysis (Table 18 and Figure 1), indicating the following:

- There are 12,891 parcels of land citywide totaling 26,506 acres and averaging 2.06 acres per parcel. The citywide land value, at \$584.6 million represents 23 percent of the citywide total assessed value of \$2.5 billion. The average acre of land has an assessed value of \$22,050.
 - Residential uses (1 to 3 units) account for 24.5 percent of the citywide land area (acreage) and slightly more than 52 percent of the total citywide value. At an average size of 0.63-acres, these residential properties are about 31 percent of the citywide average, but the average land value per acre, at \$46,700 is more than double the citywide average acreage value.
 - Multifamily (and congregate) uses account for 256 parcels and 361-acres of land (1.4 percent of city) and 3.7 percent of the citywide assessed value, at \$92.7 million.
 - Restaurant and retail uses represent 5.6 percent of the citywide value and total \$141.6 million. The average acre has a value of \$109,420 or nearly five times the citywide average.
 - Industrial uses account for 976-acres of land and contribute \$98.1 million to the citywide assessed value, or nearly four percent.

Table 18 – City of Rochester, NH Selected Land Uses and Tax Base Metrics

Selected Land Uses	Parcel Count	Acres	% of City	Average Acreage	Land Assess	Avg. \$ per Acre	TOTAL Assess	% of City	Unit Count
Residential (1 -3 units)	10,252	6,490	24.5%	0.63	\$302,929,600	\$46,674	\$1,320,139,400	52.1%	11,059
Multifamily or Congregate	256	361	1.4%	1.41	\$13,354,300	\$37,032	\$92,720,200	3.7%	1,978
Mixed Use	318	7,643	28.8%	24.03	\$43,469,789	\$5,688	\$169,232,989	6.7%	816
Restaurant / Retail	120	326	1.2%	2.72	\$35,650,800	\$109,418	\$141,579,300	5.6%	370
Auto Centric	68	146	0.5%	2.14	\$15,089,700	\$103,617	\$35,511,200	1.4%	67
Office / Bank	108	74	0.3%	0.68	\$6,168,100	\$83,579	\$43,545,000	1.7%	159
Industrial	48	976	3.7%	20.34	\$51,231,052	\$52,478	\$98,055,452	3.9%	86
Subtotal these Uses	11,170	16,015	60.4%	1.43	\$467,893,341	\$29,216	\$1,900,783,541	75.0%	14,535
CITY Totals	12,891	26,506	na	2.06	\$584,551,943	\$22,054	\$2,534,414,443	na	16,294

Source : City of Rochester Assessor and RKG Associates, Inc. (2017)

As presented in Figure 1, the City's industrial land is generally clustered and on the peripherals of the city. However, there are numerous industrial uses in "smaller pockets" of the city and abutting residential and other non-industrial uses.

FINANCE COMMITTEE

Agenda Item

10/12/17

Agenda Item Name: Monthly Financial Statements Summary – as of September 30, 2017.

For the full detail report, click here: [September 2017 Financial Detail Report](#)

Revenues Summary – General Fund, Enterprise Funds

<u>ACCOUNT DESCRIPTION</u>	<u>REVISED ESTIM REV</u>	<u>ACTUAL YTD REVENUE</u>	<u>REMAINING REVENUE</u>	<u>% COLL</u>
11031 CITY CLERK REVENUE	\$ 105,320.00	\$ 29,436.15	\$ 75,883.85	27.9
11051 ASSESSORS REVENUES	\$ -	\$ 86.50	\$ (86.50)	100.0
11061 BUSINESS OFFICE REVENUE	\$ 55,000.00	\$ 58,660.69	\$ (3,660.69)	106.7
11062 BUSINESS OFFICE REVENUE	\$ 1,000.00	\$ -	\$ 1,000.00	0.0
11071 TAX COLLECTOR REVENUE	\$ 30,204,907.00	\$ 14,205,531.11	\$ 15,999,375.89	47.0
11081 GENERAL OVERHEAD REVENUE	\$ 4,454,804.00	\$ 824,145.78	\$ 3,630,658.22	18.5
11082 GENERAL OVERHEAD REVENUE	\$ 1,441,166.00	\$ -	\$ 1,441,166.00	0.0
11091 PUBLIC BLDGS REVENUE	\$ -	\$ 269.25	\$ (269.25)	100.0
11101 PLANNING	\$ 16,250.00	\$ 5,623.07	\$ 10,626.93	34.6
11201 REV LEGAL OFFICE	\$ 50,000.00	\$ 12,507.50	\$ 37,492.50	25.0
12011 POLICE CITY REVENUE	\$ 287,139.00	\$ 47,803.70	\$ 239,335.30	16.6
12021 FIRE CITY REVENUE	\$ 17,350.00	\$ 1,922.13	\$ 15,427.87	11.1
12022 FIRE STATE REVENUE	\$ 13,500.00	\$ -	\$ 13,500.00	0.0
12031 DISPATCH CENTER	\$ 60,290.00	\$ 60,289.44	\$ 0.56	100.0
12041 CODE ENFORCEMENT REVENUE	\$ 393,110.00	\$ 141,278.38	\$ 251,831.62	35.9
13011 PUBLIC WORKS REVENUE	\$ 41,250.00	\$ 10,675.63	\$ 30,574.37	25.9
13012 STATE HIGHWAY SUBSIDY	\$ 530,930.00	\$ 188,143.64	\$ 342,786.36	35.4
14011 WELFARE REVENUE	\$ 6,500.00	\$ -	\$ 6,500.00	0.0
14021 RECREATION REVENUE	\$ 128,000.00	\$ 73,587.16	\$ 54,412.84	57.5
14031 LIBRARY REVENUE	\$ 16,290.00	\$ 3,485.00	\$ 12,805.00	21.4
1000 GENERAL FUND	\$ 37,822,806.00	\$ 15,663,445.13	\$ 22,159,360.87	41.4
<u>ACCOUNT DESCRIPTION</u>	<u>REVISED ESTIM REV</u>	<u>ACTUAL YTD REVENUE</u>	<u>REMAINING REVENUE</u>	<u>% COLL</u>
5001 WATER ENTERPRISE FUND	\$ 6,177,568.00	\$ 418,260.41	\$ 5,759,307.59	6.8
5002 SEWER ENTERPRISE FUND	\$ 7,920,913.00	\$ 579,845.19	\$ 7,341,067.81	7.3
5003 ARENA ENTERPRISE FUND	\$ 601,492.00	\$ 75,979.50	\$ 525,512.50	12.6

Note: Water and Sewer Fund Revenues Collected appear to fall short by one quarter each fiscal year until final quarterly billings are posted in September of the following fiscal year.

Expenditures – General Fund, Enterprise Funds

<u>ACCOUNT DESCRIPTION</u>	<u>REVISED BUDGET</u>	<u>YTD EXPENDED</u>	<u>ENCUMBRANCES</u>	<u>AVAILABLE BUDGET</u>	<u>% USED</u>
11000051 CITY MANAGER	\$ 443,619.00	\$ 94,692.96	\$ 43,583.47	\$ 305,342.57	31.20
11012351 ECONOMIC DEVELOPMENT	\$ 478,569.00	\$ 113,968.12	\$ 38,361.28	\$ 326,239.60	31.80
11020050 MUNICIPAL INFORMATION	\$ 605,662.00	\$ 120,166.00	\$ 21,715.50	\$ 463,780.50	23.40
11030051 CITY CLERK	\$ 298,925.00	\$ 69,534.47	\$ 41,874.42	\$ 187,516.11	37.30
11040050 ELECTIONS	\$ 32,519.00	\$ 1,843.85	\$ 711.60	\$ 29,963.55	7.90
11050070 ASSESSORS	\$ 443,600.00	\$ 101,617.39	\$ 36,887.94	\$ 305,094.67	31.20
11060051 BUSINESS OFFICE	\$ 526,898.00	\$ 137,940.36	\$ 1,445.40	\$ 387,512.24	26.50
11063151 HUMAN RESOURCES	\$ 163,882.00	\$ 31,574.18	\$ 3,412.22	\$ 128,895.60	21.30
11070070 TAX COLLECTOR	\$ 349,555.00	\$ 84,697.86	\$ 2,339.37	\$ 262,517.77	24.90
11080050 GENERAL OVERHEAD	\$ 701,518.00	\$ 183,611.21	\$ 17,418.00	\$ 500,488.79	28.70
11090050 PB CITY WIDE 50	\$ 642,421.00	\$ 134,600.16	\$ 15,234.12	\$ 492,586.72	23.30
11090051 PB CITY HALL 51	\$ 52,781.00	\$ 10,771.25	\$ 9,941.39	\$ 32,068.36	39.20
11090052 PB OPERA HOUSE 52	\$ 40,724.00	\$ 10,776.42	\$ 3,695.08	\$ 26,252.50	35.50
11090054 PB CENTRAL FIRE 54	\$ 10,717.00	\$ 2,584.61	\$ 3,729.68	\$ 4,402.71	58.90
11090055 PB GONIC FIRE 55	\$ 10,213.00	\$ 2,959.36	\$ 3,429.37	\$ 3,824.27	62.60
11090056 PB LIBRARY 56	\$ 19,303.00	\$ 8,691.90	\$ 7,879.09	\$ 2,732.01	85.80
11090057 PB DPW GARAGE 57	\$ 11,973.00	\$ 4,309.50	\$ 5,082.51	\$ 2,580.99	78.40
11090059 PB ER FIRE STATION 59	\$ 750.00	\$ 46.03	\$ -	\$ 703.97	6.10
11090061 PB HISTORICAL MUSEUM	\$ 1,600.00	\$ 120.00	\$ 770.00	\$ 710.00	55.60
11090063 PB HANSON POOL 63	\$ 5,005.00	\$ 829.51	\$ 214.40	\$ 3,961.09	20.90
11090064 PB GONIC POOL 64	\$ 7,380.00	\$ 474.70	\$ 169.70	\$ 6,735.60	8.70
11090065 PB EAST ROCHESTER POO	\$ 2,650.00	\$ 414.69	\$ 44.70	\$ 2,190.61	17.30
11090068 PB GROUNDS 68	\$ 7,460.00	\$ 1,129.26	\$ 200.00	\$ 6,130.74	17.80
11090069 PB DOWNTOWN 69	\$ 17,000.00	\$ 4,867.47	\$ 759.01	\$ 11,373.52	33.10
11090070 PB REVENUE BUILDING 7	\$ 21,847.00	\$ 5,171.43	\$ 3,744.85	\$ 12,930.72	40.80
11090071 PB PLAYGROUNDS 71	\$ 1,590.00	\$ -	\$ -	\$ 1,590.00	0.00
11090075 PB NEW POLICE STATION	\$ 22,267.00	\$ 6,320.31	\$ 7,491.11	\$ 8,455.58	62.00
11090077 PB OLD POLICE STATION	\$ 36,119.00	\$ 4,307.62	\$ 2,943.48	\$ 28,867.90	20.10
11102051 PLANNING	\$ 382,398.00	\$ 81,949.22	\$ 7,617.72	\$ 292,831.06	23.40
11200051 LEGAL OFFICE	\$ 576,345.00	\$ 113,209.47	\$ 4,577.83	\$ 458,557.70	20.40
12010053 PD ADMINISTRATIVE SER	\$ 1,902,607.00	\$ 368,808.60	\$ 62,761.84	\$ 1,471,036.56	22.70
12012453 PD PATROL SERVICES	\$ 4,758,186.00	\$ 988,317.85	\$ -	\$ 3,769,868.15	20.80
12012553 PD SUPPORT SERVICES	\$ 415,523.00	\$ 87,583.33	\$ -	\$ 327,939.67	21.10
12020054 FIRE DEPARTMENT	\$ 4,398,331.00	\$ 914,016.32	\$ 37,967.74	\$ 3,446,346.94	21.60
12020055 FIRE DEPT 55 GONIC SU	\$ 28,556.00	\$ 1,892.50	\$ -	\$ 26,663.50	6.60
12020754 CALL FIRE	\$ 31,082.00	\$ -	\$ -	\$ 31,082.00	0.00
12030153 DISPATCH CENTER	\$ 752,814.00	\$ 170,183.05	\$ 7,427.96	\$ 575,202.99	23.60
12040051 CODE ENFORCEMENT	\$ 579,216.00	\$ 138,833.37	\$ 4,182.40	\$ 436,200.23	24.70
12050050 AMBULANCE	\$ 57,945.00	\$ -	\$ -	\$ 57,945.00	0.00
13010057 PUBLIC WORKS	\$ 2,083,684.00	\$ 440,656.26	\$ 462,310.49	\$ 1,180,717.25	43.30
13010957 WINTER MAINTENANCE	\$ 476,806.00	\$ -	\$ 57,950.00	\$ 418,856.00	12.20
13020050 CITY LIGHTS	\$ 239,000.00	\$ 46,166.35	\$ 1,437.97	\$ 191,395.68	19.90
14010051 WELFARE	\$ 467,177.00	\$ 90,655.60	\$ 11,222.58	\$ 365,298.82	21.80
14022072 RECREATION ADMINISTRA	\$ 608,545.00	\$ 125,579.63	\$ 7,179.27	\$ 475,786.10	21.80
14022150 RECREATION PLAYGROUND	\$ 86,181.00	\$ 70,527.08	\$ 168.59	\$ 15,485.33	82.00
14022250 RECREATION POOLS	\$ 81,536.00	\$ 58,235.01	\$ 35.00	\$ 23,265.99	71.50
14030056 LIBRARY	\$ 1,203,985.00	\$ 286,071.74	\$ 31,911.39	\$ 886,001.87	26.40
15000051 COUNTY TAX	\$ 6,308,218.00	\$ -	\$ -	\$ 6,308,218.00	0.00
17010051 TRANSFERS/PAYMENTS DE	\$ 4,090,020.00	\$ 1,317,464.55	\$ -	\$ 2,772,555.45	32.20
17030050 OVERLAY	\$ 92,256.00	\$ 12,248.58	\$ -	\$ 80,007.42	13.30
17040051 TRANSFER TO CIP & OTH	\$ 3,245,848.00	\$ 502,900.00	\$ -	\$ 2,742,948.00	15.50
1000 GENERAL FUND	\$ 37,822,806.00	\$ 6,953,319.13	\$ 969,828.47	\$ 29,899,658.40	20.90
ENTERPRISE FUNDS					
<u>ACCOUNT DESCRIPTION</u>	<u>REVISED BUDGET</u>	<u>YTD EXPENDED</u>	<u>ENCUMBRANCES</u>	<u>AVAILABLE BUDGET</u>	<u>% USED</u>
5001 WATER ENTERPRISE FUND	\$ 6,177,568.00	\$ 968,182.69	\$ 102,679.15	\$ 5,106,706.16	17.30
5002 SEWER ENTERPRISE FUND	\$ 7,920,913.00	\$ 2,144,458.23	\$ 126,014.23	\$ 5,650,440.54	28.70
5003 ARENA ENTERPRISE FUND	\$ 601,492.00	\$ 148,341.41	\$ 16,850.59	\$ 436,300.00	27.50

80-01114



Planning & Development Department
City Hall Annex
33 Wakefield Street
ROCHESTER, NEW HAMPSHIRE 03867-1917
(603) 335-1338 - Fax (603) 335-7585
Web Site: <http://www.rochesternh.net>

Planning Board
 Conservation Commission
 Historic District Commission
 Arts & Culture Commission

PLANNING & DEVELOPMENT DEPARTMENT MONTHLY REPORT FOR SEPTEMBER 2017

The Planning Board and Historic District Commission (HDC) held regular meetings in September. The Conservation Commission and the Arts & Culture Commission did not meet in September. The discussions/agenda items from the regular meetings of the Planning Board and HDC are summarized below. The Planning Board also held a workshop meeting in September. Due to the amount of applications we processed in September, the Board worked on two continued applications and found two new applications incomplete so they were not accepted. The Board also had discussions on withdrawn applications, surety and inspections, proposed Zoning Ordinance Amendments, and a discussion on possibly adopting some water efficiency regulations.

The month of September was an all around busy month for the Planning & Development Department. In addition to the meetings listed within this report, the Planning Staff attended variety of other meetings throughout the month. These include, but are not limited to the Strafford Metropolitan Planning Organization's Technical Advisory Committee, the City's Technical Review Group, Minor Site Plan reviews, Viewpoint software training, a NHDOT scoping meeting on a proposed development at the old Thompson Center Arms, various site visits for Planning Board approval follow-up and pre-construction meetings, the Northern New England Chapter of the American Planning Association annual conference in Vermont, a Rochester Listens meeting on the Riverwalk, a meeting for Wings & Wheels, a Wayfinding Committee follow-up meeting, Rochester Rotary, Life Safety Committee meeting, the Self Directed IT team meeting, a meeting regarding 38 Hanson Street, a webinar held by NHMA on MS4 permits, a Personnel Advisory Board meeting for a new position in the Planning & Development Department, a meeting with SRPC on economic development, and various meetings with consultants, developers, citizens, and other City staff. The Planning & Development Department also held a department staff meeting in September. In addition, the staff worked on and submitted the Annual Report for FY2017. All three departments in the Annex Building hosted SRPC for a luncheon so they could tour the new building and so we could exchange information on what each organization is working on. The Planning Board agenda for October will be another very busy one with both new applications and continued applications. We have been very happy with our new offices and spent our first month in the newly renovated building. While there are a few minor issues that still need to be worked on in the building, the new offices are working great and have been well received by staff and the public we serve.

APPLICATIONS REVIEWED BY THE PLANNING BOARD

Anna Fazekas Rev Trust & Ervin Fazekas Rev Trust, Flat Rock Bridge Road (by Berry Surveying & Engineering) Extension request to an approved site plan. Case# 210 – 64 – HC/R1 – 16 **EXTENSION**

Larry Boire, 301 Washington Street Conditional Use Permit for wetland crossing. Case# 247 – 22 – A – 17 **APPROVED**

Abiquiu, LLC, 664 Columbus Avenue Conditional use permit to allow a yoga studio. Case# 132 – 15 – NMU – 17 **APPROVED**

LAARS Heating Systems Co., 20 Industrial Way (by CLD Consulting Engineers Inc.) Conditional use permit for wetland buffer. Case# 230 – 19 – I – 17 **APPROVED**

RIGZ Enterprises, LLC, 17 Signal Street (by CLD /Fuss & O'Neill) Site plan to construct a 1,000 SF building addition. Case# 120 – 19 – DC – 17 **APPROVED**

Fidae Azouri & Suzie Fakhoury, 172 Milton Road (by Berry Surveying & Engineering) 2-Lot subdivision. Case# 205 – 127 – HC – 17 **APPROVED**

Casaccio RE Holdings, LLC, 48 & 58 Farmington Road (by Berry Surveying & Engineering) Design review for a 10,000 SF expansion. Case# 216 – 6&7 – GRD – 17 **PRELIMINARY**

Real Estate Advisors Inc., 24 Jeremiah Lane (by Berry Surveying & Engineering) 53-Lot subdivision for single and duplex housing. Case # 223 – 21 – A – 16 **CONTINUED TO 10/2/2017**

Makris R.E. Development, LLC, Chesley Hill Road & Donald Street (by Beals Associates) 51-Lot subdivision. Case# 137 – 9&10 – R1 – 17 **CONTINUED TO 10/2/2017**

Makris R.E. Development, LLC, Chesley Hill Road & Donald Street (by Beals Associates) Lot line revision. Case# 137 – 9&10 – R1 – 17 **CONTINUED TO 10/2/2017**

Amaral Revite, 361-381 North Main Street (by Bohler Engineering) Site plan to construct a 2,600 sq ft restaurant with drive thru. Case# 114 – 7 – HC – 17 **INCOMPLETE**

Amaral Revite, 361-381 North Main Street (by Bohler Engineering) 2-Lot subdivision. Case# 114 – 7 – HC – 17 **INCOMPLETE**

APPLICATIONS REVIEWED BY THE CONSERVATION COMMISSION

The Conservation Commission did not meet in September.

APPLICATIONS REVIEWED BY THE HISTORIC DISTRICT COMMISSION

The Historic District Commission met on September 13, 2017 in the City Hall Annex conference room. The HDC welcomed new member Matt Wyatt to the Commission. The HDC had three applications that were approved.

- **Rochester Performing Arts Center**, 32 North Main Street, wall sign, façade changes, and lighting, Case# HDC 121-13-DTC-17.
- **Residential, 64 Wakefield Street**, Certificate of Approval for fence. Case #HDC 121-385-DTC-17
- **Joshua Guptel**, 12 Union Street, Application for Certificate of Approval for window sign, Case # Case #120-394-DC-17.

The HDC also discussed the 38 Hanson Street project at the meeting. They will be presenting to City Council on October 17 at the workshop meeting about other potential uses. Staff Planner Mears also toured the Sullivan house which is being renovated next to the Gafney Home this month.

ARTS AND CULTURE COMMISSION ACTIVITIES

The Arts and Culture Commission did not meet in September.

Respectfully submitted,

James B. Campbell,
Director of Planning & Development

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City Clerk's Office



Memorandum

10/12/17

To: Dan Fitzpatrick, City Manager
Mayor McCarley
Members of the City Council

From: Lauren Krans, Recreation & Arena
Date: October 5, 2017
Re: September Department Report

September Program Counts

Adult Recreation Ice Hockey League	103
Adult Volleyball	145
Circle of Moms	30
Community Coffee	8
Learn To Skate	11
Public Ice Skating	14
Senior Art	27
Senior Breakfast/Cookout	90
Senior Dance Lessons	22
Senior Open Gym	24
Senior Power Hour	156
Senior Walking Tours	3
Senior Yoga Chair	22
Senior Yoga Gentle	23
Spaulding/BCA open Gym	260
September Total	938

Fall Programs

This September our new Program Coordinator, Cindy Lamie, did a wonderful job at publishing our fall program materials both in print and online. Exciting fall programs include Restorative Yoga & Meditation, Teen Yoga, a Senior Pen Pals program, Table Tennis, Fall Youth and Adult Tennis and more. As always, our Fall Newsletter and Senior Calendar are available at www.RochesterRec.com.

Community Connections

Our department continues to build community connections through involvement in various events and committees across the area. Staff members attended the Rochester Performance and Arts Center Grand Opening and have already started promoting this organization's offerings through our website and newsletter. We remain involved participants of the Bridging the Gaps Coalition and are very excited to begin our work with new coordinator, Julie. Our Assistant Director continues to attend the bi-monthly Seacoast Coalition for Youth on Their Own meetings to stay engaged and aware of issues pertaining to at risk youth in our area. Community Coffee continues its success, with multiple Rochester Community Center organizations showing up each month. The group was disappointed to learn that support for new signage in the building and parking lot was denied for the FY18 budget year. Anyone is welcome to attend these meetings the first Tuesday of the month from 9:30-10:15am in Rec Conference Room 2!

Staff Development

All of our staff members continue to grow and expand their skill sets. Our full time staff attended the New Hampshire Parks and Recreation Association State Conference in September. We learned about seasonal hiring best practices, how to effectively train staff and more. Putting our new knowledge to the test, we also hosted two large staff trainings this month: arena staff training and Teen Night staff training. Both events reviewed department policy and procedure with staff to make sure everyone was refreshed for the upcoming seasons.

Teen Connections

Our staff consistently builds connections with local youth, specifically our teen populations. We began a pilot program this September called Spaulding/BCA Open Gym. This program was designed to utilize empty gym space before the busy winter sports season started up. In the month of September alone we saw 260 Spaulding High School students come into the Rec during week days from 230-4pm to exercise in the gym. This consistent presence of teens has allowed us to establish relationships that will further future programming and potentially seasonal hiring. The biggest success-these kids have had a safe, fun place to hang out with healthy adults!



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City Clerk's Office



ROCHESTER FIRE DEPARTMENT

MARK KLOSE
CHIEF OF DEPARTMENT

10/12/17



October 6, 2017

TO: City Manager Dan Fitzpatrick
Mayor Caroline McCarley & City Council Members

MONTHLY REPORT AUGUST 2017

On behalf of the Fire Department, I am pleased to provide you with the following report. It serves as a summary of the activities, projects and programs underway within the department.

DEPARTMENT INFORMATION:

During the month of September the Department responded to 244 calls for service. This represents an increase of 11% from August with 220 runs, as well as an 11% increase from last September at 221 calls. Of the calls this September, there was 1 building fire requiring a first alarm be transmitted, 2 cooking fires, 3 trash fires, 1 Dumpster fire, 1 brush fire, and 2 vehicle fires.

Crews responded to an additional 44 calls for vehicle accidents in September as well. Additionally there were 101 medical calls, with 27 of those calls being attributed to the opiate crisis and one resulting in a fatality. We also responded to 2 calls for mutual aid assistance. The remaining calls included everything from alarm activations, good intent calls, and public service calls, as well as a multitude of various other type calls.

ADMINISTRATIVE STAFF:

We continue to have four Rochester firefighters on active military duty. They are all safe and doing well, as expected. FF JB Riley, FF Kevin Bank, FF Ken Hoyt and FF Darryl Jeffers. We thank them for their service to our Country.

The department recently took delivery of a 2017 Chevrolet Tahoe SUV. This SUV will become a Command/Emergency Management vehicle soon, once radios and lights are installed. The fire department would like to thank the City Council and City Manager for approving the FY 17 CIP for the addition of the vehicle. The department is down one staff vehicle for the Fire Prevention Division.

37 Wakefield Street

Rochester NH, 03867
7545

www.rochfd.org

Tel (603)-335-



ROCHESTER FIRE DEPARTMENT

MARK KLOSE
CHIEF OF DEPARTMENT

10/12/17



Companies responded to Monadnock Lane for a reported structure fire, fire was extinguished by two passersby's.

On September 27th, RFD responded to a significant motor vehicle accident on Washington Street at the Entrance of Lowe's. The patient was heavily entrapped under a delivery vehicle. It took approximately 30-minutes to extricate the patient. Extensive manpower call. Job well done by all involved.

Mutual Aid with Engine 7 (Tanker) to Farmington and Lebanon, ME for structure fires.

Rochester FD would like to congratulate Captain Joe Burns for completing 30 years of service with Rochester FD.

FF. Missy Ayers has submitted her intent to retire letter. FF Ayers has served the City of Rochester and the Rochester Fire Department for 25 years. FF Ayers last day is November 15, 2017. We all would like to wish Missy a happy and healthy retirement.

FIRE PREVENTION:

September brought us the completion of the first two buildings at Indian Ridge located on Squire Lane. These are townhouse style buildings are for rent and the first eight units were issued their occupancy permits. There are 40 more units to go into that project. The NH State Liquor Store is starting to come out of the ground quickly as they are striving for a spring 2018 completion date. We had one structure fire and two separate dumpster fires that required investigating. We have been spending some time this month preparing for Fire Prevention Week and we hope for a great turnout at our Fire Safety Festival on Saturday October 14th from 9-2.

DUTY SHIFT:

Fire Department Training and EMS

Developed and Organized schedule and training packet for 4th Quarter training, with lesson plans and drill guides, including Shift Training Lessons, Company Drills, and Multi-Company Drills.

Developed MAYDAY Checklist for fire scene Commanders

Continued development of driver operator training program

Administrative duties as assigned

37 Wakefield Street

Rochester NH, 03867
7545

www.rochfd.org

Tel (603)-335-



ROCHESTER FIRE DEPARTMENT

MARK KLOSE
CHIEF OF DEPARTMENT

10/12/17



Training

Continued Drills / Rescue of victim under vehicle

Walk throughs of vacated buildings and new construction

All shifts worked on multiple training evolutions with probationary firefighters, to work towards their job performance requirements.

EMERGENCY MANAGEMENT:

No new Emergency Management Preparedness Grants (EMPG) are available at this time.

The FD command staff meet with our NH Emergency Management Field Representative Shawna Morton on September 13, 2017. Discussed continuation of school shelter in place drill scheduled for November.

Respectfully submitted,

Mark E. Klose, Fire Chief

OPERATING BUDGET FY18

FOR 2018 03

	ORIGINAL APPROP	REVISED BUDGET	YTD EXPENDED	MTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
1000 GENERAL FUND							
12021 FIRE CITY REVENUE							
12021 402111 OUTSIDE SERVICES REVE	-15,000	-15,000	-571.95	-571.95	.00	-14,428.05	3.8%*
12021 402157 00505 TANK REMOVAL	-25	-25	-100.00	-50.00	.00	75.00	400.0%
12021 402157 00506 BLASTING	-25	-25	.00	.00	.00	-25.00	.0%*
12021 402157 00507 INCIDENT REPORT	-25	-25	-10.00	-5.00	.00	-15.00	40.0%
12021 402157 00508 F M REPORT	-25	-25	.00	.00	.00	-25.00	.0%*
12021 402157 00509 PHOTOGRAPHS	-25	-25	.00	.00	.00	-25.00	.0%*
12021 402157 00510 CD PHOTOS	-25	-25	.00	.00	.00	-25.00	.0%*
12021 402157 00511 FIRE ALARM PLAN	-500	-500	-581.00	-100.00	.00	81.00	116.2%
12021 402157 00512 SPRINKLER PLAN	-1,000	-1,000	-597.00	-150.00	.00	-403.00	59.7%
12021 402157 00513 COMM HFS/CA	-100	-100	.00	.00	.00	-100.00	.0%*
12021 402157 00514 RE-INSPECTION	-50	-50	.00	.00	.00	-50.00	.0%*
12021 402157 00515 FINE	-50	-50	.00	.00	.00	-50.00	.0%*
12021 402157 17578 FIRE PREVENTION	0	0	-10.00	.00	.00	10.00	100.0%
12021 406201 MISCELLANEOUS REVENUE	0	0	-52.18	.00	.00	52.18	100.0%
12021 406205 FIRE DONATIONS	-500	-500	.00	.00	.00	-500.00	.0%*
TOTAL FIRE CITY REVENUE	-17,350	-17,350	-1,922.13	-876.95	.00	-15,427.87	11.1%
TOTAL GENERAL FUND	-17,350	-17,350	-1,922.13	-876.95	.00	-15,427.87	11.1%
TOTAL REVENUES	-17,350	-17,350	-1,922.13	-876.95	.00	-15,427.87	
GRAND TOTAL	-17,350	-17,350	-1,922.13	-876.95	.00	-15,427.87	11.1%

** END OF REPORT - Generated by Cindi Potts **

Rochester Fire Department

Office of Fire Prevention

30-Sep

Building Fire Code Inspections	26
Building Site Consultation	8
Construction Plan Review	26
Fire Drills	4
Fire Investigations	3
Fire Prevention Education and Training	7
Foster Care / Day Care Inspections	5
Outdoor Burning Inspections	7
Permit of Assembly Inspections	4
Tank Removal / Installation Inspections	1
Training Sessions	3
Woodstove / Pelletstove Appliance Inspection	0
Total	94

FIRE DEPARTMENT CALLS

	August-17		September-17	
	Occurences	Percentage	Occurences	Percentage
Fire/Explosion	6	2.3%	11	4.5%
Overpressure Rupture	1	0.4%	0	0.0%
Rescue Call	122	47.3%	143	58.6%
Hazardous Condition	26	10.1%	17	7.0%
Service Call	43	16.7%	24	9.8%
Good Intent Call	38	14.7%	19	7.8%
False Call	21	8.1%	29	11.9%
Severe Weather	0	0.0%	0	0.0%
Undetermined	1	0.4%	1	0.4%
TOTAL	258	100.0%	244	100.0%

10/12/17

ROCHESTER POLICE DEPARTMENT



PAUL R. TOUSSAINT
Chief of Police

23 WAKEFIELD STREET
ROCHESTER NH, 03867-1933

BUSINESS (603) 330-7127
FAX (603) 330-7159
www.rochesterpd.org

"Dedication, Pride, Integrity"

POLICE COMMISSION

BRUCE E. LINDSAY
Vice Chairman
LUCIEN G. LEVESQUE
Commissioner
DAVID R. STEVENS
Commissioner



October 5, 2017

TO: City Manager Daniel Fitzpatrick

RE: Monthly Report – September 2017

OPERATIONS: Wards 1, 4, 5 and 6 held meetings this period. Julian Long, Community Development Coordinator / Grants Manager for the City attended and discussed his role with the city and some of the programming grants he is currently working on. Other areas discussed included traffic issues on Portland Street, and theft and burglary statistics. There was a generous discussion in a couple of the ward meetings about the drug epidemic, including "park and walk" drug buys, the use of narcan for "free" where other life saving drugs are not available without cost. There were additional concerns reported with the issue of homeless people setting up camps in various neighborhoods. There was a good presence at the Ward 6 meeting. Residents were concerned with a number of issues including burglaries, registered sex offenders, absentee landlords and thefts from motor vehicles.

The investigations bureau had 33 cases sent from patrol for review or investigation. There are currently 80 cases assigned. There were 25 cases presented to the Grand Jury. We logged in 277 pieces of evidence and returned 90 pieces. There were an additional 931 items destroyed. Det. Bourque analyzed 10 phones with the Cellebrite machine. There were 4 sex offender compliance checks completed and 6 pawn shop compliance checks. There were two detective call outs – for a sexual assault and an overdose.

BRIDGING THE GAPS: The new youth to youth program was launched at the middle school. More than 15 students attended the first meetings. They have begun planning for Red Ribbon Week and the Zombie Walk in October. The high school youth to youth does not have any faculty advisors. Julie Perron is working with the school administration on some at risk youth peer to peer programming.

The Police Department will take part in National Drug Take Back day on October 28, 2017 from 10-2 at the Police Department. We will roll out and drive through program for convenience and hopefully even more participation from people.

COMMUNICATIONS: Two specialists attended training related to bullying in the workplace, and how to deal with callers suffering from PTSD. Two other specialists will be attending the APCO conference in Maine in October.

COMP STAT: Motor vehicle work is still down from previous reporting periods. This can be attributed not only to staffing, but an increase in call volume and higher priority calls. Accidents are higher, with the majority coming from retail parking lots or major travel routes through the City. Thefts from motor vehicles, as well as burglaries occurred in a few neighborhoods this period. Suspects were developed and were charged with receiving stolen property. There has not been enough to link them to the actual events at this time.

DIVERSION: Orientation for Teen Night was held this period, with over 30 staff members to discuss safety, protocols and activities. This year the SRO's will also attend Teen nights. Nicole presented to the Somersworth Drug Coalition on current drug trends to help them plan their next steps in their community on providing prevention resources for parents. She also attended a law review session with Lt. Gould and Judge Ashley as recent law changes will affect juvenile prosecution.

HONOR GUARD: The Honor Guard presented the colors at the buddy ball event at Roger Allen Park.

HOUSING: There were 25 police-related calls at the housing complexes. Ten backgrounds were completed for prospective new tenants. Sgt. Babine attended the senior breakfast. Officer Funk continues his patrols on the weekend shift.

K9: The K9 Unit responded to four calls out, all tracks. Three were in Rochester. He also participated in a couple of community events this month.

RENTAL PROPERTY OWNERS ASSOC.: Lt. Bossi attended the recent meeting, discussing the eviction process. There was a discussion on what property owners can do if they suspect a tenant using drugs in a unit. Additional information as provided on firearms laws.

PROSECUTION: In adult court this period there were 149 new cases with 217 charges. Of those there were 49 guilty pleas, 35 not guilty pleas and 40 failed to appear. Of the cases that went before the court there were 20 administrative guilty findings, 22 charges nol prossed as part of plea agreements, and 5 cases were dismissed by the Court. 42 cases were continued.

Juvenile prosecution had 9 arraignments, 4 review hearings and one dispositional hearing. Lt. Gould spent time training with new recruits on prosecution procedures. She also attended a law review session with Nicole Rodler and Judge Ashley as recent law changes will affect juvenile prosecution.

RECOVERY CENTER UPDATE: Coordinator Amanda Pinkham reports activity has increased over the summer, and people are learning about this resource, mostly from word of mouth. They are working on some changes to the Community Access to Recovery program in an effort to reach more people and engage in recovery oriented conversations.

SCHOOL RESOURCE OFFICERS: Lt. Gould met with Sgt. Deluca and the Assistant Superintendent to discuss the upcoming school year.

ADMINISTRATIVE: The date has been pushed back for taking delivery of the new cruisers to late November.

The speed trailer that was struck in a hit and run accident has been evaluated and is a total loss. The board was punctured. We will be going out to bid for a new unit. It is unlikely we will take delivery before winter.

As we have reported, our staffing levels have had a major impact on the overtime line. We are approximately 25% into the fiscal year, and 70% spent when factoring in comp time liability. We also continue to watch certain lines, including cruiser maintenance and also the clothing line which has been impacted due to outfitting all the new officers.

The four officers at the Academy are progressing well. We also have several recruits in various stages of field training and they are on target and progressing as expected.

We hired Julie Perron as the Bridging the Gaps coordinator.

We hired Alexandra Freeman to fill the vacant Crime Analyst position.

FORFEITURE SPENDING: There was no forfeiture spending this period.

EMD USE: There were no Taser displays or deploys this period.

Respectfully Submitted,

Paul R. Toussaint

Paul R. Toussaint
Chief of Police

Rochester Police Department ^{10/12/17} Sept 2017 Comp Stat Report



September 2017 Field Activities

FIELD ACTIVITIES										
	Sep-17	Sep-16	% Change	Aug-17	Jul-17	% Change	YTD 17	YTD 16	% Change	YTD 15
Traffic Stops	395	1005	-61%	317	268	18%	5013	10264	-51%	9838
Arrests from Stops	12	26	-54%	15	10	50%	176	331	-47%	299
Summons	35	58	-40%	16	26	-38%	321	859	-63%	819
Warnings	322	890	-64%	273	223	22%	4353	8859	-51%	8490
No Action	19	18	6%	7	9	-22%	134	230	-42%	249
Accidents	109	75	45%	82	99	-17%	858	736	17%	790
Summons from Accidents	2	3	-33%	2	5	-60%	23	36	-36%	52
Arrests from Accidents	5	3	67%	5	10	-50%	54	28	93%	29
Field Interviews	12	10	20%	9	9	0%	124	172	-28%	177
DWI	5	7	-29%	6	9	-33%	66	66	0%	76
Narcotics	0	3	-100%	1	6	-83%	29	17	71%	29
Alcohol	5	4	25%	5	3	67%	37	41	-10%	47
DWI from Accidents	2	2	0%	3	2	50%	24	25	-4%	18

September 2017 Property Crimes

PROPERTY CRIME - OF's by Incident												
Specific Crimes	Sep-17	Sep-16	% Change	Aug-17	Jul-17	% Change	YTD 17	YTD 16	% Change	YTD 2017 Closure Rate	YTD 2016 Closure Rate	YTD 15
Shoplifting	22	24	-8%	23	20	15%	208	230	-10%	60%	77%	186
Theft from M/V	9	14	-36%	27	35	-23%	158	95	66%	6%	2%	113
All Other Theft	28	34	-18%	49	47	4%	351	342	3%	21%	20%	359
M/V Theft	2	0	0%	1	5	-80%	22	29	-24%	23%	24%	21
Vandalism	34	28	21%	41	47	-13%	330	354	-7%	30%	30%	305
Burglary	13	14	-7%	17	12	42%	85	109	-22%	16%	14%	72
Total Property	108	114	-5%	158	166	-5%	1154	1159	0%	26%	28%	1056
PROPERTY CRIME - AR's by Incident												
Specific Crimes	Sep-17	Sep-16	% Change	Aug-17	Jul-17	% Change	YTD 17	YTD 16	% Change	YTD 2017 Closure Rate	YTD 2016 Closure Rate	YTD 15
Shoplifting	20	12	67%	10	13	-23%	124	176	-30%	60%	77%	141
Theft from M/V	2	1	100%	2	4	100%	10	2	400%	6%	2%	3
All Other Theft	11	6	83%	10	8	25%	72	69	4%	21%	20%	89
M/V Theft	2	0	0%	0	1	-100%	5	7	-29%	23%	24%	9
Vandalism	9	11	-18%	11	15	-27%	98	107	-8%	30%	30%	96
Burglary	2	3	-33%	3	3	0%	14	15	-7%	16%	14%	16
Total Property	46	33	39%	36	44	-18%	323	376	-14%	26%	28%	354

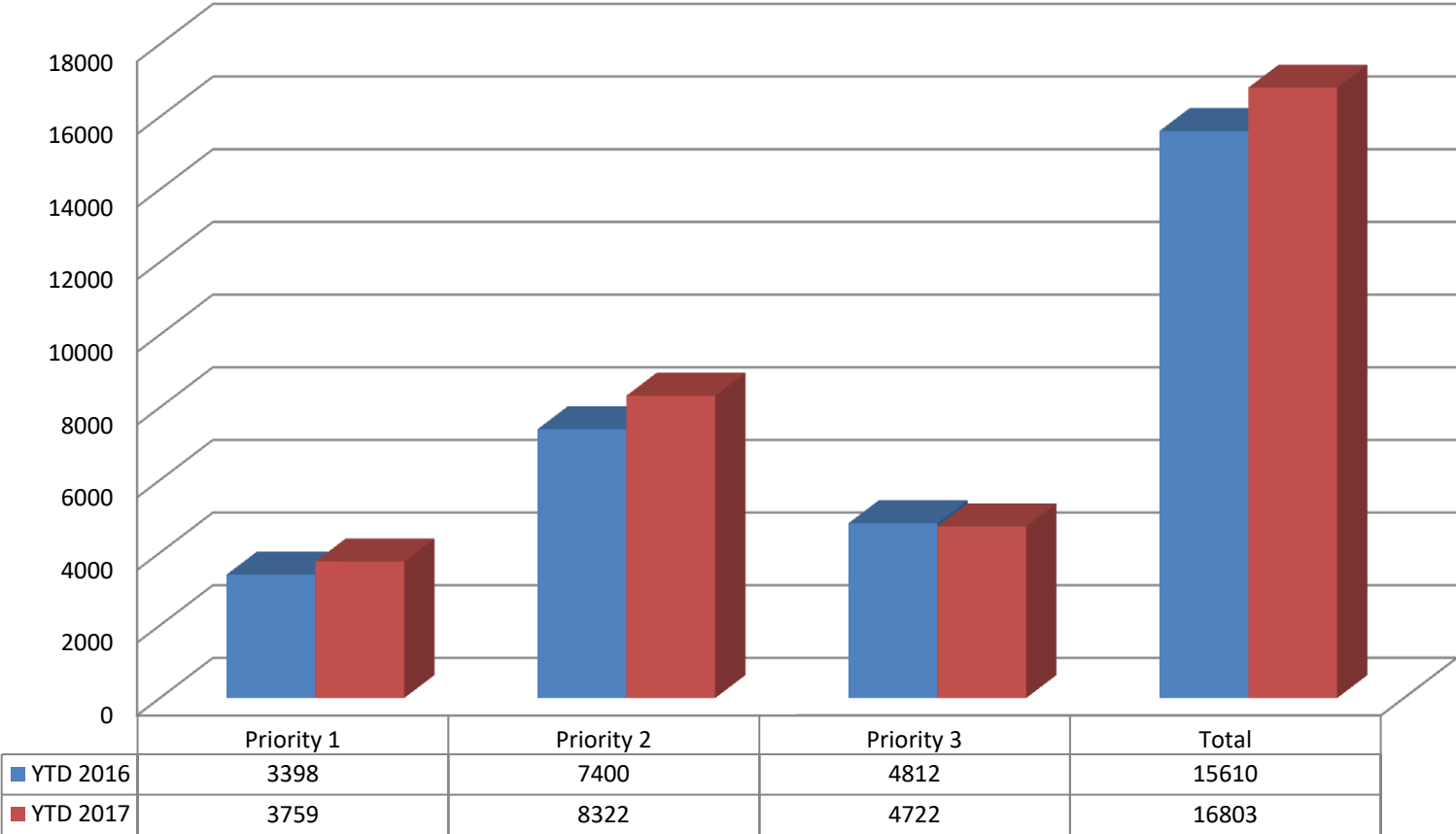
September 2017 Drug Offenses

DRUG CRIME - OF's by Incident												
Specific Crimes	Sep-17	Sep-16	% Change	Aug-17	Jul-17	% Change	YTD 17	YTD 16	% Change	YTD 2017 Closure Rate	YTD 2016 Closure Rate	YTD 15
Possession	7	13	-46%	13	17	-24%	148	162	-9%	95%	89%	210
Overdoses	38	9	322%	26	23	13%	172	102	69%			81
<i>Fatal</i>	1	1	0%	2	2	0%	16	14	14%			6
Total Drug	45	22	105%	39	40	-3%	320	264	21%			291
DRUG CRIME - AR's by Incident												
Specific Crimes	Sep-17	Sep-16	% Change	Aug-17	Jul-17	% Change	YTD 17	YTD 16	% Change	YTD 2017 Closure Rate	YTD 2016 Closure Rate	YTD 15
Possession	8	28	-71%	13	15	-13%	141	144	-2%	95%	89%	165

September 2017 Violent Crimes

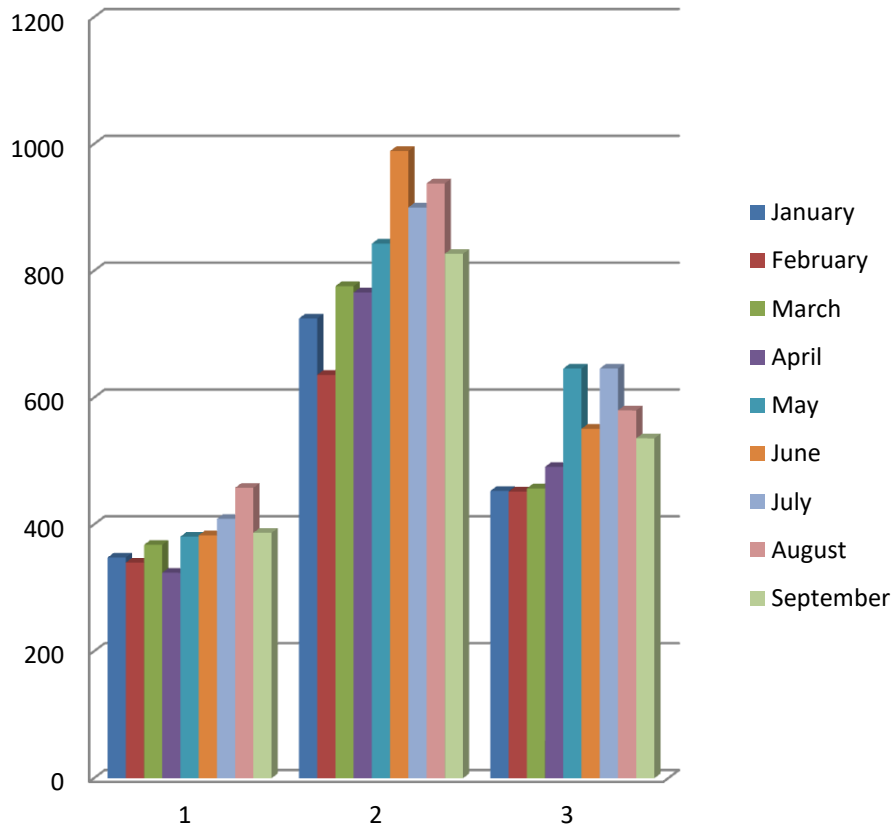
VIOLENT CRIME - OF's by Incident												
Specific Crimes	Sep-17	Sep-16	% Change	Aug-17	Jul-17	% Change	YTD 17	YTD 16	% Change	YTD 2017 Closure Rate	YTD 2016 Closure Rate	YTD 15
Homicide	0	0	0%	0	0	0%	0	1	-100%	0%	0%	0
Robbery	0	0	0%	2	0	0%	20	11	82%	45%	91%	12
Aggravated Assault	8	4	100%	8	7	14%	58	49	18%	69%	65%	60
<i>from DV</i>	5	2	150%	2	2	0%	19	24	-21%			24
Simple Assault	40	54	-26%	39	52	-25%	371	407	-9%	45%	51%	400
<i>from DV</i>	20	27	-26%	18	21	-14%	174	220	-21%			204
Total Violent	48	58	-17%	49	59	-17%	449	468	-4%	40%	52%	472
VIOLENT CRIME - AR's by Incident												
Specific Crimes	Sep-17	Sep-16	% Change	Aug-17	Jul-17	% Change	YTD 17	YTD 16	% Change	YTD 2017 Closure Rate	YTD 2016 Closure Rate	YTD 15
Homicide	0	0	0%	0	0	0%	0	1	-100%	0%	100%	0
Robbery	1	0	0%	1	0	0%	9	10	-10%	45%	91%	4
Aggravated Assault	8	3	167%	9	7	29%	40	32	25%	69%	65%	44
Simple Assault	21	24	-13%	22	26	-15%	168	209	-20%	45%	51%	238
Total Violent	30	27	11%	32	33	-3%	217	252	-14%	40%	52%	286

Calls for Service 2016 v 2017

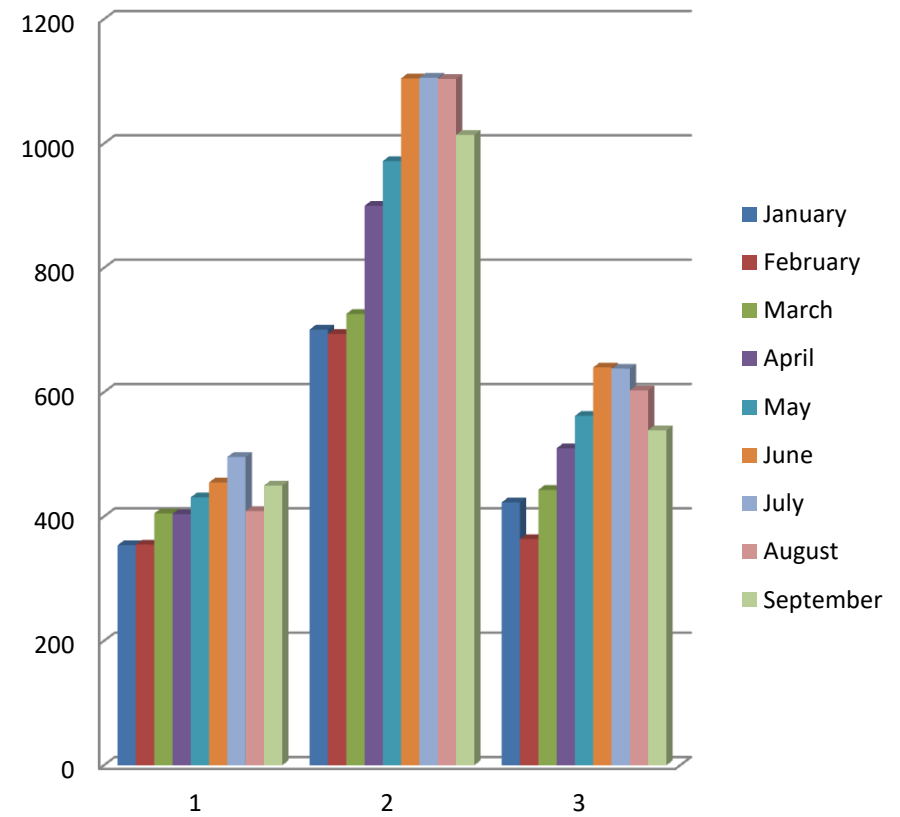


YTD Calls for Service 2016 vs 2017

CFS 2016 YTD

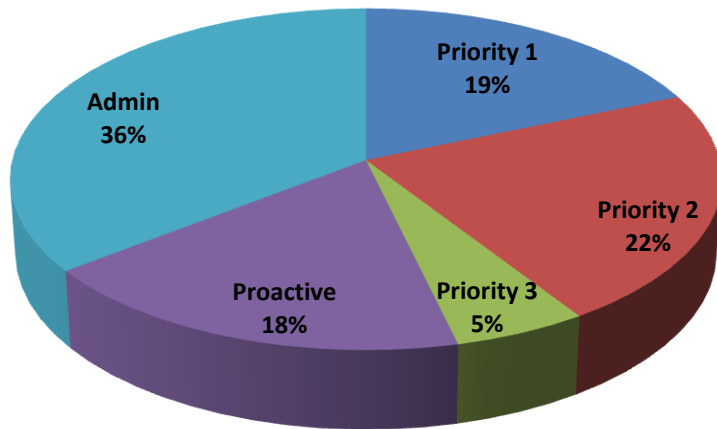


CFS 2017 YTD

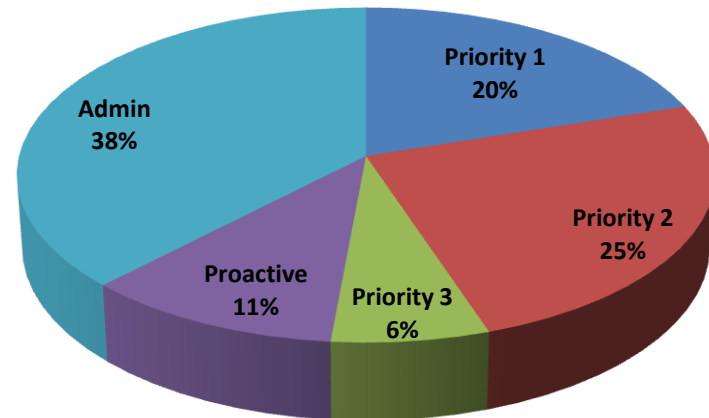


September 2017 Manpower Hours

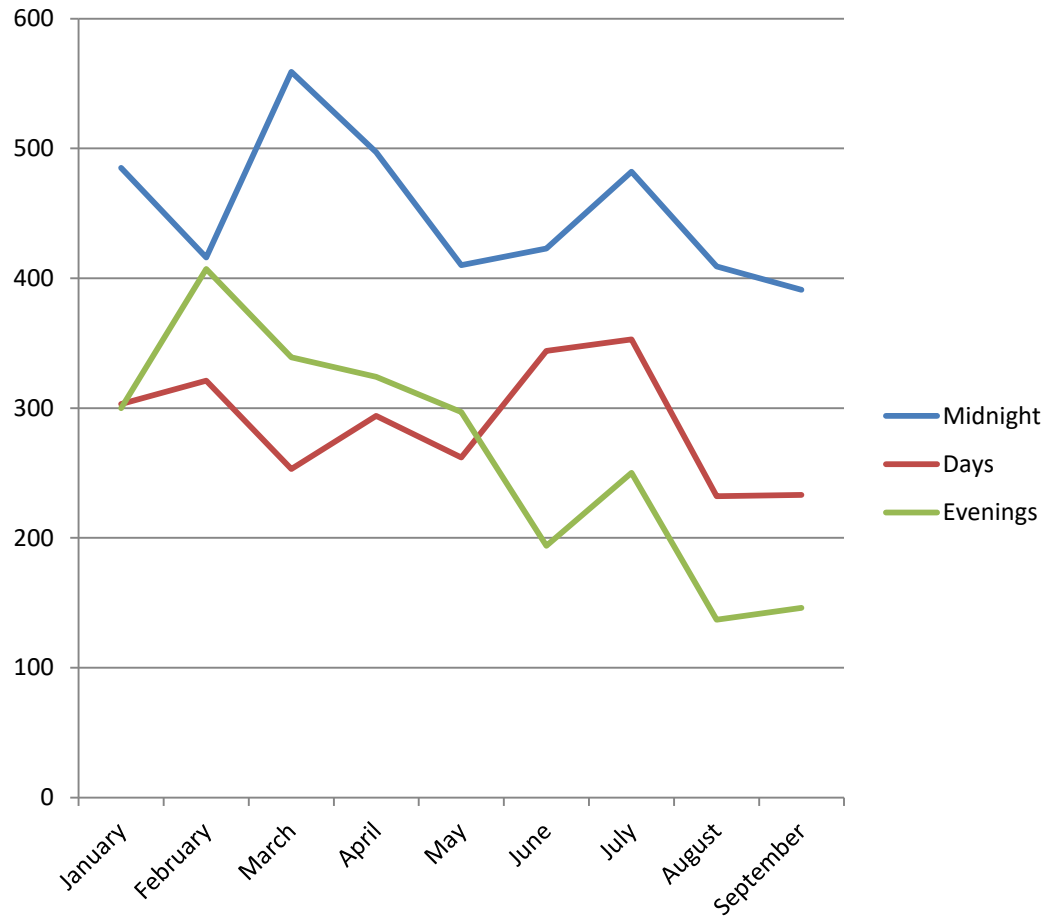
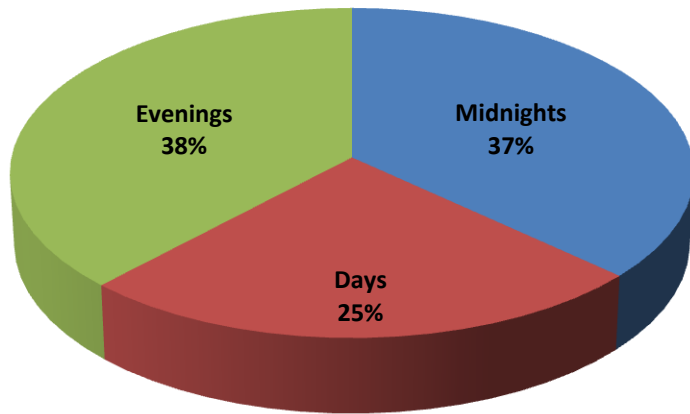
September 2016



September 2017



September 2017 Proactive Hours



September 2017 Response Time ^{10/12/17} YTD

	2016 YTD	2017 YTD	Percent Change	2015 YTD	Percent Change
Priority 1	13.58	16.33	20%	15.13	8%
Priority 2	46.31	57.15	23%	56.22	2%
Priority 3	68.45	85.8	25%	93.8	-9%

DV COMPSTAT
September 2017

Dates	6/1/17- 6/30/17	7/1/17 – 7/31/17	8/1/17 - 8/31/17	9/1/17- 9/30/17	Prior Verbal (PV)	YTD 2017	PV YTD	YTD 2016
Misdemeanor Arrests	18	20	12	26	1	148	17	195
Felony Arrests	0	1	2	4	4	15	4	14
Verbal Cases	23	20	29	27		207		232
Total Cases	41	41	43	57	5	370	21	441

2017 FJC Clients

Month	Jan	Feb	March	April	May	June
New Clients	13 (19)	6 (17)	7 (17)	6 (16)	5 (20)	10 (18)
	July	August	September	October	November	December
New Clients	8 (18)	7 (26)	11 (13)			

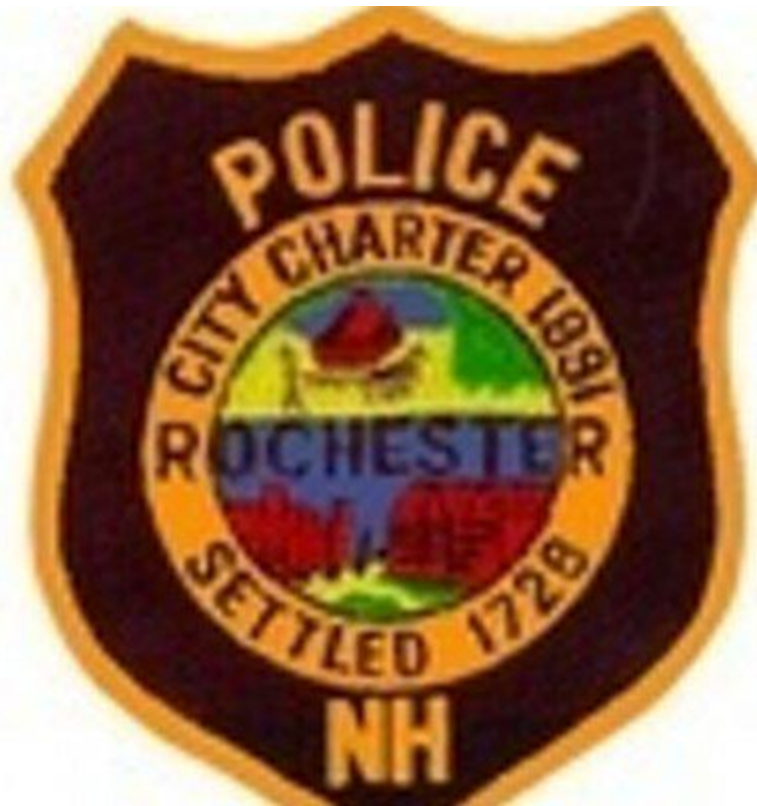
2016 FJC Clients

Month	Jan	Feb	March	April	May	June
New Clients	15 (20)	7 (14)	11 (7)	13 (6)	25 (1)	14 (8)
	July	August	September	October	November	December
New Clients	21 (2)	30 (6)	9 (15)	8 (32)	5(21)	3(6)

() Annotates clients that obtained services from one or more FJC partners but did not complete a full intake.

Your present circumstances don't determine where you can go; they merely determine where you start.

-Nido Qubein



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City Clerk's Office



Rochester Public Library
65 South Main St.
Rochester, NH 03867

10/12/17
Main Desk: (603) 332-1428
Reference: 335-7550
Children's: 335-7549
Fax: 335-7582
www.rpl.lib.nh.us

MONTHLY REPORT

September 2017

There were a total of 17,867 items circulated with 11,471 people visiting the library in the month of September. Two hundred thirty-six patrons used the library's Internet computers for 694 hours. Visitors to the library's web site numbered 12,681. Current number of patron registrations is 37,750. Interlibrary loan activity included 74 materials borrowed from other libraries and 275 loaned to other libraries.

Fall Story Times began September 11th in the Children's room. Each program has been created by Marie Kelly and her creative staff to be enjoyable for toddlers through kindergarten age children. Toddler programs have the children, along with their parent or caregiver; join the Librarian for stories, songs and finger plays, while the older Story Time groups enjoy stories, songs and a variety of crafts. This month 9 Story Times were provided for 110 children.

September 23rd, the Library was pleased to present an interactive Homemade Herbal Tea program with health coach Cindy Simon. Participants learned about ancient and modern day healing and medicinal properties of herbal teas. All were encouraged to join in making three different teas to bring home and sample.

The Library was pleased to host an exhibit of artwork by local artist and poet, Beth Wittenberg, through the month of September. Wittenberg says of her current exhibit, "We the People....", it is my responsibility to record history and speak out against injustices. Wittenberg's exhibit at the Rochester Public Library concerns itself with her responses to the political climate in America 2017. She describes her style as a mixture of raw intuitive art, with a hint of graffiti and abstract expressionist energy.

In addition to the print versions of available books, 243 of our library patrons downloaded 1,396 e-books to media devices through the library's web site this month. The RPL website also enabled 24 patrons access to Mango Languages and 321 digital downloads from Hoopla and Instant Flix.

Trustees meet on October 17th in the Rose Room of the library at 6pm.

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City Clerk's Office

City of Rochester Tax Collector's Office

September 30, 2017

Tax Year		Annual Warrant	Collected		Uncollected	
			Amount	%	Amount	%
2017	Semi Warrant	30,174,313	28,338,284.76	93.92%	1,836,028.24	6.08%
2016		58,196,003	57,286,284.69	98.44%	909,718.31	1.56%
2015		56,938,119	56,198,076.31	98.70%	740,042.69	1.30%
2014		55,068,779	54,628,193.98	99.20%	440,585.02	0.80%
2013		53,324,262	53,035,321.94	99.46%	288,940.06	0.54%
2012		50,952,912	50,733,851.52	99.57%	219,060.48	0.43%
2011		48,856,892	48,671,007.10	99.62%	185,884.90	0.38%
2010		47,308,832	47,148,180.68	99.66%	160,651.32	0.34%
2009		46,898,827	46,778,302.39	99.74%	120,524.61	0.26%
2008		46,522,769	46,419,700.91	99.78%	103,068.09	0.22%
2007		42,964,450	42,887,295.04	99.82%	77,154.96	0.18%
2006		40,794,160	40,710,390.10	99.79%	83,769.90	0.21%
2005		38,024,453	38,008,787.66	99.96%	15,665.34	0.04%
2004		36,065,496	36,050,725.87	99.96%	14,770.13	0.04%
2003		33,310,579	33,303,065.53	99.98%	7,513.47	0.02%
2002		29,725,878	29,718,621.19	99.98%	7,256.81	0.02%
2001		26,943,136	26,936,525.56	99.98%	6,610.44	0.02%
2000		25,415,248	25,410,252.03	99.98%	4,995.97	0.02%
1999		22,973,308	22,969,413.75	99.98%	3,894.25	0.02%
1998		30,592,529	30,587,165.88	99.98%	5,363.12	0.02%
1997		29,835,914	29,830,809.72	99.98%	5,104.28	0.02%
1996		27,726,424	27,722,073.99	99.98%	4,350.01	0.02%
1995		27,712,029	27,709,191.61	99.99%	2,837.39	0.01%
1994		26,989,803	26,987,206.62	99.99%	2,596.38	0.01%
1993		25,611,050	25,608,622.48	99.99%	2,427.52	0.01%
1992		24,746,736	24,744,940.64	99.99%	1,795.36	0.01%
1991		24,296,285	24,294,507.32	99.99%	1,777.68	0.01%
					5,252,386.73	

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City Clerk's Office

**Rochester, New Hampshire
Inter office Memorandum**

TO: Daniel Fitzpatrick
City Manager

FROM: Todd M. Marsh
Director of Welfare

SUBJECT: Analysis of Direct Assistance for September, 2017.

DATE: October 12, 2017

This office reported 98 formal client notes for the month of August.

Voucher amounts issued for September, 2017 were as follows:

	27 <u>Families</u> 7 new	15 <u>Single</u> 6 new
Burial.....	1,300.00	0.00
Dental.....	.00	.00
Electricity	708.75	79.00
Food.....	.00	.00
Fuel heating.....	.00	.00
Mortgage.....	.00	.00
Prescriptions00	.00
Rent.....	3,861.00	3465.00
Temporary Housing	2,169.00	549.50
Transportation.....	<u>6.00</u>	<u>0.00</u>
TOTAL	\$8,044.75	\$4,093.50

This represents an average cost per case/family of \$297.94 and case/Individual of \$272.90 for this month.

Total vouchers issued: \$12,138.25

There was a decrease of \$1,927.58 in assistance issued this month compared to August, 2016. There was an increase of \$1,561.91 in vouchers issued this month compared to last month.

We received reimbursements from Property Liens totaling \$0.00 for this month.

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City Clerk's Office
