

IMPROVEMENT PLAN



FY' 2004 - FY' 2009

Planning Board Adopted: January 23, 2003

Conveyed to City Council: January 23, 2003

City Council: Public Hearing: Scheduled for March 31, 2003

CAPITAL IMPROVEMENT PLAN

2004 to 2009

CITY OF PORTSMOUTH, N.H.

CITY COUNCIL

Evelyn F. Sirrell, Mayor
Alex Hanson, Assistant Mayor
Joanne M. Grasso
Bradley M. Lown
John W. Hynes
Laura C. Pantelakos
Harold Whitehouse, Jr.
Evelyn E. Marconi
William L. St. Laurent

CITY MANAGER

John P. Bohenko

PLANNING BOARD MEMBERS

Kenneth E. Smith, Chair & Member of the CIP Subcommittee

Paige Roberts, Vice Chair & Member of the CIP Subcommittee

Bradley M. Lown, City Council Representative

Donald Coker

John Ricci, Alternate

George Savramis, Member of the CIP Subcommittee

John F. Sullivan

Raymond Will

Vacant, Alternate

Thaddeus J. Jankowski, Jr., Deputy City Manager, Ex officio

Richard A. Hopley, Chief Building Inspector, Ex officio

Prepared By

David M. Holden, Planning Department
Andrew Purgiel, Finance Department
Gail Cunningham, Finance Department

Nomenclature

Americans with Disabilities Act	ADA
Boston and Maine Railroad	B&M RR
Capital Improvement Plan	CIP
Central Business District	CBD
Community Development Block Grant	CDBG
Complex Instruction Set Computing	CISC
Congestion Mitigation Air Quality	CMAQ
Cooperative Alliance for Seacoast Transportation	COAST
Criminal Justice Information Services	CJIS
Department of Transportation	DOT
Data Subscriber Line	DSL
Fiscal Year	FY
Governmental Accounting Standards Board	GASB
Infiltration and Inflow Studies	I/I
Information System	IS
Integrated Automated Fingerprinting Information System	IAFIS
Local Area Network	LAN
Long Range Transportation Plan	L RTP
Long Term Control Plan	LTCP
Megabytes per Second	Mbs
Manual on Uniform Traffic Control Devices	MUTCD
NFPA	National Fire Prevention Association
New Hampshire Port Authority	NHPA
Occupational and Safety Health Administration	OSHA
Pease Development Authority	PDA
Pease International Tradeport	PIT
Reduced Instruction Set Computing	RISC
Seacoast Metropolitan Planning Organization	SMPO
Self Contained Breathing Apparatus	SCBA
State Revolving Loan Fund	SRF
Sewer System Evaluation Survey	SSES
Surface Transportation Project - Less Than 200,000 Population	STP<200K
Transportation Efficiency Act 21 st Century	TEA 21
Transportation Improvement Plan	TIP
Transportation Management Agency	TMA
Transportation System Management Plan	TSM
Variable Frequency Drive	VFD
Vehicle Miles Traveled	VMT
Wide Area Network	WAN

January 23, 2003

Honorable Evelyn Sirrell and City Councilors
City Hall, One Junkins Avenue
Portsmouth, New Hampshire 03801

Dear Mayor Sirrell,

The Planning Board is pleased to submit its Fiscal Year *2004-2009 Capital Improvement Plan* for the City of Portsmouth. It presents the Planning Board's recommendations, which are the result of many meetings with the Board's Capital Improvement Plan Subcommittee and City Administrators. It identifies and schedules the City's short and long-term improvement and infrastructure needs over a six-year time frame.

The Board has retained a format allowing for a comparison with previous *Plans*. In using this approach, the Board requests the Council's acknowledgment that a relatively stable amount of the City's taxing revenues should be devoted to funding improvements, as the non-funding of these, in the Board's opinion, will not save money. Over time, each item needs to be addressed. The Board recommends, therefore, that approximately \$1,000,000 to \$1,500,000 should be annually appropriated from the General Fund for capital projects. However, in FY' 04, due to anticipated fiscal constraints arising from the Statewide Property Tax, the Board is recommending that no major initiatives commence in the pending year and that a twenty-five percent reduction in funding is recommended. This recommended amount is a reduction from \$1,000,000 in FY'03 to \$750,000 in FY' 04. However, combined with grants, matching funds and other programs, this reduced amount is sufficient to support on-going projects.

Again, each project has been assigned a Priority Level. These are summarized as follows:

- *Priority I:* Highest Priority Project - The non-funding of this project will adversely impact the City and increase future municipal costs.
- *Priority II:* A Priority Project - Funding of this project will benefit the City's short and long term interest. A project with this priority will enhance the City's essential infrastructure. If possible, it should be funded in the year indicated.
- *Priority III:* A Project that substantially benefits the City's long term interests and which, as such, should be considered for funding. It should be evaluated periodically for purposes of assessing a new priority level.

The Board has provided a specific start date for each project. Note; however, that this schedule is provided by quarters. Hence, the *First Quarter* for FY '04 commences July 1, 2003 and extends

to September 30th when the *Second Quarter* is initiated. This schedule is also dependent on the Council's action in regards to this overall Plan.

With this *Plan*, the Board provides a comprehensive picture of the City for presentation to the Public and the Council. While City services comprise many departments this *Plan* deliberately seeks to weave projects into a concise framework. Where possible, many projects have been linked so as to achieve the maximum benefit possible from finite fiscal resources.

It is anticipated that this *Plan* will be of benefit to the Council as deliberations continue relative to the City's *Annual Budget*. As such, the *Capital Improvement Plan* and the *Annual Budget* represent management tools, which are used to achieve a balance between what may often be competing goals of making necessary infrastructure improvements while, at the same time, still being fiscally prudent. When meshed successfully, the City's goals, both short and long term, are addressed to our betterment. The Board believes this Plan to be one integral element in the setting of that balance.

The Board, in preparing and submitting this *Plan*, trusts, as part of City's **Master Plan: Portsmouth's Future Presence**, that it will be used as a constructive guide for making improvements on an orderly and scheduled basis.

Respectfully submitted,

Kenneth E. Smith, Chair

John P. Bohenko, City Manager

Planning Board Members:

- Kenneth E. Smith, Chair
- Paige Roberts, Vice-Chair
- Bradley M. Lown, City Council Representative
- Donald Coker
- John Ricci, Alternate
- George Savramis
- John F. Sullivan
- Raymond Will
- Vacant, Alternate
- Thaddeus J. Jankowski Jr., Deputy City Manager
- Richard A. Hopley, Chief Building Inspector

PLANNING BOARD CERTIFICATE

RESOLUTION ADOPTING CAPITAL AND SIX YEAR IMPROVEMENT PLAN FY 2004-2009, PORTSMOUTH, NEW HAMPSHIRE, A MASTER PLAN REPORT, AS A PLAN TO CARRY OUT A COORDINATED AND EFFICIENT PROGRAM OF NEEDED CAPITAL IMPROVEMENTS PURSUANT TO CHAPTER 674, SECTION 5 OF THE NEW HAMPSHIRE REVISED STATUTES ANNOTATED.

WHEREAS, the City Planning Board of the City of Portsmouth has the function and duty under the provisions of RSA 674:1 to make and perfect a Master Plan for the development of the community; and,

WHEREAS, on April 22nd, 1993 the City Planning Board of the City of Portsmouth adopted as the City's Plan, **Master Plan: Portsmouth's Future Presence**;

WHEREAS, such Master Plan, with the accompanying necessary maps, plats, charts, and descriptive matter, may be designed with the intention of showing as fully as possible and practical the City Planning Board's recommendations for the development of the City of Portsmouth; and,

WHEREAS, the City Planning Board may by successive resolution adopt successive parts of the Master Plan, said parts corresponding with functional subdivisions of the subject matter of the Plan;

NOW, THEREFORE BE IT RESOLVED, by the City Planning Board of the City of Portsmouth that the document identified as the *Capital Improvement Plan, FY 2004-2009* prepared by the Planning Board, including tables, charts, and descriptive matter contained therein, be and hereby is adopted as the plan for a coordinated and efficient program of needed capital improvements for Portsmouth, New Hampshire.

ADOPTED: January 23, 2003

ATTEST:

Kenneth E. Smith, Chair, Planning Board

SECTION I: INTRODUCTION

The *Capital Improvement Plan*, as a timetable for accomplishing needed improvements on a scheduled basis, is one of the most important documents considered by the City Council. It is important because it has a major impact on the allocation of fiscal resources, and it contributes to setting City expenditures for many years to come. When the *Plan* is adopted and fully utilized, it ensures that needed facilities are provided within the City's financial capability. The *Plan's* purposes are to:

1. Provide a complete picture of the City's major development needs;
2. Establish fiscal priorities for and between various projects;
3. Schedule major projects so as to reduce fluctuations in the tax rate;
4. Balance the use of funding sources in the most beneficial manner;
5. Discourage piecemeal improvements and duplication of expenditures;
6. Coordinate the activities of various City departments and agencies;
7. Assist in implementing recommendations of the City's **Master Plan**; and
8. Inform the taxpayers of anticipated future improvements; and,
9. Arrange opportunities for the Public to offer comments on the Plan.

After City Department Heads submit their particular capital improvement requests, a Subcommittee of the Planning Board convenes meetings where Department representatives explain their requests. The Subcommittee then evaluates each request and makes recommendations to the Planning Board. After consideration by the Board, a *Capital Improvement Plan* is adopted as part of the City's Master Plan, which is titled **Master Plan: Portsmouth's Future Presence**. The *Plan* is next conveyed to the City Council for Public Hearing and adoption in accordance with *City Charter* requirements. In the *Plan*, while some proposed projects are desirable and deferrable, others have reached a critical stage and therefore are scheduled in the early years of the *Plan*. These improvements are particularly needed, if the City is going to provide adequate services and meet anticipated needs. A City, which seeks balanced commercial, industrial, and residential growth must itself act to provide those services that allow for such growth, and that requires a substantial and sustainable fiscal commitment to the expansion and improvement of the City's physical infrastructure.

DEFINITION OF A CAPITAL IMPROVEMENT PROJECT

As used in the *Capital Improvement Plan*, a capital improvement project is defined as a major fiscal expenditure which is made infrequently or which is non recurring and includes one or more of the following:

1. Acquisition of land;
2. Construction or expansion of a public: facility; street; or utility lines;
3. Non-recurring rehabilitation of a facility provided the cost is \$50,000 or more;
4. Design work or planning study related to an individual project;
5. Any item or piece of equipment, non-vehicular in nature, that costs more than \$50,000 and has a life expectancy of 5 or more years; and/or,
6. Replacement and purchase of vehicles with a life expectancy of more than five years or a total cost of more than \$50,000 (Fire and Public Works); or,
7. As deemed appropriate and necessary by the Planning Board.

SECTION II: METHOD OF FINANCING

The *Capital Improvement Plan* projects are funded from a variety of sources (note the abbreviations). These include: General Fund (GF); Federal and State Grants (G); General Obligation Bond (B); Parking Revenues (PR); Water Revenues (WR); Sewer Revenues (SR); Water Revenue Bonds (WB); Sewer Revenue Bonds (SB); State Revolving Loan Fund (SRF) and, Public Private Partnerships (P).

General Fund -- The most commonly used method of financing capital projects is through the use of the General Fund. The General Fund includes the money raised by the local property tax for a given year. When a project is funded with General Fund revenues, its entire cost is paid off within the year. The intent is to budget annually a certain amount from the General Fund (approximately \$1,000,000) to address City priorities. If the City has the financial capacity to pay for a project in a given year, the cost to the taxpayer will generally be less than if bonded because there are no interest payments to be made. However, it does have the effect of lumping expenditures into one year, thereby giving a peak tax loading.

General Obligation Bonds -- Bonds are used to finance major municipal capital projects. These are issued for a period of time generally extending from ten to twenty years during which time principal and interest payments are made. They are secured by the raising of property taxes. The time payment has the advantage of allowing the costs to be amortized over the life of the project and of allowing taxpayers to pay a smaller amount of the project's cost at a time. However, they do commit the City's resources over a long period of time and they do decrease the flexibility of how yearly revenues can be utilized. The City's bonding capacity is a limited resource. All projects, which are to be bonded, should meet minimum criteria to determine their eligibility and must have a life span at least equal to the bond life.

Revenue "Type" Bonds -- These are issued to finance a revenue producing facility, such as the Water Division and Sewer Division. Only the revenues for which they are issued usually secure revenue bonds. However, the Water Division and Sewer Division are designed to be self-supporting facilities through user fees. Therefore, the users pay for the floating of these bonds and there is no local tax money involved. However, this type of funding is backed by the general obligation of the City. Due to revenue constraints, the use of Revenue Bonds must be reviewed and compared to the costs associated with General Obligation Bonds.

Revenues -- The City has established two Enterprise Funds for Water and Sewer. The needs for these two divisions are met through the revenues raised from providing that particular service. Therefore, there is no impact on the City's tax rate. These costs are shown on Enterprise Fund Rates.

Grants -- One source of grants is from other levels of government. In this instance, several potential sources are possible. The Environmental Protection Agency for sewer projects, the Department of the Interior for recreation projects, the National Park Service for historic preservation projects, the Department of Health and Human Services for Community Development Block Grant projects and the Department of Transportation for transportation

projects, just to name some. Generally, these programs provide an outright grant or matching funds to go with locally raised funds.

State Revolving Loan Fund -- This is a program offered through the NH Department of Environmental Services for the purpose of providing low interest rate funding for approved water pollution control projects. The City has received approval for SRF funding for certain projects included in this Capital Budget Program that have been so noted. State approval of applications does not bind the City to any of the individual projects but does lock into a low interest rate loan. Upon completion of projects, the loan shall become a serial bond payable by the City of Portsmouth Sewer or Water Fund to the State of NH. Payback will be over a five to ten year period and Enterprise Revenues will be utilized for that purpose. In addition, the City will apply for State Aid Grant funding to assist in paying back of the SRF loan for up to 30% of the total project cost.

Deciding on which method of financing should be selected for a given project is dependent on a number of factors. These include - the cost of the project, its useful life, the eligibility of the project to receive funds from other than local tax sources, the current assessment, long-term and short-term financial obligations of the City and the project's relative priority need for implementation. The *Plan* seeks to maximize the potential benefits from all revenue sources.

SECTION III: FINANCIAL SUMMARY

Section III contains useful summary information detailing the specifics of the Capital Plan. These include the following:

1. Capital Improvement Plan Summary for the entire time period;
2. General Fund, Capital Outlay Projects Only;
3. Debt Service as a Percentage of the General Fund Budget;
4. Debt Service Forecast Model (General Fund Only)

FY 04 Distribution

FY '04 to FY '09 Schedule

			Enterprise					FY '04 Total	FY '05	FY '06	FY '07	FY '08	FY '09	Total Cost
			GF	Funds	Bond	Grant	Other/Revenues							
I. EQUIPMENT AND VEHICLE SCHEDULE														
28	VE-FD-01	TURNOUT GEAR REPLACEMENT	\$10,000					\$10,000	\$20,000	\$15,000				\$45,000
29	VE-FD-02	HOSE REPLACEMENT	\$10,000					\$10,000	\$10,000					\$20,000
30	VE-FD-03	MUNICIPAL FIRE ALARM SYSTEM: REPAIRS AND IMPROVEMENTS	\$20,000					\$20,000	\$75,000					\$95,000
31	VE-FD-04	REPLACEMENT: HURST RESCUE TOOL	\$25,000					\$25,000						\$25,000
32	VE-FD-05	PURCHASE: CONFINED RESCUE EQUIPMENT	\$25,000					\$25,000	\$25,000					\$50,000
33	VE-FD-06	SELF CONTAINED BREATHING APPARATUS TRANSMITTERS						\$0	\$60,000					\$60,000
34	VE-PD-07	MOBILE COMMAND POST						\$0	\$250,000					\$250,000
I. TOTAL EQUIPMENT AND VEHICLE SCHEDULE			\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$440,000	\$15,000	\$0	\$0	\$0	\$545,000

			Enterprise					FY '04 Total	FY '05	FY '06	FY '07	FY '08	FY '09	Total Cost	
			GF	Funds	Bond	Grant	Other/Revenues								PPP
II. BUILDINGS AND INFRASTRUCTURE															
36	BI-JOINT-01	IMPLEMENTATION OF PEIRCE ISLAND MASTER PLAN PROJECT	\$100,000			\$100,000		\$200,000	\$100,000	\$100,000	\$100,000			\$500,000	
37	BI-CD-02	HAVEN PARK SCULPTURE MAINTENANCE-FITZ JOHN PORTER STATUE	\$10,000					\$10,000						\$10,000	
38	BI-PW-03	PLAYGROUND IMPROVEMENTS-MAPLE HAVEN	\$12,500				\$12,500	\$25,000	\$50,000	\$75,000				\$150,000	
39	BI-JOINT-04	CERES STREET IMPROVEMENT				\$15,000		\$15,000	\$150,000					\$165,000	
40	BI-JOINT-05	EXIT 7 MARKET STREET STREETSCAPE				\$17,500	\$7,500	\$25,000						\$25,000	
41	BI-PW-06	HIGH-HANOVER PARKING FACILITY-CAPITAL IMPROVEMENTS					\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	
42	BI-PW-07	PEIRCE ISLAND POOL EQUIPMENT	\$100,000					\$100,000						\$100,000	
43	BI-PW-08	CITY WIDE FACILITIES' CAPITAL IMPROVEMENTS						\$0	\$ 500,000		\$500,000		\$ 500,000	\$1,500,000	
44	BI-PL-09	PEASE TRADEPORT ATHLETIC FIELDS	\$12,500				\$12,500	\$25,000						\$25,000	
45	BI-CC-10	LAND ACQUISITION	\$25,000					\$25,000	\$ 50,000	\$50,000	\$50,000	\$50,000	\$ 50,000	\$275,000	
46	BI-PW-11	MUNICIPAL COMPLEX-SITE IMPROVEMENTS				\$50,000		\$50,000						\$50,000	
47	BI-JOINT-12	PISCATAQUA RIVERWALK PROJECT						\$0	\$180,000	\$1,320,000				\$1,500,000	
48	BI-PW-13	NEW PUBLIC WORKS FACILITY						\$0	\$ 250,000					\$250,000	
49	BI-SD-14	SCHOOL DEPARTMENT BUILDING FIRE SPRINKLING						\$0	\$ 252,000					\$252,000	
50	BI-PL-15	PLANNING DEPARTMENT MASTER PLAN PLANNING PROCESS						\$0	\$50,000					\$50,000	
51	BI-CD-16	LEDGEWOOD MANOR PARK						\$0	\$ 100,000					\$100,000	
52	BI-CD-17	NORTH MILL POND PEDESTRIAN AND BIKE PATHWAY						\$0	\$ 125,000	\$125,000				\$250,000	
53	BI-JOINT-18	AERIAL PHOTOGRAPHY						\$0	\$ 100,000					\$100,000	
54	BI-FD-19	CENTRAL STATION IMPROVEMENTS						\$0	\$250,000					\$250,000	
55	BI-PD-20	INDOOR TRAINING RANGE						\$0	\$54,000					\$54,000	
56	BI-PW-21	RECLAMATION OF FORMER STUMP DUMP FOR RECREATIONAL USE						\$0	\$50,000	\$50,000	\$50,000			\$150,000	
57	BI-SD-22	SCHOOL DEPARTMENT BUILDING RENOVATION-PHASE-II						\$0		\$10,000,000	\$ 10,000,000			\$20,000,000	
58	BI-SD-23	SCHOOL DEPARTMENT BUILDING RENOVATION-PHASE-III						\$0				\$ 5,000,000	\$5,000,000	\$10,000,000	
59	BI-FD-24	STATION 2 REPLACEMENT						\$0		\$2,000,000				\$2,000,000	
II. TOTAL BUILDINGS AND INFRASTRUCTURE			\$260,000	\$0	\$0	\$182,500	\$50,000	\$32,500	\$525,000	\$2,311,000	\$13,770,000	\$10,750,000	\$5,100,000	\$5,600,000	\$38,056,000

Capital Improvement Plan Summary '04-'09
CIP
Page

FY 04 Distribution

FY '04 to FY '09 Schedule

GF	Enterprise					PPP	FY '04 Total	FY '05	FY '06	FY '07	FY '08	FY '09
	Funds	Bond	Grant	Other/Revenues								

III. INFORMATION SYSTEMS MANAGEMENT Total Cost

62	IS-LB-04	ADAPTING LIBRARY'S COMPUTERIZED CIRCULATION AND CATALOGING TO A WEB BASE						\$0	\$ 97,000	\$ 68,500						\$165,500
III. TOTAL INFORMATION SYSTEMS MANAGEMENT																
								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 165,500

IV. TRANSPORTATION MANAGEMENT Total Cost

64	TSM-CITY/MPO-01	RAIL STUDY: GUILFORD HAMPTON & ROCKINGHAM BRANCH					\$10,000	\$10,000	\$10,000	\$10,000	\$10,000					\$50,000
65	TSM-CITY/COAST-02	TROLLEY SERVICE: DOWNTOWN, ISLINGTON ST., MARKET AND WOODBURY AVE. AND PEASE	\$40,000				\$100,000	\$20,000	\$40,000	\$200,000	\$200,000					\$600,000
66	TSM-CITY/COAST-03	TROLLEY SERVICE: DOWNTOWN & U.S. ROUTE 1	\$25,000				\$200,000	\$15,000	\$10,000	\$250,000	\$250,000	\$340,000				\$840,000
67	TSM-CITY/COAST-04	TRANSIT TRANSFER CENTER - HIGH HANOVER PARKING FACILITY				\$24,000	\$6,000		\$30,000	\$245,000						\$275,000
68	TSM-CITY-05	NEW PUBLIC PARKING FACILITIES - WORTH PARKING LOT							\$0	\$350,000	\$7,000,000					\$7,350,000
69	TSM-CITY-06	PARKING MANAGEMENT PLAN: PARROTT AVENUE							\$0	\$25,000						\$25,000
70	TSM-PW-07	COURT STREET PARKING LOT IMPROVEMENTS	\$25,000			\$25,000			\$50,000							\$50,000
71	TSM-CITY-08	TRAFFIC SIGNAL EVALUATION AND REPLACEMENT - CITYWIDE	\$75,000						\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000		\$450,000
72	TSM-CITY/NH-09	INTERSECTION UPGRADE: MARKET STREET AT-GRADE CROSSING							\$0		\$367,000					\$367,000
73	TSM-CITY/NH-10	MAPLEWOOD AVENUE CORRIDOR TRAFFIC SIGNAL INTERCONNECT	\$60,000			\$240,000			\$300,000							\$300,000
74	TSM-CITY/NH-11	US ROUTE 1/CONSTITUTION RD INTERSECTION IMPROVEMENT							\$0		\$1,440,000					\$1,440,000
75	TSM-CITY/MPO-12	INTERCHANGE IMPROVEMENT: MARKET STREET AND US I-95							\$0					\$412,500		\$412,500
76	TSM-CITY/NH-13	INTERSECTION IMPROVEMENT: BARTLETT AND ISLINGTON ST AND JEWELL CRT							\$0	\$1,500,000						\$1,500,000
77	TSM-CITY-14	WOODBURY AVENUE/DURGIN LANE INTERSECTION							\$0	\$300,000						\$300,000
78	TSM-CITY-15	DOWNTOWN TRAFFIC CIRCULATION STUDY							\$0	\$50,000						\$50,000
79	TSM-CITY-16	TRAFFIC CALMING IMPROVEMENTS-MYRTLE AVENUE	\$25,000						\$25,000							\$25,000
80	TSM-CITY-17	TRAFFIC CALMING-WOODBURY AVENUE							\$0		\$800,000					\$800,000
81	TSM-CITY/NH-18	BRIDGE REHABILITATION - US ROUTE 1 BYPASS BRIDGES FROM: TRAFFIC CIRCLE TO SARAH LONG BRIDGE INCLUDING BRIDGE NOS. 211/114, 227/112, 205/116							\$0		\$4,940,000					\$4,940,000
82	TSM-CITY/NH-19	BRIDGE REHABILITATION - US ROUTE 1 BRIDGES FROM: SAGAMORE CREEK TO TRAFFIC CIRCLE INCLUDING BRIDGE NOS. 173/071, 183/087, 188/100 & 192/106				\$1,000,000			\$1,000,000	\$1,000,000	\$7,945,000					\$9,945,000
83	TSM-CITY/NH-20	TRAFFIC CIRCLE REPLACEMENT							\$0	TBD						\$0
84	TSM-CITY/NH-21	US ROUTE 1 BYPASS: INTERCHANGE RECONSTRUCTION							\$0		\$4,000,000					\$4,000,000
85	TSM-CITY/NH-22	US ROUTE 1 BYPASS - NOISE BARRIER AT HANSCOM'S TRUCK STOP							\$0		\$200,000					\$200,000
86	TSM-CITY/NH-23	US ROUTE 1 ROADWAY RECONSTRUCTION-WILSON RD TO CONSTITUTION RD							\$0	\$500,000				\$6,250,000		\$6,750,000
87	TSM-CITY/NH-24	BRIDGE REPLACEMENT: NH 33 BRIDGE FOR GUILFORD RAILROAD	\$20,000			\$180,000			\$200,000	\$4,600,000						\$4,800,000
88	TSM-NH-25	MEMORIAL BRIDGE REHABILITATION							\$0		\$15,000,000					\$15,000,000
89	TSM-CITY/NH-26	SCOTT AVENUE BRIDGE REPLACEMENT							\$0	\$2,000,000	\$1,600,000					\$3,600,000

Capital Improvement Plan Summary '04-'09

CIP
Page

FY 04 Distribution

FY '04 to FY '09 Schedule

			Enterprise					FY '04 Total	FY '05	FY '06	FY '07	FY '08	FY '09		
			GF	Funds	Bond	Grant	Other/Revenues								PPP
90	TSM-CITY/NH-27	BRIDGE REPLACEMENT-RAILROAD BRIDBE OVER BARTLETT STREET						\$0					\$2,500,000	\$2,500,000	
91	TSM-CITY/NH-28	CITY OWNED BRIDGES: EVALUATION AND REPAIR						\$0	\$2,000,000	\$750,000	\$1,200,000	\$600,000		\$4,550,000	
92	TSM-CITY/NH-29	NEWCASTLE AVENUE SEAWALL AND ROADWAY RECONSTRUCTION						\$0	\$800,000					\$800,000	
93	TSM-CITY-30	WAY MAKING SIGNS-STRAWBERRY BANKE						\$0	\$10,000					\$10,000	
94	TSM-CITY-31	CITYWIDE TREE REPLACEMENT PROGRAM	\$10,000					\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	
95	TSM-CITY-32	CITY COMPLEX PEDESTRIAN WAY IMPROVEMENTS						\$0	\$25,000					\$25,000	
96	TSM-CITY-33	HOOVER DR CULVERT IMPROVEMENT PROJECT						\$0	\$50,000					\$50,000	
97	TSM-CITY-34	CITYWIDE SIDEWALK RECONSTRUCTION PROGRAM						\$0	\$500,000		\$500,000		\$500,000	\$1,500,000	
98	TSM-CITY-35	SPINNEY ROAD SIDEWALK CONSTRUCTION						\$0	\$150,000					\$150,000	
99	TSM-CITY-36	MIDDLE ROAD SIDEWALK CONSTRUCTION						\$0	\$200,000					\$200,000	
100	TSM-CITY-37	US ROUTE 1 SIDEWALK CONSTRUCTION						\$0					\$200,000	\$200,000	
101	TSM-CITY-38	STREET PAVING, MANAGEMENT AND REHABILITATION						\$0	\$2,000,000		\$2,000,000		\$2,000,000	\$6,000,000	
102	TSM-CITY-39	COUNTRY CLUB EXTENSION	\$75,000					\$75,000						\$75,000	
103	TSM-CITY-40	AVIATION DRIVE						\$0	\$500,000					\$500,000	
104	TSM-CITY-41	NEW HAMPSHIRE AVENUE						\$0		\$650,000				\$650,000	
105	TSM-CITY-42	ROCHESTER AVENUE						\$0			\$250,000			\$250,000	
106	TSM-PW-43	CORPORATE DRIVE: RYE ST to GOOSE BAY DRIVE						\$0				\$125,000		\$125,000	
107	TSM-CITY-44	GRAFTON DRIVE AND CORPORATE DRIVE						\$0	\$350,000					\$350,000	
108	TSM-PW-45	INTERNATIONAL DRIVE						\$0			\$550,000			\$550,000	
109	TSM-CITY-46	ISLINGTON STREET-STREETScape IMPROVEMENTS						\$0		\$375,000	\$375,000	\$400,000		\$1,150,000	
110	TSM-JOINT-47	ATLANTIC HEIGHTS STREETScape IMPROVEMENTS				\$300,000		\$300,000	\$600,000	\$500,000				\$1,400,000	
IV. TOTAL TRANSPORTATION MANAGEMENT			\$355,000	\$0	\$0	\$2,069,000	\$51,000	\$50,000	\$2,525,000	\$18,300,000	\$46,202,000	\$4,970,000	\$1,220,000	\$11,947,500	\$85,164,500

V. ENTERPRISE FUNDS

Total Cost

													Total Cost		
Sewer															
113	EF-SD-(01-07)	PHASE II SEWAGE IMPROVEMENT PROGRAM							\$0		\$9,600,000			\$9,600,000	
117	EF-SD-(08-10)	PHASE III SEWAGE IMPROVEMENT PROGRAM							\$0				\$22,500,000	\$22,500,000	
Sewer Subtotals:			\$0	\$9,600,000	\$0	\$0	\$22,500,000	\$32,100,000							
Water															
125	EF-WD-01	ANNUAL WATER LINE REPLACEMENT		\$200,000					\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000	
126	EF-WD-02	MADBURY TREATMENT PLANT UPGRADES		\$750,000					\$750,000	\$1,000,000				\$1,750,000	
127	EF-WD-03	OSPREY LANDING WATER TANK PAINTING		\$750,000					\$750,000					\$750,000	
128	EF-WD-04	WATER SYSTEM SCADA UPGRADES		\$80,000	\$20,000				\$100,000	\$100,000	\$200,000			\$400,000	
129	EF-WD-05	HOBBS HILL LANDING WATER TANK REPLACEMENT							\$0	\$1,500,000				\$1,500,000	
130	EF-WD-06	WATER SOURCE AUGMENTATION		\$350,000					\$350,000	\$1,000,000	\$650,000			\$2,000,000	
131	EF-WD-07	MAPLEWOOD AVENUE WATERLINE REPLACEMENT							\$0	\$1,500,000	\$1,500,000			\$3,000,000	
132	EF-WD-08	WATER TREATMENT PLANT UPGRADES-TREATMENT SYSTEM		\$150,000					\$150,000	\$150,000	\$16,000,000			\$16,300,000	
133	EF-WD-09	MADBURY RESERVOIR INTAKE IMPROVEMENTS		\$85,000					\$85,000	\$455,000				\$540,000	

Capital Improvement Plan Summary '04-'09
 CIP
 Page

FY 04 Distribution

FY '04 to FY '09 Schedule

	FY 04 Distribution						FY '04 to FY '09 Schedule						
	GF	Enterprise Funds	Bond	Grant	Other/Revenues	PPP	FY '04 Total	FY '05	FY '06	FY '07	FY '08		FY '09
Water Subtotals:	\$0	\$2,365,000	\$0	\$20,000	\$0	\$0	\$2,385,000	\$5,905,000	\$2,550,000	\$16,200,000	\$200,000	\$200,000	\$27,440,000
V. TOTAL ENTERPRISE FUNDS	\$0	\$2,365,000	\$0	\$20,000	\$0	\$0	\$2,385,000	\$5,905,000	\$12,150,000	\$16,200,000	\$200,000	\$22,700,000	\$59,540,000

SUMMARY

TOTALS PER SECTION

I.	EQUIPMENT AND VEHICLE SCHEDULE	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$90,000	\$ 440,000	\$ 15,000	\$ -	\$ -	\$ -	\$545,000
II.	BUILDING & INFRASTRUCTURE (BI)	\$260,000	\$0	\$0	\$182,500	\$50,000	\$32,500	\$525,000	\$2,311,000	\$13,770,000	\$10,750,000	\$5,100,000	\$5,600,000	\$38,056,000
III.	INFORMATION MANAGEMENT SYSTEMS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$97,000	\$68,500	\$0	\$0	\$0	\$165,500
IV.	TRANSPORTATION MANAGEMENT PLAN	\$355,000	\$0	\$0	\$2,069,000	\$51,000	\$50,000	\$2,525,000	\$18,300,000	\$46,202,000	\$4,970,000	\$1,220,000	\$11,947,500	\$85,164,500
V.	CAPITAL CONTINGENCY	\$45,000						\$45,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$545,000
	SUBTOTALS	\$750,000	\$0	\$0	\$2,251,500	\$101,000	\$82,500	\$3,185,000	\$21,248,000	\$60,155,500	\$15,820,000	\$6,420,000	\$17,647,500	\$124,476,000

ENTERPRISE FUNDS

	SEWER FUND	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$0	\$ -	\$ 9,600,000	\$ -	\$ -	\$ 22,500,000	\$32,100,000
	WATER FUND	\$ -	\$ 2,365,000	\$ -	\$ 20,000	\$ -	\$ -	\$2,385,000	\$ 5,905,000	\$ 2,550,000	\$ 16,200,000	\$ 200,000	\$ 200,000	\$27,440,000
V	TOTAL ENTERPRISE FUNDS	\$ -	\$ 2,365,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 2,385,000	\$ 5,905,000	\$ 12,150,000	\$ 16,200,000	\$ 200,000	\$ 22,700,000	\$ 59,540,000

GRAND TOTAL:

\$ 750,000	\$ 2,365,000	\$ -	\$ 2,271,500	\$ 101,000	\$ 82,500	\$ 5,570,000	\$ 27,153,000	\$ 72,305,500	\$ 32,020,000	\$ 6,620,000	\$ 40,347,500	\$ 184,016,000
------------	--------------	------	--------------	------------	-----------	--------------	---------------	---------------	---------------	--------------	---------------	----------------

**Capital Improvements
Fiscal Year 2004
Taken from Capital Improvement Plan 2004-2009
General Fund, Capital Outlay Projects Only FYs 00-04**

CIP PAGE		Planning Board Sub-Committee Approved					TOTAL	Department Proposed FY 04	Difference
		FY 00	FY 01	FY 02	FY 03	FY 04			
I. EQUIPMENT AND VEHICLE SCHEDULE (VE)									
28	TURNOUT GEAR REPLACEMENT		\$20,000	\$25,000	\$15,000	\$10,000	\$70,000	\$15,000	(\$5,000)
29	HOSE REPLACEMENT		\$10,000	\$20,000	\$15,000	\$10,000	\$55,000	\$20,000	(\$10,000)
30	MUNICIPAL FIRE ALARM SYSTEM: REPAIRS AND IMPROVEMENTS			\$25,000	\$15,000	\$20,000	\$60,000	\$50,000	(\$30,000)
31	REPLACEMENT: HURST RESCUE TOOL				\$25,000	\$25,000	\$50,000	\$25,000	\$0
32	PURCHASE: CONFINED RESCUE EQUIPMENT					\$25,000	\$25,000	\$50,000	(\$25,000)
33	SELF CONTAINED BREATHING APPARATUS TRANSMITTERS						\$0	\$60,000	(\$60,000)
	REPLACEMENT: GAS METERS				\$10,000		\$10,000	\$10,000	(\$10,000)
	DEFIBRILLATOR REPLACEMENT				\$35,000		\$35,000		\$0
	BARRIERS FOR CROWD CONTROL				\$10,000		\$10,000		\$0
	SELF CONTAINED BREATHING APPARATUS	\$30,000	\$70,000	\$30,000			\$130,000		\$0
	RADIO SYSTEM REDESIGN FIRE/POLICE	\$20,000		\$50,000			\$70,000		\$0
	VOTING MACHINES			\$35,000			\$35,000		\$0
	ENGINE 6 REHAB		\$45,000				\$45,000		\$0
	THERMAL IMAGE CAMERA		\$25,000				\$25,000		\$0
	FIRE-ROLLING STOCK	\$70,000					\$70,000		\$0
Total Equipment and Vehicle		\$120,000	\$170,000	\$185,000	\$125,000	\$90,000	\$690,000	\$230,000	(\$140,000)

II. BUILDINGS AND INFRASTRUCTURE (BI)

36	IMPLEMENTATION OF PEIRCE ISLAND MASTER PLAN PROJECT	\$25,000	\$50,000	\$50,000	\$75,000	\$100,000	\$300,000	\$100,000	\$0
37	HAVEN PARK SCULPTURE MAINTENANCE-FITZ JOHN PORTER STATUE				\$10,000	\$10,000	\$20,000	\$10,000	\$0
38	PLAYGROUND IMPROVEMENTS			\$50,000	\$60,000	\$12,500	\$122,500	\$12,500	\$0

**Capital Improvements
Fiscal Year 2004
Taken from Capital Improvement Plan 2004-2009
General Fund, Capital Outlay Projects Only FYs 00-04**

CIP PAGE		Planning Board Sub-Committee Approved					TOTAL	Department Proposed	
		FY 00	FY 01	FY 02	FY 03	FY 04		FY 04	Difference
41	HIGH-HANOVER PARKING FACILITY-CAPITAL IMPROVEMENTS		\$50,000				\$50,000		\$0
42	PEIRCE ISLAND POOL EQUIPMENT				\$50,000	\$100,000	\$150,000	\$100,000	\$0
44	PEASE TRADEPORT ATHLETIC FIELDS					\$12,500	\$12,500	\$12,500	\$0
45	LAND ACQUISITION			\$25,000	\$25,000	\$25,000	\$75,000	\$50,000	(\$25,000)
48	PUBLIC WORKS FACILITY						\$0	\$250,000	(\$250,000)
50	PLANNING DEPARTMENT MASTER PLAN PLANNING PROCESS		\$25,000	\$50,000	\$75,000		\$150,000		\$0
55	INDOOR TRAINING RANGE						\$0	\$54,000	(\$54,000)
56	RECLAMATION OF FORMER STUMP DUMP						\$0	\$50,000	(\$50,000)
	POLICE DEPARTMENT FACILITY MAINTENANCE						\$0	\$50,000	(\$50,000)
	FIRE DEPARTMENT-STATION 2 IMPROVEMENTS	\$75,000		\$25,000	\$30,000		\$130,000		\$0
	REHABILITATION OF PEIRCE ISLAND POOL DECK AND FENCING			\$47,500	\$75,000		\$122,500		\$0
	EMERGENCY COMMUNICATION CENTER RELOCATION AND RENOVATION			\$50,000			\$50,000		\$0
	CITY WIDE FACILITIES CONDITION PLAN		\$50,000	\$40,000			\$90,000		\$0
	FIRE DEPT STATION 3: REHABILITATION			\$25,000			\$25,000		\$0
	EROSION CONTROL AT LITTLE HARBOR SCHOOL			\$25,000			\$25,000		\$0
	CAPITAL ASSET INVENTORY			\$40,000			\$40,000		\$0
	CENTRAL RECORDS DIVISION	\$50,000	\$40,000				\$90,000		\$0
	ALDRICH AREA STORM DRAIN	\$56,250					\$56,250		\$0
Total Buildings and Infrastructure		\$206,250	\$215,000	\$427,500	\$400,000	\$260,000	\$1,508,750	\$689,000	(\$429,000)

III. INFORMATION SYSTEMS MANAGEMENT (IS)

	CITYWIDE TELEPHONE SYSTEM UPGRADE	\$75,000	\$75,000	\$50,000	\$35,000		\$235,000		\$0
62	ADAPTING LIBRARY'S COMPUTERIZED CIRCULATION AND CATALOGING TO A WEB BASE						\$0	\$97,000	(\$97,000)
	CITYWIDE CENTRAL COMPUTER SYSTEM REPLACEMENT	\$160,000					\$160,000		\$0

**Capital Improvements
Fiscal Year 2004
Taken from Capital Improvement Plan 2004-2009
General Fund, Capital Outlay Projects Only FYs 00-04**

CIP PAGE	Planning Board Sub-Committee Approved						TOTAL	Department Proposed	
	FY 00	FY 01	FY 02	FY 03	FY 04	FY 04		Difference	
CITY HALL COMMUNICATION WIRING UPGRADE			\$25,000	\$25,000			\$50,000		\$0
CITY WIDE (WAN) WIDEAREA NETWORK				\$25,000			\$25,000		\$0
Total Information Systems Management	\$235,000	\$75,000	\$75,000	\$85,000	\$0	\$470,000	\$97,000	(\$97,000)	

IV. TRANSPORTATION MANAGEMENT (TSM)

65	TROLLEY SERVICE: DOWNTOWN, ISLINGTON ST., MARKET AND WOODBURY AVE, AND PEASE	\$90,000	\$40,000	\$40,000	\$40,000	\$40,000	\$250,000	\$50,000	(\$10,000)
66	TROLLEY SERVICE: DOWNTOWN & U.S. ROUTE 1				\$26,000	\$25,000	\$51,000	\$25,000	\$0
67	TRANSIT TRANSFER CENTER - HIGH HANOVER PARKING FACILITY				\$6,000		\$6,000	\$6,000	(\$6,000)
70	COURT ST PARKING LOT IMPROVEMENTS					\$25,000	\$25,000	\$50,000	(\$25,000)
71	TRAFFIC SIGNAL EVALUATION AND REPLACEMENT - CITYWIDE	\$74,000	\$75,000	\$75,000	\$75,000	\$75,000	\$374,000	\$75,000	\$0
72	INTERSECTION UPGRADE: MARKET STREET AT-GRADE CROSSING		\$1,250	\$12,500	\$19,850		\$33,600		\$0
73	MAPLEWOOD AVENUE CORRIDOR TRAFFIC SIGNAL INTERCONNECT					\$60,000	\$60,000	\$60,000	\$0
79	TRAFFIC CALMING IMPROVEMENTS-MYRTLE AVENUE					\$25,000	\$25,000	\$50,000	(\$25,000)
87	BRIDGE REPLACEMENT: NH 33 BRIDGE FOR GUILFORD RAILROAD	\$15,000			\$15,000	\$20,000	\$50,000	\$20,000	\$0
89	SCOTT AVENUE BRIDGE REPLACEMENT				\$20,000		\$20,000	\$80,000	(\$80,000)
94	CITYWIDE TREE REPLACEMENT PROGRAM					\$10,000	\$10,000	\$10,000	\$0
95	CITY COMPLEX PEDESTRIAN WAY IMPROVEMENTS						\$0	\$25,000	(\$25,000)
96	HOOVER DR CULVERT IMPROVEMENTS						\$0	\$42,500	(\$42,500)
102	COUNTRY CLUB EXRENSION					\$75,000	\$75,000	\$75,000	\$0
	I-95 / PANNAWAY MANOR SAFETY & NOISE ABATEMENT PROJECT				\$10,000		\$10,000		\$0
	COURT ST RECONSTRUCTION	\$20,000	\$130,000	\$100,000			\$250,000		\$0
	OCEAN RD, NH 33, PEVERLY HILL RD, RT 1, SUB AREA TRAFFIC STUDY		\$6,500	\$20,000			\$26,500		\$0
	TRAFFIC SIGNALIZATION OCEAN & BANFIELD ROADS			\$50,000			\$50,000		\$0
	CITY OWNED BRIDGES: EVALUATION AND REPAIR	\$37,900	\$75,000				\$112,900		\$0

**Capital Improvements
Fiscal Year 2004
Taken from Capital Improvement Plan 2004-2009
General Fund, Capital Outlay Projects Only FYs 00-04**

CIP PAGE	Planning Board Sub-Committee Approved					TOTAL	Department Proposed							
	FY 00	FY 01	FY 02	FY 03	FY 04		FY 04	Difference						
ISLINGTON STREET CORRIDOR STUDY		\$75,000				\$75,000		\$0						
ISLINGTON /CABOT SIGNALIZATION		\$50,000				\$50,000		\$0						
NOISE BARRIER HANSCOM'S TRUCK STOP		\$25,000				\$25,000		\$0						
DOWNTOWN SIGNAGE AND PEDESTRIAN WAYFINDING SYSTEM		\$6,000				\$6,000		\$0						
ATLANTIC HEIGHTS STREETScape	\$100,000					\$100,000		\$0						
Total Transportation Management							\$336,900	\$483,750	\$297,500	\$211,850	\$355,000	\$1,685,000	\$568,500	(\$213,500)

SUMMARY TOTALS PER SECTION

I.	EQUIPMENT AND VEHICLE SCHEDULE	\$120,000	\$170,000	\$185,000	\$125,000	\$90,000	\$690,000	\$230,000	(\$140,000)
II.	BUILDING & INFRASTRUCTURE	\$206,250	\$215,000	\$427,500	\$400,000	\$260,000	\$1,508,750	\$689,000	(\$429,000)
III.	INFORMATION MANAGEMENT SYSTEMS	\$235,000	\$75,000	\$75,000	\$85,000	\$0	\$470,000	\$97,000	(\$97,000)
IV	TRANSPORTATION MANAGEMENT PLAN	\$336,900	\$483,750	\$297,500	\$211,850	\$355,000	\$1,685,000	\$568,500	(\$213,500)
v	CAPITAL CONTINGENCY	\$1,850	\$6,250	\$15,000	\$178,150	\$45,000	\$246,250	\$50,000	(\$5,000)
	TOTAL	\$900,000	\$950,000	\$1,000,000	\$1,000,000	\$750,000	\$4,600,000	\$1,634,500	(\$884,500)

I. VEHICLES AND EQUIPMENT



January 23, 2003

Planning Board Adopted

27

VE-FD-01: TURNOUT GEAR REPLACEMENT

- The Fire Department continues to replace outdated and worn turnout gear through this on-going project. To date \$60,000 has been expended. The objective is to provide two outfits for each person. Under the current plan, the initial equipment purchases will be completed in FY'06.
- A plan is also being established to replace this gear in a more timely manner and as part of the Department's operating budget.



Priority:	I	Commence:	FY	04	1	Quarter
Total Cost:	\$105,000					
FY '04	\$10,000	FY '05	\$20,000			
FY '06	\$15,000	FY '07	\$			
FY '08	\$	FY '09	\$			

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced maintenance costs	

VE-FD-02: HOSE REPLACEMENT

- The Fire Department hose inventory has dwindled over the years. With current standards, all hose must be tested yearly. This equipment is vital to fire fighting and must be in good working condition. A system has been created to replace hose in a systematic manner over the last three FY's. This project is the fourth year of a five year phased schedule.
- In the future, Hose Replacement will not be funded under this Plan and will be included in the Department's operational budget.



Priority:	I	Commence:	FY	03	2	Quarter
Total Cost:	\$65,000					
FY '04	\$10,000		FY '05	\$10,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced maintenance costs	

VE-FD-03: MUNICIPAL FIRE ALARM SYSTEM-REPAIRS AND IMPROVEMENTS

- This is the continuation of a multi- year phased project. Funds are being used to repair the City’s fire alarm system. It includes several hundred miles of cable and 300 fire alarm boxes. Many sections have wire dating from the 1930’s and the system often-times will fail during storm events.
- This project is part of a complete overhaul that is being done over a four year period. Upon completion, this equipment would be included in the Department’s operational budget..
- The City also using this system as part of the City’s Wide Area Network connection to the Central Fire Station, Public Works, Library, Parking Facility, Little Harbor School, Middle School, High School and School Department Central Office.



Priority:	I	Commence:	FY	03	2	Quarter
Total Cost:	\$135,000					
FY '04	\$20,000		FY '05	\$75,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced maintenance costs	

VE-FD-04: REPLACEMENT OF THE HURST RESCUE TOOL

- This is the second of a two-phased project to purchase two units. One of the current Hurst rescue tool, “jaws of Life” is twenty-one years old. The technology has been improved over the years and the age of the unit is causing problems with reliability and parts replacement.
- The units are used for vehicular accidents where people are trapped or other rescue situations in the industrial field. These units are used often and should be of the latest technology.
- Following their initial purchase, replacement of this equipment would not be funded under this Plan.



Priority:	I	Commence:	FY	03	2	Quarter
Total Cost:	\$50,000					
FY '04	\$25,000		FY '05	\$		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced maintenance costs	

VE-FD-05: PURCHASE OF CONFINED RESCUE EQUIPMENT

- The Fire Department responds to confined space rescues where appropriate equipment is lacking. The Department has responded to many trench rescues and other confined space calls where the rescue; was in violation of OSHA and NFPA standards. As a result firefighters risk additional danger lacking the proper equipment. This multi year project would be used to purchase the appropriate equipment. Following their initial purchase, replacement of this equipment would not be funded under this Plan.



Priority:	I	Commence:	FY	04	2	Quarter
Total Cost:	\$50,000					
FY '04	\$25,000		FY '05	\$25,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced maintenance costs	

VE-FD-06: SELF CONTAINED BREATHING APPERATUS TRANSMITTERS

- This is a firefighter accountability system that allows the Incident Commander to track the location of each firefighter on the emergency scene by transmitting a code to a receiver that identifies each member of the department. Fire fighting accountability systems currently in use are not reliable as they are susceptible to human error and are dangerous. This system would activate as soon as the SCBA was turned on and we would have instant, recorded data on each member.

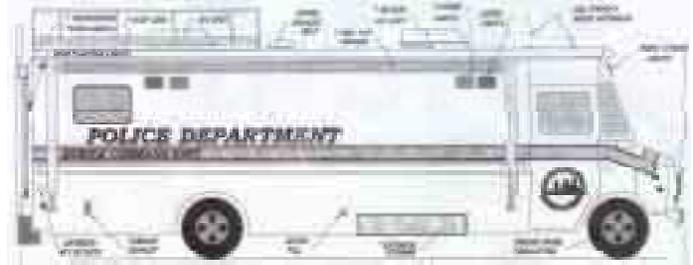


Priority:	II	Commence:	FY	05	1	Quarter
Total Cost:	\$60,000					
FY '04	\$		FY '05	\$60,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance costs	

VE-PD-07: MOBILE COMMAND POST

- The original COPS Technology Initiative grant proposal submitted by the Department included the purchase of a Mobile Command Post in the amount of \$250,000. Due to a lower grant award and higher than anticipated costs associated with the Communications Center renovations, the Department will not be able to fund the purchase of the Mobile Command Post out of the grant. As a result, the Department is requesting that the city fund the purchase of the unit. The acquisition of this unit is a key component of the Police Department’s communications and response system. As stated in the John Hopkins University Applied Physics Laboratory (JHU/APL) study, completed after the TOPOFF 2000 exercise, the highest ranked need of the Department in a critical incident was a command post vehicle. The report indicated that the command post was a very intricate component in any critical incident due to its ability to fit the needs of any situation, which can greatly affect the out come of an incident. In addition, the command post can also be used in every day operations and is not just limited to terrorist or critical incidents.



Priority:	II	Commence:	FY	05	1	Quarter
Total Cost:	\$ 250,000					
FY '04	\$		FY '05	\$ 250,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	50%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	50%
Other	%		
Impact on Operating Budget		Maintenance costs	

II. BUILDING AND INFRASTRUCTURE



January 23, 2003

Planning Board Adopted

35

BI-JOINT-01: IMPLEMENTATION OF PEIRCE ISLAND MASTER PLAN

- A Master Plan for Peirce Island was finalized in December 1999, which details a range of capital improvement projects that support recreational activities on the 27-acre City-owned island.
- Suggested projects include improvements to the outdoor pool and boat launch, trail construction, and installation of picnic tables and interpretive signs.
- On an on-going basis, this project has been scheduling these improvements in phases and based on available funds.



Priority:	I	Commence:	FY	'00	3rd	Quarter
Total Cost:	\$900,000					
FY '04	\$200,000		FY '05	\$100,000		
FY '06	\$100,000		FY '07	\$100,000		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	50%	Revenues:	%
Federal/State	50%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance Costs	

January 23, 2003

Planning Board Adopted

36

**BI-CD-02: HAVEN PARK SCULPTURE MAINTENANCE-FITZ JOHN PORTER
STATUE**

- Dr. Henry Lie of Harvard University conducted a survey of this statue in 1994 to identify needed conservation treatment. This multi-year project would restore the monument to the specifications contained in Dr. Lie’s report and subsequent assessments of the monument.
- Funds were set aside in FY’03 and with this years allocation the project will be initiated. [No grant source has been identified in support of this project.]



Priority:	I	Commence:	FY	'03	1sr	Quarter
Total Cost:	\$20,000					
FY '04	\$10,000		FY '05	\$		
FY '06	\$		FY '06	\$		
FY '0	\$		FY '08	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	0%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance Costs	

BI-PW-03: ON-GOING PLAYGROUND IMPROVEMENTS-MAPLE HAVEN

- The City of Portsmouth currently maintains ten playground areas spread throughout the city. Of these, eight have been reconstructed with state of the art equipment. This project would fund Phase I improvements at the playground in the Maple Haven Neighborhood. The remaining playground to be upgraded is the Plains.



Priority:	I	Commence:	FY	03	4	Quarter
Total Cost:	On-going					
FY '04	\$25,000		FY '05	\$50,000		
FY '06	\$75,000		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	50%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	50%
Other	%		
Impact on Operating Budget		None Anticipated	

BI-JOINT-04: CERES STREET IMPROVEMENTS

This project includes the design and construction phases necessary to make improvements to Ceres Street, especially, in the area located adjacent to the Moran tug boat dock. This area serves as a popular tourist destination and is a gateway to the proposed Piscataqua Riverwalk. The intent of these improvements is to improve aesthetics and pedestrian safety and provide traffic calming measures. Preliminary design is scheduled for FY'03 with final design and construction in FY'04/05.



Priority:	I	Commence:	FY	'04	3 rd	Quarter
Total Cost:	\$165,000					
FY '04	\$15,000		FY '05	\$150,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	100%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget			

BI-JOINT-05: EXIT 7 MARKET STREET STREETScape IMPROVEMENTS

This project is the design phase of improvements to the Exit 7 Market Street Extension. The improvements will establish a gateway to the city and create a transition from the I-95 corridor east into downtown Portsmouth and west to Kearsarge Way. The intent is to calm traffic, ensure safe pedestrian and bicycle travel, provide clear signage and direction from I-95 to the central business district and tourist information center (Chamber of Commerce), and create aesthetic improvements to the corridor. Funding for construction of the improvements will follow in later years.



Priority:	I	Commence:	FY	'04	3rd	Quarter
Total Cost:	\$25,000					
FY '04	\$25,000		FY '05	\$		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	70%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	30%
Other	%		
Impact on Operating Budget		None anticipated	

BI-PW-06: HIGH HANOVER PARKING FACILITY-CAPITAL IMPROVEMENTS

This facility originally contained 685 parking spaces and was expanded in FY '01 by an additional 230 parking spaces. Following the completion of that project, funding must now be allocated on a scheduled basis to fund major renovation needs for the original structure. This part of the facility has been constantly exposed to a high traffic volumes and seasonal elements. Now, and continuing on a scheduled basis, the expansion joints should be inspected and, as appropriate, replaced. This project serves to protect the public's investment in this facility.



Priority:	I	Commence:	FY	'04	1 st	Quarter
Total Cost:	On-going					
FY '04	\$50,000		FY '05	\$50,000		
FY '06	\$50,000		FY '07	\$50,000		
FY '08	\$50,000		FY '09	\$50,000		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	100%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Decreased Maintenance Costs.	

BI-PW-07: PEIRCE ISLAND POOL EQUIPMENT

- New regulations from the NH Department of Environmental Services have mandated certain improvements to the equipment of this facility. The work is being done over two fiscal years and will be completed in FY'04. The project includes the following components:
- Installation of new and improved filters;
- Install a skimmer system;
- Replace discharge system to the sanitary sewer system; and,
- Increase flow rates.
- Project is being funded through the General Fund.



Priority:	1	Commence:	FY '03	1st	Quarter
Total Cost:	\$150,000				
FY '04	\$100,000	FY '05	\$		
FY '06	\$	FY '07	\$		
FY '08	\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance costs	

BI-PW-08: CITY WIDE FACILITIES' CAPITAL IMPROVEMENTS

The Public Works Department has the maintenance responsibilities for all municipal facilities under the direct control of the City Manager. These facilities are wide ranging and serve multiple uses. Due to their age and usage these facilities are in need of updating in order to continue their availability to the general public and the programs conducted. The Public Works Department staff has identified the renovations and improvements required at each facility. This project is being set up so that the expenditures are utilized over a two year time frame.



Priority:	I	Commence:	FY	'03	4 th	Quarter
Total Cost:	On-going					
FY '04	\$		FY '05	\$500,000		
FY '06	\$		FY '07	\$500,000		
FY '08	\$		FY '09	\$500,000		

Pending FY Cost Allocation by Percent			
General Fund:		Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced Maintenance Costs	

BI-PL-09: PEASE INTERNATIONAL TRADEPORT ATHLETIC FIELDS

Project is a cooperative venture between the Pease Development Authority and the City to identify and secure long-term ground leases for sites suitable for use as multi-purpose play fields. It is envisioned that cooperative efforts would be coordinated with various tenants of the Tradeport in order to develop such sites as an appropriate amenity.



Priority:	I	Commence:	FY	04	1	Quarter
Total Cost:	\$25,000					
FY '04	\$25,000		FY '05	\$		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	50%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	50%
Other	%		
Impact on Operating Budget			

BI-CC-10: LAND ACQUISITION

This project funds the purchase of land that has been determined should be municipally owned. As such, municipal ownership has been deemed to be in the City's best interest. For the most part, such ownership is usually sought to secure environmentally sensitive areas or to purchase the development rights to a particular parcel. Funds can be used as match for other grants and may be augmented through Current Use fees. As part of the new Master Plan, potential sites for public acquisition are expected to be identified.



Priority:	I	Commence:	FY	04	4	Quarter
Total Cost:	On-going					
FY '04	\$25,000		FY '05	\$50,000		
FY '06	\$50,000		FY '07	\$50,000		
FY '08	\$50,000		FY '09	\$50,000		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

BI-PW-11: MUNICIPAL COMPLEX-SITE IMPROVEMENTS

This project is based on another project where the 1895 Building is being reused for elderly housing. In that project, many site related improvement are being made in proximity to this structure. However, the project area is limited. Hence, this project would fund the same type of related improvements, but now for the area lying outside the project area and within the Municipal Complex area. Anticipated improvements include lighting, parking delineation, curbing, etc.



Priority:	i	Commence:	FY	04	2	Quarter
Total Cost:	\$50,000					
FY '04	\$50,000		FY '05	\$		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	100%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		No impact anticipated	

BI-JOINT-12: PISCATAQUA RIVERWALK PROJECT

- Preliminary engineering and design plans have been developed for an 800-foot long pier built waterfront walkway extending from Ceres Street to Memorial Bridge. The Riverwalk, which will range in width from 12 feet to 20 feet, will parallel Bow Street along the Piscataqua River and link the existing waterfront promenade at Harbour Place to Ceres Street. While the total cost of constructing the walkway is approximately \$3.0 million, the project is anticipated to be constructed in two phases based on available funds. \$1.0 million in federal funding has been secured to fund phase one construction; to date, \$120,000 in public-private funding has been set aside for this project.



Priority:	I	Commence:	FY	05		Quarter
Total Cost:	\$1,500,000					
FY '04			FY '05	\$180,000		
FY '06	\$1,320,000		FY '07			
FY '08			FY '09			

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	65%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	35%
Other	%		
Impact on Operating Budget		Annual Maintenance Costs	

BI-PW-13: PUBLIC WORKS FACILITY

- The City of Portsmouth relocated the Public Works Department to an eight-acre site located on Peverly Hill Road. Proceeds from the sale of the existing Public Works Facility were utilized to renovate and construct basic facilities at the new location.
- These funds represent the continuing efforts to provide additional facilities for department operations. Funds from FY'03 along with FY'04 are intended to be utilized in the construction of a heated vehicle storage building, material storage areas, and other related facilities and equipment that could not be included in the original project due to funding limitations.



Priority:	I	Commence:	FY	'05	1 st	Quarter
Total Cost:		\$250,000				
FY '04		\$	FY '05	\$250,000		
FY '06		\$	FY '07	\$		
FY '08		\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other			
Impact on Operating Budget		Maintenance Costs	

BI-SD-14: SCHOOL DEPARTMENT BUILDING FIRE SPRINKLERING

Dondero and Little Harbour Elementary Schools are in need of sprinklering for better fire protection. All other Department buildings have this protection. During the restoration and addition work, recently completed at the New Franklin Elementary School, it became evident that this work does not have to be coordinated with major structural renovations. Due to the ability to accomplish this work during summer vacations or after school hours, it is desirable to include these two schools into an immediate schedule rather than awaiting major renovations.



Priority:	I	Commence:	FY	05	1	Quarter
Total Cost:	\$252,000					
FY '04	\$		FY '05	\$252,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	70%	Revenues:	%
Federal/State	30%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		No impact anticipated	

BI-PL-15: PLANNING DEPARTMENT MASTER PLANNING PROCESS

The Planning Department, in conjunction with other departments, has initiated the process of preparing a new Master Plan. A consultant team has been selected and the expected two -year process is underway. The schedule is aggressive, it includes public participation components that have include both the Board and public private participation through Study Circles. It is anticipated that these funds would be used as the Master Plan Planning Process moves onto an Implementation Phase. Funds would be used to support specific Work Products as identified through the planning process.



Priority:	1	Commence:	FY	03	1	Quarter
Total Cost:	\$200,000					
FY '04	\$	FY '05	\$50,000			
FY '06	\$	FY '07	\$			
FY '08	\$	FY '09	\$			

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None anticipated	

January 23, 2003

Planning Board Adopted

50

BI-CD-16: LEDGEWOOD MANOR PARK

The St. Nicholas Greek Church owns a parcel of land located adjacent to LedgeWood Manor Apartments that they have leased to the City for development of a park targeted to LedgeWood residents. The parcel is currently undeveloped and heavily wooded. The design phase of this project was initiated in Fall 2000. Improvements are expected to include site re-grading, drainage, lighting, and amenities such as picnic tables, benches, trash receptacles.



Priority:	I	Commence:	FY	05	1 st	Quarter
Total Cost:		\$100,000				
FY '04		\$	FY '05	\$100,000		
FY '06		\$	FY '07	\$		
FY '08		\$	FY '09	\$		

Pending FY Cost Allocation by Percent					
General Fund:		%	Revenues:		%
Federal/State		50%	Revenue Bonds		%
Bond:		%	Public/Private Partnerships		50%
Other		%			
Impact on Operating Budget			Maintenance costs		

January 23, 2003

Planning Board Adopted

51

BI-CD-17: NORTH MILL POND PEDESTRIAN AND BIKE PATHWAY

- Residents and the Council have expressed a desire to enhance the appearance of the McDonough Street side of the North Mill Pond and to improve the area for passive recreational use. Local and regional bicyclists have indicated a need to connect Maplewood Avenue and Bartlett Street via a proposed North Mill Pond bikeway in order to bypass the Islington Street corridor and connect to the Pease International Tradeport via the Rockingham Bike Bridge. The *North Mill Pond Feasibility Study* proposes construction of a 2,500 linear foot walking, jogging path and bike trail along the McDonough Street shore of the North Mill Pond. Easements from Guilford Transportation and other affected property owners are required prior to proceeding with the construction of these improvements.



Priority:	II	Commence:	FY	05	2 nd	Quarter
Total Cost:	\$250,000					
FY '04	\$		FY '05	\$125,000		
FY '06	\$125,000		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	15%	Revenues:	%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	5%
Other	%		
Impact on Operating Budget		Maintenance Costs	

January 23, 2003

Planning Board Adopted

52

BI-JOINT-18: AERIAL PHOTOGRAPHY

Aerial photography is an important tool for mapping the city’s infrastructure. Portsmouth was last flown and mapped in 1994, at which time new survey monuments were established to improve the accuracy of future mapping projects. Flying Portsmouth again will help us to maintain accurate information about rapidly changing areas of the city. This information will be particularly valuable to the public works and planning departments.

Efforts should be made to coordinate with adjacent communities and agencies, such as the Pease Development Authority, to reduce the total project cost.



Detail of an aerial photograph of Strawberry Banke

Priority:	I	Commence:	FY	05	4	Quarter
Total Cost:	\$100,000					
FY '04	\$		FY '05	\$100,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None anticipated	

BI-FD-19: CENTRAL FIRE STATION IMPROVEMENTS

- Station 1 was built in 1919 and the exterior has remained basically untouched since then. Some years ago, the second floor was renovated, along with the training room on the first floor. Work was done in the basement to shore up the apparatus floor.
- The remainder of the first floor including: the entry, bathrooms, stairwells, apparatus bays and the floor need repair and updating. The floor needs an epoxy coating to protect it from salt and oil.
- The building's exterior, including brickwork, cornices and trim is worn and needs to be repaired or redone. The overhead doors on the apparatus bays (6) are old, wooden, and non-insulated, making it difficult to heat the building. These should be replaced with custom made, insulated overhead doors that are period appropriate, and door openings should be resized to better accommodate larger apparatus.
- There is no ADA access to the second floor of this building.



Priority:	II	Commence:	FY	05	1	Quarter
Total Cost:	\$250,000					
FY '04	\$		FY '05	\$250,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget			

BI-PD-20: INDOOR TRAINING RANGE

- The current range, located within the City Hall complex, has been in existence since the Police department moved to the facility in 1991. The mechanics of the system and carpeting requested in our prior plan were replaced with PPD end of year surplus funds.
- The remaining items needed to complete the project are: repair of the side walls, upgrade of the filtration system, backstop upgrade to handle ARIS Rifle .223 caliber, overhead baffle replacements and the purchase of a moving target. The range is a vital tool in Officer safety and training



Priority:	II	Commence:	FY	05	1st	Quarter
Total Cost:	\$54,000					
FY '04	\$		FY '05	\$54,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance Costs	

BI-PW-21: RECLAMATION OF FORMER STUMP DUMP FOR RECREATIONAL USE

- As part of this larger project, the stump dump would be closed in accordance with the requirements of the NH Department of Environmental Services.
- The site would be leveled and capped with gravel, sand and loam cover.
- Recreational use of this site for a multi-purpose field is proposed.



Priority:	II	Commence:	FY	05	1	Quarter
Total Cost:	\$150,000					
FY '04	\$		FY '05	\$50,000		
FY '06	\$50,000		FY '07	\$50,000		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance costs	

BI-SD-22: SCHOOL DEPARTMENT BUILDING RENOVATION-PHASE II

Phase II; Renovation and Possible New Construction at Portsmouth Middle School. The Portsmouth Middle School was constructed in the mid-1930's and was remodeled in the early 1970's. The building will need a complete engineering review as well as an educational space needs review in order to determine the scope of work. The building currently is over 80,000 sq.ft. on three floors and includes a library, cafeteria and gymnasium. Given the age and the current classroom layout, a complete renovation as well as possibly some new construction can be anticipated. [Cost figures are only a preliminary estimate and need refining in the future.]



Priority:	I	Commence:	FY	06	4	Quarter
Total Cost:	\$20,000,000					
FY '04	\$		FY '05	\$		
FY '06	\$10,000,000		FY '07	\$10,000,000		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	30%	Revenue Bonds	%
Bond:	70%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance costs	

BI-SD-23: SCHOOL DEPARTMENT BUILDING RENOVATION-PHASE III

Phase III; Renovation of Little Harbour, Dondero and New Franklin Elementary Schools. The three main elementary schools are all over thirty years old. While these buildings are currently in reasonably good condition, within the next 5-7 years they will be approaching the end of their original operating life cycle. Although structurally sound, the mechanical, environmental and educational delivery systems will be outdated. Following a complete engineering and an educational space needs review, there will be a determination of the amount and nature of renovation required at each building. The buildings comprise over 130,000 sq.ft. of educational space including libraries, cafeterias and gymnasiums at each site. [Cost figures are only a preliminary estimate and need refining in the future.]



Priority:	II	Commence:	FY	08	4	Quarter
Total Cost:	\$10,000,000					
FY '04	\$	FY '05	\$			
FY '06	\$	FY '07	\$			
FY '08	\$5,000,000	FY '09	\$5,000,000			

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	30%	Revenue Bonds	%
Bond:	70%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance costs	

BI-FD-24: STATION TWO REPLACEMENT

As it exists today, Station Two is substandard and does not meet the future needs of the department. The purpose of this project is provide for a substation that will meet those needs either here or at some other location. This facility should provide for the following:

- Adequately sized equipment bays that can house existing and future equipment;
- Classroom/activity spaces in order to facilitate training operations;
- Conforming heating, ventilation and air conditioning systems; and,
- Adequate accommodations for on duty personnel.



Priority:	II	Commence:	FY	06	4	Quarter
Total Cost:	\$2,000,000					
FY '04	\$		FY '05	\$		
FY '06	\$2,000,000		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget			

This page intentionally Blank

III. INFORMATION SYSTEMS MANAGEMENT



January 23, 2003

Planning Board Adopted

61

IS-LB-01: ADAPTING LIBRARY'S COMPUTERIZED CIRCULATION AND CATALOGING TO A WEB BASED SYSTEM

The Public Library's computer management system is nine years old.

- Updating and expanding the system to the web based technology that has become the standard everywhere will increase service to the public and improve staff efficiency.
- The web-based system provides staff with quick, simple, intuitive management of basic library functions, streamlining the workflow and facilitating efficiency.



Priority:	II	Commence:	FY	05	4	Quarter
Total Cost:	\$165,500					
FY '04	\$		FY '05	\$97,000		
FY '06	\$68,500		FY '07	\$		
FY '06	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget			

IV. TRANSPORTATION SYSTEMS MANAGEMENT



January 23, 2003

Planning Board Adopted

63

TSM-CITY/MPO-01: RAIL STUDY-GUILFORD HAMPTON AND ROCKINGHAM BRANCH

- In FY 00 the Rockingham Planning Commission conducted preliminary feasibility studies for a new rail passenger service between Portsmouth and Boston on the Hampton Branch. In FY 01 and 02 a legislative committee held meetings throughout the corridor with NH seacoast communities to gauge interest in the proposed new service. In FY 03 and 04, the Rockingham Planning Commission will conduct an “Alternatives Analysis” to compare the proposed new service with other reasonable alternatives such as: (1) providing a rail service connection to the existing AMTRAK service via the Rockingham Branch; (2) increasing inter-city bus transit service, etc. This effort will result in a recommended “preferred alternative”. If a rail alternative is proposed, New Start Legislation may be warranted.



Priority:	I	Commence:	FY	04	1	Quarter
Total Cost:	\$50,000					
FY '04	\$10,000	FY '05	\$10,000			
FY '06	\$10,000	FY '07	\$10,000			
FY '08	\$10,000	FY '09	\$			

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	100%		
Impact on Operating Budget		Operational funds	

TSM CITY/COAST-02:TROLLEY SERVICE-DOWNTOWN PORTSMOUTH TO INTERNATIONAL TRADEPORT & SEASONAL DOWNTOWN LOOP

- Project was initiated in FY' 00 under contract with COAST. Includes both a seasonal (May 15 to October 15) and a year-round component. Seasonal service provides a circulator function downtown between downtown parking lots and tourist attractions. The year-round service connects the downtown with the Tradeport via Islington St. and Market/Woodbury Ave. Major stops included Market Sq., Portsmouth Regional Hospital, the State Transportation Center, Airport, various shopping plazas and hotels. This service has grown to about 35,000 rides/year. A consultant evaluation of the service was completed earlier this year at the expiration of the 3-year Federal Grant. The service is scheduled to be streamlined in FY03 to reduce service to unproductive areas of the route and increase service to high demand areas. The federal contribution to the project declines in FY 03 from 80% to 50%.



Priority:	I	Commence:	FY	'04	1 ST	Quarter
Total Cost:	On-going					
FY '04	\$200,000		FY '05	\$200,000		
FY '06	\$200,000		FY '07	\$		
FY '07	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	20%	Revenues:	10% (Advertising)
Federal/State	50%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	20% (PDA)
Other			
Impact on Operating Budget		Operational Funds	

TSM CITY/COAST-03: TROLLEY SERVICE-U.S. ROUTE 1

- Project is included in the *State of NH Ten-Year Transportation Improvement Program* for funding under a 3-Year Congestion Mitigation Air Quality (CMAQ) Grant. This pilot project complements existing services on Islington Street and in the Market St./Woodbury Avenue Corridor. With this new service, Portsmouth residents will now have access to most of the City via trolley transportation. The service is scheduled to begin in April 2003 with stops at Margeson's Apts., Portsmouth High School, Crossroads, various shopping plazas and housing developments, the Community Campus, Water Country and WalMart. This project will include purchase of a new trolley (in FY 06) and operational funding for the three year grant period. The local match requirement for the project is 20%, which will be offset by sponsorships and advertising revenue. Project partners will include the Foundation for Seacoast Health and the Portsmouth School Department.



Priority:	I	Commence:	FY	'04	1 st	Quarter
Total Cost:	On-going					
FY '04	\$250,000		FY '05	\$250,000		
FY '06	\$340,000		FY '07			
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	10%	Revenues:	6%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	4%
Other			
Impact on Operating Budget	None Anticipated		

TSM CITY/COAST-04: TRANSIT TRANSFER CENTER & STREETSCAPE IMPROVEMENTS - HIGH HANOVER PARKING FACILITY

- Development of a bus transfer center on Hanover Street in front of the existing parking garage. Transfer Center will include bus pullouts, shelter, information kiosk, benches, landscaping, other pedestrian amenities. May include bus ticketing area. Need for transfer center stems from increased transit activity downtown – especially during the summer. Market Square bus stop is at capacity as it serves Vermont Transit, Wildcat Transit, Private Trolley providers and COAST services on Market St., Islington St. and Route 1 (spring 2003). Grant application was submitted to COAST Board for consideration in FY 03.



Priority:	I	Commence:	FY '04	3rd	Quarter
Total Cost:	\$275,000				
FY '04	\$30,000	FY '05	\$245,000		
FY '06	\$	FY '07	\$		
FY '08	\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	20%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Operational Funds	

TSM-CITY-05: NEW PUBLIC PARKING FACILITY-WORTH PARKING LOT

- Project is identified in the *1998 Downtown Parking Study*, which recognized the facility as a “top” public site for constructing the City’s second public parking facility. Current parking demand exceeds supply in this section of the downtown. Pending development and redevelopment in the area will increase the parking shortfall. Providing a net increase in parking to the area will spur economic development and building restorations. The existing location and orientation of the lot is well suited for constructing a mixed-use public parking facility. In FY03, a preliminary engineering feasibility study for the project was initiated. The study will result in a preferred alternative for construction. It is anticipated that the project concept will be further advanced in FY04 by conducting an economic and financial feasibility evaluation. Design and construction tentatively scheduled for FY05 and 06 respectively.



Priority:	I	Commence:	FY	'05	1st	Quarter
Total Cost:		\$7,350,000				
FY '04		\$	FY '05	\$350,000		
FY '06		\$7,000,000	FY '07	\$		
FY '08		\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other			
Impact on Operating Budget		Maintenance Costs	

TSM-CITY-06: PARKING MANAGEMENT PLAN-PARROTT AVENUE

- As the City continues to create more long-term parking within, and just outside the CBD, the need for providing “free long-term parking” in the Parrott Avenue Lot is reduced. Implementation of the management plan would occur only after the second public parking garage downtown is constructed. The management plan will look at better utilizing this lot in the context of the overall downtown parking need. It is not unusual for cars to be “stored” in this lot for multiple days, yet the lot is just 900 feet from Market Square and within close walking distance to numerous downtown shops and restaurants. It is not “remote” or “peripheral” parking but prime downtown parking. (See *1998 Downtown Parking Study*.)



Priority:	II	Commence:	FY	'05	1 st	Quarter
Total Cost:	\$25,000					
FY '04	\$		FY '05	\$25,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance Costs	

TSM-PW-07: COURT STREET PARKING LOT IMPROVEMENTS

- As part of the public review and design process for the Court St. Reconstruction Project, the Court St. parking lot, which is located between the Fire Station and the Portsmouth Housing Authority's Feaster Apartments, was identified as needing significant functional and visual enhancement. The lot has overly wide parking aisles, poor access control at the entrance, poor lighting and a lack of landscaping. A concept design was developed with the Court St. Reconstruction Project that would introduce access control at the lot entrance to Court St., extend the Court St. sidewalks, introduce landscaping, improve lighting, provide sidewalks along the face of the fire station (so people do not have to walk in the parking aisles) and provide for an area for a Fire Department monument. Project would be constructed in coordination with the Court St. project.



Priority:	I	Commence:	FY	04	1 st	Quarter
Total Cost:	\$50,000					
FY '04	\$50,000		FY '05	\$		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	50%	Revenues:	50%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget			

TSM-CITY-08: TRAFFIC SIGNAL REPLACEMENT/UPGRADE - CITYWIDE

- The downtown area has nine signalized intersections, each with an average age of 30 years. New State and Federal signal standards have rendered these installations obsolete. Further, it is getting more and more difficult to find parts for the equipment. The equipment will be replaced to increase efficiency and safety at these intersections. Work will include new traffic signals, controllers, and minor roadwork at each intersection. Intersections completed under this program to date include: 1) Congress, Islington and Middle Streets with Maplewood Avenue; 2) Congress and Fleet Streets; 3) Pleasant and State Streets; 4) Cabot and Islington Streets and 5) State and Fleet Streets (to be replaced in the Spring 2003). The signal systems at the intersection of **Middle Street/Miller Avenue** and at **South Street/Miller Avenue** are scheduled for upgrade in FY 04 and 05 respectively.



Priority:	I	Commence:	FY	'04	1 st	Quarter
Total Cost:		\$On-going				
FY '04		\$75,000	FY '05	\$75,000		
FY '06		\$75,000	FY '07	\$75,000		
FY '08		\$75,000	FY '09	\$75,000		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced Maintenance Costs.	

**TSM-CITY/NH-09: INTERSECTION UPGRADE-MARKET STREET AT
GRADE CROSSING**

- NHDOT approached the City and Guilford RR in 1999, regarding the need to upgrade the railroad crossing on Market Street near its intersection with Russell Street. This hazard elimination project includes upgrade of the rail, the roadway approaches, drainage improvements and the need for protective devices at the crossing. Guilford has since upgraded the rail portion of the work. The roadside work and installation of protective devices including signal preemption and replacement of the Russell Street traffic signal is scheduled for FY 2006. A portion of the local match has been appropriated in previous programs.



Priority:	I	Commence:	FY	'06	1st	Quarter
Total Cost:		\$367,000				
FY '04		\$	FY '05	\$		
FY '06		\$367,000	FY '07	\$		
FY '08		\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	20%	Revenues:	%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-CITY/NH-10: MAPLEWOOD AVENUE CORRIDOR TRAFFIC SIGNAL INTERCONNECT

- Currently the traffic signals @ Middle St./State St., Middle St./Islington St./Congress St./Maplewood Ave., Maplewood Ave./Hanover St. and Maplewood Ave./Deer St. are not timed to provide continuous travel progression through the Maplewood Ave. corridor. Vehicles traveling through the City during peak travel times are therefore required to stop and start at virtually every intersection. The resultant delay and vehicle emissions adds to the region’s air quality problems. It also entices people to find short cuts through the downtown or neighboring streets not designed to carry “through” traffic. Three of the four signal systems are antiquated and in need of repair. Improved pedestrian features of the signal as well as fire preemption devices will be part of the upgrades. The City made application to the state for use of Congestion-Mitigation/Air Quality funds in FY02.



Priority:	I	Commence:	FY	04	1 st	Quarter
Total Cost:		\$300,000				
FY '04		\$300,000	FY '05		\$	
FY '06		\$	FY '07		\$	
FY '08		\$	FY '09		\$	

Pending FY Cost Allocation by Percent			
General Fund:	20%	Revenues:	%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance costs	

TSM-NH/CITY-11: US 1/CONSTITUTION ROAD INTERSECTION IMPROVEMENT

- NHDOT is in the process of designing this intersection improvement, which will improve sight distance and capacity of the intersection in keeping with the 1989 U.S. Route 1 Kimball-Chase Study. Project is currently being designed and is scheduled for construction in 2007.



Priority:	II	Commence:	FY	'07	1 st	Quarter
Total Cost:	\$1,440,000					
FY '04	\$		FY '05			
FY '06	\$1,440,000		FY '07			
FY '08	\$		FY '09			

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	100%	Revenue Bonds	%
Bond:		Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

**TSM-CITY/MPO-12: INTERCHANGE IMPROVEMENT-MARKET STREET AND
US I-95**

- Project is initiated by the City and would provide turning lanes on Market Street to the northbound ramp which is at capacity during the PM Peak. Vehicles queuing back and block the Kearsarge Way approach to Market Street. Vehicle miles traveled along the Market Street corridor are anticipated to increase annually at a rate greater than 2%. The uses in this area depend on access/egress to Market Street for connections to US I-95 and NH 16. In FY02, the City submitted a successful grant application to get the project 80% funded by NHDOT. The project anticipates widening street widths and constructing double left-turn lanes to I-95 north. NHDOT has this project programmed in the 10-Year Plan for 2011. The City is seeking to move this project forward in the Plan.



Priority:	I	Commence:	FY '09	1 st	Quarter
Total Cost:	\$412,500				
FY '04	\$	FY '05	\$		
FY '06	\$	FY '07	\$		
FY '08	\$	FY '09	\$412,500		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	90%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	10%
Other	%		
Impact on Operating Budget		None Anticipated	

**TSM-CITY/NH-13: INTERSECTION IMPROVEMENT BARTLETT/
ISLINGTON/JEWELL COURT**

- A City project that was originally identified with the *FY '98 Capital Improvement Plan*. This project, in conjunction with the one to replace the B&M Railroad Bridge over Bartlett Street, is intended to reorient the intersection of Bartlett Street, Islington Street and Jewell Court. This intersection is anticipated to continue to experience increased traffic demands due to redevelopment of under utilized land parcels and regional growth patterns. As configured, this intersection hinders traffic flows and reduces levels of service. Project would reorient the intersection to make a direct connection to each street. Some private land would need to be acquired. Conceptual design completed in FY01.



Priority:	II	Commence:	FY	05	1 st	Quarter
Total Cost:	\$1,500,000					
FY '04	\$		FY '05	\$1,500,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-CITY-14: WOODBURY AVENUE/DURGIN LANE INTERSECTION

- The current traffic volumes at this intersection call for the construction of a dedicated right-turn lane on the inbound Woodbury Avenue approach to the intersection (onto Durgin Lane). The project, which includes construction of an additional lane approach, grading and new signal mast arms, is expected to be funded through developer contributions and City match. The project will dramatically improve capacity at the intersection and relieve excessive back-ups in the corridor.



Priority:	1	Commence:	FY	05	1 st	Quarter
Total Cost:	\$300,000					
FY '04	\$		FY '05	\$300,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	50%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	50%
Other	%		
Impact on Operating Budget			

TSM-CITY-15: DOWNTOWN TRAFFIC CIRCULATION STUDY

- A comprehensive evaluation of downtown traffic circulation has not been conducted by the City in over 20 years. The original Portsmouth Transportation Plan Study was conducted by Wilbur Smith Associates in 1962 and updated in 1973 and 1980. The current downtown traffic system includes signal locations and one-way streets based on previous studies and land use patterns. State Street became a one-way corridor in part due to the proximity of the naval base when it was at full employment. The City receives periodic requests to change streets from 2-way to 1-way and vice versa. However, making such changes without evaluating the impacts to the entire downtown is imprudent. Study will also evaluate existing truck delivery zones, bus stops, taxi stand locations and other uses of curbside areas. Scheduled to follow City Master Plan Update in FY 05.



Priority:	II	Commence:	FY	05	1 st	Quarter
Total Cost:	\$50,000					
FY '04	\$		FY '05	\$50,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget			

TSM-CITY-16: TRAFFIC CALMING IMPROVEMENTS-MYRTLE AVENUE

The New Franklin School expansion project was completed in FY '03. In the review process for this project, concerns have been expressed by the residents of Myrtle Avenue as to the condition of this right-of-way. The intent of this project is to explore traffic calming strategies and to make improvements to this corridor.



Priority:	I	Commence:	FY	04	4	Quarter
Total Cost:	\$25,000					
FY '04	\$25,000	FY '05	\$			
FY '06	\$	FY '07	\$			
FY '08	\$	FY '09	\$			

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None anticipated	

January 23, 2003

Planning Board Adopted

79

TSM-CITY-17: TRAFFIC CALMING - WOODBURY AVENUE

- Project initiated by the Frank Jones Neighborhood Association with the primary purpose to reduce travel speeds, improve pedestrian safety and eliminate through truck travel in the Woodbury Avenue Corridor between Dennett Street and Market Street Extension. Project will be engineered in coordination with the NHDOT project to replace the traffic circle and upgrade the Route 1 Bypass and the Route 1/Woodbury Avenue Bridge. City will seek NHDOT Transportation Enhancement Funding to complete project improvements.



Priority:	1	Commence:	FY 06	1 st	Quarter
Total Cost:	\$800,000				
FY '04	\$	FY '05	\$		
FY '06	\$800,000	FY '07	\$		
FY '08	\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	20%	Revenues:	%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget	None anticipated		

**TSM-NH/CITY-18: US 1 BYPASS NORTH FROM TRAFFIC CIRCLE TO SARAH
LONG BRIDGE INCLUDING BRIDGE NOS. 211/114, 227/112, 205/116**

- Status-Project Pending: Initiated by NHDOT. Project is identified in the draft *State of NH 10-Year Transportation Improvement Program*. Project includes rehab/replacement of bridges (noted) including replacement and interchange improvements at Maplewood Ave. Bridge and reconstruction of U.S. Route 1 Bypass. City will work closely with NHDOT to beautify and better integrate the bypass into the City's transportation system. Construction scheduled to begin in FY06.



Priority:	I	Commence:	FY	'04	1 st	Quarter
Total Cost:		\$4,940,000				
FY '04		\$	FY '05	\$		
FY '06		\$4,940,000	FY '07	\$		
FY '08		\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	100%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-NH/CITY-19: US 1 BYPASS - SAGAMORE CREEK TO TRAFFIC CIRCLE
INCLUDING BRIDGE NOS. 173/071, 183/087, 188/100 & 192/106

- Status-Project Pending: Initiated by NHDOT. Project is identified in the draft *State of NH 10-Year Transportation Improvement Program*. Project includes the rehab or replacement of noted bridges including the potential roadway widening of an existing bottleneck between Greenleaf Avenue and Greenleaf Woods Drive per *U.S. Route 1 Feasibility Study*, Kimball-Chase, 1989. Portsmouth Traffic Circle project to be constructed in coordination with this project. Engineering study to begin in FY 03.



Priority:	I	Commence:	FY	'04	1 st	Quarter
Total Cost:		\$9,945,000				
FY '04		\$1,000,000	FY '05	\$1,000,000		
FY '06		\$7,945,000	FY '07	\$		
FY '08		\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	100%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-NH/CITY-20: TRAFFIC CIRCLE REPLACEMENT

- In January of 1998, the Council adopted a resolution requesting that NH DOT undertake the steps necessary to evaluate the Portsmouth Traffic Circle. In 1999, NHDOT widened a number of approach lanes and implemented a revised striping plan. However, the facility is still nearing its design capacity. Long-term, it should either be improved or replaced. In FY01, the NHDOT completed an assessment of alternatives for replacing the traffic circle. These alternatives include a roundabout, full signalization and grade separation. In FY02, the NHDOT selected a consultant to design the project. The traffic circle is scheduled to be replaced in FY2006 - 2008 as part of the reconstruction of the U.S. Route 1 Bypass. The design process, which will be administered by NHDOT with significant input from the City, is scheduled to begin in FY03.



Priority:	I	Commence:	FY	05	2	Quarter
Total Cost:	\$					
FY '04	\$		FY '05	\$ To Be Determined		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent				
General Fund:		%	Revenues:	%
Federal/State	100%		Revenue Bonds	%
Bond:		%	Public/Private Partnerships	%
Other		%		
Impact on Operating Budget				\$ None Anticipated

TSM-NH/CITY-21: US ROUTE 1 BYPASS-INTERCHANGE RECONSTRUCTION

- Status: Design Pending. As originally proposed, \$4,000,000 was intended for use in rehabilitating interchanges along the Bypass. The City will seek to have the interchange replaced in the State's reconstruction of the U.S. Route 1 Bypass scheduled for construction in 2006-2008. A new Maplewood Avenue Interchange is a priority. The current bridge/ramp system can not properly process vehicle, bicycle and pedestrian traffic. A northbound ramp would provide needed access from the Central Business District.



Priority:	I	Commence:	FY	'06	1 st	Quarter
Total Cost:		\$4,000,000				
FY '04		\$	FY '05	\$		
FY '06		\$4,000,000	FY '07	\$		
FY '08		\$	FY '09	\$		

Pending FY Cost Allocation by Percent				
General Fund:		%	Revenues:	%
Federal/State		100%	Revenue Bonds	%
Bond:		%	Public/Private Partnerships	%
Other		%		
Impact on Operating Budget			None Anticipated	

TSM-NH/CITY-22: US ROUTE 1 BYPASS-NOISE BARRIER AT HANSCOM'S TRUCK STOP

- City's 1999 Noise Evaluation Study concluded that certain noise abatement measures, if initiated by the property owner, would reduce ambient noise levels emanating from this site. Further mitigation would be offered by the construction of a noise barrier. This project is intended to construct a noise barrier as part of a public private partnership between the property owner the City and the NHDOT. To succeed, the project requires cooperation from all parties and an understanding that these efforts would resolve all outstanding issues in what is now a mitigation effort spanning several years. The City's current plan is to incorporate this project into the State's reconstruction of the U.S. Route 1 Bypass in 2006-2008.



Priority:	I	Commence:	FY '06	1 st	Quarter
Total Cost:	\$200,000				
FY '04	\$	FY '05	\$		
FY '06	\$200,000	FY '07	\$		
FY '0	\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	10%	Revenues:	%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	10%
Other			
Impact on Operating Budget		\$ None anticipated	

TSM-NH/CITY-23: US ROUTE 1 ROADWAY RECONSTRUCTION - WILSON
ROAD TO CONSTITUTION ROAD

- NHDOT initiated project to reconstruct U.S. Route 1 in accordance with 1989 U.S. Route 1 Kimball-Chase Study. Project to upgrade corridor to provide better access management and capacity on roadway segments and intersections. Preliminary engineering scheduled for FY05.



Priority:	II	Commence:	FY	'04	1 st	Quarter
Total Cost:	\$6,750,000					
FY '04	\$		FY '05	\$500,000		
FY '06	\$		FY '07			
FY '08	\$		FY '09	\$6,250,000		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	100%	Revenue Bonds	%
Bond:		Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM - NH/CITYBRIDGE - 24: BRIDGE REPLACEMENT-NH 33 RR BRIDGE AND RELATED ROADWAY IMPROVEMENTS

- Status: Project - 10665 - Pending. Project is included in the draft *State of NH Ten Year Transportation Improvement Program*. This bridge is located within the urban compact area and is owned by Guilford Industries. The City will take ownership of the bridge after it is brought up to federal and state standards. This project includes engineering and construction for a replacement bridge over the Boston and Maine tracks. The project also includes reconstruction of roadway approaches and the realignment and signalization of Route 33/Islington Street. The City’s fiscal share of this project is limited to 10% of the total project costs. The City will manage the project under the state’s municipal management program. Preliminary Design will begin in FY’03 with Final Design in FY 04 and construction to commence in FY ‘05.



Priority:	I	Commence:	FY	'04	1 st	Quarter
Total Cost:		\$4,800,000				
FY '04		\$200,000	FY '05		\$4,600,000	
FY '06		\$	FY '07		\$	
FY '08		\$	FY '09		\$	

Pending FY Cost Allocation by Percent			
General Fund:	10%	Revenues:	%
Federal/State	90%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-CITY/NH-25: MEMORIAL BRIDGE REHABILITATION

- Project includes deck and lift rope replacement, painting and structural improvements. Design is projected to begin in January 2003 with construction commencing in FY06.



Priority:	I	Commence:	FY	05	1 st	Quarter
Total Cost:		\$15,000,000				
FY '04		\$	FY '05	\$		
FY '06		\$15,000,000	FY '07	\$		
FY '08		\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	100%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		No impact anticipated	

January 23, 2003

Planning Board Adopted

88

TSM-NH/CITY-BRIDGE-26: SCOTT AVENUE BRIDGE REPLACEMENT

- In FY 02, the City was successful in getting this project added to the State's 10-Year Transportation Plan. The project will be piggybacked on the State's Memorial Bridge Rehabilitation Project scheduled for construction in FY 05. The Scott Ave. Bridge is an 80-year old, 5-span, 120-foot bridge that has outlived its useful design life. The replacement of this 5-span bridge with a single or double span bridge would open up the area under the bridge to the waterfront providing the City with additional views of the Piscataqua River. It would also allow for sidewalks, bike access and the final connection between the future Piscataqua Riverwalk and Prescott Park. Engineering study began in FY03; preliminary design in FY04 (City match already appropriated); and design construction in FY05/06.



Priority:	I	Commence:	FY	04	1 st	Quarter
Total Cost:	\$3,600,000					
FY '04			FY '05	\$2,000,000		
FY '06	\$1,600,000		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	20%	Revenues:	%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget	No impact anticipated		

January 23, 2003

Planning Board Adopted

89

**TSM-CITY/NH-BRIDGE-27: BRIDGE REPLACEMENT- RAIL ROAD BRIDGE
OVER BARTLETT STREET**

- Project submitted to Seacoast MPO for inclusion in FY2001-2003 TIP but was not selected. Project is not included in the draft *State of NH Ten Year Transportation Improvement Program 2001-2010*. This project entails the engineering and construction for a replacement railroad bridge over Bartlett Street. The Board continues to anticipate that the Islington Street corridor will be developed as underutilized sites are reused. Increased traffic volumes in this area will continue to necessitate infrastructure improvements. This bridge is a hindrance due to its general condition, orientation, width and height. City is currently working with the RPC on modeling the transportation benefits of replacing the bridge with roadway connections. The City will again submit the project for funding to NHDOT in FY04.



Priority:	I	Commence:	FY	'09	1 st	Quarter
Total Cost:	\$2,500,000					
FY '04	\$		FY '05	\$		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$2,500,000		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	20%
Other	%		
Impact on Operating Budget	None Anticipated		

TSM-NH/CITY-BRIDGE-28: CITY OWNED BRIDGES-EVALUATION AND REPAIR

- The City owns 13 bridges, which have a wide variation in age from 11 to 99 years. These are inspected by the NHDOT based upon the “FHWA Bridge Sufficiency Rating System,” and range in condition from good to poor. The City is in the process of updating its Bridge Evaluation Program. The priority list to perform the outlined work, which is based on such factors as traffic volume, general condition, age, importance and cost, will be updated. It is anticipated that a majority of the work is eligible for shared funding under Federal/State Aid programs. The Sagamore Bridge (pictured) is a high priority in the bridge program.



Priority:	I	Commence:	FY	05	2 nd	Quarter
Total Cost:	\$4,550,000					
FY '04	\$		FY '05	\$2,000,000		
FY '06	\$750,000		FY '07	\$1,200,000		
FY '08	\$600,000		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	20%	Revenues:	%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget	None Anticipated		

TSM-NH/CITY-29: NEWCASTLE AVENUE SEAWALL AND ROADWAY RECONSTRUCTION

This project is included in the State’s 10-Year Transportation Plan. New Castle Avenue (State Route 1B) is a state-designated scenic byway. The seawall along Newcastle Avenue and Marcy Street is deteriorating rapidly. The sidewalk is being undermined and repair work is becoming more frequent. To correct these deficiencies, the sidewalk needs to be removed and the seawall reconstructed. The project includes improved drainage, installation of new fencing, intersection improvements, bike lanes, sidewalks and burying the overhead utilities. Project design commenced in FY '02. Construction of underground utilities is scheduled for 2003 with the roadway and seawall construction scheduled for 2004/2005.



Priority:	I	Commence:	FY	'05	1 st	Quarter
Total Cost:	\$800,000					
FY '04	\$		FY '05	\$800,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	80%	Revenue Bonds	%
Bond:	20%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced Maintenance Costs	

TSM-CITY-30: WAY MARKING SIGNS - STRAWBERRY BANKE

Project is intended to improve and coordinate signage largely within the Central Business District. This project offers to reduce traffic congestion arising from confusion on how best to arrive at particular destinations. In the past, due to competition, it has not been approved for Federal/State funding. Private grant sources, and public private partnerships are now being sought. Project aspects include:

- Securing consultant services
- Combining way finding signs;
- Coordinating historic markers;
- Replace missing markers.



Priority:	II	Commence:	FY	05	2	Quarter
Total Cost:	\$10,000					
FY '04	\$		FY '05	\$10,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	25%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	75%
Other	%		
Impact on Operating Budget			

TSM-CITY-31: CITYWIDE TREE REPLACEMENT PROGRAM

- This program allows for the reforestation of streets where trees have succumbed to the urban condition. Selection of urban-tolerant species will be required. Program will be run by the Public Works Department.



Priority:	I	Commence:	FY '04	1 st	Quarter
Total Cost:	\$60,000				
FY '04	\$10,000	FY '05	\$10,000		
FY '06	\$10,000	FY '07	\$10,000		
FY '08	\$10,000	FY '09	\$10,000		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced Maintenance Costs	

TSM-CITY-32: CITY COMPLEX PEDESTRIAN WAY IMPROVEMENTS

- In FY' 02, the City constructed new concrete sidewalks from the upper parking lot in front of City Hall to Junkins Avenue. The City also completed design of a much improved parking lot layout for Police Department vehicles behind the complex. As part of the public input process on the design of the parking improvements, it was identified that an existing pedestrian path between Mt. Vernon Street and the front of the complex should be formalized and improved for pedestrian access and safety.



Priority:	I	Commence:	FY	05	1 st	Quarter
Total Cost:	\$25,000					
FY '04	\$		FY '05	\$25,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance costs	

TSM-CITY-33: HOOVER DRIVE CULVERT IMPROVEMENT PROJECT

- In partnership with the developer of the Pheasant Lane residential development, the City will make culvert improvements to improve storm water runoff to the immediate area.



Priority:	I	Commence:	FY	05	1 st	Quarter
Total Cost:	\$50,000					
FY '04	\$		FY '05	\$50,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	85%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	15%
Other	%		
Impact on Operating Budget			

TSM-CITY-34: CITYWIDE SIDEWALK RECONSTRUCTION PROGRAM

- This program is similar to the Pavement Management one and is funded on a two-year schedule that addresses the need to upgrade sidewalk surfaces on a priority basis. The sidewalk inventory consists of over 50 miles of sidewalks, made from asphalt, concrete, brick or stone. Some \$17,000,000 of reconstruction work is required to bring these to a level surface. Reconstruction is based upon need and is coordinate with programmed street improvements.



Priority:	1	Commence:	FY '04	1 st	Quarter
Total Cost:	On-going				
FY '04	\$	FY '05	\$500,000		
FY '06	\$	FY '07	\$500,000		
FY '08	\$	FY '09	\$500,000		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance Costs	

TSM-CITY-35: SPINNEY ROAD SIDEWALK CONSTRUCTION

- Project is to construct new sidewalks on this corridor between Islington Street and Middle Road. This corridor serves as a significant connecting link between the Islington Street corridor and residential neighborhoods lying off of Middle Road and Middle Street. Pedestrian use of this street is common and it lacks adequate shoulders. It is recommended that the City should continue to fund the rehabilitation of existing sidewalks and on a scheduled basis the construction of new sidewalks where a public need has been demonstrated. This project is unlikely to receive federal funding.



Priority:	III	Commence:	FY	05	2 nd	Quarter
Total Cost:	\$150,000					
FY '04	\$		FY '05	\$150,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance Costs	

TSM-CITY-36: MIDDLE ROAD SIDEWALK CONSTRUCTION

- Project was included in the *FY'98 Capital Budget and Improvement Program* but was not funded. The Public's request for this improvement is as a result of increased traffic, especially, truck traffic along this corridor. This need has been brought to the attention of the City Council and the Planning Board as part of the consideration of establishing truck routes within the City. It is recommended that the City should continue to fund the rehabilitation of existing sidewalks and on a scheduled basis the construction of new sidewalks where a public need has been demonstrated. This project is unlikely to receive federal funding.



Priority:	II	Commence:	FY	05	2 nd	Quarter
Total Cost:	\$200,000					
FY '04	\$		FY '05	\$200,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance Costs	

January 23, 2003

Planning Board Adopted

99

TSM-CITY-37: US ROUTE 1 SIDEWALK CONSTRUCTION

- Project calls for new sidewalk connections along U.S. Route 1 from Hoover Drive to McKinley Road. NH DOT has initiated design of this section of U.S. Route 1. The City will make sure that sidewalks are included in the scope of work. The state has historically required the City to pay for sidewalks on U.S. Route 1.



Priority:	II	Commence:	FY	09	2 nd	Quarter
Total Cost:	\$200,000					
FY '04	\$		FY '05	\$		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$200,000		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance Costs	

TSM-CITY-38: STREET PAVING, MANAGEMENT AND REHABILITATION

- In 1993 the City funded a *Pavement Management Study* to implement a *Pavement Management Program*. This program produces a report showing existing conditions for each publicly owned street priority ranking for best dollar investment and has the ability to show "What If" scenarios and estimated project costs. These scenarios are also able to project future street conditions based upon various levels of expenditures. An expenditure of \$1,000,000 per year over the next twenty years would greatly improve street conditions. The indicated expenditures are capital costs to implement the improvements over a two-year period with all work lasting 20 years. (The Public Works operational budget includes those costs associated with maintenance work with an expected life of only 10 years).



Priority:	I	Commence:	FY	'04	1 st	Quarter
Total Cost:	On-going					
FY '04	\$		FY '05	\$2,000,000		
FY '06	\$		FY '07	\$2,000,000		
FY '08	\$		FY '09	\$2,000,000		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced Maintenance Costs	

TSM-CITY-39: COUNTRY CLUB ROAD EXTENSION

- Project calls for reopening Country Club Road to a controlled intersection on the access road to the C&J Trailways terminal off Grafton Drive. Project will allow for a secondary means of egress for the Sherburne Neighborhood. Project will include roadway construction, drainage and landscaping.



Priority:	I	Commence:	FY	'04	1 st	Quarter
Total Cost:		\$75,000				
FY '04		\$75,000	FY '05	\$		
FY '06		\$	FY '07	\$		
FY '08		\$	FY '0	\$		

Pending FY Cost Allocation by Percent			
General Fund:	100%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

January 23, 2003

Planning Board Adopted

102

TSM-CITY-40: AVIATION DRIVE

- Rehabilitation of Aviation Drive from Grafton Drive to Rochester Avenue. This road is the major access through the Airport Industrial zone of the Tradeport, and needs, as a minimum, a shim and overlay treatment to remain serviceable at lower maintenance and repair cost. The curbed section, from Durham Street to Rochester Avenue needs new curbing, preferably granite. The original concrete curbing is so badly deteriorated that it is essentially nonexistent, a condition which will accelerate pavement failure rates if not corrected.



Priority:	I	Commence:	FY	'05	2nd	Quarter
Total Cost:	\$500,000					
FY '04	\$		FY '05	\$500,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-CITY-41: NEW HAMPSHIRE AVENUE

- Reconstruction of New Hampshire Avenue, from International Drive to Rochester Avenue will require significant base course replacement, shim and overlay, along with resetting granite curbing and drainage improvements. This arterial roadway runs throughout the center of the Tradeport, and exhibits large areas of rutting and other signs of base course failure. Patching is a constant maintenance activity on this heavily traveled route.



Priority:		Commence:	FY	'06	2nd	Quarter
Total Cost:		\$650,000				
FY '04	\$		FY '05	\$		
FY '06	\$650,000		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-CITY-42: ROCHESTER AVENUE

- Reconstruction of Rochester Avenue, which runs through a portion of the Tradeport’s Airport Industrial zone will require a pavement reclamation and overlay, as well as replacing deteriorated concrete curbing and drainage system improvements. The road consistently experiences heavy truck traffic, and should be constructed to accommodate that type of traffic.



Priority:	I	Commence:	FY	'07	2nd	Quarter
Total Cost:	\$250,000					
FY '04	\$		FY '05	\$		
FY '06	\$		FY '07	\$250,000		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-PW-43: CORPORATE DRIVE-RYE STREET TO GOOSE BAY DRIVE

- This roadway is an arterial through a portion of the Tradeport’s Business and Commercial zone. A shim and overlay project should serve to keep the roadway in good condition. Some drainage repairs and improvements may also be required on this project.



Priority:	I	Commence:	FY	'08	2nd	Quarter
Total Cost:	\$125,000					
FY '04	\$		FY '05	\$		
FY '06	\$		FY '07	\$		
FY '08	\$125,000		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-CITY-44: GRAFTON DRIVE AND CORPORATE DRIVE

- Reconstruction of Grafton Drive from Sherburne Road intersection to Corporate Drive, and Corporate Drive from Grafton Drive to the International Drive intersection. Portions of this project have been completed in FY'02 from the former base hospital to the sewage treatment plant; thereby, reducing the amount of funds needed to complete this project. This project encompasses one of the two access/egress points for the Tradeport. The road is in poor condition. Either total reconstruction involving a new base course or a reclaimed base are necessary, along with drainage improvements and widening from the existing 24-foot width to better accommodate truck traffic which is prevalent on this arterial due to its connection with Air Cargo at Pease and Exit 3 on I95.



Priority:	I	Commence:	FY	05	2nd	Quarter
Total Cost:	\$350,000					
FY '04	\$		FY '05	\$350,000		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '0	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-PW-45: INTERNATIONAL DRIVE

- International Drive is a major arterial through the Business Commercial zone on the Tradeport. Many areas are in need of base course replacement prior to shimming and overlaying the roadway. Curbing will require resetting, and some drainage improvements should be accomplished as part of this project.



Priority:	I	Commence:	FY	'07	2nd	Quarter
Total Cost:	\$550,000					
FY '04	\$		FY '05	\$		
FY '06	\$		FY '07	\$550,000		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	%	Revenue Bonds	%
Bond:	100%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-CITY-46: ISLINGTON STREET-STREETSCAPE IMPROVEMENTS

- The *Islington Streetscape Study* was completed in 1997 with the goal of improving the appearance of Islington Street in the area between Maplewood Avenue and Bartlett Street. This project involved development of a plan for capital improvements, regulatory strategies and non-regulatory public/private approaches to revitalization. This final phase includes the construction of the improvements between the curb line and the private properties. The General Fund is to be used to offset CDBG funds and a NH DOT enhancement grant for this phase, which will be used for sidewalks/ landscaping /lighting /signage.



Priority:	I	Commence:	FY	06	1	Quarter
Total Cost:	\$1,150,000					
FY '04			FY '05	\$		
FY '06		\$375,000	FY '07	\$375,000		
FY '08		\$400,000	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	20%	Revenues:	%
Federal/State	80%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

TSM-JOINT-47: PHASE II-ATLANTIC HEIGHTS STREETSCAPE IMPROVEMENTS

• *A Traffic Circulation and Parking Needs Study* was developed which identifies specific recommendations to address parking availability, sidewalk improvements and the movement of resident traffic throughout the neighborhood. These streetscape improvements will be carried out in phases. Phase I Improvements have already been funded and constructed on Kearsarge Way. Specific parking, sidewalk, and circulation recommendations identified through the study will be prioritized and phased for implementation.



Priority:	I	Commence:	FY	04	4	Quarter
Total Cost:	\$1,500,000					
FY '04	\$300,000		FY '05	\$600,000		
FY '06	\$500,000		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	%
Federal/State	100%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None anticipated	

V. ENTERPRISE FUNDS - SEWER



January 23, 2003

Planning Board Adopted

111

ENTERPRISE FUNDS: SEWER DIVISION

- The capital sewer projects included in this plan will all be funded (except for the Equipment and Vehicle Replacement) through the State Revolving Loan Fund (SRF). As Outlined in the 201 Facilities Plan, the City has a multi-phased SRF loan program to finance their sewer capital projects. The packaging of multiple projects under one loan program as done under this Phased approach allows the City to take advantage of the low interest rates available under this program. Additionally, The City does not begin paying off the loan until the entire program is complete. This program also has a 30% grant for eligible sewer projects.
- The City has also received authorization for **Phase II and Phase III SRF Loans for the Sewerage Improvement Program**. As with Phase I, these loans consists of multiple projects that will be implemented over a number of years. The Phase II projects are based on the recommendations of the 201 Facilities Plan. That study provided a 20 year master plan for wastewater infrastructure in Portsmouth exclusive of the Combined Sewer Overflow Projects.
- The **Phase III Sewerage Improvement Program** was identified in the 201 facilities plan and has been revised based on the completion of the Combined Sewer Overflow Long Term Control Plan (LTCP). Phase III projects includes sewer separation projects identified in the LTCP. The City is under an administrative order, which requires the first sewer separation project to be bid in March '03.

EF-SD-01: PHASE II-BRICK BOX REPAIRS

- Brick Box System Repairs** –The Phase I project which cleaned and inspected the Brick Box sewer also indicated that a section of pipe which runs underneath the B&M tracks in the area of Bartlett Street requires replacement. Construction of this project is necessary before additional separation required by the LTCP will be able to be completed. This project will be coordinated with the roadway improvements at the Bartlett Street and Islington Street Intersection. This project has been identified in the 201 Facilities Plan and in the LTCP.



Priority:	I	Commence:	FY	06	1	Quarter
Total Cost:	\$9,600,000					
FY '04	\$		FY '05	\$		
FY '06	\$9,600,000		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	70%
Federal/State	30%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None Anticipated	

EF-SD-02: PHASE II-GOSLING ROAD PUMP STATION

Gosling Road Pump Station Upgrade – Station has exceeded its design life. It has capacity problems in wet weather and requires upgrade of pumps and electrical components. Design FY '03. Construction FY '04.



EF-SD-03: PHASE II-RYE LINE PUMP STATION

- **Rye Line Pump Station Upgrade** - Station has exceeded its design life. It has capacity problems in wet weather and requires updated electrical components. City to receive \$10,000 per year for 10 years from Town of Rye towards this upgrade. Design FY '03. Construction FY '04.



EF-SD-04: PHASE II-BRACKETT ROAD SEWER IMPROVEMENTS

- **Brackett Road sewer Improvements** – This project consists of the construction of a new pump station and force main to correct sewer backups along Brackett Road. Project went to bid Winter of '02 with construction to commence in the summer '03.



PHASE III SEWERAGE IMPROVEMENT PROGRAM

The **Phase III Sewerage Improvement Program** was identified in the 201 facilities plan and has been revised based on the completion of the Combined Sewer Overflow Long Term Control Plan (LTCP). Phase III projects will be identified as two phases. The first phase will include LTCP projects and sewer upgrades. The second will focus on upgrades to the Wastewater Treatment Plant and additional LTCP projects to comply with EPA and NHDES requirements. The Phase III program is intended to be implemented over the next 6 to 10 years. The City is under an Administrative Order issued by the EPA to advertise for construction for the first sewer separation project by March '03.

Priority:	I	Commence:	FY	09	1	Quarter
Total Cost:	\$22,500,000					
FY '04	\$		FY '05	\$		
FY '06	\$		FY '07	\$		
FY '08	\$		FY '09	\$22,500,000		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	70%
Federal/State	30%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Reduced operational costs	

EF-SD-05: PHASE III-COMBINED SEWER OVERFLOW

- **Combined Sewer Overflow Long Term Control Plan (LTCP) Implementation** - The LTCP is the plan for control of the City's remaining combined sewer overflows. This 10 year Plan includes a series of projects which will separate combined sewers, increase sewer capacity and increase pumping station capacities to meet State Water Quality requirements.



EF-SD-06: PHASE II AND III-SEWER SEPERATION

- **Lincoln Area Sewer Separation Projects Phase II and III** – This program will consist of 10 sewer separation projects and upgrades throughout the City to remove inflow and infiltration from the sewer system. The scope of each project is being done as part of a preliminary design currently underway. These projects were identified by the Combined Sewer Overflow Long-Term Control Plan Plan and are required by the EPA. These projects are funded as part of the Phase II and Phase III SRF loans.



EF-SD-06: PHASE III-BORTHWICK AVENUE SEWER REPLACEMENT

Borthwick Avenue Sewer Replacement - This project will be to replace sections of the interceptor pipe along Borthwick Ave through Cate Street. Television inspection of these lines indicates significant infiltration and deterioration of the line.



EF-SD-07: PHASE III-DEER STREET PUMPING STATION

- **Deer Street Pumping Station Upgrade** - In order to eliminate combined sewer overflow at the Deer Street CSO, the Station needs to be upgraded. Design FY '03. Construction FY '04.



This page intentionally blank

V. ENTERPRISE FUNDS - WATER



January 23, 2003

Planning Board Adopted

123

ENTERPRISE FUNDS: WATER DIVISION

- The Water Division completed the Phase II portion of its master plan in FY '03. That plan looked at water supply and treatment. The Phase II study provides an in depth look at current and future demands along with a detailed analysis of capacity of all of our current water sources.
- The previously completed Phase I portion of the Master Plan looked at our hard infrastructure, in particular, the piping network, water storage tanks and building inventory.
- Phase II plan reflects the improvements required over the next five years to improve both the production and treatment of our water as well as the transmission system to deliver water to meet the domestic, commercial and fire protection needs.

EF-WD-01: ANNUAL WATER LINE REPLACEMENT

- The water distribution system consists of more than 150 miles of pipe. Much of that pipe is 50 to 100 years old. Many of the older pipes are undersized and at the end of their design life. The Phase I Master Plan identified approximately \$12,000,000 worth of water line upgrades needed in the distribution system. This item will fund the purchase of pipe, gates and associated materials used to replace those pipes. Water division crews will do the work. The targeted areas to be replaced are the older, undersized lines. These upgrades will improve fire flows, improve water quality and replace pipes in roads prior to other capital upgrades such as paving.



Priority:	I	Commence:	FY	04	1st	Quarter
Total Cost:	\$On-going					
FY '04	\$200,000		FY '05	\$200,000		
FY '06	\$200,000		FY '07	\$200,000		
FY '08	\$200,000		FY '09	\$200,000		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	100%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None anticipated	

EF-WD-02: MADBURY TREATMENT PLANT UPGRADES

This project will consist of design and implementation of a solids handling facility at the Madbury Water Treatment Plant. The solids are a byproduct of the filtering of the water from the Bellamy Reservoir. The design will look at both solids handling and disposal along with supernatant discharge.



Priority:	I	Commence:	FY	'04	1st	Quarter
Total Cost:	\$On-going					
FY '04	\$750,000	FY '05	\$1,000,000			
FY '06	\$	FY '07	\$			
FY '08	\$	FY '09	\$			

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	100%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None anticipated	

EF-WD-03: OSPREY LANDING WATER TANK PAINTING

- This project consists of making improvements to the Osprey Landing Water Tank. Improvements to the valve system were completed in 2003. The tank will also be inspected to determine suitability for painting. The tank was last painted in 1981. When painted, a tank is inspected, cleaned, and growth, such as rust, is removed. The tank is painted inside and out. Painting prevents the deterioration that can lead to more expensive repairs in later years. The Phase II study evaluated the overall system storage needs. The replacement of this tank with a larger one could be an option for improving system storage.

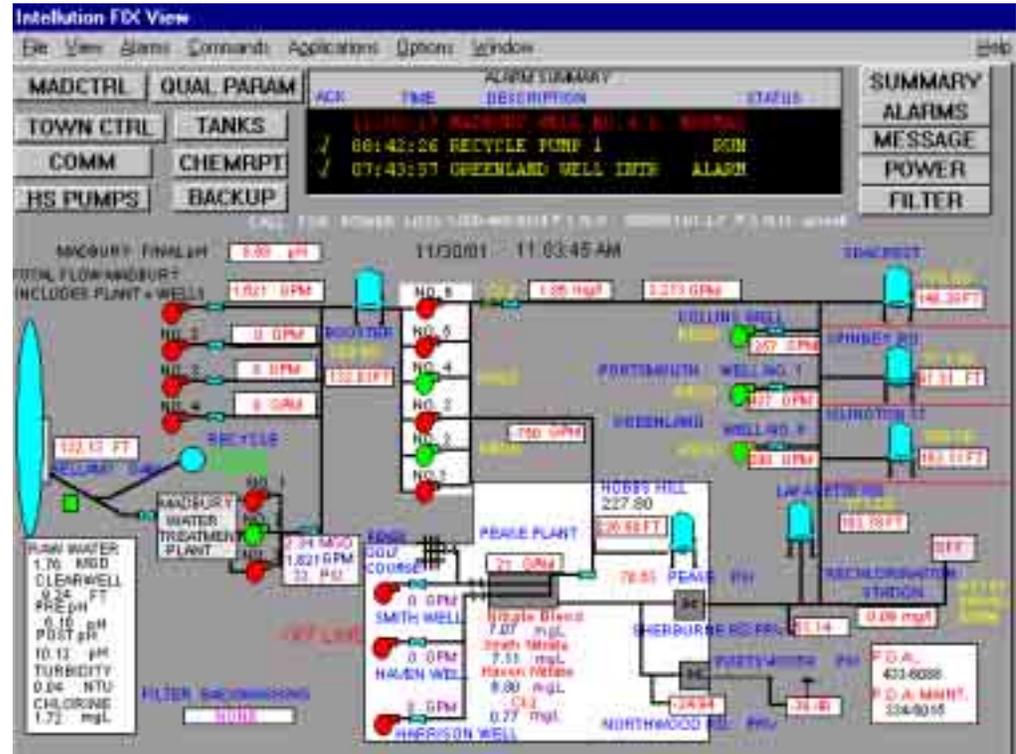


Priority:	I	Commence:	FY '04	1st	Quarter
Total Cost:	\$750,000				
FY '04	\$750,000		FY '05		
FY '06	\$		FY '07	\$	
FY '08	\$		FY '09	\$	

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	100%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget	None anticipated		

EF-WD-04: WATER SYSTEM SCADA UPGRADES

This project shall consist of upgrades to the Supervisory Control and Data Acquisition (SCADA) computer control system for the water system. These upgrades will improve not only the overall reliability of the system, but also additional security improvements will be included as part of this upgrade. The SCADA system is used to control nearly all facets of the water system. These upgrades will be phased over three years to replace pieces of the system have become obsolete. Repair parts for the existing system are becoming scarce.



Priority:	I	Commence:	FY	04	1	Quarter
Total Cost:	\$400,000					
FY '04	\$100,000	FY '05	\$100,000			
FY '06	\$200,000	FY '07	\$			
FY '08	\$	FY '09	\$			

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	80%
Federal/State	20%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None anticipated	

EF-WD-05: HOBBS HILL LANDING WATER TANK REPLACEMENT

- This project was identified in the Phase I Master Plan. The tank was constructed in the 1950's in conjunction with the building of the United States Air Force Base. The tank size will be evaluated to determine if an upgrade from the existing 500,000 will be necessary.

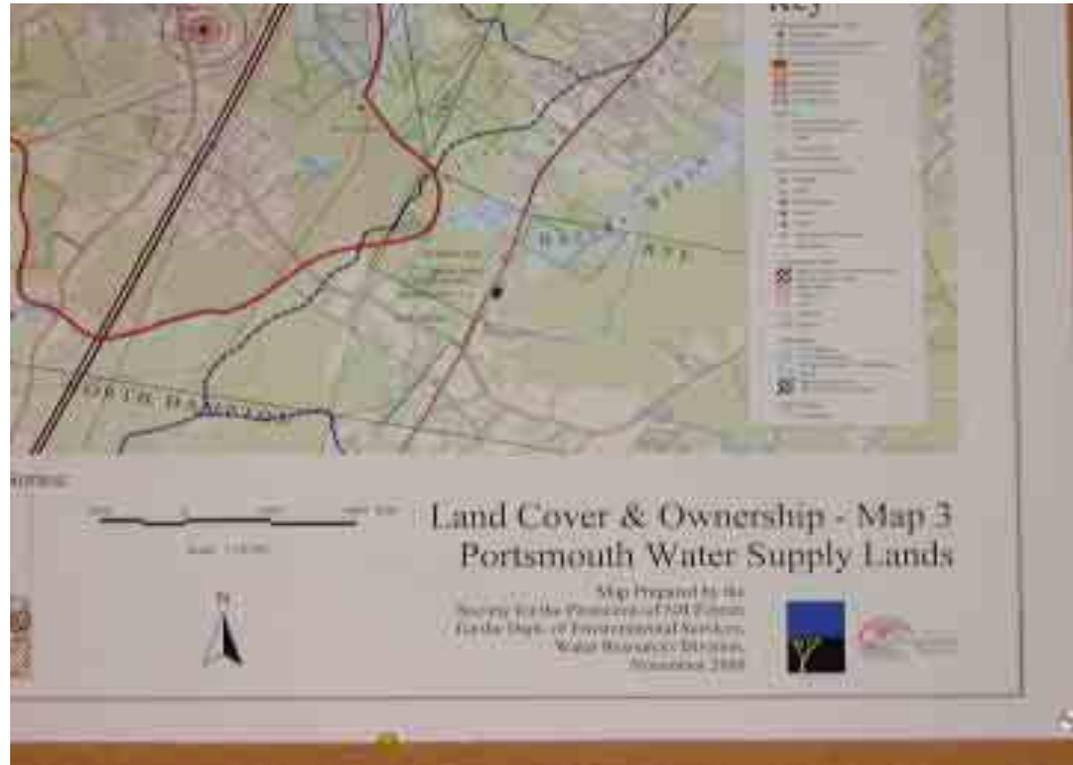


Priority:	I	Commence:	FY '05	3rd	Quarter
Total Cost:	\$1,500,000				
FY '04	\$	FY '05	\$1,500,000		
FY '06	\$	FY '07	\$		
FY '08	\$	FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	100%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance costs	

EF-WD-06: WATER SOURCE AUGMENTATION

- This project consists of securing, permitting and implementing additional water supply into the Portsmouth system. The Phase II Master plan identifies additional water source will be required within the next 5 to 10 years. Study will also be performed to look at creating additional capacity from the Bellamy reservoir.



Priority:	I	Commence:	FY	'06	1st	Quarter
Total Cost:	\$2,000,000					
FY '04	\$350,000		FY '05	\$1,000,000		
FY '06	\$650,000		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	100%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None anticipated	

EF-WD-07: MAPLEWOOD AVENUE WATERLINE REPLACEMENT

This project consists of the replacement of approximately 7500 feet of 6” and 8” water line in Maplewood Avenue with new 16” Cement-lined Ductile iron waterline.. The replacement would begin at the Intersection of Woodbury Avenue and Maplewood Ave and continue to the intersection of Raynes Avenue and Maplewood.



Priority:	I	Commence:	FY	05	1	Quarter
Total Cost:	\$3,000,000					
FY '04	\$		FY '05	\$1,500,000		
FY '06	\$1,500,000		FY '07	\$		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	80%
Federal/State	20%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		None anticipated	

EF-WD-08: WATER TREATMENT PLANT UPGRADES - TREATMENT SYSTEM

The Phase II Water Master-plan identifies the need to either replace or significantly modify the existing water treatment plant in Madbury. The upgrades will increase both the capacity of the plant along with the treatment technologies. Treatment technologies will be piloted in FY '05 to determine best suitable treatment train.



Priority:	1	Commence:	FY	04	1	Quarter
Total Cost:	\$22,000,000					
FY '04	\$150,000		FY '05	\$150,000		
FY '06	\$		FY '07	\$16,000,000		
FY '08	\$		FY '09	\$		

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	80%
Federal/State	20%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget		Maintenance costs	

EF-WD-09: MADBURY RESERVOIR INTAKE IMPROVEMENTS

This project consists of dredging and disposal of sediments that have accumulated around the intake at the Bellamy Reservoir Dam. Additional work will be done on the intake structure and screen system. These improvements will allow the system to gain the beneficial use of the full capacity of the reservoir.



Priority:	Commence:	FY	Quarter
Total Cost:	\$540,000		
FY '04	\$85,000	FY '05	\$455,000
FY '06	\$	FY '07	\$
FY '08	\$	FY '09	\$

Pending FY Cost Allocation by Percent			
General Fund:	%	Revenues:	100%
Federal/State	%	Revenue Bonds	%
Bond:	%	Public/Private Partnerships	%
Other	%		
Impact on Operating Budget			

This page intentionally blank