

Agenda
Lebanon City Council
October 18, 2023

10. New Business:

**10.A – Work Session: Overview and Presentation of the 2024-2029
Capital Improvements Program (CIP) and Capital Budget**

Background

At its meeting on July 24, 2023, the Planning Board reviewed the proposed Capital Improvement Program (CIP) for the six-year period, 2024-2029, including the recommendations of the Planning Board Capital Improvement Program (PBCIP) Subcommittee. At the conclusion of the discussion, the Planning Board voted unanimously to approve the Capital Improvement Program for 2024-2029, and to submit Year 1 (2024) of the CIP as the Board's recommendation to the City Council for capital budget funding for 2024.

As part of the preparation and review of the annual budget, the City Manager, Planning & Development Department, and other City departments will be present at the meeting to review the 2024-2029 CIP, the proposed 2024 Capital Improvements Plan budget, and to answer any questions the City Council may have.

Action

The agenda item is for informational purposes only. No action is required by the Council.

Included in this Section:

1. 2024 Capital Improvements Plan Presentation
2. 2024-2029 Capital Improvements Program and Other Capital Projects



2024 Capital Improvements Plan

City of Lebanon, NH



Capital Improvement Program

Developed and updated annually to review proposed budget expenditures relative to community's capital needs.

Prepared in accordance with statutory requirements (RSA 674:5-8) and based on and supportive of the goals of the Master Plan.

Required to cover at least 6 years to allow community to plan for upcoming large expenditures to avoid significant fluctuations in spending and tax rates to the extent feasible.

Although the annual budget is a Council responsibility, the Planning Board is responsible for preparing and adopting the CIP; it is first and foremost a planning document.

Must have adopted Master Plan to have a CIP; must have adopted CIP to have Impact Fees and Growth Management Ordinances.

Constantly evolving and changing throughout the preparation and review process.

Capital Improvement Program Items



Any physical public betterment and related studies



Acquisition of land



Construction of new buildings & facilities valued in excess of \$100,000



Facilities engineering design and preconstruction costs in excess of \$100,000



Reconstruction of existing facilities resulting in more capacity for growth at a cost in excess of \$100,000

CIP Funding Sources

General
Obligations
Bonds

State Revolving
Funds-Water
and Sewer

Capital
Reserve Funds

Grants and
Loan
Forgiveness

2024 CIP Budget Comparison

2023

- General Fund- **\$26,194,090**
- Sewer Fund- **\$2,048,250**
- Water Fund- **\$3,998,500**
- Solid Waste Fund- **\$899,700**
- Airport Fund- **\$8,340,000**
- **TOTAL- \$41,480,540**

2024

- General Fund- **\$48,092,610**
- Sewer Fund- **\$300,000**
- Water Fund- **\$150,000**
- Solid Waste Fund- **\$916,000**
- Airport Fund- **\$3,878,340**
- **TOTAL- \$53,336,950**

Long Term Plan- General Fund

- 6 Year Capital Improvements Plan
- Debt Load Stabilization Plan
 - Leveling of the General Fund Debt.
 - Limit new debt to the amount of debt being retired over the 6 Year period + CPI growth factor
- Facilities
- Streets and Bridges
- Vehicles and Equipment





Rolling 6 -year period



The debt ceiling is calculated on a rolling six-year period based upon the CIP.

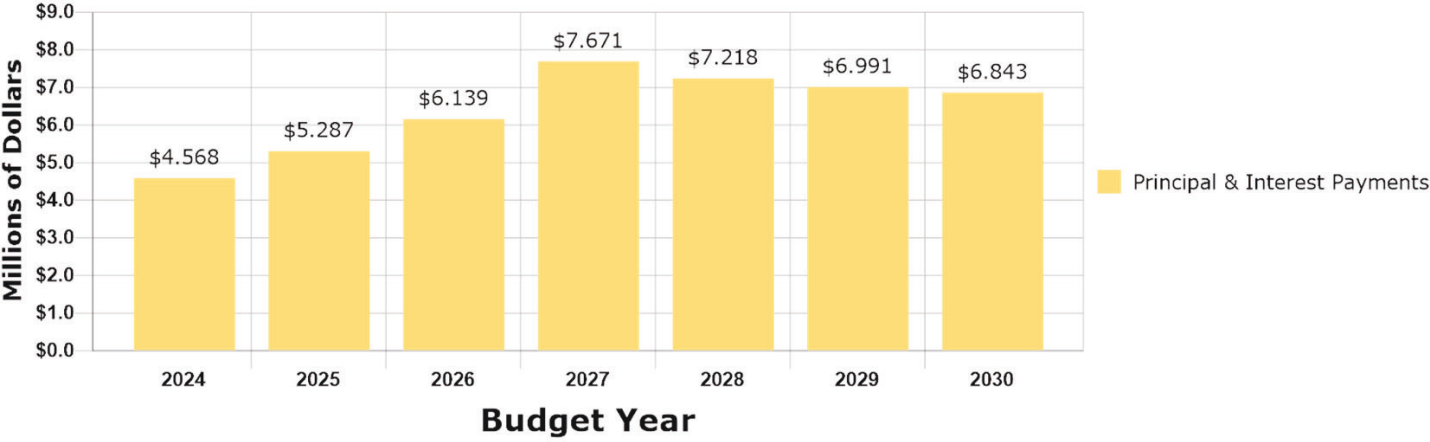


Debt attributable and paid by Tax Increment Finance Districts or Special Assessment Districts is not included in the debt ceiling



Large projects that cause exceedance of the debt ceiling would freeze incurring debt until the amount owed is below the ceiling.

General Fund Debt Service





GENERAL FUND DEBT LIMITATIONS

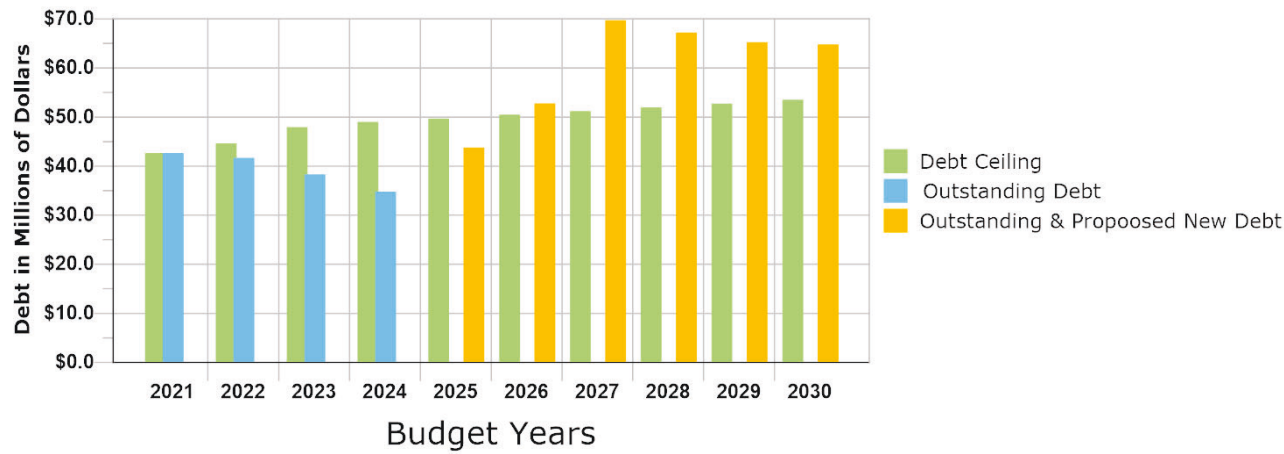
Statutory Debt Ceiling -
\$98 Million

City Policy Debt Ceiling -
\$48.5 Million

Debt Retirement

- 2023 \$3.4 Million
- 2024 \$3.7 Million

General Fund Debt



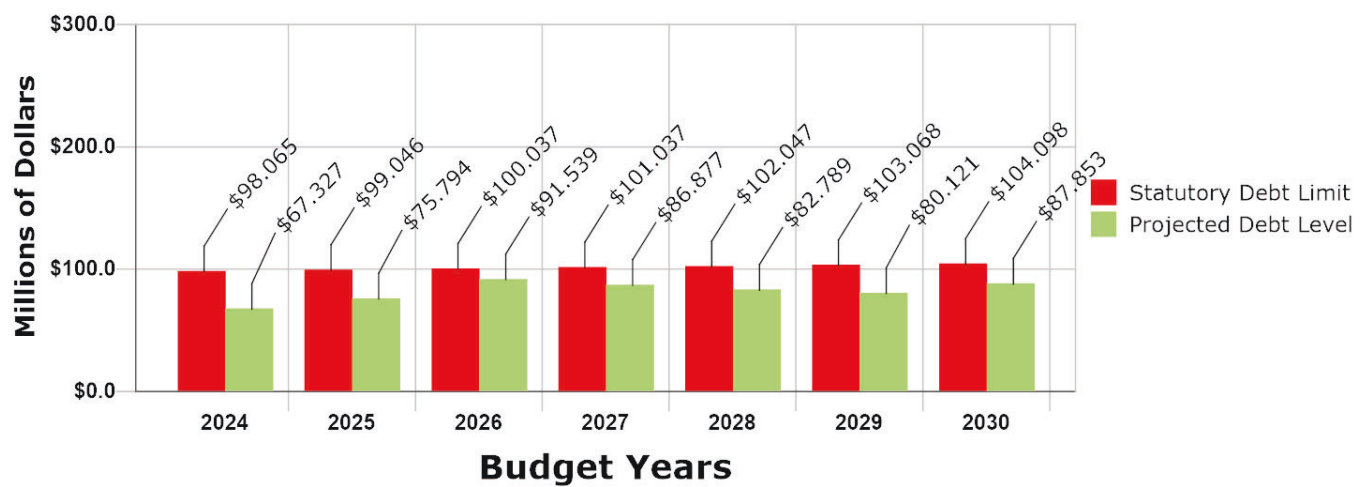
NOTES: 1. Debt Ceiling calculation for 2025-2030 is based on a projected CPI of 1.5%
2. The Orange Bar represents a combination of existing debt, approved but un-issued debt and proposed new debt.

Current Projected Debt Issuance (Projects in 2024-2029 CIP and Authorized Projects from Prior Years)

Year of Completion	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Total Projects To Be Completed					\$12,455,840	\$12,218,537	\$19,857,840	\$200,000	\$495,000	\$1,866,352

Description	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Debt Ceiling	\$42,197,238	\$44,138,311	\$47,492,823	\$48,537,665	\$49,265,730	\$50,004,716	\$50,754,786	\$51,516,108	\$52,288,850	\$53,073,182
Outstanding Issued Debt	\$42,197,238	\$41,206,958	\$37,831,939	\$34,302,988	\$30,860,306	\$27,659,700	\$24,724,024	\$22,015,372	\$19,605,246	\$17,293,595
Debt Ceiling Capacity	\$-	\$2,931,353	\$9,660,884	\$14,234,677	\$18,405,424	\$22,345,016	\$26,030,762	\$29,500,736	\$32,683,604	\$35,779,587
Cumulative Principle Added					\$12,455,840	\$24,674,377	\$44,532,217	\$44,732,217	\$45,227,217	\$47,093,569
Cumulative Payments on Added Principle	0	\$-	\$-	\$-	\$(550,938)	\$(1,728,302)	\$(3,881,288)	\$(6,034,274)	\$(8,187,260)	\$(10,531,314)
Under (Over) Debt Ceiling		\$2,931,353	\$9,660,884	\$14,234,677	\$6,500,522	\$(601,059)	\$(14,620,167)	\$(9,197,207)	\$(4,356,353)	\$(782,668)

General Fund Statutory Debt Limits





Long Term Plan- Sewer Fund



SEWER
COLLECTION
SYSTEM
REHABILITATION



SEWER
INTERCEPTOR
REHABILITATION



WWTF UPGRADES



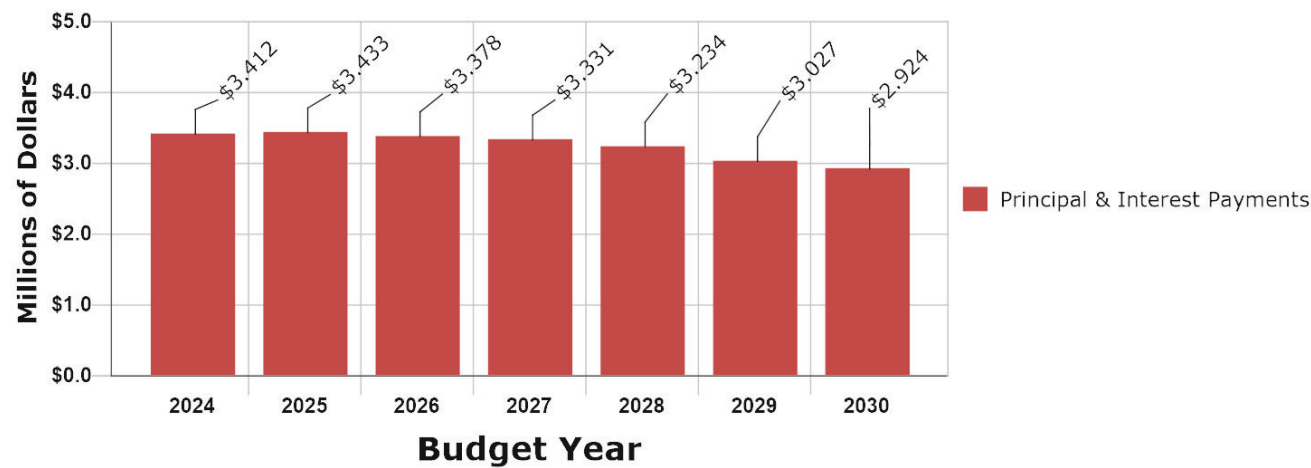
VEHICLE &
EQUIPMENT
REPLACEMENT

Projected Rate Increase

- 5.2% increase in sewer rates for 2024
- Previous increases were 7.2%



Sewer Fund Debt Service





Secondary Water Supply

- New Water Source Well
- New Water Distribution System from the new well to the storage tanks

Distribution System Improvements

- Mack Ave. Project
- Kimball St./Forest Ave. Project
- Mechanic St. water line rehabilitation
- Gate Valves and Fire Hydrants

Long Term Plan-Water Fund

Projected Rate Increase 2023



7.2% Rate Increase for 2024



Rate Increases for 2022 and 2023 were 8% each year to meet the existing debt service requirements.

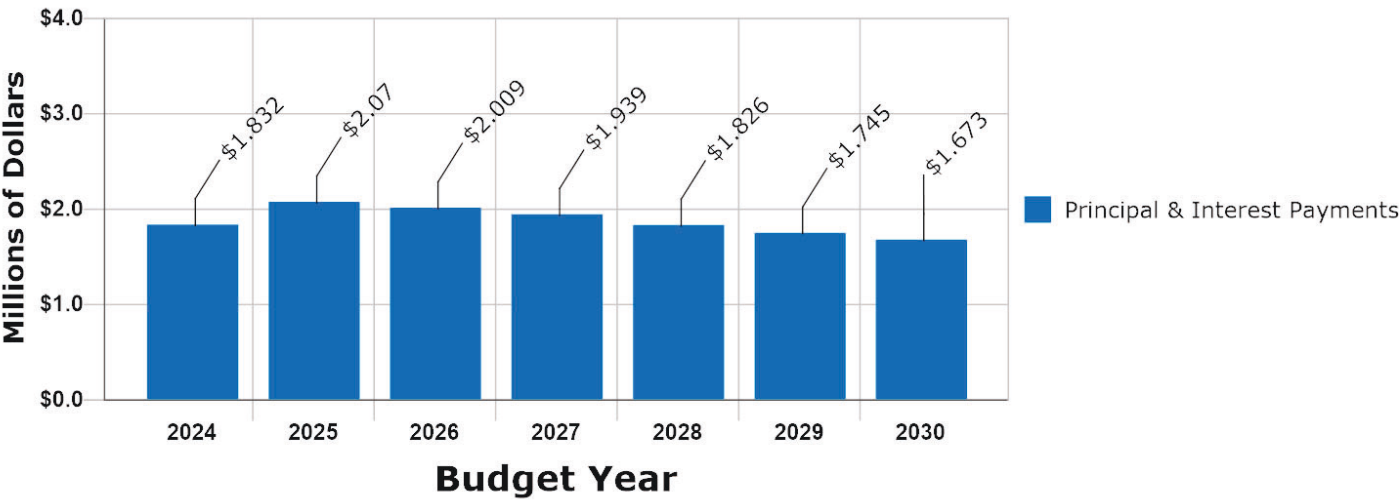



Water fund Debt Management Plan starting in 2024

The recently approved debt management structure includes a fixed component annual increase of 5% and a variable component added to that based upon the % increase of the CPI (starting in January of 2024)

The development of the secondary water source well will require additional distribution system upgrades which have not been determined yet. This will exceed the debt limits when these projects begin.

Water Fund Debt Service



An aerial photograph of an airport tarmac. Two large commercial aircraft are visible on the left side of the frame. The tarmac is filled with various ground service equipment, including buses, trucks, and smaller vehicles. There are also some buildings and parking areas visible on the right side of the image. The overall scene is a busy airport environment.

Long Term Plan- Airport Fund

Planned Improvements

- Runway Safety Improvements
- Localizer Relocation Project
- North Air Carrier Apron Rehabilitation





Airport CIP Funding Sources

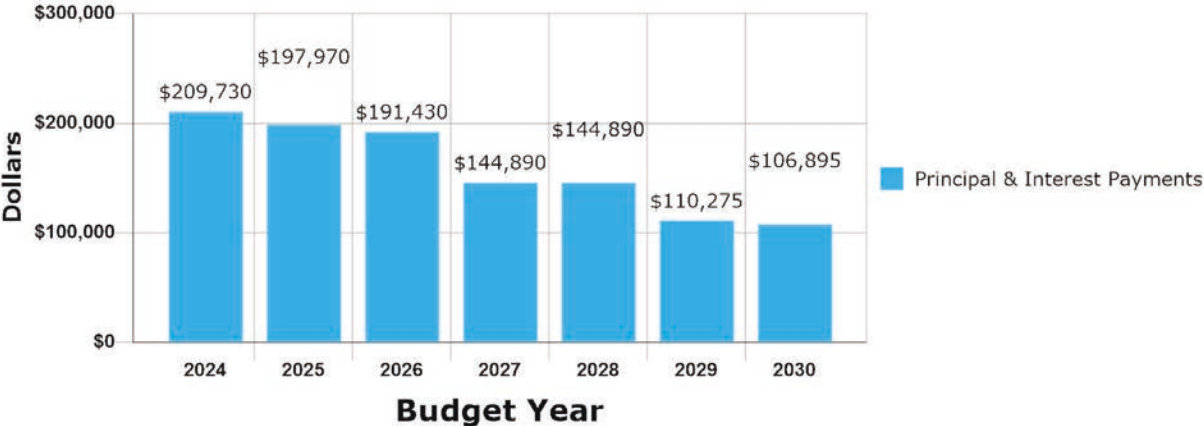
Federal portion 90%

State portion 5%

City portion 5%

ARPA funds will be used for the
City portion until exhausted

Airport Fund Debt Service





Long Term Plan-Solid Waste Fund



Priority Projects

- Landfill Phase 3 & 4 Design and Construction
- Gas Collection & Control System
- Replacement of Vehicles & Equipment

PFAS & Emerging Contaminants



PRESENT DETECTABLE
LEVELS OF PFAS WILL
LIKELY EXCEED FEDERAL &
STATE REGULATIONS IN THE
FUTURE.



DISPOSAL AND
DESTRUCTION
TECHNOLOGIES HAVE NOT
BEEN FULLY TESTED AT THIS
TIME.



PROJECTED TO BE VERY
EXPENSIVE TO REMEDIATE
AND DISPOSE OF.

Solid Waste Fund



Debt limits are based upon the present and future capacity of the Solid Waste Facility to accept waste and generate the revenue from that waste to pay for operating expenses and debt service payments for the ensuing year and beyond.

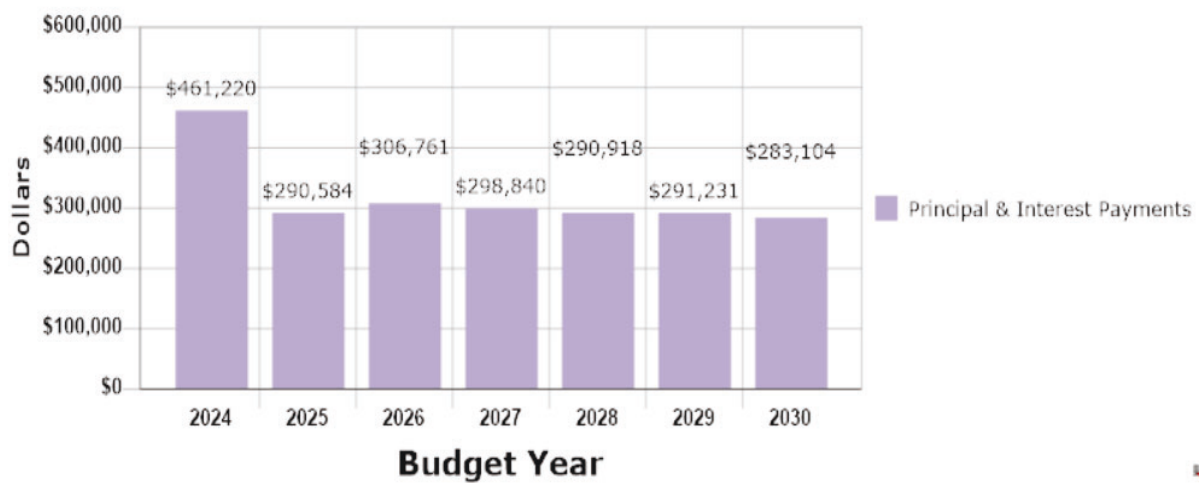


The period by which indebtedness may occur for any given project is limited to the useful life of the infrastructure asset.

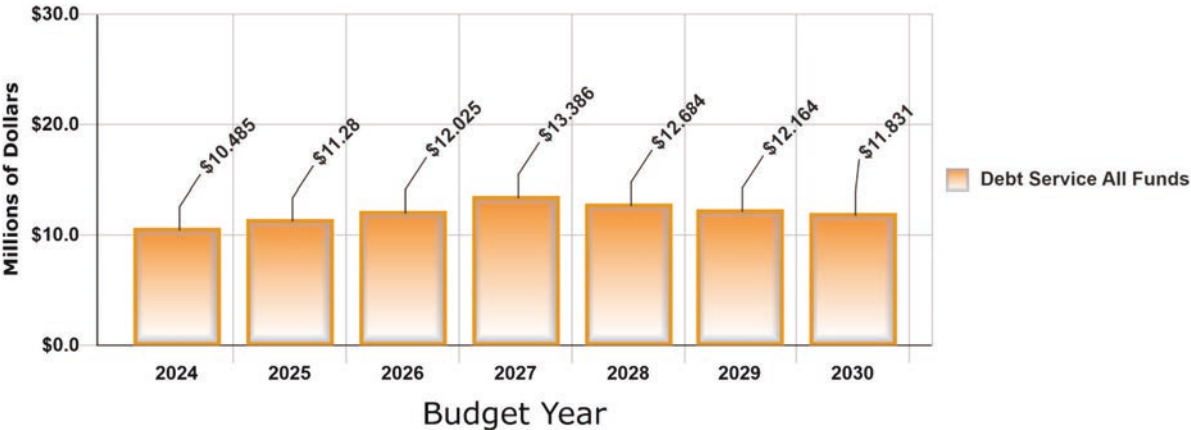


Situations where the state or federal government mandate by administrative or court order that action must be taken by the City that requires long term debt may require borrowing funds for periods beyond the useful life of the asset.

Solid Waste Fund Debt Service



Total Debt Service All Funds





CAPITAL
IMPROVEMENTS
PROGRAM
-AND-
OTHER CAPITAL
PROJECTS
2024-2029

OVERVIEW OF THE 2024-2029 CAPITAL IMPROVEMENTS PROGRAM

GENERAL

A six-year Capital Improvements Program (CIP) is developed and updated annually. The following pages contain the City of Lebanon's 2024-2029 CIP and other capital projects.

In reviewing the CIP, it should be kept in mind that it is one of the community's most important physical and financial planning tools. Proposals set forth in this CIP and succeeding CIPs influence the standard of facilities and services the City of Lebanon provides its citizens in the future. As such, careful analysis and evaluation is necessary if it is to serve as a rational planning guideline for necessary community improvements. It should be noted that no formal action is required by the City Council on financing for years two through six of the CIP (2025-2029); only year one (2024) will be considered as part of the approval process of the 2024 Budget by the City Council.

This 2024-2029 Capital Improvements Program is an essential component of the City's financial planning effort and provides the long-range perspective and framework for addressing its capital improvements needs. As a companion to the annual budget, the CIP provides the mechanism for anticipating future facility and infrastructure requirements and ensuring that they are funded in a responsible and systematic fashion. The cost of individual projects is based on the best estimates available at the time this plan was prepared; actual project costs are a function of detailed study by architects and engineers.

LEGAL BASIS FOR CAPITAL PROGRAMMING

The 2024-2029 CIP is prepared pursuant to RSA Chapter 674:5 - 674:8, which in summary, grants to the City Council, as the City's legislative body, the authority to authorize the Planning Board to prepare and amend a recommended Capital Improvements Program for submission to the City Council to assist in its consideration of the annual budget.

674:5 Authorization. – *In a municipality where the planning board has adopted a master plan, the local legislative body may authorize the planning board to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least 6 years. As an alternative, the legislative body may authorize the governing body of a municipality to appoint a capital improvement program committee, which shall include at least one member of the planning board and may include but not be limited to other members of the planning board, the budget committee, or the town or city governing body, to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least 6 years. The capital improvements program may encompass major projects being currently undertaken or future projects to be undertaken with federal, state, county and other public funds. The sole purpose and effect of the capital improvements program shall be to aid the mayor or selectmen and the budget committee in their consideration of the annual budget.*

-- Source. 1983, 447:1. 2002, 90:1, eff. July 2, 2002.

674:6 Purpose and Description. – *The capital improvements program shall classify projects according to the urgency and need for realization and shall recommend a time sequence for their implementation. The program may also contain the estimated cost of each project and indicate probable operating and maintenance costs and probable revenues, if any, as well as existing sources of funds or the need for additional sources of funds for the implementation and operation*

of each project. The program shall be based on information submitted by the departments and agencies of the municipality and shall take into account public facility needs indicated by the prospective development shown in the master plan of the municipality or as permitted by other municipal land use controls.

-- Source. 1983, 447:1, eff. Jan. 1, 1984.

674:7 Preparation. –

I. In preparing the capital improvements program, the planning board or the capital improvement program committee shall confer, in a manner deemed appropriate by the board or the committee, with the mayor or the board of selectmen, or the chief fiscal officer, the budget committee, other municipal officials and agencies, the school board or boards, and shall review the recommendations of the master plan in relation to the proposed capital improvements program.

II. Whenever the planning board or the capital improvement program committee is authorized and directed to prepare a capital improvements program, every municipal department, authority or agency, and every affected school district board, department or agency, shall, upon request of the planning board or the capital improvement program committee, transmit to the board or committee a statement of all capital projects it proposes to undertake during the term of the program. The planning board or the capital improvement program committee shall study each proposed capital project, and shall advise and make recommendations to the department, authority, agency, or school district board, department or agency, concerning the relation of its project to the capital improvements program being prepared.

-- Source. 1983, 447:1. 1995, 43:1. 2002, 90:2, eff. July 2, 2002.

674:8 Consideration by Mayor and Budget Committee. – Whenever the planning board or the capital improvement program committee has prepared a capital improvements program under RSA 674:7, it shall submit its recommendations for the current year to the mayor or selectmen and the budget committee, if one exists, for consideration as part of the annual budget.

-- Source. 1983, 447:1. 2002, 90:3, eff. July 2, 2002.

CAPITAL IMPROVEMENT PROGRAM ITEMS

For the purpose of the Planning Board's Capital Improvements Program, Capital Improvement Program Items (CIP Items) will be those items that pertain to planning and land use within the City only. CIP Items include:

- a) Any Physical Public Betterment and studies relative thereto with an estimated cost or value in excess of \$100,000;
- b) Acquisition of land, regardless of estimated cost;
- c) Construction of new buildings and facilities with an estimated value in excess of \$100,000;
- d) Facilities engineering design and other preconstruction costs in excess of \$100,000, unless such costs are part of a project that does not result in more capacity for growth;
- e) Reconstruction of existing facilities resulting in more capacity for City growth with an estimated cost or value in excess of \$100,000.

Capital items that are operational in scope, vehicles for example, are not considered to be CIP Items.

A **Physical Public Betterment** shall mean any new use of land or infrastructure that is for the benefit of the community. Excluded from this definition are operational maintenance and

improvements accruing a benefit to the community, which do not increase capacity for growth, for example resurfacing a road, fixing a sidewalk, and other in-kind repairs.

PLANNING BOARD

It is the Planning Board's responsibility to review, evaluate, rank, and revise the Capital Improvement Project List as presented by the Administration, and to develop the CIP with a view toward ensuring that proposed projects are compatible and complementary with the Master Plan.

REVIEW OF THE CIP

The CIP is drafted and reviewed according to the Capital Improvement Program Policy and Procedures document adopted by the Lebanon Planning Board on September 22, 2003 and revised on February 27, 2023. The procedure begins in February when the Planning Board evaluates the prior years' adopted Capital Budget and initiates the preliminary CIP Project List for the coming year and makes recommendations relevant to the CIP. In April, the Planning and Development Department distributes the preliminary CIP Project List and other materials to the departments and instructs them to prepare the description and documentation for each of the proposed projects for return to the Planning Department in May. In June, the Planning and Finance Departments and the City Manager review the submissions from the departments to analyze fiscal capacity and financial programming for the projects and submit the draft CIP to the Planning Board for evaluation in July. After review, the Planning Board shall adopt the CIP Project List and submit its recommendations along with the CIP to the City Council through the City Manager. A copy of the adopted CIP is also filed with the NH Office of Planning & Development in accordance with RSA 675:9.

The City's Finance Department will estimate the impacts of individual projects in terms of Operating Costs, Debt Service, and Tax Rate Impacts, where appropriate, as the CIP moves through the review process.

SCHOOL DISTRICT CIP

The Lebanon School District has been asked to provide the City with a copy of its Draft Facilities Improvements Plan for 2024-2028 (2029 figures were not provided). With this information, the City can review proposed City capital expenditures along with proposed School District capital expenditures in order to better understand and evaluate the total impact on the community and to help maintain a level tax rate for the citizens of Lebanon.

CONTENTS OF THIS DOCUMENT

- Draft Proposed 2024 Capital Budget (*Year 1 (2024) Capital Improvements Items of the 2024-2029 Capital Improvements Program are listed in red*).
- 2024 Capital project materials and information
- 2024-2028 School District CIP
- Planning & Development Department memorandum to Lebanon City Council
- 2024-2029 CIP adopted by the Planning Board
- Planning & Development Department memorandum to the Planning Board
- Planning Board meeting minutes

Department	Project Name	Total Appropriated	Prior to 2024	2024-2029	2024	Bonds/Note Proceeds/Debt	Existing Funds from CRF	Transfers to CIP	Other (SAD, sale proceeds, DHMC PILOT, etc)	Inter- governmental Grants
	AIRPORT FUND									
AIR	<i>Runway Safety Area Improvements_2024</i>	\$12,693,340	\$8,815,000	\$3,878,340	\$3,878,340			\$193,920		\$3,684,420
	TOTAL AIRPORT	\$12,693,340	\$8,815,000	\$3,878,340	\$3,878,340	\$0	\$0	\$193,920	\$0	\$3,684,420
	GENERAL FUND									
FACILITIES										
FIRE	<i>Station 1 Replacement</i>	\$22,669,940	\$0	\$22,669,940	\$22,669,940	\$22,669,940				
DPW	City Hall Renovations (Phase 4)	\$6,998,600	\$6,848,600	\$150,000	\$150,000	\$150,000				
DPW	<i>City Owned Electric Vehicle Service Equipment</i>	\$251,000	\$0	\$251,000	\$251,000	\$50,200				\$200,800
CM	<i>Childcare Facility Project</i>	\$21,977,670	\$0	\$21,977,670	\$21,977,670				\$19,977,670	\$2,000,000
CM	<i>Main Street Building Demolition</i>	\$250,000	\$0	\$250,000	\$250,000	\$250,000				
FLEET & EQUIPMENT										
FIRE	Personal Protective Equipment Replacement	\$420,000	\$0	\$420,000	\$210,000		\$210,000			
FIRE	Self-Contained Breathing Apparatus (SCBA) Replacement	\$485,000	\$0	\$485,000	\$485,000		\$485,000			
FIRE	Engine #2 Replacement	\$1,200,000	\$0	\$1,200,000	\$1,200,000	\$1,200,000				
ROADS & BRIDGES										
DPW	<i>Route 120-Etna Rd-Old Etna Rd Ped/Bike Improvement:</i>	\$250,000	\$0	\$250,000	\$250,000	\$152,000			\$98,000	
DPW	<i>Lahaye Drive Ped&Bike Improvements</i>		\$800,000	\$540,000	\$540,000			\$48,000	\$60,000	\$432,000
OTHER										
REC	<i>Mascoma River Greenway Extension</i>	\$2,400,000	\$0	\$2,400,000	\$32,000				\$6,000	\$26,000
REC	<i>Westboro Park</i>	\$1,801,200	\$0	\$1,801,200	\$77,000	\$47,000			\$30,000	
	TOTAL GENERAL FUND	\$58,703,410	\$7,648,600	\$52,394,810	\$48,092,610	\$24,519,140	\$695,000	\$48,000	\$20,171,670	\$2,658,800
	WATER FUND									
DPW-WATER	<i>New Source Water Supply Study Investigation Phase 2</i>	\$8,470,000	\$320,000	\$8,150,000	\$150,000				\$100,000	\$50,000
	TOTAL WATER FUND	\$8,470,000	\$320,000	\$8,150,000	\$150,000	\$0	\$0	\$0	\$100,000	\$50,000
	SEWER FUND									
DPW-SEWER	Septage Receiving Upgrade	\$300,000	\$0	\$300,000	\$300,000	\$0			\$300,000	
	TOTAL SEWER FUND	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$300,000	\$0
	SOLID WASTE FUND									
DPW-SOLID	<i>Landfill Phase 3-4 Design, Permitting, and Constructor</i>	\$17,270,000	\$600,000	\$16,670,000	\$800,000	\$800,000				
DPW-SOLID	<i>Landfill Site Improvements</i>	\$546,000	\$0	\$546,000	\$116,000	\$116,000				
	TOTAL SOLID WASTE FUND	\$17,816,000	\$600,000	\$17,216,000	\$916,000	\$916,000	\$0	\$0	\$0	\$0
	TOTAL CITY CAPITAL IMPROVEMENTS PROGRAM	\$97,982,750	\$17,383,600	\$81,939,150	\$53,336,950	\$25,435,140	\$695,000	\$241,920	\$20,571,670	\$6,393,220

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Airport
2. **PROJECT TITLE & NUMBER:** 2024 Runway Safety Project – Construction and Project Management Services.
3. **PURPOSE OF PROJECT REQUEST FORM:** To bring the primary runway into compliance with FAA design standards and remove existing ‘Hot Spots’. This is a continuation of the Runway/Taxiway Safety Project started in 2023. This is a multiyear project.
4. **DEPARTMENT PRIORITY:** Mandatory. The project will correct existing design deficiencies and bring the airport into compliance with FAA design standards.
5. **LOCATION:** Airport Property. The project site is along runway 18-36 and Taxiway A, south of the terminal building.
6. **PROJECT DESCRIPTION/JUSTIFICATION:**
In 2024 the project will:
 - a. Provide a 1,700’ extension to the taxiway for the primary runway. Currently aircraft using the runway are required to back taxi on the runway for approximately 2,700’. This is a safety issue for pilots.
 - b. Remove and relocate a connecting taxiway meeting current FAA design standards.
 - c. Relocate the localizer (a portion of the Instrument Landing System) to the south end of the runway. The current system is offset from the runway and does not provide a standard approach.

Project funding is expected to be as follows:

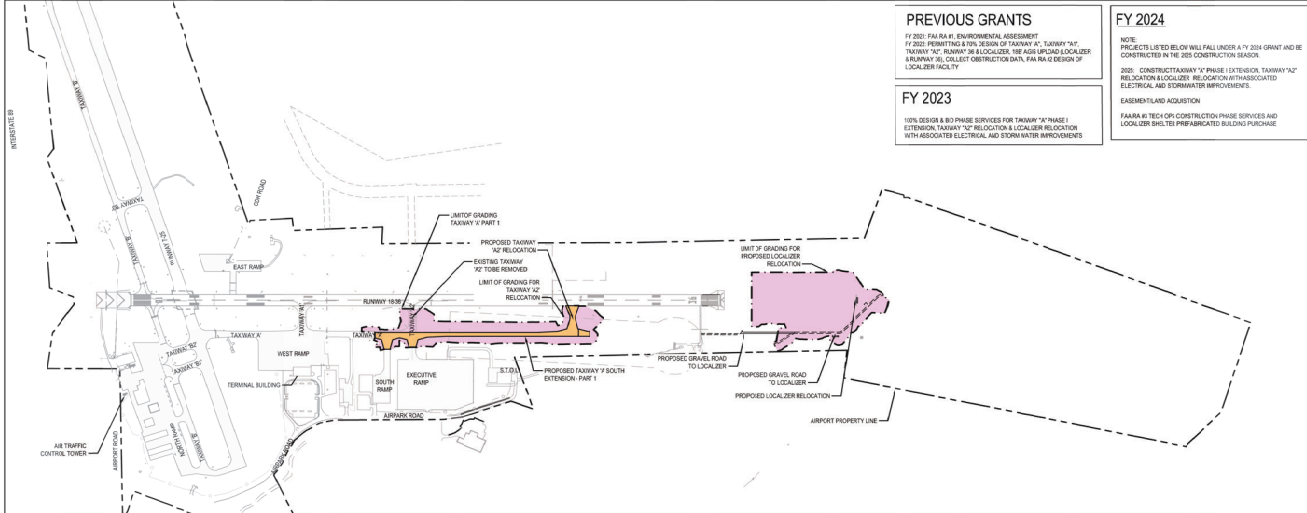
2024

FAA = \$3,490,500

NHDOT = \$193,920

CITY = \$193,920

TOTAL: \$3,878,340



PREVIOUS GRANTS

FY 2021: FAA RA #1, ENVIRONMENTAL ASSESSMENT
FY 2022: PERMITTING & 10% DESIGN OF TAXIWAY "K", TAXIWAY "N", TAXIWAY "O", TAXIWAY "P", TAXIWAY "Q", TAXIWAY "R", TAXIWAY "S", TAXIWAY "T", TAXIWAY "U", TAXIWAY "V", TAXIWAY "W", TAXIWAY "X", TAXIWAY "Y", TAXIWAY "Z", TAXIWAY "AA", TAXIWAY "AB", TAXIWAY "AC", TAXIWAY "AD", TAXIWAY "AE", TAXIWAY "AF", TAXIWAY "AG", TAXIWAY "AH", TAXIWAY "AI", TAXIWAY "AJ", TAXIWAY "AK", TAXIWAY "AL", TAXIWAY "AM", TAXIWAY "AN", TAXIWAY "AO", TAXIWAY "AP", TAXIWAY "AQ", TAXIWAY "AR", TAXIWAY "AS", TAXIWAY "AT", TAXIWAY "AU", TAXIWAY "AV", TAXIWAY "AW", TAXIWAY "AX", TAXIWAY "AY", TAXIWAY "AZ", TAXIWAY "BA", TAXIWAY "BB", TAXIWAY "BC", TAXIWAY "BD", TAXIWAY "BE", TAXIWAY "BF", TAXIWAY "BG", TAXIWAY "BH", TAXIWAY "BI", TAXIWAY "BJ", TAXIWAY "BK", TAXIWAY "BL", TAXIWAY "BM", TAXIWAY "BN", TAXIWAY "BO", TAXIWAY "BP", TAXIWAY "BQ", TAXIWAY "BR", TAXIWAY "BS", TAXIWAY "BT", TAXIWAY "BU", TAXIWAY "BV", TAXIWAY "BW", TAXIWAY "BX", TAXIWAY "BY", TAXIWAY "BZ", TAXIWAY "CA", TAXIWAY "CB", TAXIWAY "CC", TAXIWAY "CD", TAXIWAY "CE", TAXIWAY "CF", TAXIWAY "CG", TAXIWAY "CH", TAXIWAY "CI", TAXIWAY "CJ", TAXIWAY "CK", TAXIWAY "CL", TAXIWAY "CM", TAXIWAY "CN", TAXIWAY "CO", TAXIWAY "CP", TAXIWAY "CQ", TAXIWAY "CR", TAXIWAY "CS", TAXIWAY "CT", TAXIWAY "CU", TAXIWAY "CV", TAXIWAY "CW", TAXIWAY "CX", TAXIWAY "CY", TAXIWAY "CZ", TAXIWAY "DA", TAXIWAY "DB", TAXIWAY "DC", TAXIWAY "DD", TAXIWAY "DE", TAXIWAY "DF", TAXIWAY "DG", TAXIWAY "DH", TAXIWAY "DI", TAXIWAY "DJ", TAXIWAY "DK", TAXIWAY "DL", TAXIWAY "DM", TAXIWAY "DN", TAXIWAY "DO", TAXIWAY "DP", TAXIWAY "DQ", TAXIWAY "DR", TAXIWAY "DS", TAXIWAY "DT", TAXIWAY "DU", TAXIWAY "DV", TAXIWAY "DW", TAXIWAY "DX", TAXIWAY "DY", TAXIWAY "DZ", TAXIWAY "EA", TAXIWAY "EB", TAXIWAY "EC", TAXIWAY "ED", TAXIWAY "EE", TAXIWAY "EF", TAXIWAY "EG", TAXIWAY "EH", TAXIWAY "EI", TAXIWAY "EJ", TAXIWAY "EK", TAXIWAY "EL", TAXIWAY "EM", TAXIWAY "EN", TAXIWAY "EO", TAXIWAY "EP", TAXIWAY "EQ", TAXIWAY "ER", TAXIWAY "ES", TAXIWAY "ET", TAXIWAY "EU", TAXIWAY "EV", TAXIWAY "EW", TAXIWAY "EX", TAXIWAY "EY", TAXIWAY "EZ", TAXIWAY "FA", TAXIWAY "FB", TAXIWAY "FC", TAXIWAY "FD", TAXIWAY "FE", TAXIWAY "FF", TAXIWAY "FG", TAXIWAY "FH", TAXIWAY "FI", TAXIWAY "FJ", TAXIWAY "FK", TAXIWAY "FL", TAXIWAY "FM", TAXIWAY "FN", TAXIWAY "FO", TAXIWAY "FP", TAXIWAY "FQ", TAXIWAY "FR", TAXIWAY "FS", TAXIWAY "FT", TAXIWAY "FU", TAXIWAY "FV", TAXIWAY "FW", TAXIWAY "FX", TAXIWAY "FY", TAXIWAY "FZ", TAXIWAY "GA", TAXIWAY "GB", TAXIWAY "GC", TAXIWAY "GD", TAXIWAY "GE", TAXIWAY "GF", TAXIWAY "GG", TAXIWAY "GH", TAXIWAY "GI", TAXIWAY "GJ", TAXIWAY "GK", TAXIWAY "GL", TAXIWAY "GM", TAXIWAY "GN", TAXIWAY "GO", TAXIWAY "GP", TAXIWAY "GQ", TAXIWAY "GR", TAXIWAY "GS", TAXIWAY "GT", TAXIWAY "GU", TAXIWAY "GV", TAXIWAY "GW", TAXIWAY "GX", TAXIWAY "GY", TAXIWAY "GZ", TAXIWAY "HA", TAXIWAY "HB", TAXIWAY "HC", TAXIWAY "HD", TAXIWAY "HE", TAXIWAY "HF", TAXIWAY "HG", TAXIWAY "HI", TAXIWAY "HJ", TAXIWAY "HK", TAXIWAY "HL", TAXIWAY "HM", TAXIWAY "HN", TAXIWAY "HO", TAXIWAY "HP", TAXIWAY "HQ", TAXIWAY "HR", TAXIWAY "HS", TAXIWAY "HT", TAXIWAY "HU", TAXIWAY "HV", TAXIWAY "HW", TAXIWAY "HX", TAXIWAY "HY", TAXIWAY "HZ", TAXIWAY "IA", TAXIWAY "IB", TAXIWAY "IC", TAXIWAY "ID", TAXIWAY "IE", TAXIWAY "IF", TAXIWAY "IG", TAXIWAY "IH", TAXIWAY "II", TAXIWAY "IJ", TAXIWAY "IK", TAXIWAY "IL", TAXIWAY "IM", TAXIWAY "IN", TAXIWAY "IO", TAXIWAY "IP", TAXIWAY "IQ", TAXIWAY "IR", TAXIWAY "IS", TAXIWAY "IT", TAXIWAY "IU", TAXIWAY "IV", TAXIWAY "IW", TAXIWAY "IX", TAXIWAY "IY", TAXIWAY "IZ", TAXIWAY "JA", TAXIWAY "JB", TAXIWAY "JC", TAXIWAY "JD", TAXIWAY "JE", TAXIWAY "JF", TAXIWAY "JG", TAXIWAY "JH", TAXIWAY "JI", TAXIWAY "JJ", TAXIWAY "JK", TAXIWAY "JL", TAXIWAY "JM", TAXIWAY "JN", TAXIWAY "JO", TAXIWAY "JP", TAXIWAY "JQ", TAXIWAY "JR", TAXIWAY "JS", TAXIWAY "JT", TAXIWAY "JU", TAXIWAY "JV", TAXIWAY "JW", TAXIWAY "JX", TAXIWAY "JY", TAXIWAY "JZ", TAXIWAY "KA", TAXIWAY "KB", TAXIWAY "KC", TAXIWAY "KD", TAXIWAY "KE", TAXIWAY "KF", TAXIWAY "KG", TAXIWAY "KH", TAXIWAY "KI", TAXIWAY "KJ", TAXIWAY "KK", TAXIWAY "KL", TAXIWAY "KM", TAXIWAY "KN", TAXIWAY "KO", TAXIWAY "KP", TAXIWAY "KQ", TAXIWAY "KR", TAXIWAY "KS", TAXIWAY "KT", TAXIWAY "KU", TAXIWAY "KV", TAXIWAY "KW", TAXIWAY "KX", TAXIWAY "KY", TAXIWAY "KZ", TAXIWAY "LA", TAXIWAY "LB", TAXIWAY "LC", TAXIWAY "LD", TAXIWAY "LE", TAXIWAY "LF", TAXIWAY "LG", TAXIWAY "LH", TAXIWAY "LI", TAXIWAY "LJ", TAXIWAY "LK", TAXIWAY "LM", TAXIWAY "LN", TAXIWAY "LO", TAXIWAY "LP", TAXIWAY "LQ", TAXIWAY "LR", TAXIWAY "LS", TAXIWAY "LT", TAXIWAY "LU", TAXIWAY "LV", TAXIWAY "LW", TAXIWAY "LX", TAXIWAY "LY", TAXIWAY "LZ", TAXIWAY "MA", TAXIWAY "MB", TAXIWAY "MC", TAXIWAY "MD", TAXIWAY "ME", TAXIWAY "MF", TAXIWAY "MG", TAXIWAY "MH", TAXIWAY "MI", TAXIWAY "MJ", TAXIWAY "MK", TAXIWAY "ML", TAXIWAY "MM", TAXIWAY "MN", TAXIWAY "MO", TAXIWAY "MP", TAXIWAY "MQ", TAXIWAY "MR", TAXIWAY "MS", TAXIWAY "MT", TAXIWAY "MU", TAXIWAY "MV", TAXIWAY "MW", TAXIWAY "MX", TAXIWAY "MY", TAXIWAY "MZ", TAXIWAY "NA", TAXIWAY "NB", TAXIWAY "NC", TAXIWAY "ND", TAXIWAY "NE", TAXIWAY "NF", TAXIWAY "NG", TAXIWAY "NH", TAXIWAY "NI", TAXIWAY "NJ", TAXIWAY "NK", TAXIWAY "NL", TAXIWAY "NM", TAXIWAY "NN", TAXIWAY "NO", TAXIWAY "NP", TAXIWAY "NQ", TAXIWAY "NR", TAXIWAY "NS", TAXIWAY "NT", TAXIWAY "NU", TAXIWAY "NV", TAXIWAY "NW", TAXIWAY "NX", TAXIWAY "NY", TAXIWAY "NZ", TAXIWAY "OA", TAXIWAY "OB", TAXIWAY "OC", TAXIWAY "OD", TAXIWAY "OE", TAXIWAY "OF", TAXIWAY "OG", TAXIWAY "OH", TAXIWAY "OI", TAXIWAY "OJ", TAXIWAY "OK", TAXIWAY "OL", TAXIWAY "OM", TAXIWAY "ON", TAXIWAY "OO", TAXIWAY "OP", TAXIWAY "OQ", TAXIWAY "OR", TAXIWAY "OS", TAXIWAY "OT", TAXIWAY "OU", TAXIWAY "OV", TAXIWAY "OW", TAXIWAY "OX", TAXIWAY "OY", TAXIWAY "OZ", TAXIWAY "PA", TAXIWAY "PB", TAXIWAY "PC", TAXIWAY "PD", TAXIWAY "PE", TAXIWAY "PF", TAXIWAY "PG", TAXIWAY "PH", TAXIWAY "PI", TAXIWAY "PJ", TAXIWAY "PK", TAXIWAY "PL", TAXIWAY "PM", TAXIWAY "PN", TAXIWAY "PO", TAXIWAY "PP", TAXIWAY "PQ", TAXIWAY "PR", TAXIWAY "PS", TAXIWAY "PT", TAXIWAY "PU", TAXIWAY "PV", TAXIWAY "PW", TAXIWAY "PX", TAXIWAY "PY", TAXIWAY "PZ", TAXIWAY "QA", TAXIWAY "QB", TAXIWAY "QC", TAXIWAY "QD", TAXIWAY "QE", TAXIWAY "QF", TAXIWAY "QG", TAXIWAY "QH", TAXIWAY "QI", TAXIWAY "QJ", TAXIWAY "QK", TAXIWAY "QL", TAXIWAY "QM", TAXIWAY "QN", TAXIWAY "QO", TAXIWAY "QP", TAXIWAY "QQ", TAXIWAY "QR", TAXIWAY "QS", TAXIWAY "QT", TAXIWAY "QU", TAXIWAY "QV", TAXIWAY "QW", TAXIWAY "QX", TAXIWAY "QY", TAXIWAY "QZ", TAXIWAY "RA", TAXIWAY "RB", TAXIWAY "RC", TAXIWAY "RD", TAXIWAY "RE", TAXIWAY "RF", TAXIWAY "RG", TAXIWAY "RH", TAXIWAY "RI", TAXIWAY "RJ", TAXIWAY "RK", TAXIWAY "RL", TAXIWAY "RM", TAXIWAY "RN", TAXIWAY "RO", TAXIWAY "RP", TAXIWAY "RQ", TAXIWAY "RR", TAXIWAY "RS", TAXIWAY "RT", TAXIWAY "RU", TAXIWAY "RV", TAXIWAY "RW", TAXIWAY "RX", TAXIWAY "RY", TAXIWAY "RZ", TAXIWAY "SA", TAXIWAY "SB", TAXIWAY "SC", TAXIWAY "SD", TAXIWAY "SE", TAXIWAY "SF", TAXIWAY "SG", TAXIWAY "SH", TAXIWAY "SI", TAXIWAY "SJ", TAXIWAY "SK", TAXIWAY "SL", TAXIWAY "SM", TAXIWAY "SN", TAXIWAY "SO", TAXIWAY "SP", TAXIWAY "SQ", TAXIWAY "SR", TAXIWAY "SS", TAXIWAY "ST", TAXIWAY "SU", TAXIWAY "SV", TAXIWAY "SW", TAXIWAY "SX", TAXIWAY "SY", TAXIWAY "SZ", TAXIWAY "TA", TAXIWAY "TB", TAXIWAY "TC", TAXIWAY "TD", TAXIWAY "TE", TAXIWAY "TF", TAXIWAY "TG", TAXIWAY "TH", TAXIWAY "TI", TAXIWAY "TJ", TAXIWAY "TK", TAXIWAY "TL", TAXIWAY "TM", TAXIWAY "TN", TAXIWAY "TO", TAXIWAY "TP", TAXIWAY "TQ", TAXIWAY "TR", TAXIWAY "TS", TAXIWAY "TT", TAXIWAY "TU", TAXIWAY "TV", TAXIWAY "TW", TAXIWAY "TX", TAXIWAY "TY", TAXIWAY "TZ", TAXIWAY "UA", TAXIWAY "UB", TAXIWAY "UC", TAXIWAY "UD", TAXIWAY "UE", TAXIWAY "UF", TAXIWAY "UG", TAXIWAY "UH", TAXIWAY "UI", TAXIWAY "UJ", TAXIWAY "UK", TAXIWAY "UL", TAXIWAY "UM", TAXIWAY "UN", TAXIWAY "UO", TAXIWAY "UP", TAXIWAY "UQ", TAXIWAY "UR", TAXIWAY "US", TAXIWAY "UT", TAXIWAY "UY", TAXIWAY "UZ", TAXIWAY "VA", TAXIWAY "VB", TAXIWAY "VC", TAXIWAY "VD", TAXIWAY "VE", TAXIWAY "VF", TAXIWAY "VG", TAXIWAY "VH", TAXIWAY "VI", TAXIWAY "VJ", TAXIWAY "VK", TAXIWAY "VL", TAXIWAY "VM", TAXIWAY "VN", TAXIWAY "VO", TAXIWAY "VP", TAXIWAY "VQ", TAXIWAY "VR", TAXIWAY "VS", TAXIWAY "VT", TAXIWAY "VY", TAXIWAY "VZ", TAXIWAY "WA", TAXIWAY "WB", TAXIWAY "WC", TAXIWAY "WD", TAXIWAY "WE", TAXIWAY "WF", TAXIWAY "WG", TAXIWAY "WH", TAXIWAY "WI", TAXIWAY "WJ", TAXIWAY "WK", TAXIWAY "WL", TAXIWAY "WM", TAXIWAY "WN", TAXIWAY "WO", TAXIWAY "WP", TAXIWAY "WQ", TAXIWAY "WR", TAXIWAY "WS", TAXIWAY "WT", TAXIWAY "WY", TAXIWAY "WZ", TAXIWAY "XA", TAXIWAY "XB", TAXIWAY "XC", TAXIWAY "XD", TAXIWAY "XE", TAXIWAY "XF", TAXIWAY "XG", TAXIWAY "XH", TAXIWAY "XI", TAXIWAY "XJ", TAXIWAY "XK", TAXIWAY "XL", TAXIWAY "XM", TAXIWAY "XN", TAXIWAY "XO", TAXIWAY "XP", TAXIWAY "XQ", TAXIWAY "XR", TAXIWAY "XS", TAXIWAY "XT", TAXIWAY "XU", TAXIWAY "XV", TAXIWAY "XW", TAXIWAY "XX", TAXIWAY "XY", TAXIWAY "XZ", TAXIWAY "YA", TAXIWAY "YB", TAXIWAY "YC", TAXIWAY "YD", TAXIWAY "YE", TAXIWAY "YF", TAXIWAY "YG", TAXIWAY "YH", TAXIWAY "YI", TAXIWAY "YJ", TAXIWAY "YK", TAXIWAY "YL", TAXIWAY "YM", TAXIWAY "YN", TAXIWAY "YO", TAXIWAY "YP", TAXIWAY "YQ", TAXIWAY "YR", TAXIWAY "YS", TAXIWAY "YT", TAXIWAY "YU", TAXIWAY "YV", TAXIWAY "YW", TAXIWAY "YX", TAXIWAY "YY", TAXIWAY "YZ", TAXIWAY "ZA", TAXIWAY "ZB", TAXIWAY "ZC", TAXIWAY "ZD", TAXIWAY "ZE", TAXIWAY "ZF", TAXIWAY "ZG", TAXIWAY "ZH", TAXIWAY "ZI", TAXIWAY "ZJ", TAXIWAY "ZK", TAXIWAY "ZL", TAXIWAY "ZM", TAXIWAY "ZN", TAXIWAY "ZO", TAXIWAY "ZP", TAXIWAY "ZQ", TAXIWAY "ZR", TAXIWAY "ZS", TAXIWAY "ZT", TAXIWAY "ZU", TAXIWAY "ZV", TAXIWAY "ZW", TAXIWAY "ZX", TAXIWAY "ZY", TAXIWAY "ZZ".

FY 2023

100% DESIGN & 80% PHASE SERVICES FOR TAXIWAY "K" PHASE I
EXTENSION TAXIWAY "N" RELOCATION & LOCALIZER RELOCATION
WITH ASSOCIATED ELECTRICAL AND STORMWATER IMPROVEMENTS

FY 2024

NOTE:
PROJECTS LISTED BELOW WILL FALL UNDER A FY 2024 GRANT AND BE
CONSTRUCTED IN THE 2025 CONSTRUCTION SEQUENCE.
2024: CONSTRUCT TAXIWAY "V" PHASE I (EXTENSION, TAXIWAY "N")
RELOCATION LOCALIZER, RELOCATION AT THE ASSOCIATED
ELECTRICAL AND STORMWATER IMPROVEMENTS.
EASEMENTS AND ACQUISITION
FAA RA #1 TECH OR CONSTRUCTION PHASE SERVICES AND
LOCALIZER BUILT PREPARED BUILDING PURCHASE

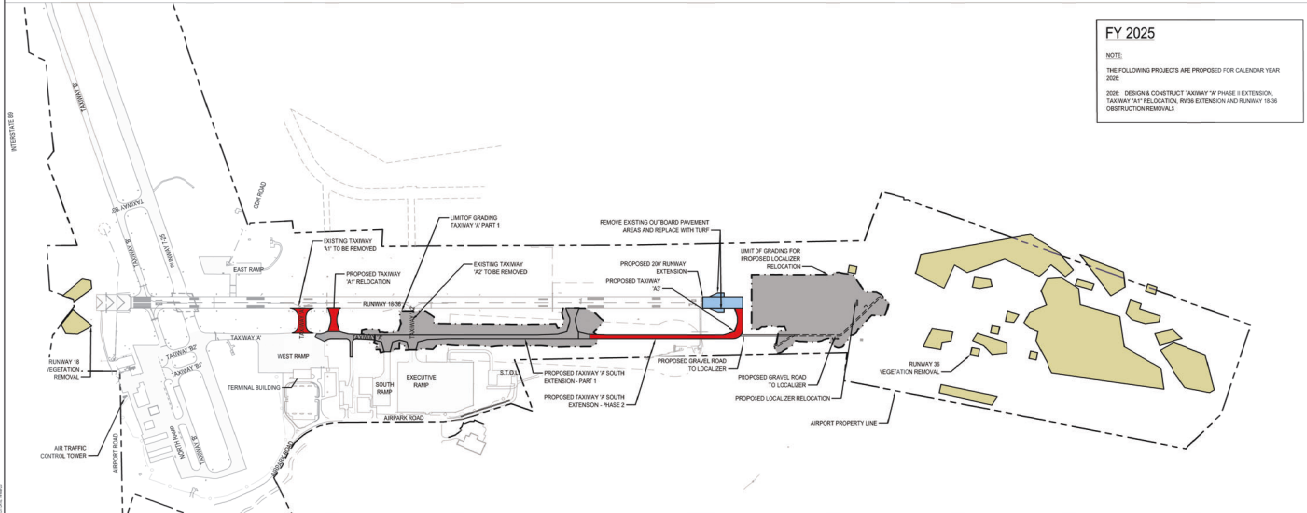


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Consultants

Notes



FY 2025

NOTE:
THE FOLLOWING PROJECTS ARE PROPOSED FOR CALENDAR YEAR
2025:
2025: DESIGN CONSTRUCT TAXIWAY "K" PHASE I (EXTENSION,
TAXIWAY "N") RELOCATION, WITH EXTENSION AND RUNWAY 10/18
OBSTRUCTION REMOVAL



Revision	By	Date	Notes
1	OP	10/10/23	1. 10% UPDATE MEETING
2	OP	10/10/23	2. DESIGN CONSTRUCTION SEQUENCE
3	OP	10/10/23	3. DESIGN PROJECT #1

Permit Seal

FOR PLANNING
PURPOSES ONLY

Client/Project
LEBANON MUNICIPAL AIRPORT
5 AIRPORT ROAD, WEST LEBANON, NH
DESIGN & CONSTRUCTION SEQUENCE

Title
LEBANON ALP CIP SEQUENCE

Project No. 17940502 Scale 1:400
Drawing No. SK-002 Sheet 1 of 2 Issue 2

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2: Runway Safety Project 2024

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2024-2029</u>	<u>2030+</u>
EXPENDITURES											
Design/Engineering				\$3,490,506	\$0	\$0	\$0	\$0	\$0	\$3,490,506	\$0
Construction/Implementation				\$387,834	\$0	\$0	\$0	\$0	\$0	\$387,834	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$3,878,340	\$0	\$0	\$0	\$0	\$0	\$3,878,340	\$0
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	FAA		\$3,490,500	\$0	\$0	\$0	\$0	\$0	\$3,490,500	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$193,920	\$0	\$0	\$0	\$0	\$0	\$193,920	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Airport fund balance		\$193,920	\$0	\$0	\$0	\$0	\$0	\$193,920	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$3,878,340	\$0	\$0	\$0	\$0	\$0	\$3,878,340	\$0

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT: Lebanon Fire Department**
2. **PROJECT TITLE & NUMBER: Fire Station 1 Replacement**
3. **PURPOSE OF PROJECT REQUEST FORM:**
4. **DEPARTMENT PRIORITY: New Project**
5. **LOCATION: 12 South Park Lebanon NH**
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

In 2019 a study was conducted to evaluate the current condition of public safety facilities in the City of Lebanon. The study results identified many operational barriers and safety concerns that have resulted in an initiative to replace existing facilities.

- Operational and Safety Concerns of existing fire station 1.
- Not ADA compliant and do not meet ADA or Life Safety Code Requirements
- No separated spaces between apparatus bays and living quarters which exposes personnel to potential exhaust fumes from apparatus.
- No proper restroom or shower facilities
- Rising maintenance and repair costs of facilities due to age
- Calls for emergency services continue to increase and require modern facilities to meet operational needs
- Facilities don't provide proper separation from diesel fumes and other carcinogens traced to firefighter cancer.

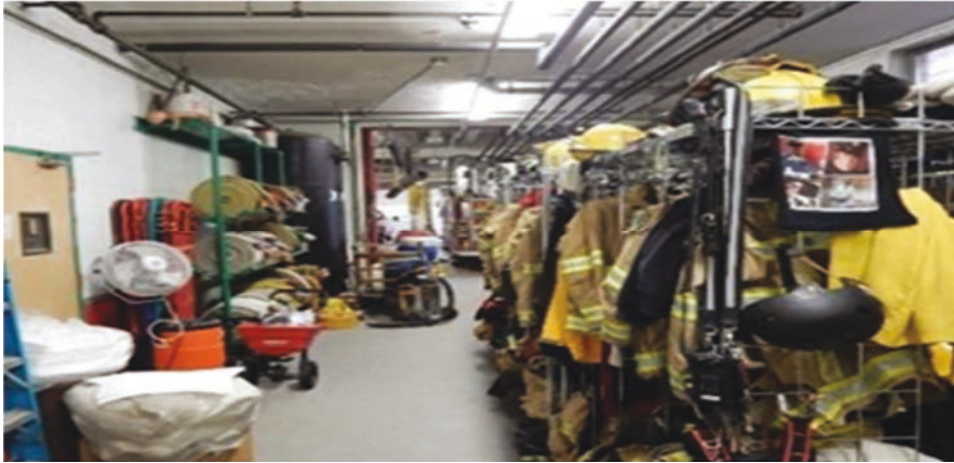
This request will fund the replacement costs associated with the replacement of Lebanon Fire Station 1.

COST= \$22,669,936.00

2024-2029 Capital Improvement Program



2024-2029 Capital Improvement Program



Proposed Conceptual Drawing



2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2:

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2024-2029</u>	<u>2030+</u>
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation				\$22,669,936	\$0	\$0	\$0	\$0	\$0	\$22,669,936	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$22,669,936	\$0	\$0	\$0	\$0	\$0	\$22,669,936	\$0
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$22,669,936	\$0	\$0	\$0	\$0	\$0	\$22,669,936	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Maintenance				\$0	\$0	\$0	\$0	\$0		\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	____ Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	____ Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$22,669,936	\$0	\$0	\$0	\$0	\$0	\$22,669,936	\$0

2024 - 2029 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT – DPW**
2. **PROJECT TITLE – City Hall Renovations - Future Phases**
3. **PURPOSE OF PROJECT REQUEST FORM**

This is the 4th and subsequent phases of the City Hall Renovations-Improvements and includes the following improvements:

- Front & East Side Entrance Renovation (2024)

4. **DEPARTMENT PRIORITY – Improve Safety, Maintenance and Efficiency**
5. **LOCATION - City Hall**
6. **PROJECT DESCRIPTION/JUSTIFICATION**

1. Front and East side entrance renovation 2024: Replacement of six front entrance doors and transom windows, insulation of south exterior wall, repair and repainting for arched entryway woodwork. Replacement of East entrance electric doors.	\$ 150,000
TOTAL 2024-2029	\$150,000

2024 City Hall CIP – Entrances’ Renovations

- Replacement of six front entry doors that are 25+ years old. Existing non-insulated doors are not energy efficient, with cracked panels, single pane glass, and do not close/seal properly creating potential security issues.

2024 - 2029 Capital Improvement Program

- Encasement or replacement of three single pane transom windows located over the three sets of double doors to prevent energy loss.
- Replacement/repair of woodwork and repainting in three front entrance exterior entryways due to weathering.
- Furring out and insulation of south facing brick wall with 6" foam insulation.
- East side entrance doors to be replaced with 1" low-E insulated glass. Existing doors that were installed in 2001 are not insulated.
- With LOH main lobby renovations to be concluded in early 2024 the entryway requires renovation to keep aesthetic continuity.

South Entryway Energy Savings		
FEATURE	GPY Propane Saved	\$ Saved/Year @\$1.54/gal.
Doors, six – R1 --> R7	142	\$ 219
Transom Windows, three - R1 --> R2	21.2	\$ 33
Walls, R8 → R24	18.4	\$ 28
Infiltration – 1% Building Reduction	62	\$ 95
TOTAL:	243.6	\$ 375



2024 - 2029 Capital Improvement Program



2024 - 2029 Capital Improvement Program



2024 - 2029 Capital Improvement Program



2024 - 2029 Capital Improvement Program



East Entryway Energy Savings		GPY Propane Saved	\$ Saved/Year @\$1.54/gal.
<u>FEATURE</u>		23.7	\$ 36
Doors, two – R1 → R3.5		20.7	\$ 32
Infiltration – .3% Building Reduction			
	TOTAL:	44.4	\$ 68

2024 - 2029 Capital Improvement Program:

PROJECT REQUEST FORM #2

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2024-2029</u>	<u>2030+</u>
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation				\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$-
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$519,000
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$519,000
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:					\$0				\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$519,000

2024 - 2029 Capital Improvement Program

PROJECT REQUEST FORM #1

1. DEPARTMENT – DPW

2. PROJECT TITLE – City Owned Electric Vehicle Service Equipment (EVSE – EV chargers)

3. PURPOSE OF PROJECT REQUEST FORM

This CIP is for the 20% match for a federal Dept. of Transportation Charging and Fueling Infrastructure (CFI) grant that was applied for in spring, 2023 by the City. LEAC EV Subcommittee Chair Sherry Boschert was the lead in writing the grant app. Award will be announced in September 2023. Applicants have 18-24 months to undertake installation after award. The grant application is for eight different charging stations, only two of which would be located on City property and owned/managed by the City. This CIP is for the 20% match for the City's two charging stations.

4. DEPARTMENT PRIORITY – Maintenance and Efficiency

5. LOCATION – The proposed locations for these charging stations are shown below:

- Taylor Street Parking Lot
- Parkhurst Parking Area

Taylor Street



Example: Solar EV Chargers



2024 - 2029 Capital Improvement Program

Parkhurst Street



6. PROJECT DESCRIPTION/JUSTIFICATION

The City-owned chargers would be the following:

- Taylor Street Parking Lot – two stand-alone (not grid connected) tracking solar arrays that would offer Level 1 charging to vehicles free-of-charge.
- Parkhurst Parking Area – four Level 2 dual-port charging stations that would be network connected and charge vehicles for a fee. This site would be constructed to be able to easily add 2-3 additional Level 2 chargers in the future.

Parkhurst St. – two Level 2 two-port chargers (4 ports total):	\$136,135
Taylor St. – two Solar four-port Level 1 chargers:	<u>\$114,879</u>
	TOTAL: \$251,014
City Match @ 20%:	\$50,203

The CFI grant will cover Operation and Maintenance for five years, demand charges for five years, engineering & design, public engagement, utility infrastructure upgrade costs, and signage.

Specific equipment and final cost for the project will be determined through an RFP process to be initiated after the grant is awarded.

2024 - 2029 Capital Improvement Program

Cost estimates in the grant application budget are conservative and include a 20% inflation factor.

Locations for the EVSE can be adjusted to a minor degree if needed after the award.

If the grant is not awarded it is assumed that this CIP will be withdrawn, in fall 2023.

2024 - 2029 Capital Improvement Program: NOTE: Dollars below are in 2023 \$.

PROJECT REQUEST FORM #2

7. FINANCIAL PLAN AND PROJECT SCHEDULE

		2024	2025	2026	2027	2028	2029	2024-2029	2030+
EXPENDITURES									
Design/Engineering		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation		\$251,000		\$0	\$0		\$-	\$-	\$-
Property/Equipment Acquisition		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL		\$251,000		\$0	\$0		\$-	\$-	\$-
FUNDING									
Current (Operating Budget)	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by: Taxes Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by: Water Rates Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by: Sewer Rates Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by: City Matching 20%	\$50,200	\$0	\$0	\$0	\$0	\$0	\$50,200	\$0
	Supported by:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0			\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify: Federal DoT Charging & Fueling Infrastructure	\$200,800	\$0	\$0	\$0	\$0	\$0	\$200,800	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify: Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: Public Facilities Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify: Private Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL		\$251,000	\$0	\$0	\$0	\$0	\$0	\$251,000	\$0

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** City Manager
2. **PROJECT TITLE & NUMBER:** Early Childhood Education Center Project
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** New Service
5. **LOCATION:** Airport Technology Park, Airpark Rd.
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

The City began a partnership with Vital Communities in August of 2021 to address the lack of affordable childcare capacity in the UV. The lack of an adequate labor force to meet the needs of businesses and governmental entities has a direct impact on the region's economy. The combined impact of the lack of affordable housing and the lack of affordable childcare has a direct negative impact on the regions labor force.

The City issued an RFI in 2022 soliciting a partner to work with the City to provide Early Childhood Education services. The public/private partnership has several objectives.

- A. Construct a facility to provide services for up to 200 children ages infant to 12.
- B. 51% of the childcare slots would be provided to parents who are low to moderate income.
- C. There would be an emphasis on providing a higher ratio of infant care slots.
- D. The City wishes to explore the feasibility of providing service during non-traditional hours/days to address the needs of service and shift workers.
- E. The provider operating the facility would need to provide competitive wages and benefits.
- F. The City wishes to explore the feasibility of providing a teaching facility on site to build the workforce of early education practitioners for the region.

2024-2029 Capital Improvement Program

The City selected the Boys & Girls Club of Central New Hampshire as the provider to partner with the City to develop this project further. The architectural firm Placework was selected consultant to create the conceptual building and site plan. ReArch Construction was selected as the consultant to develop the cost estimates for the facility and will serve as the construction management firm during the construction of the facility.

The concept for the partnership involves the City applying for grant funding, tax credits and donations to construct the facility. The Boys & Girls Club would be leased for no enumeration, the property to provide the early childhood education programming in accordance with the City's objectives.

Prior to the spread of the COVID –19 virus there was an estimated shortage of 2,000 childcare slots in the UV. Subsequent to the spread of COVID-19 the shortfall is believed to be higher. Several childcare centers in the UV have closed while others are not able to provide the capacity of childcare slots, they had prior to COVID-19 as a result of a shortage of staff. The proposed facility would meet 10% of the estimated pre-COVID-19 need.

Funding for the project is anticipated to be a combination of federal/state grants, state tax credits and private donations. The project follows a similar model to that of the Town of Allenstown which constructed a similar facility which houses a community center, teen center, after school program, childcare and a senior center. The Lebanon project is more narrowly focused on the provision of early childhood education, childcare and the after school program.

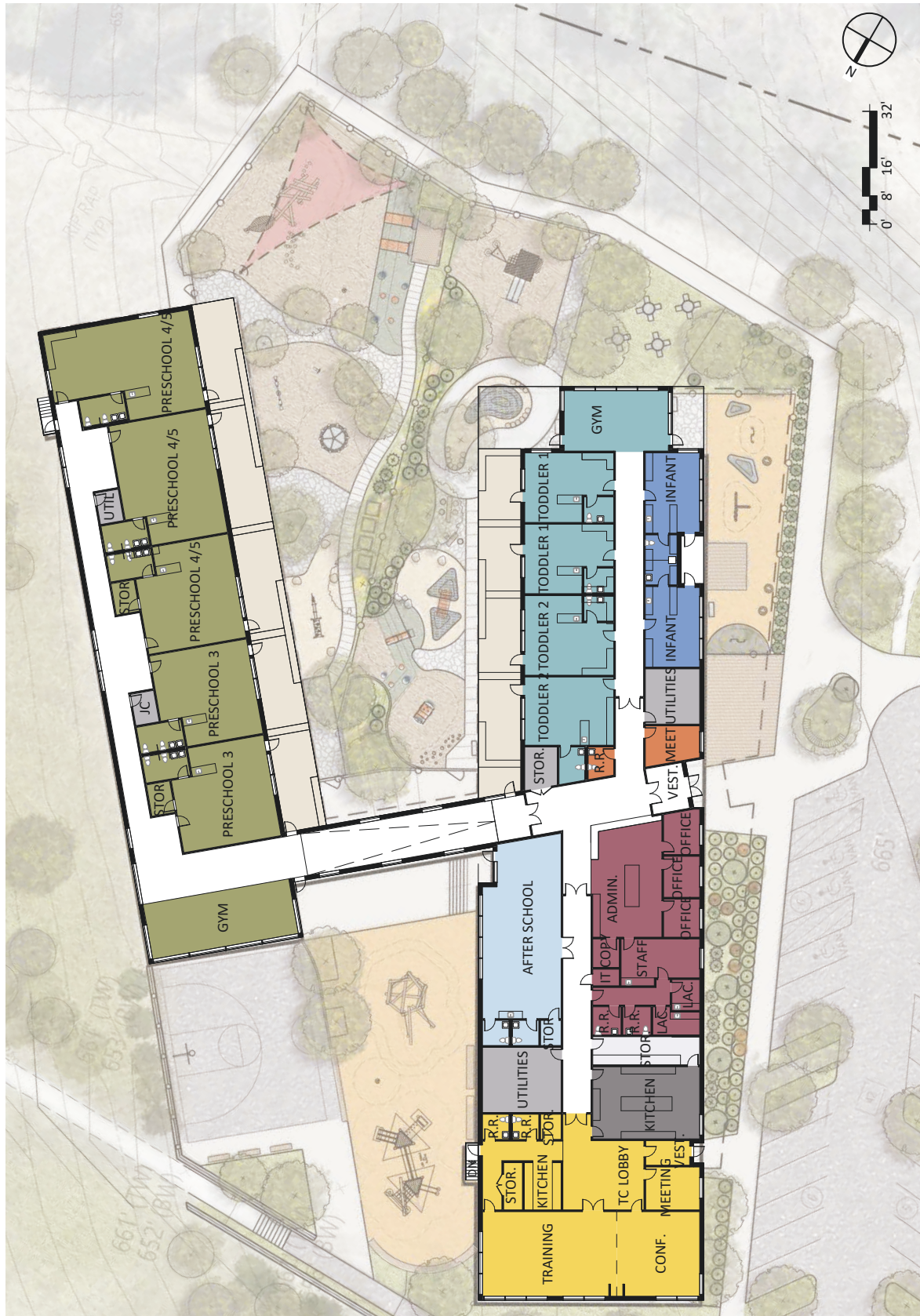
Site Plan



Site Section



Building Concept Plan



First Floor Plan

FRONT ENTRANCE



EARLY LEARNING CENTER OF THE UPPER VALLEY

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2:

7. FINANCIAL PLAN AND PROJECT SCHEDULE

		<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2024-2029</u>	<u>2030+</u>
EXPENDITURES									
Design/Engineering		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation		\$21,977,670	\$0	\$0	\$0	\$0	\$0	\$21,977,670	\$0
Property/Equipment Acquisition		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL		\$21,977,670	\$0	\$0	\$0	\$0	\$0	\$21,977,670	\$0
FUNDING									
Current (Operating Budget)		Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt		Supported by: Taxes Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by: Water Rates Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants		Specify: Congressional Directed Spending	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0
		Specify: CDFA Tax Credits	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0
		Specify: Community Development Block Grant	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0
		Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds		Specify: Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify: Public Facilities Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other		Specify: Private Contributions	\$19,977,670	\$0	\$0	\$0	\$0	\$19,977,670	\$0
		Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			\$21,977,670	\$0	\$0	\$0	\$0	\$21,977,670	\$0

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** City Manager
2. **PROJECT TITLE & NUMBER:** Demolition of Buildings at 14, 28 & 30 Main Street, West Lebanon
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Improve Efficiency
5. **LOCATION:** 14, 28 and 30 Main Street, West Lebanon
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

In late 2022, the City was approached by a private property owner's representative and presented with the opportunity to acquire multiple properties along Main Street in West Lebanon, specifically: 14 Main Street (Tax Map 72, Lot 88; ~0.11 Acres), 28 Main Street (Tax Map 72, Lot 84; ~0.48 Acres), and 30 Main Street (Tax Map 72, Lot 83; ~0.45 Acres). On February 1st, the City Council authorized the City Manager to negotiate a Purchase & Sale Agreement and to take further actions necessary to pursue acquisition.

The City and the property owner entered into a Purchase & Sale Agreement on February 27, 2023, and since that time, the City has been conducting due diligence efforts, including environmental review of the properties prior to closing.

Following acquisition, the City anticipates continuing to lease the occupied (or occupiable) commercial and residential spaces to existing and/or future tenants until the properties are ready for redevelopment. The City will be establishing a revolving fund for the properties for the accrual of lease revenues and for the payment of property taxes, utility bills, and other expenses associated with the ownership and management of the properties.

2024-2029 Capital Improvement Program

Although a long-term use of the properties has not yet been determined by the community, it is expected that demolition of the existing structures will eventually be necessary to enable re-use of the parcels. Based on the results of the building and property inspections by the Building Inspector, Fire Inspector, and Public Works, as well as the results of the ongoing environmental review, it may be appropriate to raze one or more of the buildings prior to a determination of re-use in order to avoid an attractive nuisance situation for any building, or part thereof, that cannot be productively used in the interim period.

In anticipation of eventual demolition, the City has obtained cost estimates for demolition of each building individually and for all buildings together. Excess funds within the established revolving fund may be used toward the cost of demolition. The remainder of the demolition costs will come from operating funds or short-term borrowing associated with the proposed redevelopment of the properties.

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2: Demolition of 14, 28, and 30 Main Street buildings

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2024-2029</u>	<u>2030+</u>
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation				\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Lebanon Fire Department
2. **PROJECT TITLE & NUMBER:** *2024 Personal Protective Equipment*
3. **PURPOSE OF PROJECT REQUEST FORM:** Maintenance
4. **DEPARTMENT PRIORITY:** Maintenance
5. **LOCATION:**
6. **PROJECT DESCRIPTION/JUSTIFICATION:**
 1. Personal Protective Clothing is the first line of defense used in the fire service to prevent injury to the fire fighter from such hazards as thermal burns, cuts, abrasions, and hazardous or toxic substances. Protective clothing is subjected to the worst conditions possible on any given incident, from smoke and heat to snow, rain, and the effects of ultraviolet light from the sun. Through normal use personal protective clothing by NFPA Standards has a life span of ten (10) years of service before needing to be replaced. This does not account for special incidents that may occur that would render the service of the clothing useless during a single incident.
 2. Per the Lebanon Firefighters collective bargaining agreement, the city is required to provide each member with (2) full sets of PPE. As these have a life cycle of 10 year, we have developed a replacement plan in which each set of in service as a primary set for 5 years and a back-up set for 5 years and then disposed of. This cycle provides for personal safety and limits liability by not using PPE older than national standards allow. This will alleviate an "all at once" purchase of tens of thousands of dollar's worth of personal protective clothing.
 3. Personal Protective Clothing cost is estimated to be \$5,500 per set. This figure includes protective coats, pants hoods, gloves, and boots.

Total Cost of PPE Project: \$210,000

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2:

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2024-2029</u>	<u>2030+</u>
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation					\$0	\$0	\$0	\$0	\$0		\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL					\$0	\$0	\$0	\$0	\$0	\$0	\$0
FUNDING											
Current (Operating Budget)		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt		Supported by: Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by: Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by: Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund		Specify Fund: Fire Department Vehicle/ Equip		\$210,000	\$0	\$0	\$0	\$0	\$210,000	\$420,000	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants		Specify: NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify: FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify: NHDOT Bureau of Aeronautic		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds		Specify: Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify: Public Facilities Impact		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other		Specify: Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$210,000	\$0	\$0	\$0	\$0	\$210,000	\$420,000	\$0

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Lebanon Fire Department
2. **PROJECT TITLE & NUMBER:** *2024 Self Contained Breathing Apparatus Replacement*
3. **PURPOSE OF PROJECT REQUEST FORM:** Replacement of Self-Contained Breathing Apparatus replaces units purchased in 2009 with a 15-year life cycle.
4. **DEPARTMENT PRIORITY:** Mandatory
5. **LOCATION:** Lebanon Fire Department

6. PROJECT DESCRIPTION/JUSTIFICATION:

Self-Contained Breathing Apparatus (SCBA) are a critical component of respiratory and personal protection required to perform rescue and fire suppression activities. The life cycle on these units is 15 years. As we approach the the life expectancy of our current units we are experiencing critical mechanical failures and are being forced to remove some from service which limits our response capabilities. Since the purchase of of our current units there have been three national safety standard updates which increase responder safety. Our current units do not meet the current standard.

Project Price: \$485,000.00

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2:

7. FINANCIAL PLAN AND PROJECT SCHEDULE

			<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2024-2029</u>	<u>2030+</u>
EXPENDITURES										
Design/Engineering			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property/Equipment Acquisition			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
FUNDING										
Current (Operating Budget)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Maintenance		\$485,000	\$0	\$0	\$0	\$0	\$0	\$485,000	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			<u>\$485,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$485,000</u>	<u>\$0</u>

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Lebanon Fire Department
2. **PROJECT TITLE & NUMBER:** 2026 Fire Engine Replacement
3. **PURPOSE OF PROJECT REQUEST FORM:** Replacement of Fire Engine 2
4. **DEPARTMENT PRIORITY:** Maintenance - replaces 20 year old Fire Engine
5. **LOCATION:** Lebanon Fire Department
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

The Lebanon Fire Department through our long-term planning has developed a comprehensive vehicle replacement program (see attached). This program will allow all fire department vehicles and apparatus to remain current with industry standards, reduces maintenance costs and maintains reliable emergency vehicles. In addition to fire apparatus the replacement schedule also addresses other vehicles, such as the staff vehicles, fire alarm bucket truck and ambulances.

Estimated Replacement Cost = 1,200,000.00

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PROJECT REQUEST FORM #2:

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				2024	2025	2026	2027	2028	2029	2024-2029	2030+
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:	Fire Department Vehicle/ Equipment		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$0

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Route 120 – Etna/Old Etna Road Pedestrian Improvements
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Improve Efficiency
5. **LOCATION:** Etna Road from Rte 120 to #67-69 driveway (~850 LF)
Old Etna Road from Wolf Road to Rte 120 (~1150 LF)
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

In April 2016, the Lebanon Planning Board approved a 75-unit apartment building at 69 Etna Road, which was subsequently approved for conversion to ownership condominiums in November 2018. The building permit was issued in October 2018 and a final certificate of occupancy for the Treetops condominiums was issued in February 2021. Additional residential and non-residential development has been proposed and approved along Etna Road and Labombard Road nearby in recent years, creating a cluster of new activity on the east side of Route 120.

In the Fall of 2020, NHDOT began the Preliminary Engineering phase for the Route 120/Exit 18 Improvements project (Lebanon 29612), encompassing an area along Route 120 from Hanover Street to Etna/Old Etna Roads. Early in the review process, the City and UVLSRPC provided comments on the importance of accommodating pedestrians and bicyclists within and across through the corridor. The City's comments were derived in part from the efforts of a Route 120 Bicyclist Pedestrian Working Group that met regularly between October 2009 and May 2012 and the City's Master Plan, as well as from the *Walk-Bike-Ride Leb* multi-modal plan. The RPCs comments were drawn in part

2024-2029 Capital Improvement Program

from the public feedback received as part of its Regional Corridor Transportation Plans completed in 2019-21.

Subsequently, a resident of the Treetops condominiums development contacted NHDOT to request that a pedestrian crossing be installed at the Route 120/Etna-Old Etna Road intersection to allow the new residents on the east side of Route 120 to safely access the existing pedestrian and bicyclist facilities along Hanover Street and Mt. Support Road to reach Downtown Lebanon and DHMC/Centerra and Hanover.

Through resulting conversations with NHDOT and its consultant working on the Route 120/Exit 18 project, the state has verbally committed to installing pedestrian crossing improvements at the Route 120/Etna Road intersection as part of the overall corridor project, which is anticipated to be constructed in FY2026-27. However, it is expected that the City will provide and maintain necessary pedestrian and bicyclist improvements leading to and from the intersection on each side of Route 120 to support the project.

The proposed project includes the design and permitting phases of pedestrian and bicyclist improvements, as follows:

Phase 1: Etna Road from Route 120 to the driveway of 67-69 Etna Road (Treetops condominiums and a separate office building). Program year: 2024.

Phase 2: Old Etna Road from Route 120 to Wolf Road, where it connects with the City's existing sidewalk network. Program year: post 2029.

Not counting the crossing improvements within the Route 120 right-of-way to be designed and installed by NHDOT, the City's pedestrian and bicyclist improvements would be approximately 2000 linear feet. The final alignment of the improvements would be determined during the design and permitting process and will factor in wetlands and drainage impacts, right-of-way availability, and other issues.

The City is currently holding exaction funds from the Treetops condominium development and is expecting additional funds from the approved expansion of 56 Etna Road to cover the cost of design and permitting. Any excess exaction funds, along with debt and other sources of funding, will be used for construction.

Throughout the City's 2012 Master Plan there are numerous references to the overall importance of a network of walk-bikeways as a major asset for the City for recreation, improved public health, and as a means to provide some relief for traffic congestion by creating alternative transportation options (Section 2[D-1f]). The Master Plan also notes

2024-2029 Capital Improvement Program

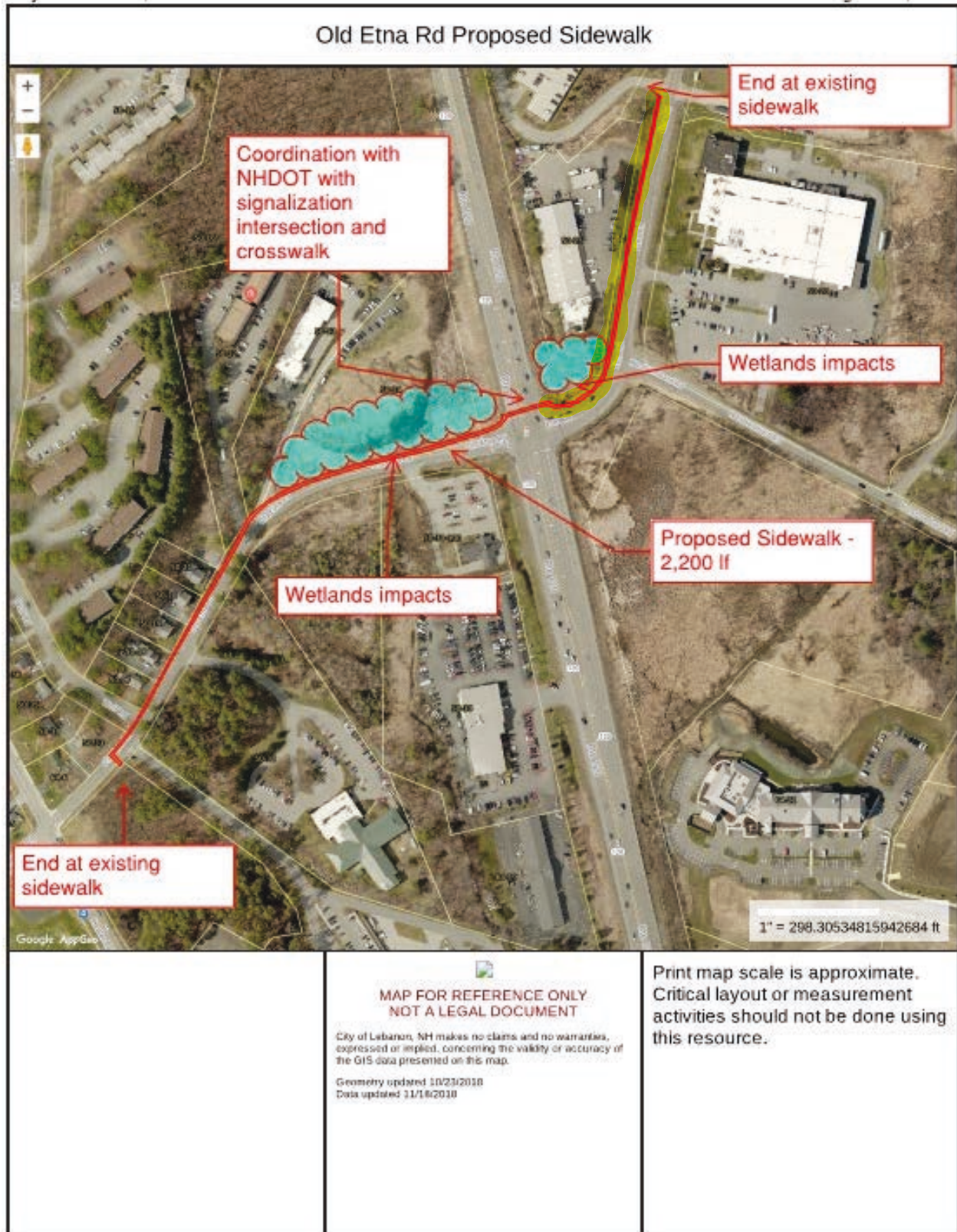
that “improved pedestrian and bicycle circulation is one of the core concepts listed on the first page of this plan and should be one of the City’s highest priorities.” (Section 3|D-4).

Other Master Plan statements supporting the need for an accessible and well-connected multi-modal transportation network include:

- Section 9|D-3 (Pedestrian and Bicycle Facilities) recommends: “the City should encourage and promote the development of interconnected networks of sidewalks, bicycle routes and paths, and recreational trails that facilitate better transportation throughout the community, especially to meet the needs of the young, elderly and other populations who do not drive. This initiative is especially critical to ensure that the City is in compliance with the Americans with Disabilities Act (ADA).”

For cost estimating purposes, it is assumed that this project will be permitted using the NHDOT LPA process.

2024-2029 Capital Improvement Program



PROJECT REQUEST FORM #2:

7. FINANCIAL PLAN AND PROJECT SCHEDULE

FINANCIAL PLAN AND PROJECT SCHEDULE					2024	2025	2026	2027	2028	2029	2024-2029	2030+
EXPENDITURES												
Design/Engineering/Permitting					\$58,000	\$0	\$0	\$0	\$0	\$0	\$58,000	\$222,000
Construction/Implementation					\$192,000	\$0	\$0	\$0	\$0	\$0	\$192,000	\$808,000
Property/Equipment Acquisition					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL					\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$1,030,000
FUNDING												
Current (Operating Budget)	Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund		\$152,000	\$0	\$0	\$0	\$0	\$0	\$152,000	\$206,000
	Supported by:	Water Rates	Wfund		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$824,000
	Specify:	FAA			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Development Exactions			\$98,000	\$0	\$0	\$0	\$0	\$0	\$98,000	\$0
	Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL					\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$1,030,000

2024 - 2029 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT** **Public Works**
2. **PROJECT TITLE** **Lahaye Drive Ped&Bike Improvements**
3. **PURPOSE OF PROJECT REQUEST FORM** **Project Revision/update**
4. **DEPARTMENT PRIORITY** **Pedestrian facilities improvement**
5. **LOCATION** **Lahaye Drive between Mt. Support Road and Route 120**
6. **PROJECT DESCRIPTION/JUSTIFICATION**

The City proposes to construct pedestrian and bicyclist improvements along Lahaye Drive to better connect Dartmouth-Hitchcock Medical Center (DHMC) and the Centerra and Altaria Business Parks. Sidewalk networks already exist within Centerra and on the DHMC campus. In addition, a series of bike lanes/shoulders and separated, multi-use paths either already exist or have been approved for construction in association with surrounding development projects. However, there remains a significant gap in connectivity between Mt. Support Road and NH Route 120, particularly for those walking or biking to and from the south along the Mt. Support Road multi-use path. It is worth noting that the City already maintains the Mt. Support Road multi-use path and the public sidewalks within Centerra.

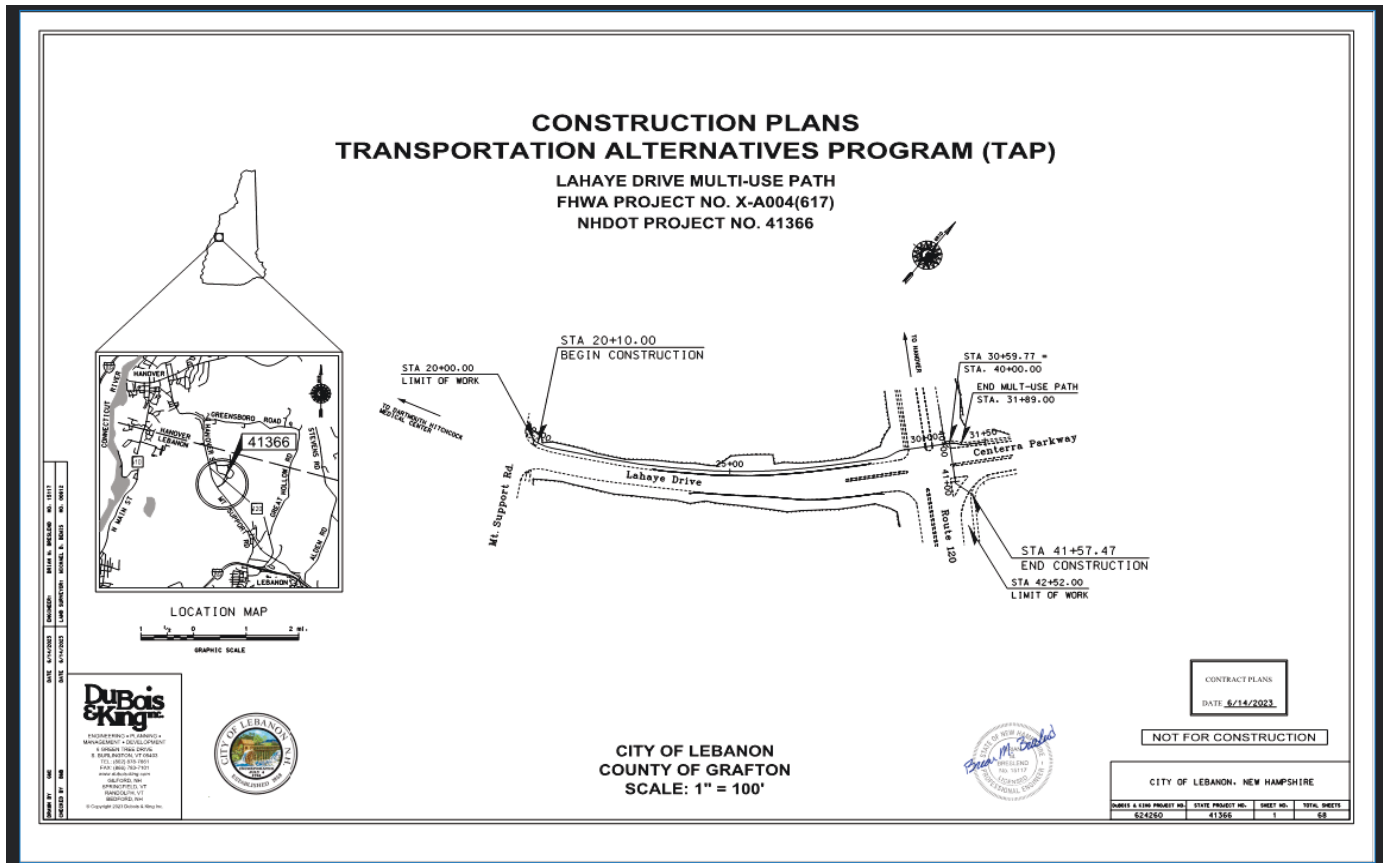
Over the last 6 years, hundreds of residential dwelling units have been approved within the Centerra, Altaria Business Parks and along Mt. Support Road. One of the key benefits of locating housing near jobs in this area of the City is to allow the opportunity for residents to walk or bike to work at jobs within the business parks or at the medical center, provided that the infrastructure exists. This missing link is also important as DHMC maintains a large amount of office space within Centerra that requires routine travel to and from the medical center campus. In addition, the restaurants and stores in Centerra are regularly frequented by DHMC staff and visitors and having the ability to safely and conveniently walk or bike between these destinations may be attractive to some residents and employees in the area.

The need for a multi-modal transportation network is mentioned throughout the 2012 Master Plan.

To enable construction of the proposed improvements, the City of Lebanon was successful in applying for funding under the Transportation Alternatives Program (TAP) through the NHDOT. Eligible TAP activities include construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals.

It is anticipated that construction will occur in 2024. However, a community's chances for funding are enhanced by a demonstrated commitment to the project, such as through the inclusion of the project in the CIP program. The City is also working with Dartmouth-Hitchcock and Dartmouth College as partners and supporters for contributions toward the required 20% local match.

2024 - 2029 Capital Improvement Program



PROJECT NUMBER: 2024-2029

PROJECT REQUEST FORM #2: Lahaye Drive Pedestrian and Bike Improvements

7. FINANCIAL PLAN AND PROJECT SCHEDULE

		Prior(PLN)	2024	2025	2026	2027	2028	2029	2024-2029	2030+
EXPENDITURES										
Design/Engineering/Permitting- ARM payment		\$80,000	\$ 124,000	\$0	\$0	\$0	\$0	\$0	\$124,000	\$0
Construction/Implementation/CE		\$710,000	\$ 426,000	\$0	\$0	\$0	\$0	\$0	\$426,000	\$0
Property/Equipment Acquisition		\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL		\$800,000	\$ 540,000.00	\$0	\$0	\$0	\$0	\$0	\$540,000	\$0
FUNDING										
Current (Operating Budget)	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by: Taxes Gfund		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by: Water Rates Wfund		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by: Sewer Rates Sfund		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify: NHDOT	\$640,000	\$432,000	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0
	Specify: FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify: Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transfer from General Fund		\$48,000						\$48,000	
	Specify: Transfer from Slayton Hill	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify: Private Contributions	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: Altaria and ICV (Balance in a CIP Acct)		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0
	Specify: NHDOT Other		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL		\$800,000	\$540,000	\$0	\$0	\$0	\$0	\$0	\$540,000	\$0

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Recreation Arts & Parks
2. **PROJECT TITLE & NUMBER:** Mascoma River Greenway Extension
3. **PURPOSE OF PROJECT REQUEST FORM:** Continuation of an existing project
4. **DEPARTMENT PRIORITY:** Maintenance
5. **LOCATION:** Glen Road Western Terminus to Rt 12A
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Mascoma River Greenway (MRG) is currently 2.3 miles long, but envisioned as a 4 mile long section of the Northern Rail Trail, already identified as a high recreation and transportation priority for the city. It follows the former Boston and Maine corridor from the previous terminus of the Northern Rail Trail at Spencer Street, and moves west to the current terminus at Glen Road. As a 10-12 foot wide paved path, completed in 2018, and hosting 240 users in an average day (according to UVLSRPC 2020 counts), the strategic East-West alignment provides residents and visitors a viable non-motorized method to both recreate and reach places they want to go. With the completion of this proposed expansion to 12A, and future expansions to River Park, the MRG will be the core transportation corridor for bikes and pedestrians through the heart of Lebanon and West Lebanon, connecting Lebanon's neighborhoods with workplaces, schools, child care centers, open spaces, shopping areas, medical center and transit stops.

The City of Lebanon entered into an Agreement for Trail Use with the NH DOT in the Fall of 2012 for the existing MRG. It allows for our perpetual use of the corridor assuming the corridor remains officially "abandoned". We are currently finalizing the process of extending that Agreement for Trail Use and rail abandonment to the area adjacent to Riverside Community Park, where we will slope down off the rail corridor and into Lebanon's most popular park. Upgrading the existing riverfront trail within Riverside

2024-2029 Capital Improvement Program

Community Park to the Powerhouse Mall enables us to reach Rt 12A with a riverside path through the Powerhouse Mall property.

The project also includes a new Rt 4 link to the MRG via Lebanon Ford's land. The City will have an easement crossing the small section of land owned by Lebanon Ford connecting us to the NH DOT bridge over the MRG. The bridge will be reconditioned with new decking and railings, and the path from the bridge to the MRG will be upgraded to MRG standards.

The City applied for and can anticipate 80/20 funding from the Congestion Mitigation Air Quality (CMAQ) Federal funding program starting in November of 2024.

The Mascoma River Greenway is mentioned or referenced throughout the Master Plan. It positively impacts Conservation Lands, Air Quality, Energy Conservation, Linkages of Parks and Green Infrastructure, Community Health - in particular the health of children, and Providing Transportation Choice:

- Support efforts to enhance the character of existing centers and improve public health by upgrading and increasing recreational facilities such as parks, green spaces, and walk-bikeways. (2.1.S7)
- Encourage the Rail Road to consider the needs of residents and business owners, and recognize the benefits of using railroad rights-of-way as bicycle pedestrian trails. (2.1.S12)
- Support efforts to promote the Mascoma River as a scenic and recreation asset. (2.4.S2)
- Develop system of paths and bikeways connecting neighborhoods, parks and CBD. (3.1.S13)
- Improve access to Mascoma River frontage. (3.1.S17)
- Create and improve bikeway linkages, such as extending the Northern Rail Trail/Mascoma River Greenway to West Lebanon. (3.1.S18)
- Identify bike routes off main streets in an effort to make transportation more accessible for riders. (3.1.S19)
- Focus on the Mascoma River and highlight it through urban design. (3.1.S26)
- Invest in the West Lebanon downtown by constructing and upgrading the infrastructure, including parks. (4.1.S3)
- Promote linkages with West Leb CBD as well as recreation areas and Lebanon CBD with bike and pedestrian pathways. (4.1.S17)
- Support land use patterns that promote alternatives to vehicles. (5.1.S13)
- Cooperate with groups, such as Friends of the Northern Rail Trail and the Upper Valley Trails Alliance, to maintain and extend the existing rail trail from Lebanon to West Lebanon. (9.3.S1)
- Promote improved pedestrian facilities throughout the City. (9.4.S4)
- Develop additional safe multi-use trails to offer connectivity throughout the City and to other UV towns. (10.1.S10)

2024-2029 Capital Improvement Program

- Provide opportunities along walking and biking trails for non-structured uses. (10.1.S12)
- Address walkability and bikability in conjunction with traffic planning. (10.1.S14)
- Continue to provide recreational opportunities for all users, including people with disabilities and others needing special accommodation. (10.2.S1)
- Support efforts to extend the Northern Rail Trail/Mascoma River Greenway from downtown Lebanon to West Lebanon. (11.1.S13)

Lebanon's Principals for a Sustainable Community

Principle #2: Sense of Place

Principle #3: Environmental Responsibility and Energy Efficiency

Principle #4: Intelligent, Coordinated Development and Transportation

Principle #5: Economic Vitality

There are a variety of construction alternatives as described below. The estimates is based on cost estimates provided by Stantec in 2022 and adjusted for inflation to 2025.

Engineering design and permitting: 2024-2025

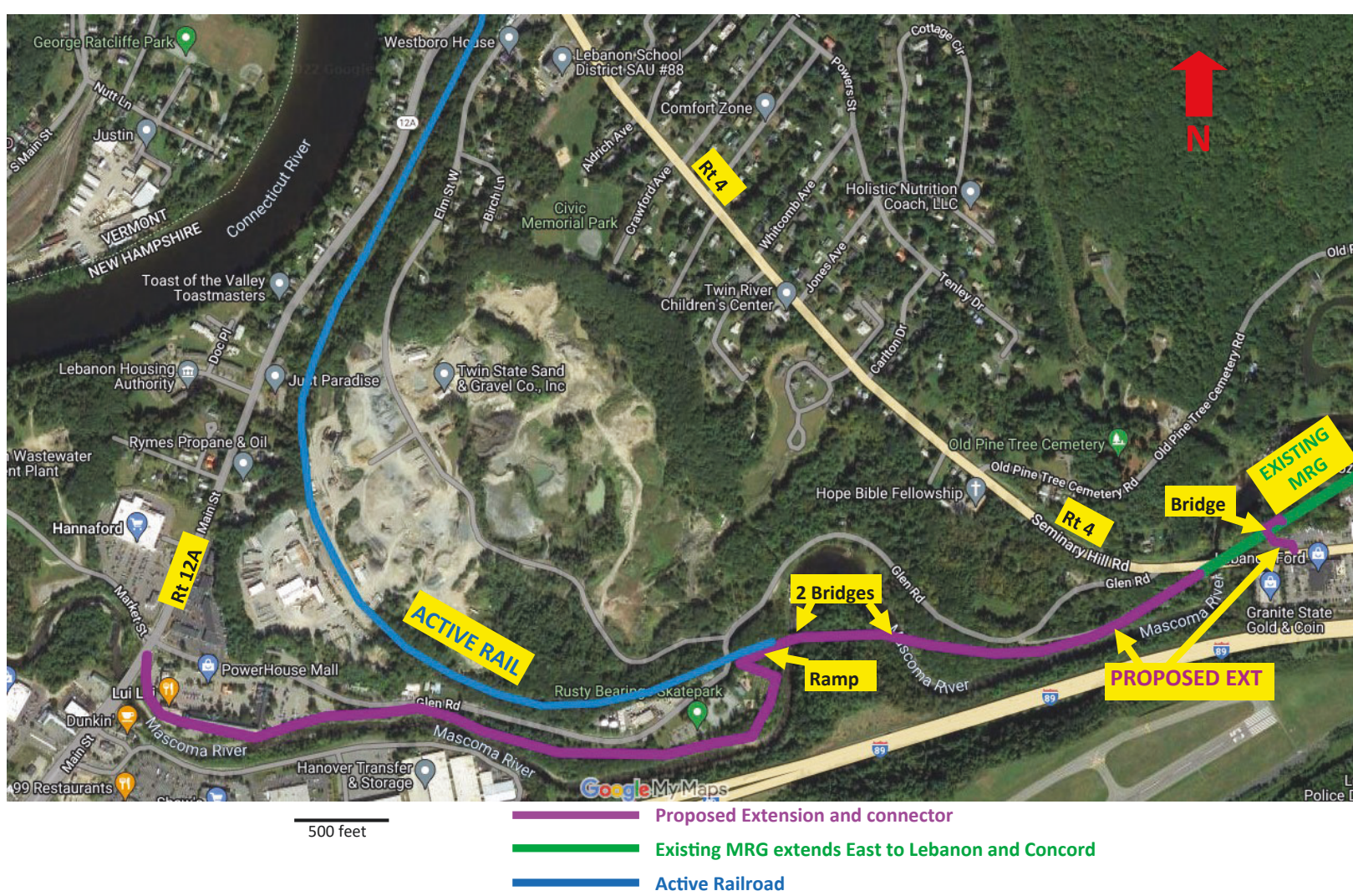
PHASE 1: 2025

- Work will begin at the western end of the bridge over the Mascoma River under Route 4. A portion of the existing stone dust trail will be regraded and paved, new trail will begin at the second crossing of the existing path and the railroad. Approximately 1,000 feet.
- From that point, the trail will follow the existing rail corridor ending at Riverside Park. The trail will leave the rail corridor after the second Mascoma River Crossing, sloping down to meet existing grades at Riverside Park. This estimate assumes that portion of the trail will be built into the existing side slope of the rail corridor. The trail will be wide enough to allow pickup truck access, and will attempt to meet full ADA requirements. Approximately 1,800 feet, including the path to the park. There are approximately 250 feet of bridges in this segment.
- Powerhouse Mall path along the easement, in conjunction with the Powerhouse Mall repaving project.
- Construct the Lebanon Ford trail and bridge connector to the MRG.

PHASE 2: 2026

- Widen the existing riverwalk along the Mascoma River at Riverside Community Park to at least 8' but preferably 10'. This is approximately 2,650 feet to the Powerhouse Mall. An additional 500 feet of trail is included as a potential secondary route in order to bypass pinch points that will not allow the minimum widening.
- Paving

MASCOMA RIVER GREENWAY EXTENSION



2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2:

7. FINANCIAL PLAN AND PROJECT SCHEDULE

			<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2024-2029</u>	<u>2030+</u>
EXPENDITURES										
Design/Engineering			\$32,000	\$339,000	\$29,000	\$0	\$0	\$0	\$400,000	\$0
Construction/Implementation			\$0	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000	\$0
Property/Equipment Acquisition			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			<u>\$32,000</u>	<u>\$1,939,000</u>	<u>\$429,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,400,000</u>	<u>\$0</u>
FUNDING										
Current (Operating Budget)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Taxes	Gfund	\$0	\$188,000	\$86,000	\$0	\$0	\$0	\$274,000	\$0
	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	NHDOT CMAQ		\$26,000	\$1,551,000	\$343,000	\$0	\$0	\$0	\$1,920,000	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Fund	Recreation Impact Fees		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Private Contributions (currently held)		\$6,000	\$100,000	\$0	\$0	\$0	\$0	\$106,000	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			<u>\$32,000</u>	<u>\$1,939,000</u>	<u>\$429,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,400,000</u>	<u>\$0</u>

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Recreation Arts & Parks
2. **PROJECT TITLE & NUMBER:** Westboro Park
3. **PURPOSE OF PROJECT REQUEST FORM:** Continuation of an existing project
4. **DEPARTMENT PRIORITY:** Maintenance
5. **LOCATION:** Westboro Park, West Lebanon
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

The Westboro Park project involves the design, permitting and construction of the West Lebanon Greenway riverfront trail, Bridge Street Park, and a multi-purpose recreational field, all located within the historic Westboro Rail Yard. The proposed park is a component of the broader West Lebanon capital improvements programming efforts from prior years, including the West Lebanon CBD visioning study.

Reuse of the Westboro Rail Yard has primarily been envisioned, via extensive public engagement exercises, as a trail and park with waterfront access. Given that Westboro comprises over 40 percent of West Lebanon's Central Business District (CBD) acreage, its reuse is regarded as one of the linchpins of West Lebanon's economic revitalization.

Most of the proposed trail alignment is predetermined as it follows an existing sewer easement along the Connecticut River. It will be straightforward for volunteers, via Friends of Lebanon Recreation and Parks and other West Lebanon Greenway coalition partners, to clear vegetation and maintain the Greenway, as they have already begun to at Bridge Street Park. The approximately 2,800 ft.-long waterfront trail will include both connections to Bridge Street sidewalk and to the Lyman Bridge pedestrian underpass for future connectivity north.

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Conceptual design of Bridge Street Park improvements in the 2004 Westboro Riverfront Park Design Study and related past efforts will be referenced for final design and engineering, including feasibility for direct waterfront access (note: water levels fluctuate greatly at this section of the Connecticut River, such that this location may not be feasible for boating access).

The multi-purpose field planned for the open area of Westboro Park allows for the greatest amount of flexibility for both programmed events and passive park use. The attached conceptual plan illustrates the proposed layout. The Recreation Arts & Parks Department would expect to play one of our Kindergarten – 2nd grade programs at this site, along with Lebanon Youth Baseball Association's T-ball program.

Westboro Park amenities include fishing access, parking, lighting, scenic overlooks, signage (wayfinding and interpretive markers, kiosk and panels), and furnishings (benches and picnic tables). If overflow parking areas can be identified, along with suitable pedestrian access, the City could also host a variety of smaller special events here, including but not limited to Food Truck Fridays, live music, craft fairs, and cultural events. During non-programmed times, this park would likely become a restful reprieve in downtown West Lebanon for the casual visitor who wants to lounge in a grassy area near the Connecticut River, similar to Kilowatt Park in WRJ.

Potential future improvements not included in the request but helpful for context may include performance facilities/pavilion, play structures, public art, waste management, and restrooms.

The adjacent Dry Bridge Project is scheduled to begin in 2024 and be completed Fall 2025. The Dry Bridge contractor will likely use the Westboro Rail Yard property as a staging location for the bridge project. The ideal time to complete the Westboro Park is 2026, after the State of NH is finished.

The project's estimated cost is \$1,801,200; the budget and scope have been reviewed by the Planning and Development, Public Works, and Recreation, Parks and Arts Departments, and there is committed interdepartmental support and readiness to mobilize for implementation. The City will pursue any available funding from State and Federal sources. The budget estimate assumes that the project will need to conform with the LPA guidelines.

This project will help achieve related objectives:

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- To support equity with diverse, safe, convenient recreational opportunities for the enjoyment of currently underutilized public resources (State-owned Westboro RR Yard and City-owned Bridge Street Park).
- To increase local east-west connectivity between downtown Lebanon and West Lebanon and north-south connectivity toward Hanover, while regionally advancing the [New England Rail-Trail Network](#).
- To foster place-making and create an attractive destination for visitors in West Lebanon, in turn catalyzing economic development via commerce and private capital investment in the CBD.
- To provide river access viewing, fishing and similar opportunities.
- To guide visitors by providing educational, directory and wayfinding signage, kiosks and online information.
- To enhance stewardship of the Connecticut River; the Greenway is a buffer from development as relates to flooding, water quality, wildlife, and erosion.
- To improve community service in West Lebanon, providing residents with much-needed open space for gatherings and cultural activities at a time in the City's growth when recreational open space capacity is being strained.
- To utilize public/private partnerships for the Greenway's long-term success.
- To protect Westboro's legacy through the City and partners' active management of existing and planned scenic, recreational, cultural, natural, and historical resources--including awareness of the area's railroad heritage.

Westboro's recreational vision, note of it as a priority project, and technical details that will facilitate this project's implementation are well-documented over three decades, including: [The Connecticut River Corridor Management Plan, 1997 – Volume IV Upper Valley Region](#) (1997), Connecticut River Byway Scenic Study (1998), [Lebanon Master Plan \(Westboro section\)](#) (2012), [Connecticut River Recreation Management Plan](#), Upper Valley Region (2013), [Westboro Riverfront Park Design Study](#) (2004), [Mascoma River Greenway Action Plan](#) (2010), [West Lebanon Village Charrette Report](#) (2020), Upper Valley Lake Sunapee Regional Planning Commission [Regional Corridor Transportation Plan](#) (2021), [West Lebanon Revitalization Advisory Committee Action Plan for West Leb](#) (2021), draft State of New Hampshire [Rail Trails Plan](#) *via note of the New England Spine Network as a destination corridor* (2022), draft West Lebanon River Trail Study (2021), and draft [Walk Bike Ride Lebanon](#) multimodal plan (2022).

The following are related references from the Master Plan (MP) and Annual Department [Outcomes and Work Plans](#) 2021-2023 (WP):

- Support the Westboro Committee in its efforts to develop a plan for Westboro Yard (MP 11.1.S12 / WP Page 19)

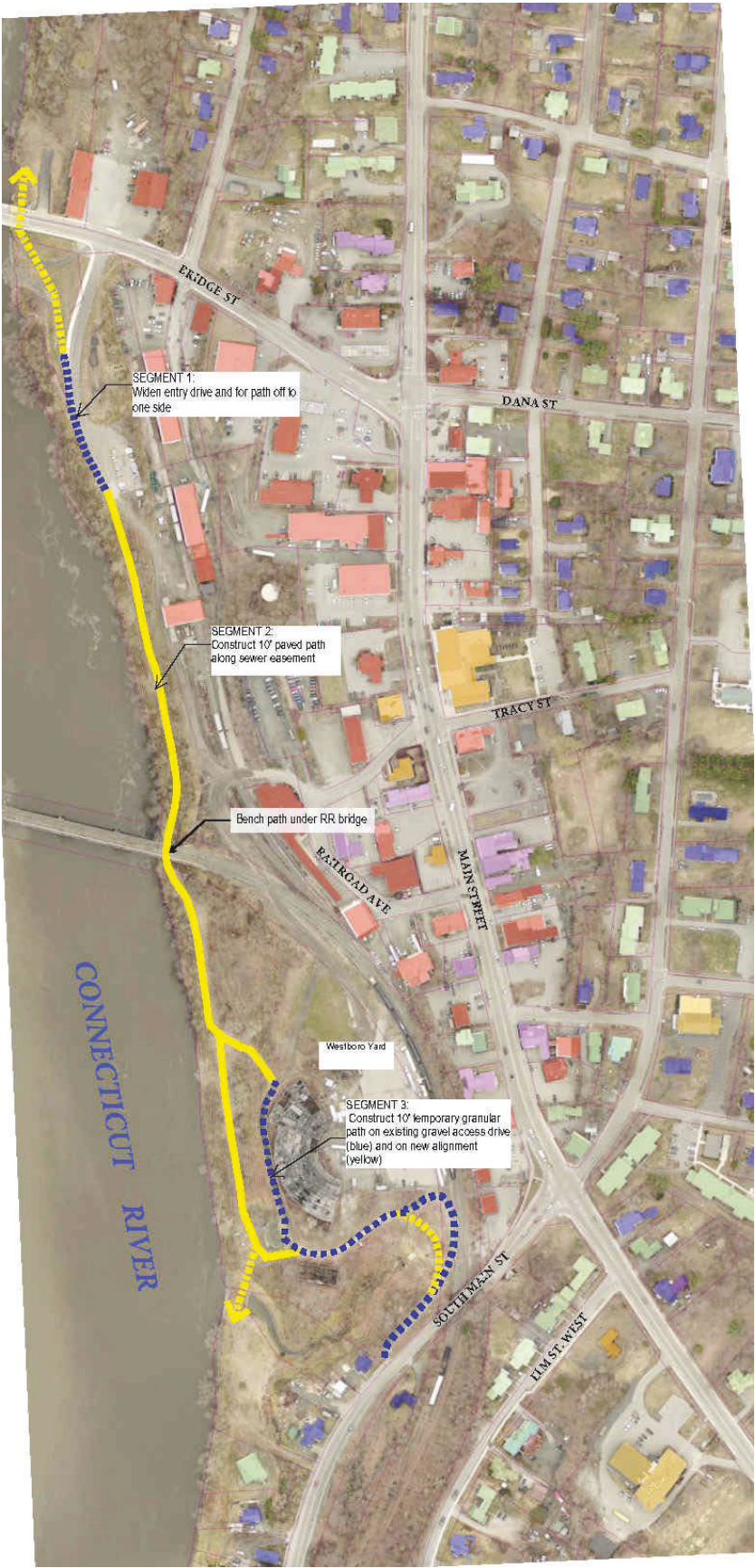
2024-2029 Capital Improvement Program

- Coordinate with the West Lebanon Revitalization Committee (WLRAC) and other groups on future uses of Westboro Yard that respect and celebrate the history of West Lebanon (WP Page 20)
- Promote the redevelopment of the Westboro Rail Yard (MP 4.1.S12; 4.1.S13, 4.1.S14; 4.1.S15; 4.1.A7; 4.1.A14 / WP Page 22)
- Cooperate with groups, such as Friends of the Northern Rail Trail and the Upper Valley Trails Alliance, to maintain and extend the existing rail trail from Lebanon to West Lebanon (MP 9.3.S1 / WP Page 41)
- Support the “String of Pearls” project of the Lebanon Rotary Club (MP 10.1.S9 / WP page 41)
- Continue West Lebanon Greenway effort to connect MRG to Westboro and north to River Park (WP Page 42)
- Work with NHDOT and NH Legislature to obtain State funding for the demolition of the structures in Westboro Yard allowing for redevelopment of the area (WP Page 45)
- Identify Adopt-a-Park organization for North Westboro Pocket Park; Develop Westboro Park conceptual plans with the WLRAC (WP Page 56)
- Develop construction plans for Westboro Park (WP Page 57)
- Public art installations in Westboro Park (WP Page 83)

Chapter 4, by itself, includes nearly 50 strategies and actions to be undertaken to achieve the outcome of “promot[ing] revitalization of the West Lebanon CBD to improve the viability of its businesses and vitality of surrounding community.” Specifically, Section 4|D-6 notes:

The Westboro Rail Yard property is perhaps the West Lebanon CBD’s single greatest obstacle and its greatest opportunity. The property, by itself, constitutes about 40 percent of the land in the district, so its future redevelopment will have a major impact on the village. In addition to its economic and transportation opportunities, the property contains river frontage, including an opportunity to complete a proposed Brownfield-to-Greenfield project on the north end of this property where the City of Lebanon has purchased three acres of property, for a community “green space” and river “car-top” boat launch.

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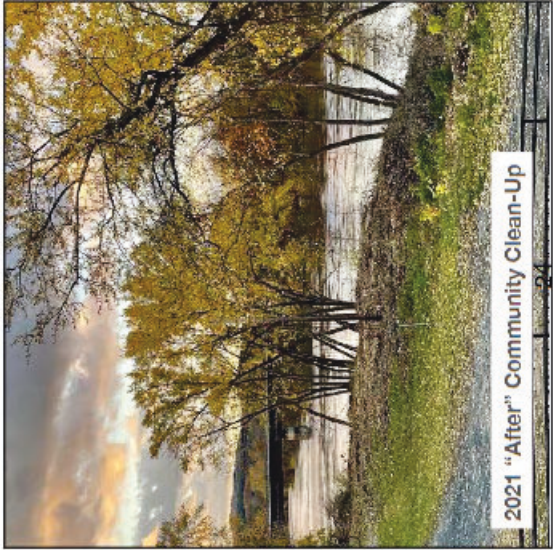
2024-2029 Capital Improvement Program

[Action Plan for West Lebanon](#) (page 24) – Summary of Waterfront Access Concepts for Bridge Street Park

4. Case Study: Bridge Street Park



Actionable Improvements - Park Clean-up and Activation, 2021



2024-2029 Capital Improvement Program

1

Wilder Hydro. Dam

- The Wilder Dam is currently undergoing FERC re-licensing, which will have ecological impacts and public recreational opportunities.

2

Boston Lot Lake & Conservation Area

- Over 7 miles of trails connecting to DHMC, lake trails, and points north.

3

Dartmouth's Landmark Parcel

- Existing trail network maintained by Upper Valley Mountain Bike Association (UVMBA)

4

Wilder Dam to River Park

- There are three privately-owned parcels representing 450' of river frontage that will require trail easement.

5

Friends of River Park

- 6 Acre riverfront parcel with 1/2 mile of trails owned by non-profit Friends of River Park.
- Trails improved in 2023 with the Upper Valley Trails Alliance Trail Core.

6

Greenway Street & Lincoln Avenue

- 1912 plans show a 30'-foot wide "Greenway Street" and "Lincoln Avenue" following the northern boundary of River Park to Bridge Street (Route 4).

7

Lyman Bridge & Connections to WRJ

- There exists a pedestrian underpass under Lyman bridge for the Greenway. Lyman bridge provides connections to White River Junction.

9

Bridge Street Park

- The waterfront park is owned by the City of Lebanon and will be part of trail and park network.

10

Westboro Yard Pathway

- The 2004 Westboro Riverfront Park Design Study identified the City of Lebanon's existing sewer line easement to create a path along the riverfront.

11

Rail Bridge Underpass

- There currently exists an unimproved (but visibly utilized) trail passing beneath the New England Central Railroad Bridge, being analyzed by the City.

12

Westboro Yards Waterfront Park

- In 2018 the City of Lebanon proposed a 99-year lease of a portion of the Westboro Yards from the NHDOT, calling for the demolition of the dilapidated structures and allowing for recreational improvements along the waterfront.

13

MRG Extension Options

- A 2017 Thayer study identified three options: Via the proposed Horse Development, South Main Street, or a Rail-Webb Trail option continuing down the Claremont Concord Railroad corridor.

14

Seminary Hill Shortcut: The Sidewalk

- The contiguous sidewalk, running from the current terminus of the MRG to downtown West Lebanon can serve as an interim option.

15

Current Terminus of the MRG

- The Mascoma River Greenway is a 2.5 mile pathway starting from the terminus of the Northern Rail Trail at Spencer Street in downtown Lebanon, NH to West Lebanon's Rt. 12-A and Seminary Hill.

1.2 mi

KEY

- Green: Existing Greenway segments
- Yellow: Key segments
- Pink: Plans underway
- Blue: Existing trail networks

MRG Tunnel Completed July 2021

WEST LEB GREENWAY

Already completed

MASCOMA RIVER GREENWAY

NORTHERN RAIL TRAIL

WESTLEB.ORG/GREENWAY

WESTBORO LEASE LAND

PLANNING CONSIDERATIONS

- LEASE LAND 2.95 AC +/-
- ACCESS IS FROM THE SOUTH ONLY, VIA THE PLANNED NEW SLOPING ROADWAY
- THERE IS NO ACCESS ACROSS THE TRACKS FROM DOWNTOWN WEST LEB
- FUTURE PEDESTRIAN & BIKE ACCESS FROM THE NORTH VIA THE GREENWAY
- THERE ARE STEEP SLOPES DOWN FROM THE LEASE LAND TO THE GREENWAY & THE RIVER
- RIVER ACCESS FROM THE LEASE LAND IS DIFFICULT ESPECIALLY FOR VEHICLES
- EXCAVATION ON THE LEASE LAND FOR FOUNDATIONS AND INFRASTRUCTURE IS NOT POSSIBLE FOR ENVIRONMENTAL REASONS
- THE EXISTING WASTEWATER BUILDING WILL BE DECOMMISSIONED, AND HAS POWER, WATER & SEWER CONNECTIONS



PARCEL IS APPROX. 165 FT WIDE AND ABOUT THE SIZE OF A FOOTBALL FIELD. A YOUTH SOCCER FIELD IS SHOWN.

RAMPED ADA ACCESS TO FUTURE GREENWAY

EXISTING WASTEWATER BUILDING RE-PURPOSED AS CONCESSION, TOILETS, STORAGE ETC.

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2:

Westboro Field, Trail, Parking, N Westboro Park

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2024-2029</u>	<u>2030+</u>
EXPENDITURES											
Design/Engineering				\$77,000	\$0	\$68,000	\$0	\$0	\$0	\$145,000	\$0
Construction/Implementation				\$0	\$0	\$1,656,200	\$0	\$0	\$0	\$1,656,200	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			TOTAL	\$77,000	\$0	\$1,724,200	\$0	\$0	\$0	\$1,801,200	\$0
FUNDING											
Current (Operating Budget)		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt		Supported by:	Taxes Gfund	\$47,000	\$0	\$1,674,200	\$0	\$0	\$0	\$1,721,200	\$0
		Supported by:	Water Rates Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:	Sewer Rates Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds		Specify:	Recreation Impact Fee Fund	\$30,000	\$0	\$50,000	\$0	\$0	\$0	\$80,000	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other		Specify:	Private Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			TOTAL	\$77,000	\$0	\$1,724,200	\$0	\$0	\$0	\$1,801,200	\$0

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

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See accompanying instructions.

1. **DEPARTMENT:** Public Works - Water Distribution
2. **PROJECT TITLE & NUMBER:** New Source Water Supply Study Investigation Phase 2
3. **PURPOSE OF PROJECT REQUEST FORM:** : The purpose of this project is to study, design and build a secondary drinking water source for the city. The single source of water supply for the city is from the Mascoma River.
4. **DEPARTMENT PRIORITY:** High-Continuity of water supply in an emergency or potentially as a new treatment plant site.
5. **LOCATION:** Connecticut River/ Mascoma River Confluence
6. **PROJECT DESCRIPTION/JUSTIFICATION:** A second water source will provide a backup water supply or a potential new treatment plant site. Having a single source places the city in a potentially vulnerable situation. It is noted that there are emergency interconnections available with the Cities of Hanover and Hartford if a water shortage were to occur.

This project began in 2001 a source water study was performed identifying a number of potential hi-yield alternative water sources.

During phase 1 of this project three locations along the Connecticut River were studied as potential alternative water supply sites with small diameter test wells and short-term pump tests. Of these three sites one site shows potential yields that could serve all the city's drinking water needs.

An additional \$100,000 was requested and approved for installation of a full production well and nearby monitoring wells, long term pump testing, water quality analysis and NHDES permitting for use of the well as an alternative water source

2024-2029 Capital Improvement Program

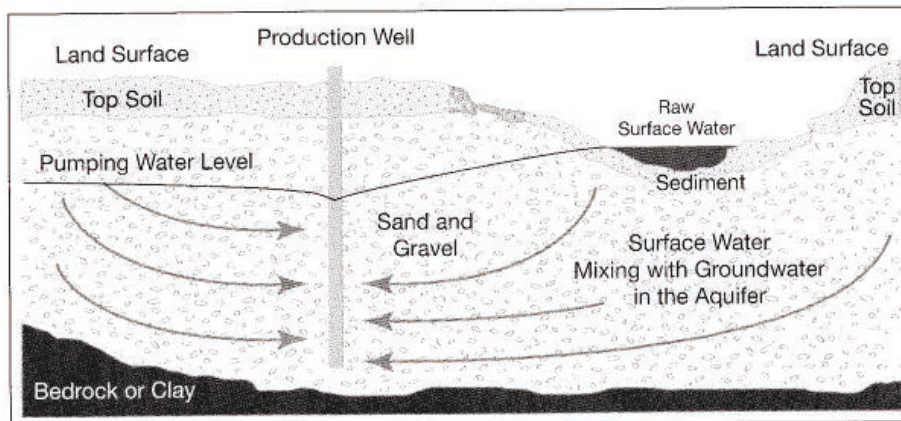
for 2023. The water quality analysis will allow NHDES to mandate treatment required as part of the permitting process.

Some of the money requested during phase 2 needed to be spent on a study due to the proposed well location being located in a floodway. The study cost \$150,000 which is being requested to cover the money spent to allow the productions well to be installed, tested and permitted.

Once phase 2 is completed and the well is permitted, phase 3 will include engineering design of a pump house, water treatment facility and piping to tie the water source into the existing water distribution system can occur. Engineering is expected to occur beginning in 2024 and will be completed in-house by DPW staff.

\$8M is included for construction in 2026. This estimate will be refined as needed depending on the engineering design and water treatment required.

Figure 1-1 Generalized schematic of an RBF system. Source: Ray et al., 2002.



2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2: Water Source Study

7. FINANCIAL PLAN AND PROJECT SCHEDULE

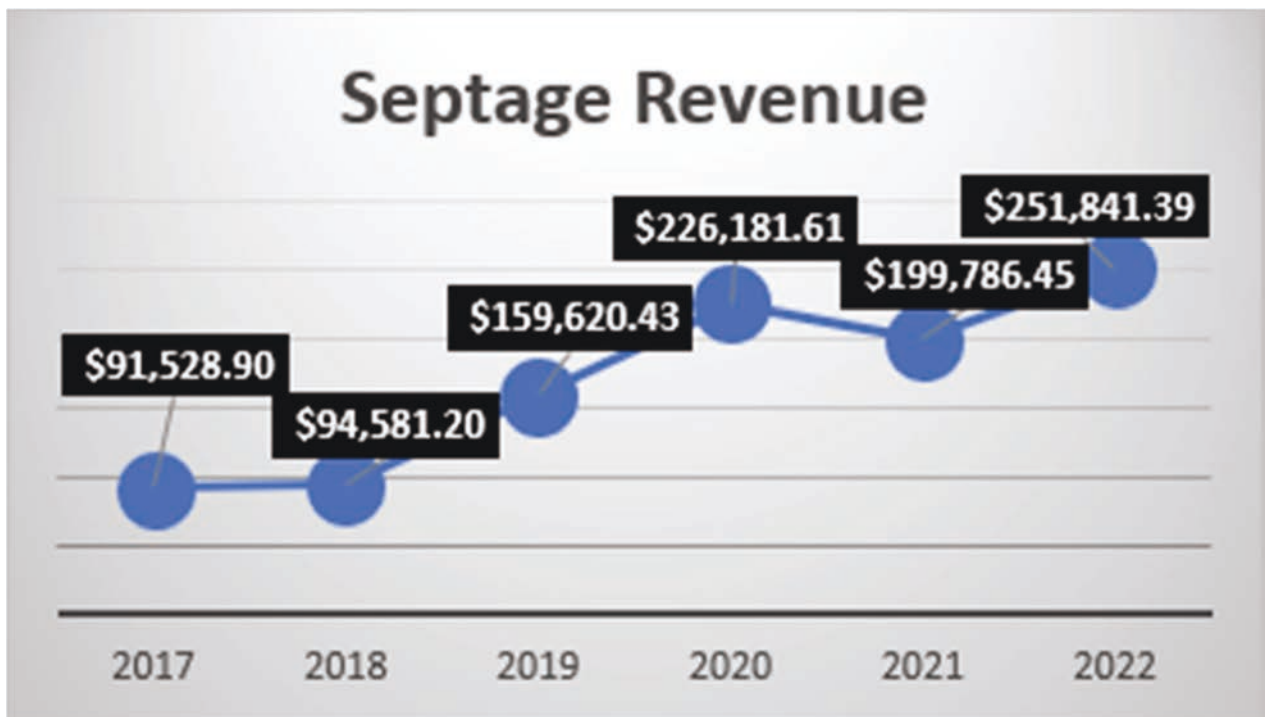
				2024	2025	2026	2027	2028	2029	2024-2029	3030+
EXPENDITURES											
Design/Engineering				\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0
Construction/Implementation				\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$150,000	\$0	\$8,000,000	\$0	\$0	\$0	\$8,150,000	\$0
FUNDING											
Current (Operating Budget)		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$7,510,000	\$0	\$0	\$0	\$7,510,000	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDES Sustainability Grant		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$100,000	\$0	\$490,000	\$0	\$0	\$0	\$590,000	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$150,000	\$0	\$8,000,000	\$0	\$0	\$0	\$8,150,000	\$0

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works/Wastewater
2. **PROJECT TITLE & NUMBER:** Septage Receiving Upgrade
3. **PURPOSE OF PROJECT REQUEST FORM:** Upgrade the existing septage receiving station to allow for more capacity and multiple truck access.
4. **DEPARTMENT PRIORITY:** Moderate
5. **LOCATION:** 28 Market St. West Lebanon NH 03784
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The last couple years have shown a significant increase in septage received at the Lebanon WWTP for processing and treatment. Last year we received an all-time high in volume, just short of the 3 million gallons received. Our receiving station was designed and built back in the 1990's with the intention to take a couple thousand gallons per week as a maximum. The current configuration is a small 23k/gal. tank with one hook up for dumping. We have been exceeding the design capacity for that station very frequently in the last couple years, with some days exceeding 50k/gal per day. When we take that volume the amount of septage needed introduced to the treatment process to maintain room in the tank for other haulers is extreme. A study was done by Underwood engineers to build a new system which would also incorporate grease disposal. This study and cost analysis was too expensive and didn't offer the City an adequate payback or return on investment. The current plan will be to increase the volume of holding by construction of a second tank and supply a second unloading setup to allow multiple trucks to dump at a time.

2024-2029 Capital Improvement Program



2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2: Septage Receving Upgrade

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				2024	2025	2026	2027	2028	2029	2024-2029	2030+
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation				\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0
FUNDING											
Current (Operating Budget)		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt		Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:	Sewer Rates	Sfund	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0
		Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants		Specify:	NHDES		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds		Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other		Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$300,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0

2024 - 2029 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT** – Public Works/Solid Waste Division
2. **PROJECT TITLE** – Landfill Expansion Phase 3 and 4 Design, Permitting & Construction
3. **PURPOSE OF PROJECT REQUEST FORM** –Extend the life expectancy of the landfill and evaluate additional disposal capacity at the Lebanon landfill.
4. **DEPARTMENT PRIORITY** – This project is a high priority as the Lebanon Regional Solid Waste Facility (Landfill) has an estimated remaining life capacity of 7 years. It is imperative that the City complete the design and permitting phase to obtain approval from NHDES in accordance with their Solid Waste Rules to increase the Landfill's lifespan. Construction should be started at least 2 years before the end of its current life capacity/expectancy of the existing cell capacity as construction schedule will be a two-year period for the new Phase 3 cell.
5. **LOCATION** – Lebanon Landfill – Phase 3 and Phase 4
6. **PROJECT DESCRIPTION/JUSTIFICATION** – Based on recent Landfill waste capacity reports, a conservative estimate of the airspace remaining at the Landfill is approximately 7 years. Because the Landfill is only permitted through Phase II-C, the City will need to go through the NHDES permitting process to permit additional capacity (Phase III and IV) to meets its long-term solid waste management goals. Phase III is expected to be located south of Phase II-C and Phase IV is expected to be located to the north of Phases I-A and I-B; the location of the existing unlined landfill. The unlined landfill was identified as an environmental burden to the City and the proposed redevelopment is expected to address environmental concerns. The comprehensive permitting process can take years, and, to provide a buffer between the next phase of construction and airspace depletion, the City started the data gathering portion of the permitting process in 2020.

In 2020 the first step was initiated to start the permitting process. This step continued into 2021 and involved a hydrogeological work plan. In 2023, a study to characterize site geologic and hydrogeologic conditions of the new

2024 - 2029 Capital Improvement Program

development areas will be performed. For the Phase III and IV areas, the hydrogeological study will: (i) evaluate the suitability of the area for landfill development; (ii) provide data for landfill design; and (iii) serve as the basis for recommendations regarding the locations for groundwater monitoring wells. In 2024, the final permitting and design of both Phases III and IV will be completed. 2025 & 2026 is planned for NHDES to review the application. 2026 would be the Phase III Type II Permit Application and Construction Documents and the fall of 2027 work is planned to start on Phase III. 2029 Phase IV Type II Permit Application and Construction Documents with a projected start date for Phase IV of 2030. This work also represents the development of all necessary permits for landfill expansion and disposal capacity to 2080.

Env-Sw 808 of the Rules also requires the City to prepare a feasibility study as part of the landfill reclamation process. This feasibility study is similar in nature to a hydrogeological study but will be used to characterize the existing landfill conditions and assess its viability for reclamation. A report will need to be prepared that summarizes the feasibility study and makes the determination of whether or not it is feasible to reclaim the landfill. Assuming that the reclamation project is feasible, a reclamation work plan will then be prepared and submitted to NHDES prior to proceeding with reclamation activities.

Based on recent hydrogeological work performed in the State of New Hampshire at other landfill sites, and the similarities between what we anticipate being required by the NHDES, the following tasks will be required as part of the design and permitting of Phases 3 and 4 of the landfill (Tasks are shown in escalated Dollars):

- Solid Waste Design & Permitting and Landfill Reclamation Feasibility Study Report and Type I-A Permit Modification Application & Waivers and Alteration of Terrain and Permitting; \$800,000
- Phase III Type II Permit Application and Construction Documents and permit Support. \$267,000

2024 - 2029 Capital Improvement Program

- Phase IV Type II Permit Application and Construction Documents. \$269,000¹

The Phase 3 area is approximately 14 acres and approximate construction costs are about \$15,300,000 and will take approximately 2 years to construct. Phase 4 construction is the current area of the unlined landfill and is approximately 20 acres. To cover costs associated with excavation, material processing, management of soils, landfill gas, and leachate, and new landfill construction of Phase IV, a total of \$40,000,000, is projected based on escalated costs and the consideration that a design has yet to be prepared. This project will span several years as the landfilled waste will need to be excavated and sorted. This project may begin as early as 2030.

¹ \$200,000 in 2023 dollars



LEBANON LANDFILL PHASE 3 & 4 EXPANSION
CITY OF LEBANON, NEW HAMPSHIRE

DRAWN: ESD
DATE: 10/4/2023
SCALE: N.T.S.

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2: Landfill Expansion Phase 3 and 4 Design, Permitting & Construction

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				2024	2025	2026	2027	2028	2029	2024-2029	2030+
EXPENDITURES											
Design/Engineering				\$800,000	\$34,000	\$267,000	\$0	\$0	\$269,000	\$1,370,000	\$0
Construction/Implementation				\$0	\$0	\$0	\$15,300,000	\$0	\$0	\$15,300,000	\$40,000,000
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$800,000	\$34,000	\$267,000	\$15,300,000	\$0	\$269,000	\$16,670,000	\$40,000,000
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Solid Waste Fund	Swfund	\$800,000	\$34,000	\$267,000	\$15,300,000	\$0	\$269,000	\$16,670,000	\$40,000,000
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$800,000	\$34,000	\$267,000	\$15,300,000	\$0	\$269,000	\$16,670,000	\$40,000,000

2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works/Solid Waste Division
2. **PROJECT TITLE & NUMBER:** Landfill Site Improvements
3. **PURPOSE OF PROJECT REQUEST FORM:** Make necessary site improvements to assist in the long term functionality of the landfill
4. **DEPARTMENT PRIORITY:** This project is a medium priority to the Lebanon Regional Solid Waste Facility (Landfill) to make needed site improvements to assist in the operation of the facility.
5. **LOCATION:** Lebanon Landfill
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Lebanon Regional Solid Waste Facility is in need of repairs to the current infrastructure. There are issues with the current stormwater management system including insufficient drainage systems around the main building and along the east perimeter road. The litter fence is also in disrepair and is lower than the current elevation of the current elevation of the operating face of the landfill. Several areas need to be paved including around the scales due to wheel ruts. The scale bars have been hit repeatedly over the years so bollards are proposed on either end to help trucks visually guide themselves onto the scales. Concrete pads are proposed in front of compactor bay and the scrap metal area to assist with drainage. The work is proposed to be in a phased approach. Other proposed work is on hold until the phase 3 design is completed so it does not interfere with the design.

Concrete Pad and Drainage work proposed for 2024



2024-2029 Capital Improvement Program

Pavement improvements and bollard location proposed for 2024



East Perimeter Road Drainage work and litter fence work proposed for 2025



2024-2029 Capital Improvement Program

PROJECT REQUEST FORM #2:

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2024-2029</u>	<u>2030+</u>
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation				\$116,000	\$430,000	\$0	\$0	\$0	\$0	\$546,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL		\$116,000	\$430,000	\$0	\$0	\$0	\$0	\$546,000	\$0
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	olid Waste Fund	Swfund	\$116,000	\$430,000	\$0	\$0	\$0	\$0	\$546,000	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fee		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL		\$116,000	\$430,000	\$0	\$0	\$0	\$0	\$546,000	\$0

**LEBANON SCHOOL DISTRICT
FACILITIES IMPROVEMENTS PLAN (2024-2028)**

Location	Project Name	Phasing	Primary Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
LHS/HSS	Renovation Project - LHS and HSS	Design/permitting/construction	Bond \$14,341,000					
MLS	Renovation Project - MLS	Design/permitting/construction	ESSER and Capital Reserve - \$4,063,000					
MLS	Classroom renovations (1/yr.)			\$74,000	\$75,000	\$76,000	\$77,000	\$78,000
HSS	Classroom renovations (1/yr.)			\$72,000	\$73,000	\$74,000	\$75,000	\$76,000
HSS	Bathroom design services (both floors)			\$5,000				
HSS	Bathroom upgrades (both floors)				\$60,000			
HSS	Preliminary Survey and Design of HSS Bus Drop Off Loop	Design and Permitting						
HSS	HSS Bus Drop Off Loop Construction	Construction					\$250,000	
LHS	Generator transfer switch							
LHS/HSS	Design/bid assistance for upgrades to back parking lot including drainage	Design and Permitting						
MLS	Construction of upgraded secure entrance and office space	Construction			\$1,000,000			
HSS	Playground/Garden Shed Replacement			\$25,000				
LMS	Property acquisition (playground use) (Abutting property to the east)							
LMS	Rooftop AC unit for second floor IT/storage room			\$10,000				
HSS	Fire panel/detector replacement				\$15,000			
LHS	Kitchen Cooler compressor replacement					\$20,000		
LMS	East and South classroom shade project (25 rooms) (3 windows per room \$500/window)			\$40,000				
DISTRICT	Maintenance Vehicle Replacement (4 Vehicles)				\$50,000		\$50,000	
MLS	Window Replacement Program in wye wing section			\$40,000				
LHS	Upgrade Science Lab benches to remove center island for safety and security			\$50,000				
DISTRICT	Security Fence and gate for Bixby Street (bus yard)				\$50,000			
LHS	Roof 10 replacement (see roof schedule)(shop)					\$58,500		
LHS/HSS	Back Parking Lot drainage and paving	Construction			\$200,000			
SAU	Boiler Plant Upgrade/replacement	Construction		\$500,000				
LHS	Three-bay garage roof replacement					\$12,000		
LHS	Kitchen Freezer compressor replacement						\$20,000	
LHS	Fire panel/detector replacement					\$20,000		
SAU	Gym exterior stairway sanding and repainting and roof upgrades				\$25,000			
LHS	Riding Floor Machine replacement					\$25,000		
HSS	Gym floor sand, lines, refinish				\$25,000			
MLS	Library carpet replacement				\$40,000			
MLS	Pave Highland Ave Parking Lot and drainage improvements				\$45,000			



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

MEMORANDUM

TO: Lebanon City Council

CC: Shaun Mulholland, City Manager
Vicki Lee, Finance Director

FROM: Tim Corwin, Deputy Planning & Development Director

RE: Capital Improvement Program – 2024-2029

DATE: October 9, 2023

Honorable Mayor and City Councilors,

At its meeting on July 24, 2023, the Planning Board reviewed the proposed Capital Improvement Program for 2024-2029, discussing those projects that meet the definition of a CIP Item regardless of which year(s) the projects are proposed for funding.

Once again, this year's CIP list includes projects anticipated for funding beyond the immediate 6-year time period in order to further enhance the usefulness of the CIP as a financial and community planning tool. Including projects beyond the typical 6-year time period is a component of the Council's Debt Management Policy (CC-107) and provides a preview of needed capital projects that cannot be funded in the immediate planning horizon.

The following CIP projects (which are listed in bold red text on the attached project list) were reviewed by the Planning Board:

<u>Department</u>	<u>Project Description</u>
Airport	Runway Safety Area Improvements_2024
Airport	Runway Safety Area Improvements_2025
Airport	Runway Safety Area Improvements_2026
Airport	T-Hangar Construction
Fire	Station 2 Replacement
Fire	Station 1 Replacement
Public Works	City Owned Electric Vehicle Service Equipment
City Manager	Childcare Facility Project
City Manager	Main Street Building Demolition
Public Works	Route 120-Etna Rd-Old Etna Rd Ped/Bike Improvements
Public Works	Lahaye Drive Ped & Bike Improvements
Public Works	Mechanic St/Slayton Hill Rd Intersection
Public Works	Mechanic St Sidewalk – Buckingham Pl to Poverty Ln
Public Works	Mechanic St Sidewalk – High Street to Slayton Hill
Public Works	Hanover Street Reconstruction- Rte 120 to S.Park St
Planning & Development	Goodwin Conservation Area Land Pedestrian Bridge
Recreation, Arts, & Parks	Mascoma River Greenway Extension
Recreation, Arts, & Parks	Westboro Park

Planning & Development	MRG to Mascoma Street Path
Public Works	New Source Water Supply Study Investigation Phase 2
Public Works	Sewer Rehabilitation Project #2
Public Works	Landfill Phase 3-4 Design, Permitting, and Construction
Public Works	Landfill Site Improvements

At the conclusion of the discussion, the Planning Board passed the following motion:

A MOTION by Jeremy Rutter that the Lebanon Planning Board APPROVES AND ADOPTS the Capital Improvement Program for the six-year period (2024-2029) as presented in the July 24, 2023 agenda packet, and hereby SUBMITS Year 1 (2024) of the CIP as the Board's recommendation to the City Council for capital budget funding for 2024. The Planning Board also wishes to acknowledge and highlight the importance of the CIP program and process as an essential component of the City's overall financial and community planning effort and as a mechanism for anticipating future facility and infrastructure requirements in order to ensure that they are funded in a responsible and systematic fashion.

The motion was seconded by Kathie Romano.

**The MOTION was approved (5-0).*

Attached for reference are copies of the Planning & Development Department's July 17th memorandum to the Planning Board and the minutes from the Planning Board meeting of July 24th.

Department	Project Name	Total Appropriated	Prior to 2024	2024-2029	2024	2025	2026	2027	2028	2029	2030+
AIRPORT FUND											
AIR	<i>Runway Safety Area Improvements_2024</i>	\$18,192,100	\$9,095,000	\$9,097,100	\$9,097,100	\$0	\$0	\$0	\$0	\$0	
AIR	<i>Runway Safety Area Improvements_2025</i>	\$5,753,970	\$0	\$5,753,970	\$0	\$5,753,970	\$0	\$0	\$0	\$0	
AIR	<i>Runway Safety Area Improvements_2026</i>	\$560,240	\$0	\$560,240	\$0	\$0	\$560,240	\$0	\$0	\$0	
AIR	South Apron Rehabilitation	\$1,100,000	\$0	\$1,100,000	\$0	\$0	\$1,100,000	\$0	\$0	\$0	
AIR	<i>T-Hangar Construction</i>	\$1,100,000	\$0	\$1,100,000	\$0	\$1,100,000	\$0	\$0	\$0	\$0	
AIR	Airport Layout Plan Update	\$1,125,000	\$0	\$1,125,000	\$0	\$0	\$0	\$1,125,000	\$0	\$0	
AIR	Localizer Relocation - Management Services	\$200,000	\$0	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0	
AIR	Echo Apron Rehabilitation	\$306,130	\$0	\$306,130	\$0	\$0	\$0	\$306,130	\$0	\$0	
AIR	Replace Front End Loader and Plow	\$650,000	\$0	\$650,000	\$0	\$0	\$0	\$0	\$650,000	\$0	
AIR	Airfield Electrical Vault Replacement	\$450,000	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000	\$0	
AIR	Air Service Market Study	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	
	TOTAL AIRPORT	\$29,637,440	\$9,095,000	\$20,542,440	\$9,297,100	\$6,853,970	\$1,660,240	\$1,431,130	\$1,100,000	\$200,000	\$0
GENERAL FUND											
FACILITIES											
FIRE	<i>Station 2 Replacement</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,500,000
FIRE	<i>Station 1 Replacement</i>	\$22,669,940	\$0	\$22,669,940	\$22,669,940	\$0	\$0	\$0	\$0	\$0	
DPW	City Hall Renovations (Phase 4)	\$6,998,600	\$6,848,600	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$519,000
DPW	<i>City Owned Electric Vehicle Service Equipment</i>	\$251,000	\$0	\$251,000	\$0	\$251,000	\$0	\$0	\$0	\$0	
CM	<i>Childcare Facility Project</i>	\$10,000,000	\$0	\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0	
CM	<i>Main Street Building Demolition</i>	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	
FLEET & EQUIPMENT											
FIRE	Ambulance Replacements	\$450,000	\$0	\$450,000	\$0	\$0	\$450,000	\$0	\$0	\$0	
FIRE	Personal Protective Equipment Replacement	\$420,000	\$0	\$420,000	\$210,000	\$0	\$0	\$0	\$0	\$210,000	
FIRE	Self-Contained Breathing Apparatus (SCBA) Replacement	\$485,000	\$0	\$485,000	\$485,000	\$0	\$0	\$0	\$0	\$0	
FIRE	Engine #2 Replacement	\$1,200,000	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	
FIRE	Remaining Apparatus Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,857,000
ROADS & BRIDGES											
DPW	<i>Route 120-Etna Rd-Old Etna Rd Ped/Bike Improvements</i>	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$1,030,000
DPW	<i>Lahayo Drive Ped&Bike Improvements</i>		\$800,000	\$480,000	\$480,000	\$0	\$0	\$0	\$0	\$0	
DPW	Mack Avenue Infrastructure Improvements - Road, SW, Curb-Drain	\$80,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
DPW	Hanover Street/Route 120 Bridge #121-117	\$2,345,000	\$325,000	\$2,020,000	\$0	\$2,020,000	\$0	\$0	\$0	\$0	
DPW	<i>Mechanic St/Slayton Hill Rd Intersection</i>	\$5,577,470	\$425,000	\$5,152,470	\$0	\$369,480	\$0	\$35,210	\$0	\$4,747,780	
DPW	<i>Mechanic St Sidewalk – Buckingham Pl to Poverty Ln</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,192,900
DPW	<i>Mechanic St Sidewalk – High Street to Slayton Hill</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,349,590
DPW	<i>Hanover Street Reconstruction- Rte 120 to S.Park St</i>	\$590,340	\$0	\$590,340	\$0	\$0	\$0	\$590,340	\$0	\$0	\$8,954,930
DPW	Route 4 and Pumping Station Road Culvert	\$450,000	\$0	\$450,000	\$450,000	\$0	\$0	\$0	\$0	\$0	
PLN	<i>Goodwin Conservation Area Land Pedestrian Bridge</i>	\$120,000	\$0	\$120,000	\$0	\$120,000	\$0	\$0	\$0	\$0	
DPW	Estabrook Circle and Maple St Stormwater Improvements	\$155,000	\$155,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000
PLANS & STUDIES											
PLN	Climate Action Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
OTHER											
DPW	Phase 1 Solar Project Buyout	\$121,050	\$0	\$121,050	\$0	\$121,050	\$0	\$0	\$0	\$0	
REC	<i>Mascoma River Greenway Extension</i>	\$2,400,000	\$0	\$2,400,000	\$32,000	\$1,939,000	\$429,000	\$0	\$0	\$0	
REC	<i>Westboro Park</i>	\$1,751,200	\$0	\$1,751,200	\$77,000	\$0	\$1,674,200	\$0	\$0	\$0	
PLN	<i>MRG to Mascoma Street Path</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,000
	TOTAL GENERAL FUND	\$56,564,600	\$8,633,600	\$49,211,000	\$36,504,940	\$4,569,530	\$2,553,200	\$625,550	\$0	\$4,957,780	\$30,411,420

Department	Project Name	Total Appropriated	Prior to 2024	2024-2029	2024	2025	2026	2027	2028	2029	2030+
	WATER FUND										
DPW-WATER	<i>New Source Water Supply Study Investigation Phase 2</i>	\$8,470,000	\$320,000	\$8,150,000	\$150,000	\$0	\$8,000,000	\$0	\$0	\$0	
DPW-WATER	Hanover Street Reconstruction- Rte 120 to S.Park St	\$22,330	\$0	\$22,330	\$0	\$0	\$0	\$22,330	\$0	\$0	
DPW-WATER	Mechanic St/Slayton Hill Rd Intersection	\$85,520	\$0	\$85,520	\$0	\$0	\$0	\$0	\$0	\$85,520	\$4,209,000
DPW-WATER	Phase 1 Solar Project Buyout	\$368,600	\$0	\$368,600	\$0	\$368,600	\$0	\$0	\$0	\$0	
	TOTAL WATER FUND	\$8,946,450	\$320,000	\$8,626,450	\$150,000	\$368,600	\$8,000,000	\$22,330	\$0	\$85,520	\$4,209,000
	SEWER FUND										
DPW-SEWER	Westboro Stormwater Holding Facility Demo	\$100,000	\$0	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$0	
DPW-SEWER	<i>Sewer Rehabilitation Project #2</i>	\$1,294,000	\$0	\$1,294,000	\$231,000	\$200,000	\$206,000	\$212,000	\$219,000	\$226,000	\$1,837,000
DPW-SEWER	Hanover Street Reconstruction- Rte 120 to S.Park St	\$22,330	\$0	\$22,330	\$0	\$0	\$0	\$22,330	\$0	\$0	
DPW-SEWER	Septage Receiving Upgrade	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	
DPW-SEWER	Phase 1 Solar Project Buyout	\$359,330	\$0	\$359,330	\$0	\$359,330	\$0	\$0	\$0	\$0	
DPW-SEWER	Mechanic St/Slayton Hill Rd Intersection	\$106,880	\$0	\$106,880	\$0	\$0	\$0	\$0	\$0	\$106,880	
	TOTAL SEWER FUND	\$2,082,540	\$0	\$2,082,540	\$531,000	\$559,330	\$206,000	\$234,330	\$219,000	\$332,880	\$1,837,000
	SOLID WASTE FUND										
DPW-SOLID	<i>Landfill Phase 3-4 Design, Permitting, and Construction</i>	\$17,270,000	\$600,000	\$16,670,000	\$800,000	\$34,000	\$267,000	\$15,300,000	\$0	\$269,000	\$40,000,000
DPW-SOLID	<i>Landfill Site Improvements</i>	\$546,000	\$0	\$546,000	\$116,000	\$430,000	\$0	\$0	\$0	\$0	
DPW-SOLID	Phase 1 Solar Project Buyout	\$235,100	\$0	\$235,100	\$0	\$235,100	\$0	\$0	\$0	\$0	
	TOTAL SOLID WASTE FUND	\$18,051,100	\$600,000	\$17,451,100	\$916,000	\$699,100	\$267,000	\$15,300,000	\$0	\$269,000	\$40,000,000
TOTAL 2024-2029 CITY CAPITAL IMPROVEMENTS PROGRAM		\$115,282,130	\$18,648,600	\$97,913,530	\$47,399,040	\$13,050,530	\$12,686,440	\$17,613,340	\$1,319,000	\$5,845,180	\$76,457,420

bold italicized project names reviewed by Planning Board as CIP Program Items.



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

MEMORANDUM

TO: Lebanon Planning Board

FROM: Tim Corwin, Deputy Planning & Development Director

RE: 2024 – 2029 Capital Improvements Program
July 24, 2023 Work Session – Agenda Item 2.A

MEMO DATE: July 17, 2023

Planning Board members:

Attached is the City administration's proposed 2024-2029 Capital Improvements Program. At the July 24, 2023, work session, the Planning Board will review and discuss those projects from the proposed 2024-2029 Capital Improvements Program which meet the definition of a CIP Item as set forth in the Board's CIP Policy and Procedures document. The Board will review all proposed CIP projects regardless of which year(s) the projects are proposed for funding.

Present for the discussion will be staff from the Public Works, Recreation, Airport, Fire, and Planning Departments, and the City Manager's office. Representatives from the Lebanon School District have also been invited to attend.

The CIP list includes projects anticipated for funding beyond the immediate 6-year time period in order to further enhance the usefulness of the CIP as a financial and community planning tool. Including projects beyond the typical 6-year time period is a component of the City Manager's debt management policy recommendation to the City Council.

The following CIP projects (which are listed in bold red text on the attached project list) are the projects that meet the definition of CIP Item and, therefore, require review by the Planning Board:

<u>Department</u>	<u>Project Description</u>
Airport	Runway Safety Area Improvements_2024
Airport	Runway Safety Area Improvements_2025
Airport	Runway Safety Area Improvements_2026
Airport	T-Hangar Construction
Fire	Station 2 Replacement
Fire	Station 1 Replacement
Public Works	City Owned Electric Vehicle Service Equipment
City Manager	Childcare Facility Project
City Manager	Main Street Building Demolition
Public Works	Route 120-Etna Rd-Old Etna Rd Ped/Bike Improvements
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Planning & Development	Goodwin Conservation Area Land Pedestrian Bridge
Recreation, Arts, & Parks	Mascoma River Greenway Extension
Recreation, Arts, & Parks	Westboro Park
Planning & Development	MRG to Mascoma Street Path
Public Works	New Source Water Supply Study Investigation Phase 2
Public Works	Sewer Rehabilitation Project #2
Public Works	Landfill Phase 3-4 Design, Permitting, and Construction
Public Works	Landfill Site Improvements

The Planning Board shall adopt the CIP Project List, as it may amend, and shall submit its recommendation for the 2023 capital budget for CIP Items to the City Council through the City Manager.

Attachments

- Lebanon Planning Board Capital Improvement Program Policies and Procedures
- City of Lebanon Capital Improvements Program and Other Capital Projects 2024-2029

FINAL

**LEBANON PLANNING BOARD
Regular Session
Monday, July 24, 2023, 6:30 PM
Council Chambers, City Hall
or Remote Via Microsoft Teams
LebanonNH.gov/Live**

MEMBERS PRESENT: Jeremy Rutter (Vice Chair), Karen Zook (City Council Rep), Kim Chewning, Andrew Faunce, Kathie Romano

MEMBERS ABSENT: Matthew Hall (Chair), Bruce Garland, Patrick Kennelly, Laurel Stavis

STAFF PRESENT: Nathan Reichert (Planning Director), Tim Corwin (Deputy Planning Director), Brian Vincent (City Engineer), Shaun Mulholland (City Manager), Carl Gross (Airport Manager), David Brooks (Deputy City Manager – Administrative Services), Jay Cairelli (Assistant Director – Public Works), Nik Coates (Deputy City Manager – Public Services), Patrick McCarthy (Cemetery Sexton), Paul Coats (Director – Recreation, Arts, & Parks), Tad Montgomery (Energy & Facilities Manager), Vicki Lee (Finance Director)

1. Call to Order

Vice Chair Rutter called the meeting to order at 6:31 PM.

2. Study Items

A. Review of CIP; adopt CIP and submit final recommendation for 2023 capital budget

Mr. Corwin provided context for the Board regarding the CIP changes and process. A prepared statement outlining the current role of the Planning Board and the review process was read into the record. A list of projects was displayed and discussed. A document describing projects for the Lebanon School District was provided.

City Manager Mulholland spoke regarding the plans for the replacement of the fire stations. The Board members discussed the fire stations. Mr. Mulholland explained the prioritization of the projects and the impact of climate change.

Mr. Corwin displayed the Lebanon School District information.

Stephen Muszynski, Director of Facilities for the Lebanon School District, provided background on the process used by the school district and the projects planned for 2024. The spreadsheet of projects was displayed. The Board members had an opportunity to inquire about the 2024 impact.

Ms. Romano inquired about the cost increases. Mr. Mulholland explained the additional funding sources that mitigate the overall cost to the taxpayers.

Mr. Gross explained the airport projects and funding.

Mr. Mulholland provided the rationale for the fire department facility priorities.

Mr. Reichert provided an explanation of the impact fee calculations.

The Board members received clarification regarding the individual projects on the CIP plan.

Ms. Chewning expressed her thoughts about the previous CIP process being more comprehensive and understandable.

The Board members discussed the other projects on the list.

Vice Chair Rutter asked the members if they had additional questions regarding the projects.

A MOTION by Jeremy Rutter that the Lebanon Planning Board **APPROVES AND ADOPTS** the Capital Improvement Program for the six-year period (2024-2029) as presented in the July 24, 2023 agenda packet, and hereby **SUBMITS** Year 1 (2024) of the CIP as the Board's recommendation to the City Council for capital budget funding for 2024. The Planning Board also wishes to acknowledge and highlight the importance of the CIP program and process as an essential component of the City's overall financial and community planning effort and as a mechanism for anticipating future facility and infrastructure requirements in order to ensure that they are funded in a responsible and systematic fashion.

The motion was seconded by Kathie Romano.

****The MOTION was approved (5-0).***

- B. Review of proposed amendments to the Site Plan Review Regulations re: electric vehicle (EV) charging infrastructure - **Continued from June 26, 2023**

The Board members did not receive a copy of the proposed design regulations. Mr. Corwin stated that the proposed regulations would be included in the next agenda packet.

Mr. Montgomery described the three EV charging levels. Mr. Corwin noted that there has not been any feedback on the regulations passed by the City Council earlier in the year.

Mr. Corwin stated that the Board could schedule a public hearing for September.

A MOTION by Kathie Romano to continue the discussion to August 28, 2023, at 6:30 PM.

The motion was seconded by Andrew Faunce.

****The MOTION was approved (5-0).***

- C. Rules of Procedure/Planning Board Meeting Procedures - **Continued from May 22, 2023**

Mr. Corwin stated that the Board members could offer any feedback at this time with the final approval at the August 28, 2023 work session.

Vice Chair Rutter suggested a minor change in wording to Section 1.4.

The Board's consideration will continue at the August 28, 2023 work session.

- D. Zoning Ordinance Amendments