**FINAL**

# LEBANON CITY COUNCIL
# MINUTES
## Wednesday, October 19, 2022, 5:30 p.m.
**Remote Via Microsoft Teams:** LebanonNH.gov/Live

| | |
|---|---|
| **MEMBERS PRESENT:** | Mayor Tim McNamara, Assistant Mayor Clifton Below, Erling Heistad, Christian Simon, George Sykes, Douglas Whittlesey, Devin Wilkie, and Karen Zook |
| **MEMBERS ABSENT:** | Karen Liot Hill |
| **STAFF PRESENT:** | City Manager Shaun Mulholland, Deputy City Manager David Brooks, Director of Planning & Development Nathan Reichert, Senior Planner Tim Corwin, Assistant Director Public Works Everett Hammond, Assistant Director Public Works Jay Cairelli, City Engineer Rod Finley, Assistant Engineer Erica Douglas, Civil Engineer Brian Vincent, Planning Board Chair Bruce Garland, Public Works Operations & Maintenance Jesse Dumayne, Finance Director Vicki Lee, Deputy Finance Director Alesia Williams, Fire Chief Chris Christopoulos, Fire Captain Jim Wheatley, Deputy Fire Chief Jeff Libbey, Airport Director Carl Gross, Solid Waste Manager Marc Morgan, DPW Administrative Services Manager Kelly Crate |

---

1. **CALL TO ORDER:** Mayor McNamara called the meeting to order at 5:30 p.m.

2. **PLEDGE OF ALLEGIANCE:** Councilor Simon led the Council in the Pledge.
   - City Manager Shaun Mulholland announced the meeting criteria for the public.

3. **PUBLIC FORUM:** Mayor McNamara made the Public Forum announcement.

4. **OPEN TO PUBLIC: No one came forth.**

5. **RECOGNITIONS: NONE**

6. **ACCEPTANCE OF MINUTES:** October 5, 2022 (Regular Meeting)

***Councilor Heistad MOVED* to approve the October 5, 2022 minutes as written and presented in the October 19, 2022 City Council agenda packet.**
***Seconded by Councilor Wilkie.***
****The Vote on the Motion was approved (6-0).***
- **Councilor Sykes abstained because he was not present at the last meeting.**
- **Assistant Mayor Below was not present at the time vote was taken.**
- **Councilor Liot Hill was absent.**

7. **APPOINTMENTS:**
   - Arts & Culture Commission, Brian Cook (Arts Organization Representative)

***Assistant Mayor Below put forth the Nomination of Brian Cook to Arts & Culture Commission (Arts Organization Representative. One-Year Term: (10/22-10/23)***

***The Vote on the NOMINATION was approved (8-0)***

- Arts & Culture Commission, Linda Copp (Alternate Member)

***Councilor Simon put forth the Nomination of Linda Copp to Arts & Culture C0mmission (Alternate Member). Three-year Term: (10/22-10/25)***
***The Vote on the NOMINATION was approved (8-0)***

- Downtown Lebanon TIF Advisory Board, Chris Haidari (Citizen Representative)

***Councilor Wilkie put forth the Nomination of Chris Haidari to the Downtown Lebanon TIF Advisory Board (Citizens Representative). Three-year Term: (10/22-10/25)***
***The Vote on the NOMINATION was approved (8-0)***

**8. PUBLIC HEARING ITEMS: NONE**

**9. OLD BUSINESS: NONE**

**10. NEW BUSINESS**

**A. Review and Discussion of 2022 3rd Quarter Budget Report and Release of Collected Public Schools Impact Fees.** ***(Pages: 38-53, Council agenda packet)***

1. Included in the agenda packet: October 19, 2022 memo from Finance, RE: 3rd Quarter Financial Report (September 30, 2022)
2. Impact Fee Report as of 09/30/2022
3. November 22, 2021 Memorandum of Understanding between the City of Lebanon and The Lebanon School District, SAU#88

Ms. Vicki Lee, Finance Director, noted there were no significant changes from the last quarter except for the number of building permits

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

**RELEASE OF COLLECTED PUBLIC SCHOOL IMPACT FEES**

Finance Director Vicki Lee reviewed and discussed the release of collected Public School Impact Fees, noting a Memorandum of Understanding (MOU) was developed in 2010 between the City and the School District for the quarterly transfer of collected Public School Impact Fees to the Lebanon School District for application toward the payment of debt on the (then) new middle school.

On October 12, 2021, the Planning Board authorized a broader use of Public School Impact Fees to include construction, renovation, improvement, or expansion of K-12 school buildings and related building systems, equipment, and furnishings. A revised MOU was developed and signed on November 22, 2021. To date $554,917.17 has been disbursed to the Lebanon School District.

| | | | | | |
|---|---|---|---|---|---|
| 7/17/2013 | $83,690.78 | 7/15/2015 | $1,627.50 | 2/7/2018 | $41,262.70 |
| 11/6/2013 | $14,651.99 | 11/4/2015 | $936.00 | 9/5/2018 | $12,564.45 |
| 5/21/2014 | $19,407.00 | 3/2/2016 | $3,156.00 | 2/6/2019 | $1,833.10 |

| | | | | | |
|---|---|---|---|---|---|
| 8/6/2014 | $2,122.75 | 5/18/2016 | $864.00 | 8/7/2019 | $8,822.20 |
| 2/18/2015 | $723.00 | 5/17/2017 | $5,230.00 | 4/15/2020 | $40,432.02 |
| 5/20/2015 | $2,819.00 | 12/6/2017 | $6,140.75 | 7/15/2020 | $123,709.65 |
| 12/2/2020 | $57,567.42 | 1/21/2021 | $102,409.40 | 8/4/2021 | $12,695.86 |
| 1/19/2022 | $9,035.45 | 4/20/2022 | $3,216.15 | | |

The Council was requested to authorize disbursement of $261,738.35 in collected Public School Impact Fees (through 09/22/2022) to the Lebanon School District.

**ACTION:**

***Councilor Wilkie MOVED, that in accordance with Section 213.10 (Administration of Impact Fees) of the Lebanon Zoning Ordinance, and the November 22, 2021 Memorandum of Understanding between the City of Lebanon and the Lebanon School District, SAU 88, the City Council hereby authorizes the disbursement of $261,738.35 in collected Public School Impact Fees to the Lebanon School District to be applied toward the construction, renovation, improvement or expansion of K-12 school buildings and related building systems, equipment, and furnishings.***

***Seconded by Assistant Mayor Below.***

****The Vote on the Motion was approved (8-0)***

**B. Work Session: Overview and Presentations of the 2023 Capital Improvements Program (CIP) and Capital Budget. *(Presented by City Manager Shaun Mulholland*)**

Included in the agenda packet: ***(The complete 141 page report can be found on pages 55-194, City Council agenda packet)***

1. 2023 Capital Improvements Plan Budget Presentation ***(Pages 54-87, Council agenda packet)***
2. 2023-2028 Capital Improvement Program ***(Pages 88-194, Council agenda packet)***

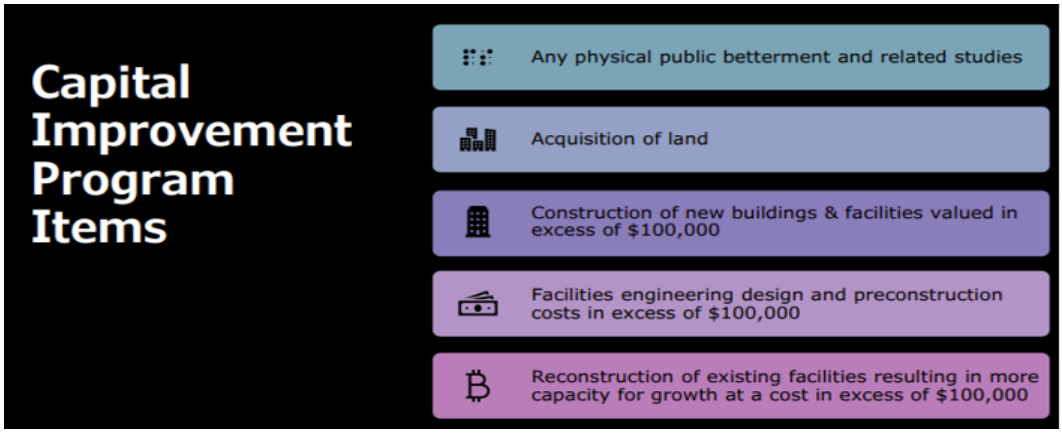
**BACKGROUND**:

At its meeting on August 22, 2022, the Planning Board reviewed the proposed Capital Improvement Program (CIP) for the six-year period, 2023-2028, 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 2023-2028, and to submit Year 1 (2023) of the CIP as the Board's recommendation to the City Council for capital budget funding for 2023. As part of the preparation and review of the annual budget, the City Manager, Planning & Development Department, and other City departments presented the 2023-2028 CIP proposed 2023 Capital Improvements Budget Plan and answered questions from the City Council.

City Manager Mulholland noted that cuts/additions have been made where necessary.

Mr. Tim Corwin (Senior Planner, Planning & Development Department) gave a brief overview of the Capital Improvement Program (CIP) process and plan as highlighted in the following screen shots:


Mr. Corwin noted there is still a very real possibility that we will be bringing forth amendments up through the budget process until the hearing in December (2022). Adjustments may have to be made in funding amounts. As part of its role, the Planning Board has developed a Policies and Procedures document that they updated this past April. This document lays out and describes the entire process which sets forth what the Planning Board considers to be Capital Improvement Program items (listed below).




Mr. Bruce Garland (Planning Board Chair) came forth to review the Planning Board's role in this process and the importance of the CIP. As done in prior years, he urged his Board members to participate in the two evenings of the CIP Review. Their task was to compare each of the different projects that were presented and to rate them, with the knowledge this process is very limited and questionable because the same project(s) come up year after year (i.e., combined sewer project and the debt that the City has taken on where there is no funding). This year, that frustration was exacerbated by the fact that the School Board received the public's approval to spend $14M. In theory, this should figure into the CIP process, but we still do not have that cooperation. As a consequence, all four of the Planning Board (PB) members did their duty but felt frustrated in the process. The fact that the PB members felt frustrated was no one's fault as this process is required by law and ultimately this comes down to the Council to decide how much money is available to spend.

(**Please note:** All the referenced pages below can be found on the City of Lebanon's website under agenda/meetings then clicking on the October 19, 2022 City Council budget and downloading the packet.)

City Manager Mulholland reviewed and explained the PowerPoint slides as presented on ***pages 58-92***, October 19,2022, City Council agenda packet and included the following: CIP funding sources (does not include PFAS funding); 2023-2028 CIP breakdown by fund ***(page 59)***; 2022 & 2023 Budget Comparisons ***(page 60)***, which is a significant increase due to certain projects that will be covered by grants; General Fund Debt Limitations ***(page 61)***; Total Debt by Fund based on the increase in the CPI for the New England regions ***(page 62)***; Rolling 6-year debt projection ***(page 63***); Graph of Debt Management Plan with a special note ***(page 64)***; Long-Term Plan-General Fund ***(page 65)***; General Fund CIP functional areas ***(page 66)***; 2023 General Fund CIP Funding Sources ***(page 67)***; Graph of General Fund Debt Service by budget years 2022-2027 ***(page 68)***; 2022-2027 General Fund Debt Retirement budget years 2022-2027 (***page 69***); Long-Term Plan – Sewer Fund ***(page 70)***; 2023 Sewer CIP Funding Sources ***(page 71)***; Graph of 2022-2027 Sewer Fund Debt Service ***(page 72)***; Long-Term Plan – Water Fund ***(page 74)***; Projected Rate Increases (water rates for 2023). ***(Page 75)***; Water Fund Deb Management Plan starting in 2024 ***(page 76)***; 2023 Water CIP Funding Sources, Debt Service ***(pages 77-78)***; Long-Term Airport Funds (90% funded by Federal Government, and 5% for both City and State ***(pages 79-82)***; Long-term Plan – Solid Waste Fund ***(Pages 83-87)***; Capital Improvement Program and other Priority Capital Projects for 2023-2028 ***(Pages 88-92)***.

**2023-2028 CAPITAL IMPROVEMENT PROPOSED PROJECTS**

**AIRPORT**

***Presented by Mr. Carl Gross (City of Lebanon Airport Director)***

**PROJECT #1: 2023 Runway Safety Improvements Project** ***(pages 93-95, agenda packet)***

Project funding is expected to be as follows:

| | |
|---|---|
| **TOTAL COST:** | **$7,040,000** |
| **CITY'S Share** | **$352,000 (5%)** |
| FAA | $6,336,000 (90%) |
| NHDOT | $352,000 (5%) |

**PURPOSE:** Bring airport into compliance with current FAA design standards and remove existing 'Hot Spots'.

**PROJECT DESCRIPTION/JUSTIFICATION:** The project will provide design and construction services for the partial extension on taxiway A and the localizer relocation related to the airport safety project. The project will also relocate the localizer and support building, and provide an access road to service the localizer.

**PROJECT #2 – Related to the 2023 Runway Safety Improvements Projects** ***(pages 96-98, agenda packet)***

Project funding is expected to be as follows:

| | |
|---|---|
| **TOTAL COST:** | **$200,000** |
| **CITY SHARE** | **$10,000 (5%)** |
| FAA | $180,000 (90%) |
| NHDOT | $10,000 (5%) |

**PROJECT #3 – 2023 Bipartisan Infrastructure Law: Rehabilitate North Air Carrier Apron**
(Note – This apron has not had any work done except for cracked sealing and general maintenance for the past 30 years. It is starting to show some signs of stress and our proposal is to rehabilitate the pavement on the north end of apron.)

Project funding is expected to be as follows:

| | |
|---|---|
| **APPROXIMATE TOTAL COST:** | **$1,100,000** |
| **CITY's SHARE** | $55,000 (5%) |
| FAA | $990,000 (90%) |
| NHDOT | $55,000 (5%) |

**PURPOSE:** Bring airport into compliance with current FAA design standards and remove existing 'Hot Spots'.

**PROJECT DESCRIPTION:** The project will provide design, construction management, rehabilitate the pavement on the north end of the apron and does encompass a portion of the apron that is currently used by Cape Air and encompasses another portion of the apron that is used for overflow aircraft visiting the terminal.

Council Comments:
Councilor Sykes requested more detail regarding the repairs needed for the apron and Mr. Gross explained they would be milling the existing asphalt down to its full depth. Right now, their plan is to recycle that asphalt back into base material, to compact the base material, and then overlay the apron with 4 inches of asphalt. Standard design for the airport is to take care of a 60K lb. airplane.

In response to Assistant Mayor Below's question regarding what a localizer is, Mr. Gross stated it is an antenna array that stands up about 6-7 feet tall, is approximately 30 feet wide and projects a signal down the center line of the runway. It is used to provide the horizontal guidance to the center line of the runway. The instrument that we have at the airport is currently located on the west side of the runway, so the approach is somewhat diagonal so when the aircraft is on the runway it has to make a slight turn to align itself to the center line of the runway. With the newer technology of this equipment, we would have the ability to move it to the end of the runway.

## LEBANON FIRE DEPARTMENT

***The following (4) fours were presented by Fire Captain Jim Wheatley and Fire Chief Chris Christopoulos.***

The Fire Department is looking for land to possibly relocate the fire stations. We have been working on some heat mapping using the GIS technology to locate the best plots of land that are available so we can continue our service and response times to the community as we do now. Currently, no sites have been identified at this point.

**LEBANON FIRE DEPARTMENT PROJECT #1: PUBLIC SAFETY FACILITIES 2**
**Total Estimated Cost: $40,000.00**

Engineering – estimated at $30,000
Appraisal/Market Analysis - $10,000

**PURPOSE:** The purpose of this project is to fund costs associated with site selection and appraisals for Fire Station locations.

**PROJECT DESCRIPTION/JUSTIFICATION:** In 2019, the City commissioned Lavallee-Brensinger Architects to begin an assessment of current Public Safety Facilities and an Operational Assessment of the Fire Department based on the current site limitations and conditions.

This capital request will fund engineering costs for site test fitting, test bores, and site survey. Additionally, this request will fund market appraisals for potential land purchases for station siting.

**FIRE DEPARTMENT PROJECT #2: Ambulance Replacement**

**Estimated Cost = $450,000.00**

**DESCRIPTION -** The Lebanon Fire Department, through our long- term planning, has developed a comprehensive vehicle replacement program. This program will allow all fire department vehicles and apparatus to remain current with industry standards, reduce maintenance costs and maintain 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.

There are no industry standards that outline a typical replacement cycle for ambulances. Ambulances must be ready to run at a moment's notice and are a vital piece of equipment for emergency medical response. Historically, we have experienced a significant increase in maintenance costs and availability of replacement parts with ambulances over 8 years old or at 100,000 miles or greater. Estimated life cycle is 8 years.

Our replacement schedule is based on several factors:

1. Our trade-in value for used ambulances decreases significantly after 7-8 years.
2. After 100,000 miles we have experienced a high level of maintenance costs in relation to the estimated value of the ambulance.
3. We must ensure that this equipment is reliable and readily available.

Further it should be noted that our ambulance billing revenues cover some of the amortized replacement costs. The cost estimate includes the following: ambulance, new power load stretcher, new stair chair, and new mobile radio.

The vehicle manufacturer has indicated that a lead time of more than 730 days is currently required for delivery. As a result, the Council is requested to authorize the appropriation in 2023 so that the vehicle can be ordered for anticipated delivery in 2025. There is a clause in the contract that if, for some reason, the funding was not approved in 2025 we could walk away with no penalty. The only caveat is that we may see some increases.

Usually, when we trade these vehicles, we are looking at 100K miles on the chassis and do not want to go beyond this point due to the increase in labor cost.

**LEBANON FIRE DEPARTMENT PROJECT #3: Replacement of Ford Explorer Staff Vehicle.**

**Estimated Replacement Cost = $60,000.00**

**DESCRIPTION –** The Lebanon Fire Department, through our long-term planning, has developed a comprehensive vehicle replacement program. 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.

Staff vehicles are used by Fire Prevention and Chief Officers for day to day duties and emergency response. Additionally, these vehicles are utilized by department personnel to attend training sessions, meetings and other department related functions. This vehicle has a life cycle of 8 years.

**LEBANON FIRE DEPARTMENT PROJECT #4: Replacement of Ladder Truck per the LFD Apparatus Replacement Schedule**

**Estimated Replacement Cost = $1,700,000.00**

**DESCRIPTION/ JUSTIFICATION-** The Lebanon Fire Department, through our long- term planning, has developed a comprehensive vehicle replacement program. This program allows all fire department vehicles and apparatus to remain current with industry standards, reduce maintenance costs, and maintain 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.

Ladder 1 was originally due for replacement in 2011 but was totally refurbished in 2009 at a cost of $400,000. Hydraulic parts and the ladder become difficult to repair/replace as this vehicle ages. The refurbishment increased this vehicle's life cycle by 10 years. The estimated life cycle of the new ladder truck will be 35 years.

The vehicle manufacturer has indicated that a lead time of more than 740 (***now up to over 920***) days is currently required for delivery of a new ladder truck. As a result, the Council is requested to authorize the appropriation in 2023 so that the vehicle can be ordered for anticipated delivery in 2025.

Mr. Wheatley noted that after speaking with one of the LFD's frequently used vendors they offered to lock us in at the price we signed in the contract with the expectation that we would not pay until we take delivery in 2025. This would seem to be a significant cost savings that we would take care of now because who knows what prices will be elevated to in 2025.

The ladder truck we hope to replace has the original motor and transmission and it is getting very difficult to find parts and people to work on it; the hydraulic system for the ladder is becoming outdated; some of the emergency scene lighting does not meet NFPA standards anymore; and, some of the safety features like a governed engine and backup camera do not exist in this apparatus like they do in the newer trucks.

**Council Discussions:**
Assistant Mayor Below asked if there was a potential for an electric option for the Ford Explorer (staff vehicle). Mr. Wheatley said no, because the Fire Department does not have a charging station, and that vehicle is expected to be on scenes and operate for long durations if there is an emergency incident. It has a lot of radios and electrical equipment that would draw that down very quickly. This would not be the best option right now until we can come up with something that would last a longer duration.

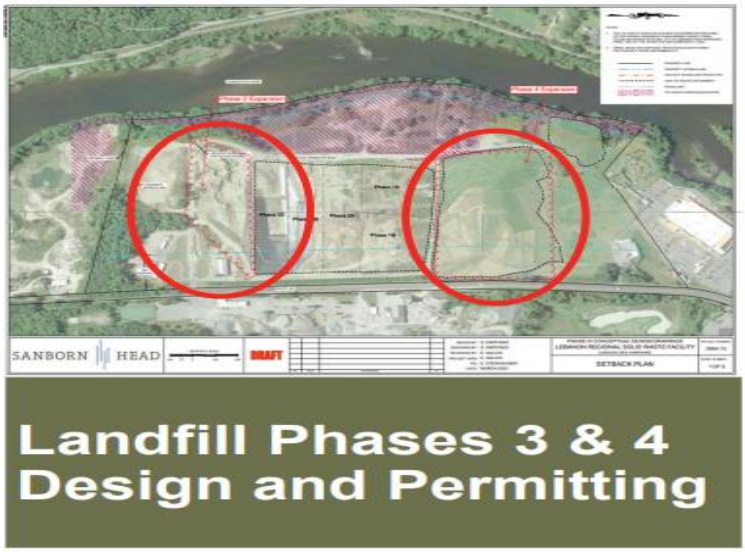
Councilor Whittlesey questioned if additional service/maintenance on the existing fleet was figured in to

breach the gap between order and delivery time. Mr. Wheatley said they will plan for that, specifically for the ambulances. Once we reach the 100K mile mark, we really see an increase in maintenance costs, so this has to be projected. The ladder truck runs frequently enough that we are finding more and more issues with it. We have had a truck out of service for two weeks because we were unable to get parts.

## PUBLIC WORKS/SOLID WASTE DIVISION

Introductions and accolades were given to the following DPW personnel for their part in putting the following projects together: Nik Coates (Deputy City Manager, Public Works), Marc Morgan (Solid Waste Manager), Erica Douglas (Assistant City Engineer), Brian Vincent (City Engineer), Rod Finley (City Engineer), Jay Cairelli (Assistant Director, DPW), Everett Hammond (Assistant Director, DPW), and Kelly Crate (DPW Administrative Services Manager).

**PUBLIC WORKS/SOLID WASTE DIVISION: PROJECT #1: – Landfill Expansion Phase 3 and 4 Design and Permitting.** ***Presented by Marc Morgan (Solid Waste Manager)***





**PROJECTED COST ESTIMATES**:

- **2023 CIP Request is $500,000:** Feasibility Study, Hydrogeological Report and Final Feasibility Report and Final Design.
  - **$100,000:** Hydrogeological Work Plan Preparation and Feasibility Study Work Plan Preparation;
  - **$400,000:** Hydrogeological Data Acquisition;

This project will meet the needs of the service area (22 communities) until 2080 and was presented as a package, although it is two parts because Phase 4 is the unlined landfill and is to be excavated, etc.

**PURPOSE:** Prepare to extend life expectancy of landfill and evaluate additional disposal capacity at the Lebanon Landfill.

**DESCRIPTION/JUSTIFICATION:** Based on recent Landfill waste capacity reports, a conservative estimate of the airspace remaining at the Landfill is approximately 9-12 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.

Based on recent Landfill waste capacity reports, a conservative estimate of the airspace remaining at the Landfill is approximately 9-12 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 2024, a study to characterize site geologic and hydrogeologic conditions of the new 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 2026, the final permitting and design of both Phases III and IV will be completed. All this work needs to be done prior to starting construction of the next landfill expansion. 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 asses its viability for reclamation. A report will need to be prepared that summarizes the feasibility study and makes the determinization 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:

- Hydrogeological Work Plan Preparation and Feasibility Study Work Plan Preparation; $100,000
- Hydrogeological Data Acquisition; $400,000
- Feasibility Study, Hydrogeological Report and Final Feasibility Report and Final Design. $500,000

**Council Discussions:**
Mr. Morgan explained to the Mayor that this represents 60 years of capacity (could be 100 years). If you look back 60 years on how we managed waste and how we manage it today, it's very different. The

technology for waste management is changing rapidly (i.e., how we manufacture packaging, decomposition, waste conversion, etc.) so in 60 years we might be laughing at a meeting like this.

**PUBLIC WORKS/SOLID WASTE DIVISION PROJECT #2: Landfill Gas Collection and Control System (GCCS). *Presented by Marc Morgan (Solid Waste Manager)***

- Collect and Control decomposition gases from landfill site – required by NHDES rules
- Ongoing project to improve gas collection
- 2023 CIP Request: $144,700

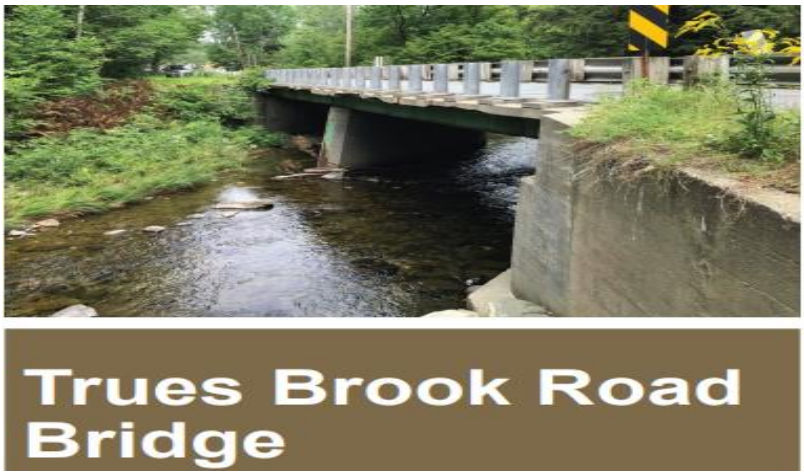
**2023 CI Request: $144,700 (for a continuation of collection maintenance)**

**PURPOSE:** Improvements to landfill gas collection system to improve gas output.

**PROJECT DESCRIPTION:** NHDES Env-Sw 806.07 Rules requires the City to control decomposition gases from the Landfill to prevent hazards to health, safety, and property. The City installed an active landfill gas (LFG) extraction system in 2013 to comply with this regulation. Since 2013, the City has continued operations within Landfill Phase II-C and needs to expand the existing GCCS infrastructure into areas that do not currently have LFG extraction components. The project will consist of installing a series of LFG extraction wells and LFG collection trenches that will be tied into the existing GCCS infrastructure that is under a vacuum system. The project was designed by a professional engineer licensed in the State of New Hampshire in 2020 and permitted through the NHDES Solid Waste Bureau.

This is a multi-year project with the initial design performed in 2020 and with the GCCS installed by a contractor in years 2020 through 2028 and construction coordination by DPW-Solid Waste staff.

**PUBLIC WORKS PROJECT #3: Trues Bridge Road (NHDOT#24221) Bridge# (066/059).**
***Presented by Rod Finley (DPW City Engineer)***




- Complete replacement of the Trues Brook Road Bridge including abutments, wingwalls, substructure, superstructure, deck, curb, and rails.
- Total Project Cost: $5,303,000.
- 2023 CIP Request: $920,000 ($874,000 NHDOT State Aid Bridge, $46,000 City)
- Construction 2024
- Project includes a temporary bypass bridge to keep road open during construction

**THE 2023 CIP TOTAL REQUEST: $920,000**

**The 2023-2028 CIP costs include:**

- **$200K for additional Design/Engineering,**

- **$690K for Construction costs, and**
- **$30K for additional Property/Equipment Acquisition.**

**Bridge reconstruction is programmed for construction in 2024.**

**PROJECT DESCRIPTION:** This Bridge was built in 1952 and rebuilt in 1986; it is showing signs of deterioration.

This bridge has been placed on the NHDOT's Red-list. The construction of the bridge is eligible for up to 100% NHDOT funding through the Municipally Owned Bipartisan Infrastructure Law (MOBIL) program. Additionally, the Design/Engineering and Property/Equipment Acquisition portion of the project is eligible for up to 80% NHDOT funding with the balance of 20% being City funding. The City Master Plan in Chapter 9 discusses the importance of maintenance of the City's bridges and infrastructure.

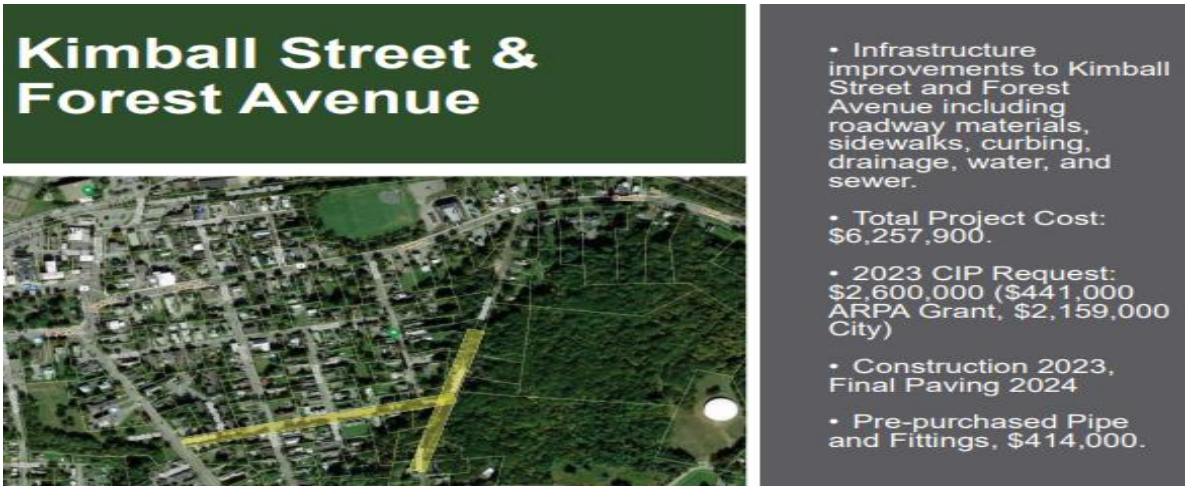
The 2023-2028 CIP request is to fund the additional costs required by the MOBIL program, which will need to adhere to LPA guidelines. The City Council previously appropriated $4.383M for the project, consisting of $263K for Design/Engineering, $4,10M for Construction, and $20K for Property/Equipment Acquisition.

The 2023-2028 CIP costs include $200K for additional Design/Engineering, $690K for Construction costs, and $30K for additional Property/Equipment Acquisition. Bridge reconstruction is programmed for construction in 2024.

City Engineer Finley noted that after discussions the City Manager had with the residents of Plainfield, NH, it was decided to put in a temporary bridge as a bypass to maintain traffic during construction. This is also 100% paid for by the MOBIL funding.

The State has already approved the preliminary design, the NIPPA document is being completed, and he needs a new scope and feed for the additional permitting from the consultant.

**<u>PUBLIC WORKS PROJECT #4:</u> Infrastructure Improvements – Kimball Street and Forest Avenue Reconstruction - Road/ Sidewalks/ Curbing/ Drainage/ Sewer/ Water.** ***Presented by Rod Finley (DPW City Engineer)***



**2023-2028 CIP request: $2,600,000.**

- Previous appropriations for Kimball Street and Forest Avenue: $3,657,900.
- Total Project Cost: $6,257,900.

**PURPOSE:** Infrastructure Improvements

**PROJECT DESCRIPTION:** The various roadway projects that are planned around the City include the repair and reconstruction of the infrastructure to include roadway materials, sidewalks, curbing, drainage, water and sewer lines as required. Environmental concerns and impacts are considered and minimized along with impacts to the City and the residents. All projects are designed and constructed to provide the citizens a higher level of service by replacing older utility lines and repairing roadways. Most of the construction activity will take place within the City's Right-of-Way or within existing easements; however, at times when this is not the case, the City will work with the homeowner to receive a license for working on their utility services.

The various street projects that are planned around the City are to repair and replace old, falling, or undersized infrastructure. Chapter 9: C-2b of the Master Plan states that "Roadway improvement projects, zoning district boundaries, and individual subdivision, zoning, site plan, driveway permit and building permit applications, should be undertaken so that roads remain appropriate to the abutting properties and compatible with adjacent land uses."

Kimball Street and Forest Avenue were identified as separate projects in the 2022-2027 CIP. The two roadways have been combined into a single project for the 2023-2028 CIP. Kimball Street and Forest Avenue reconstruction is programmed for construction in 2023. The City Council appropriated $3.405M for Kimball Street in 2022, consisting of $100K for Design/Engineering, $3.30M for Construction, and $5K for Property/Equipment Acquisition. The City Council appropriated $150K for Design/Engineering for Forest Avenue in 2022. 2023-2028 CIP costs include $2.60M for Construction, consisting of $2.35M for Forest Avenue construction and $250K for additional construction costs for Kimball Street to account for inflation. The project will replace undersized, pre-1931, un-lined cast iron water pipe, undersized drainage pipes, and old deteriorated sewer lines showing high infiltration. The project is currently under final design and will be ready to advertise for construction in the winter of 2023.

**PUBLIC WORKS PROJECT #5: US4/ Mechanic/Mascoma/High Street Roundabout Reconstruction Project – Phase 1 (NHDOT Project#40794).** ***Presented by Rod Finley (DPW City Engineer)***


**PURPOSE:** Modification/continuation of an ongoing project to improve safety, increase capacity and address operational deficiencies at the intersection.

**2023 TOTAL CIP REQUEST: $336,000 (up about 9% due to inflation costs) Right now this expense is up to the City out of its General Fund Account and includes:**

- $36K for additional Design/Engineering,
- $250K for Construction costs, and
- $50K for additional Property & Equipment Acquisition

**TOTAL PROJECT COST: $4.7 Million**

**PROJECT DESCRIPTION:** The project consists of a roundabout at the High St/Mechanic St/Mascoma St. intersection. The project is municipally managed and is eligible for up to 80% Federal Funding. The 2023-2028 CIP request is to fund the additional costs of the project due to inflation. The City Council previously appropriated $4.33M for the project, consisting of $570K for Design/Engineering, $2.81M for Construction, and $950K for Property/Equipment Acquisition. 2023-2028 CIP costs include $36K for additional Design/Engineering, $250K for Construction costs, and $50K for additional Property & Equipment Acquisition. The estimated schedule for the roundabout project is to advertise for construction bids in September 2023 for construction in 2024.

City Engineer Finley noted he wrote a letter to the State a few weeks ago requesting additional funds and is going through that process. We have some increased costs mostly due to the right of way, property acquisition and other inflationary items.

**Council Comments:**
Councilor Heistad noted that the Pedestrian/Bicyclist Committee was quite concerned about safety for pedestrians and bicyclists going around the circle. He was glad to see the island in the middle and he assumed the dotted line on the graph (in agenda packet) was going to be the crosswalk. Mr. Finley said that was correct, noting the idea was to slow down traffic to 25 MPH.

**PUBLIC WORKS #6: West Lebanon Main Street Streetscape Improvements to improve efficiency**
***Presented by Rod Finley (DPW City Engineer)***


**PROJECT DESCRIPTION:** This is a request to modify the existing capital project titled "West Lebanon Capital Improvements" to focus specifically on Main Street Streetscape Improvements. Other capital projects previously encompassed within the generic West Lebanon Capital Improvements line will be submitted as separate CIP proposals.

In 2018, the City Council approved funding of $165,000 for miscellaneous West Lebanon Capital Improvements in lieu of funding a comprehensive visioning effort at that time. Subsequently, in 2019, the Council approved an additional $300,000 to fund the rehabilitation of property at 3 Seminary Hill in anticipation of relocating the Recreation and Parks Department to that location. However, the structure at 3 Seminary Hill was too dilapidated to allow for reasonable rehabilitation and the structure was ultimately demolished instead. In 2020, the City Council authorized the use of approximately $110,000 of the available West Lebanon Capital Improvement funds for the installation of a playground on Maple Street.

In December 2021, the City Council appropriated an additional $200,000 for implementation of various improvements resulting from the 2019 West Lebanon Visioning Charrette effort, including components of the ongoing West Lebanon Streetscape Study, the ongoing West Lebanon River Trail Feasibility Study, or other improvements identified by the West Lebanon Revitalization Advisory Committee.

At this time, the available balance in the West Lebanon Capital Improvements account is approximately $450,000. The Planning & Development Department recommends using all of these available funds toward the completion of the West Lebanon Main Street Streetscape Improvements project.

The need and support for streetscape improvements along Main Street dates back several decades. In a West Lebanon Main Street - Market Perspectives Report prepared in 2008, retailers commented on the need for streetscape improvements and traffic quieting among other observations for the area. The West Lebanon CBD chapter (Ch. 4) of the 2012 Master Plan includes several references to the need and desire to improve Main Street:

- Redevelopment of single-use sites, along with traffic calming, access management, streetscape and pedestrian improvements, and related amenities, would enhance the vitality and economic viability of the West Lebanon Central Business District. [4 | B-1]
- Invest in the downtown by constructing and upgrading the infrastructure, such as including centrally located public parking, sidewalks, decorative street lighting, benches, public transit shelters, and parks, street trees, and other streetscape amenities. [4.1.S3]
- Consider separating sidewalks from the roadway with landscape buffers and ensure that the sidewalk network and streetscape improvements are well maintained and interconnected. [4.1.S19]

During the 2019 West Lebanon Village Visioning Charrette, a "better streetscape" was the most cited suggestion for what would make downtown West Lebanon better. In addition, as part of the pre-charrette survey, more than 71% of respondents expressed support for relocating some of the on-street parking on Main Street to another nearby location if doing so enabled safety and streetscape improvements, such as street trees, sitting areas, wider sidewalks, and accessibility improvements. Survey respondents also commented that improving the condition of Main Street could help people take more pride in their community and enjoy spending more time there.

In 2020, the Planning & Development Department engaged VHB to expand on the conceptual streetscape improvements developed during the Visioning Charrette to ensure that the project components were feasible and publicly supported. The West Lebanon Revitalization Advisory Committee (WLRAC) reviewed and commented on expanded conceptual streetscape designs during several meetings in 2021. In its Priorities and Recommendations report to the City Council in January 2022, WLRAC included the execution of overdue Main Street improvements among its top three highest priorities for completion as soon as possible.

In March 2022, the City submitted the West Lebanon Main Street Improvements project to Congresswoman Kuster's Office for possible funding through the Congressionally Directed Community Project Funding program. The Main Street Improvements project is currently pending before the Senate Appropriations Committee for grant funding of up to $2.3 million toward project costs. The $2.3M represents 80% of the estimated project cost based on the conceptual plans for the corridor and intersection improvements prepared as of September 2021 and cost estimates as of November 2021. Whether infrastructure funding is ultimately available may not be known before Spring 2023.

In April 2022, the Planning Department held a Community Conversation to review the conceptual streetscape plans. The event included a Neighborhood Walk of the Main Street corridor to review the proposed improvements in greater detail with adjacent property owners and other affected stakeholders. The Planning Department subsequently presented the revised conceptual plans to the City Council on June 1, 2022 and received support to move the project to final design and permitting stages in preparation for construction, potentially in 2023.

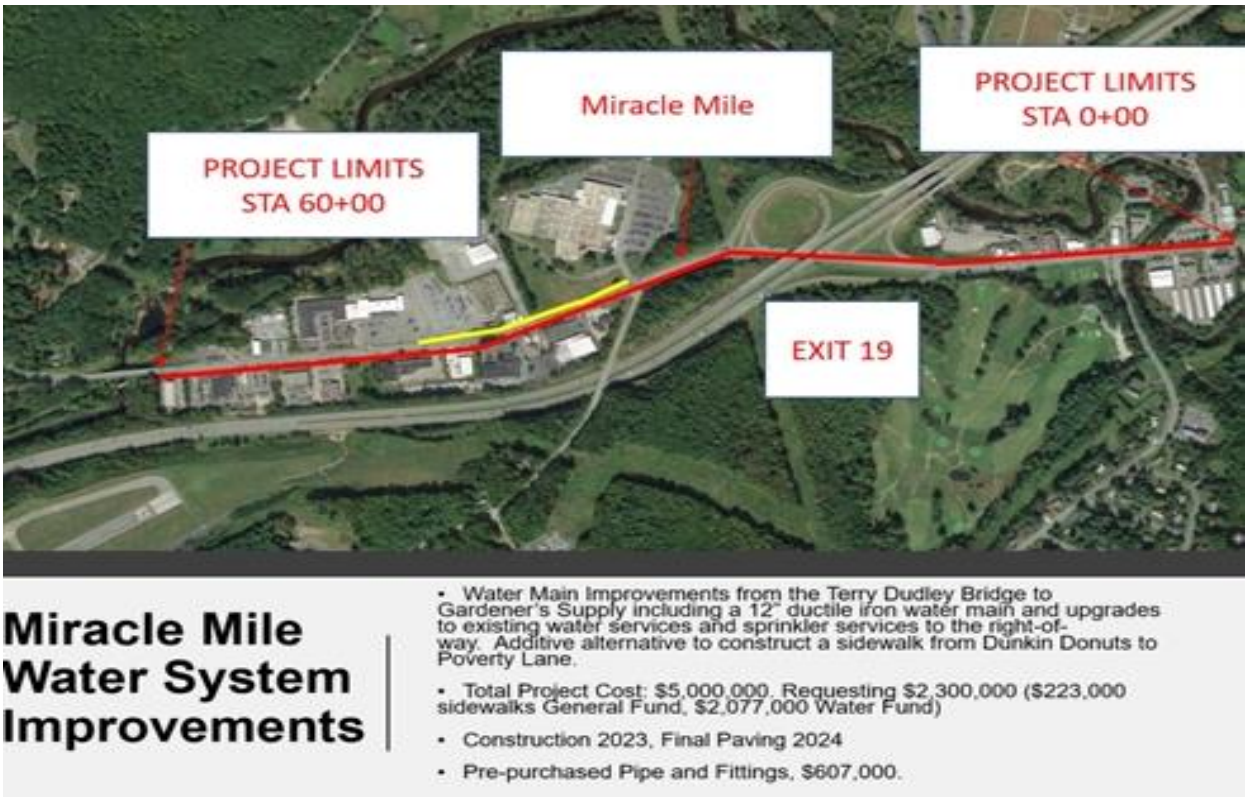
The current preliminary cost estimate for the project is approximately $4.096M, including the proposed roundabout at the intersection of Main Street and Bridge Street, and a substantial amount of stormwater improvements to address drainage issues from the hillside to the east of Main Street. Construction is estimated at $2.996M. The total cost estimate includes 20% contingency ($600k), as well as design, permitting, and construction inspection costs. It is expected that the cost of design and permitting will be covered with previously appropriated funds.

**Council Discussions:**
City Manager Mulholland added we should hear about this funding by the end of December. If it does go through, the City will have $2.3 million to put towards this project. If it does not go through, then we will have to decide what to do. This is not planned in the City's debt ceiling. He also noting this project will not be a Federal highway project, it will be a HUD project.

Mayor McNamara requested that if this project does go forward it be coordinated with the Dry Bridge Project.

Mayor McNamara also questioned if there was a need for property acquisition (on this property). City Engineer Finley noted there is a minor property acquisition at the roundabout and is built into the budget. The acquisition is just property and does not involve buildings. Mr. Finley also stated he did not know if more property acquisition would be required if more lanes were added to this area instead of the roundabout.

**PUBLIC WORKS PROJECT #7: Miracle Mile Water Main Improvements *Presented by Rod Finley (DPW City Engineer)***




NOTE: The yellow line in picture above is Phase III of the Miracle Mile sidewalk, which, once completed, will complete the Miracle Mile Sidewalk Project.

***The 2023-2028 CIP includes $2,300,000 of additional funding to cover the increase in project costs due to inflation. Due to supply chain issues, pipe and fittings were pre-purchased for the project ($607,000) so construction can commence in May 2023. If funding is available, Phase 3 of the Miracle Mile sidewalk will be constructed. The project will be constructed in 2023 with final paving in the spring of 2024.***

**PURPOSE:** An asset management study was completed in 2020 identifying water main and appurtenances that need replacement and/or are undersized and have the highest risk of failure. A list of proposed water main infrastructure improvements has been developed based on their risk of failure and the impacts that it would have on businesses and the community. The Miracle Mile water main is ranked high on the risk of failure. To ensure distribution and delivery of water throughout the water system, it is

necessary to perform these upgrades to the water mains, gate valves, fire hydrants, and services.

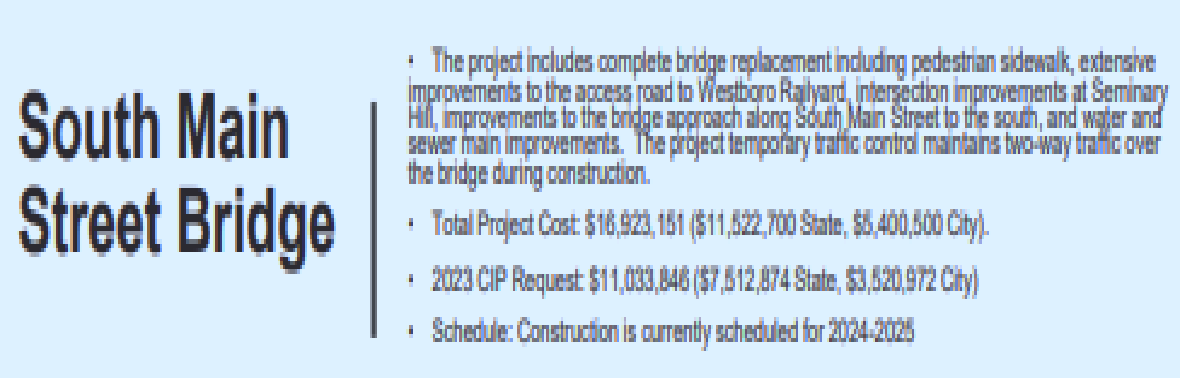
This project includes water main replacement with associated roadway improvements including full-width bituminous concrete mill, shim, and overlay.

The project also includes an additive alternative to construct Phase 3 of the Miracle Mile sidewalk from Dunkin Donuts to Poverty Lane.

**PROJECT DESCRIPTION:** The project is intended to upgrade the water main on Miracle Mile. The project has risen to the top of City water system infrastructure needs requiring replacement based on its risk of failure and the impacts that it would have on businesses and the community. It consists of 5,500 linear of main that connects to two sides of water mains that have been replaced over the last 12 years. This is a major corridor connecting Lebanon and West Lebanon where there are restaurants, retail stores, grocery stores, doctor's offices, urgent care centers, auto dealerships, service stations, and an entertainment area along with many more businesses. This water main has experienced multiple breaks over the past decade where it has impacted those businesses. It's possible this project could be done in 3 phases if funding doesn't allow for the full project.

The City Council appropriated $2,700,000 in 2022 for the project. The project was bid in the spring of 2022 and one bid was received for $4,400,000. The project was redesigned to eliminate the need for temporary water during construction to reduce costs and is the project is scheduled to be re-bid in December 2022. ***The 2023-2028 CIP includes $2,300,000 of additional funding to cover the increase in project costs due to inflation. Due to supply chain issues, pipe and fittings were pre-purchased for the project ($607,000) so construction can commence in May 2023. If funding is available, Phase 3 of the Miracle Mile sidewalk will be constructed. The project will be constructed in 2023 with final paving in the spring of 2024.***

**PUBLIC WORKS PROJECT #8: South Main Street Dry Bridge # 062/117** ***Presented by Brian Vincent (City Engineer)***




**PROJECT DESCRIPTION**: Replace / widen the South Main Street Dry Bridge (Rt. 12A) over the railroad right-way. It is a NHDOT Red listed Bridge.

The South Main Street Bridge was constructed in 1949. This bridge is narrow and does not meet current capacity needs. In 2002, NHDOT initially "Red-Listed" the bridge. NHDOT last inspected this bridge in 2021. Their report reiterated these significant deficiencies and again noted the deterioration of the concrete and metal fatigue of the bridge. It is on the NHDOT Red list - South Main Street "Dry Bridge" NHDOT#13558A, Bridge #062/117 (See DPW for the most recent NH DOT Bridge Report). The bridge

rail has been temporarily repaired to help with the immediate needs of protecting pedestrian and vehicular traffic. This will stay in place until such time that a new bridge is constructed.

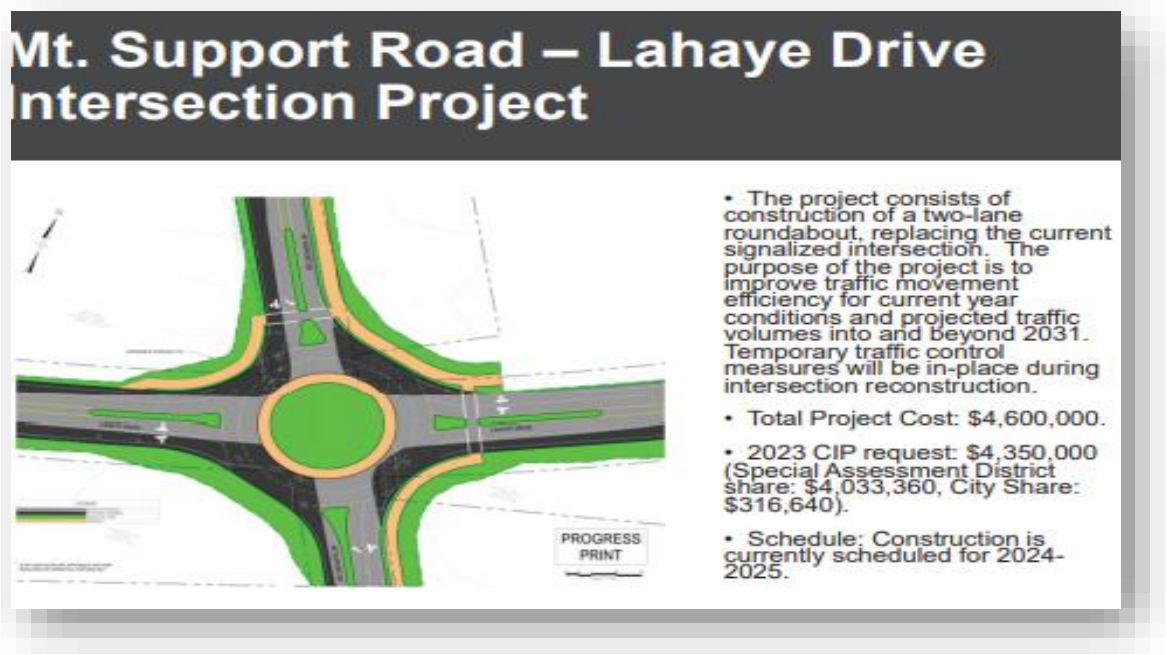
The replacement of this bridge is eligible for up to 80% bridge aid from NHDOT and Federal Aid funds. The current cost (September 2022) estimate to replace the bridge is $16,992,500. This cost is broken down as follows: "participating" indicates that NHDOT will pay for a percentage of the total cost listed as "participating", "non- participating" indicates 100 percent City costs. (**NOTE**: A complete breakdown of costs can be found on ***pages 144-145, agenda packet***.)

Note that $2.024M of the total cost is attributable to the access road improvements. The improved access road will service the future development of the northern rail property. In addition, $553,740 of the construction cost is attributable to required plan review and construction monitoring by New England Central Railroad. The project and project costs include limited watermain replacement, right-of-way acquisition, and building demolition.

The City has requested final design and bidding phase (PS&E Phase) approval from NHDOT as of February 2022. NEPA approval is pending NHDOT review. NHDOT cannot approve final design phase until the NEPA permit is approved/obtained. The programmed years for construction are currently 2024 and 2025. The City previously allocated $5,889,306 with a balance of $4,072,209 as of December 2021. An additional allocation of $11,033,846 in total funds is requested for year 2023.

***In 2020, the City signed an agreement with NHDOT, where NHDOT committed to funding $6,805,985 of the total project costs. The updated total estimated project costs are $16,923,151. A project agreement amendment is currently being sought by the City to increase the NHDOT funding to $11,522,700.***

**PUBLIC WORKS PROJECT #9: - Mt Support-LaHaye Street Intersection Improvements to maintain the City's infrastructure and Intersection traffic control improvements. *Presented by Brian Vincent (City Engineer)***




**PROJECT DESCRIPTION:** The intersection of Mt. Support and LaHaye is presently a signalized intersection located near Dartmouth Hitchcock Medical Center. In addition to a significant hospital expansion project, there are at least three major multi-family development projects proposed near this intersection. The developers include Dartmouth College housing, Saxon Properties and Braverman Company.

During the course of Planning Board review for several large development projects in the Mt. Support Road corridor, traffic studies prepared on behalf of the applicants have highlighted that the intersection of Lahaye Drive and Mt. Support Road is operating at near capacity overall and that certain turning movements are already over capacity and failing. These additional developments will result in traffic impacts that will place this intersection into a decreased low level of service.

The Planning and Public Works Departments are working jointly with the development applicants and the Planning Board to determine what improvements are required as of today (with no projects constructed), what improvements will be required if all of the various projects are approved and constructed, and how to apportion the cost of necessary improvements among the various parties.

These is currently $250,000 appropriated in the CIP2021 to proceed with preliminary/final design plans of this intersection. To cover additional final design costs and construction engineering costs, it is estimated that an additional $500,000 will be needed. A Special Assessment District (SAD) has been created to share the overall intersection improvement costs.

Proposed improvements will include additional turning lanes and the possibility of a round-about to alleviate traffic congestion. The updated preliminary cost estimate for these improvements is $3,850,00

**Council Discussions:**

Mayor McNamara noted that Deputy City Manager David Brooks gave an extensive presentation on this about a year ago. This is a Special Assessment District and our share of this is relatively small (<10%). The remaining 90% will be paid by the properties in the Special Assessment District.

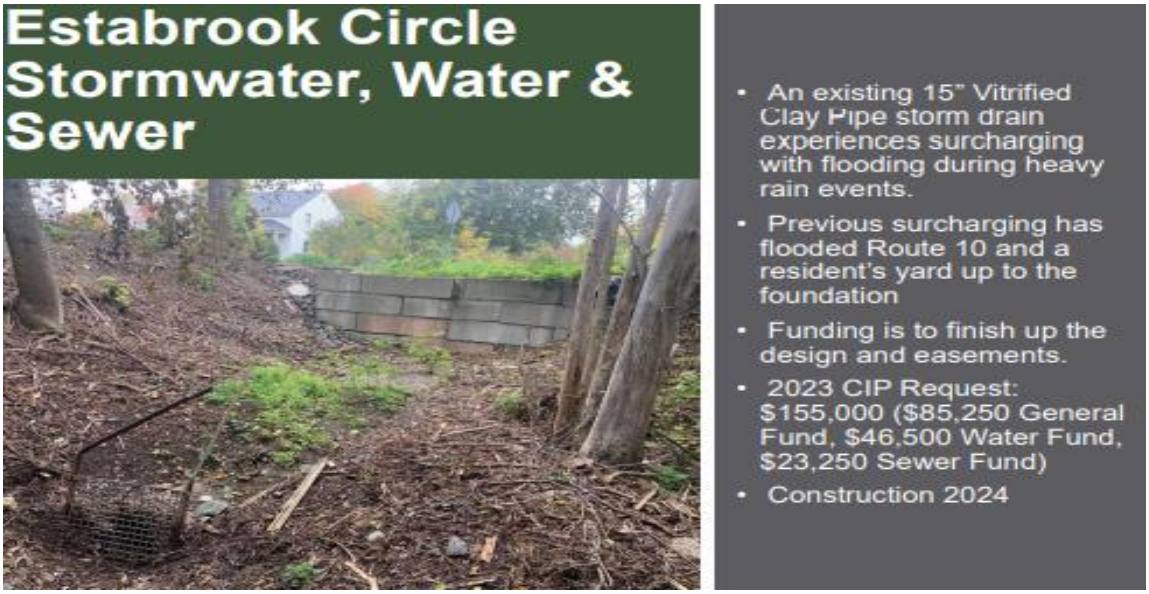
Mr. Brooks concurred, noting the Special Assessment will be coming back to the Council again because the funding allocated so far is only for the design and permitting work.

Councilor Whittlesey asked if there has been any discussion with the hospital (DHMC) about mitigating any disruptions to emergency vehicles. City Engineer Vincent noted the intent is to maintain regular traffic control during construction, including large vehicles, ambulances, fire trucks, or whatever is necessary.

Assistant Mayor Below asked about the prospects for coordination, or what might be the timing, of the extension of the path near Centerra. Mr. Vincent noted this is a 12K foot-long multi-use path extension, extending up the east side of Mt. Support Road toward the hospital. It is coordinated with TAP Project, which goes along LaHaye Drive on the north side and goes up to Rte. 120. This is being coordinated with this project. We looked at the west side and it had more utility impacts, natural resource impacts so preferred alternative was the east side.

**PUBLIC WORKS PROJECT #10: Estabrook Circle and Maple Street Stormwater Project for Infrastructure Improvements- Drainage.** ***Presented by Everett Hammond (Assistant Public Work Director)***

NOTE: Complete details regarding the Estabrook Circle and Maple Street Stormwater Project is detailed on ***pages 156-158, agenda packet***.

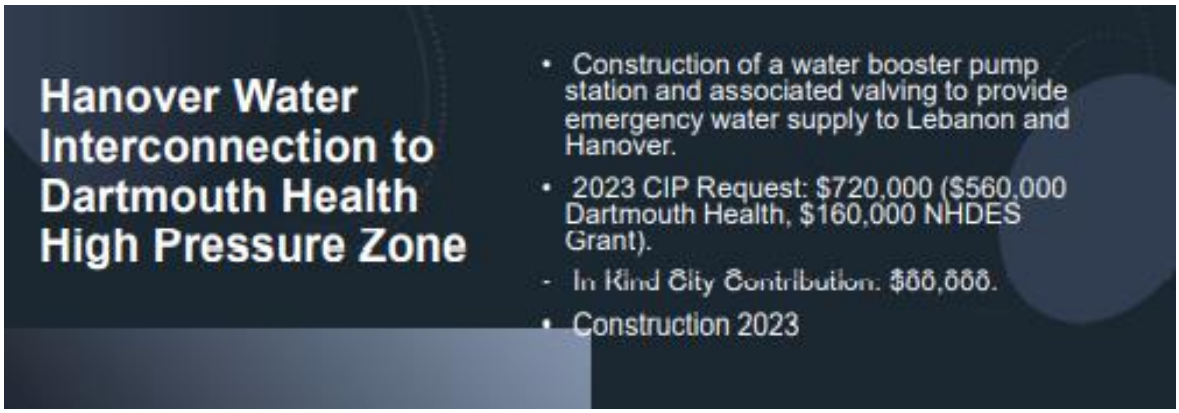



**PROJECT DESCRIPTION:** An existing 15" Vitrified Clay Pipe storm drain experiences surcharging with flooding during heavy rain events. Previous surcharging has flooded Route 10 and a resident's yard up to the foundation. The exact location of sections of the piping for the stormwater system has not been located and attempts to televise and track the pipe have not been successful. Two catch basins connected to

the sewer were disconnected during CSO 10 and connected into the drain line. Upstream flows include a stream that is picked up at Maple Street and pipes cross country over the bank and through neighboring lots on Estabrook Circle. During large storm events this section has had wash outs. Funding is to finish up the design and for easements needed since it has been determined that the paper streets to the west of Craft Ave are not owned by the City. Water and Sewer work will be completed as needed for aging infrastructure.

**Council Discussion: None**

**PUBLIC WORKS/WATER DIVISION #11: Hanover Water Interconnection To Replace The Interconnection Vault On Medical Center Drive With A Booster Pump Station. *Presented by Everett Hammond (Assistant Public Work Director)***



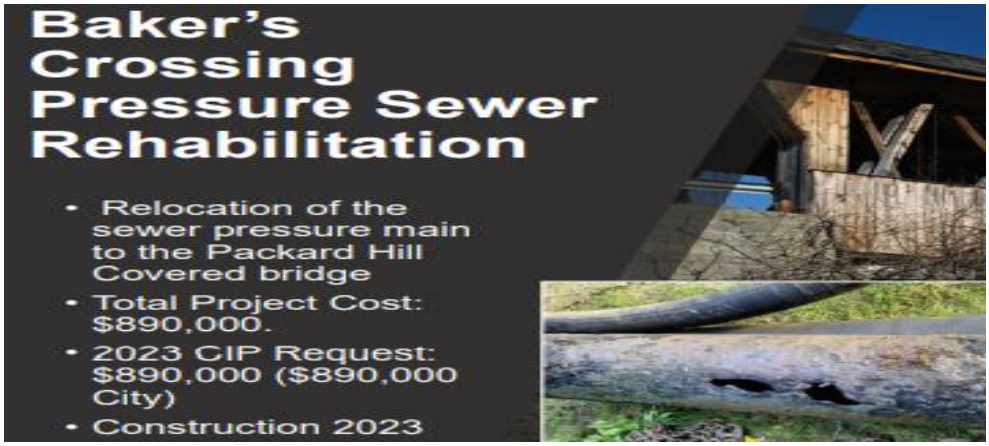

**PROJECT DESCRIPTION**: The current Lebanon/Hanover drinking water interconnection on Medical Center Drive can feed water from Lebanon to Hanover. To feed water from Hanover to Lebanon a fire truck needs to be used to pump the water between two fire hydrants. Using this method there is not enough pressure to provide water to the top floors of the hospital. Replacement of the interconnection vault with a booster pump station would allow Hanover to supply water to Lebanon. The booster pump station would have enough pressure to fill the water tank that normally supplies water to the area and the water system would function as it normally does supplying water at its normal pressure to the hospital.

This is partially being funded by Dartmouth Health ($560,000) and a grant from DES ($160K).

**Council Discussions:**
Mayor McNamara noted that while we have the ability to interconnect with Hanover (who has a tank nearby) this project is needed. This has been very tenuous over the years because of the potential need to bring a fire truck in that is not meant for potable water, etc. We also have an agreement with the Town of Hanover so that if they have a problem, we will provide them with water and vice versa.

Councilor Sykes asked about providing water to top 4 (floors) of the hospital's tower. Assistant Public Works Director Hammond explained that right now with the connection between two hydrants, you are limited by the pump capacity of the fire truck itself. When you look at that pump curve, it was not able to provide enough pressure to get to the top floor of the hospital, on the portable water side.

**PUBLIC WORKS/WASTEWATER #12: Baker's Crossing Sewer Rehabilitation Project (New) to Replace The Sewer Pressure Main At Bakers Crossing (Out of the Sewer Fund). *Presented by Jay Cairelli (Assistant DPW Director)***

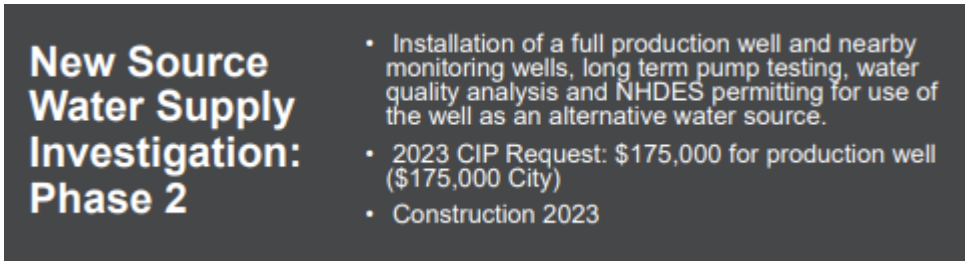



**2023 CIP Request: $890,000**

**PROJECT DESCRIPTION**: In the summer of 2021, the pressure main at Bakers Crossing failed. The Department of Public Works along with Nott's Excavating repaired the sewer pressure main. Further investigation revealed poor soils had eaten through the pressure main in the area. A full investigation of the pressure main from Enfield to Bank Street Ext was completed and this section of sewer pressure main was determined to have a high rate of failure. The project plan is to replace the existing sewer pressure main from Riverside Drive to Bank Street Ext (See map in agenda packet). The current pressure main goes under the river, in the proposed project the pressure main would hang from the bottom of the bridge.

**Council Discussions:**
In response to Councilor Heistad's question regarding what Enfield, NH pays for their sewer, City Manager Mulholland noted they pay all their sewer charges and all the other costs, along with the costs to maintain their system.

**PUBLIC WORKS/WATER DISTRIBUTION #13: New Source Water Supply Study Investigation Phase 2.** ***Presented by Jay Cairelli (Assistant DPW Director)***




**2023 CIP Request: $175,000 (for production well)**

**PURPOSE:** 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.

**PROJECT DESCRIPTION:** 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 when a source water study was performed identifying a number of potential hi-yield alternative water sources.

More recently, 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.

***Requested for phase 2 of this project is $175,000 to be paid out of the Water Investment Fee Fund.*** This will include 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. The water quality analysis will allow NHDES to mandate treatment required as part of the permitting process.

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 in the "parking lot" years of the CIP. This is based on a cost estimate of $6.8M in 2023 dollars with a cost escalator of 3% per year. This estimate will be refined as needed depending on the engineering design and water treatment required.

**Council Discussions:**
Mayor McNamara noted we can look at the costs of treatment and distribution later.

At the request of City Manager Mulholland, Assistant Public Works Director Cairelli spoke about the reasons why the City needs a backup service. Right now, like most communities, the City of Lebanon is just relying on the Water Treatment Plant. There are a lot of potential for problems that could threaten our existing water supply (i.e., cyanobacterium blooms this year threatened our water supply; other contaminants that could seep into the river, etc.). The idea here is to have this be a backup supply (of drinking water) and maintain the current drinking water treatment plant for as long as we can so we truly have a redundant system in case one fails we can turn the other one on and life in the City can continue as it does normally.

Mr. Cairelli also noted that for the last two years we have been in a moderate drought all summer long and just south of here other communities were in a significant drought. We expect this to continue, and as that happens, the Mascoma River, where we draw from now, is fed by a dam controlled by DES (Department of Environmental Services) who releases water from the river for us to use as drinking water. He also explained why the DES wanted to shut us down completely due to our use of the Mascoma Lake. We told them they could not do that because this is where we get our drinking water, so they did not shut us off. However, the threat (of our water source being shut down by the DES) and the need to run the dam at some capacity to provide Lebanon drinking water is why we need a second source of water.

**Councilor Discussions: None**

**PUBLIC WORKS PROJECT #14: Maintenance Services, Solid Waste Facilities, Sewer and Water Fund, and Fleet Replacement.** ***Fleet Replacement was presented by Jesse Dumayne (DPW***

***Operations and Maintenance)***

**PURPOSE:** Maintain a reliable Public Works Fleet that meets current mission requirements.

**PROJECT DESCRIPTION**: The Fleet Replacement Plan that had been utilized is a continuation of a Fleet Replacement Plan that evaluates equipment assigned to the fleet in comparison to the current mission. Life cycle time and other factors such as cost of operations and reliability are used as the primary basis for the replacement plan.

The fleet replacement plan includes the entire DPW fleet including Highway & Operations, Water, Sewer and Solid Waste. The entire fleet list for Operations & Highway, Water, Sewer and Solid Waste and the recommended 5-year replacement plan is provided in an attachment.

The CIP 2023 proposes $420,000 *(220,000 10 wheeler, 200,000 sidewalk tractor)* for DPW-Operations and Highway fleet replacement, $220,000 for Sewer Fund fleet (new backhoe) and $0 for Water/Utilities and $254,978 for Solid Waste fund fleet (Excavator) replacement for a total of $894,978.

These pieces of equipment are critical to the daily operations and snow removal operations of DPW.

***DPW: 2023 Fleet Replacement Operations and Highway***

**The CIP 2023 proposes $420,000**
$220,000 to replace a twenty-year-old plow truck with a new 10-wheeler plow truck and $200,000 to replace the 10-year-old MB sidewalk tractor. The MB sidewalk tractor manufacturer went out of business, and we are unable to get replacement parts for the tractor making it very difficult to keep in service. Sidewalk tractors are used in the worst elements and take a great amount of maintenance all winter.

DPW: 2023 Fleet Replacement Solid waste
**The CIP 2023 proposes $255,000** to replace a twenty-year-old excavator.

DPW: 2023 Fleet Replacement Water/Utilities
**The CIP 2023 proposes $220,000** to replace a twenty-year-old Backhoe

**ACTION:**
***The agenda items are for informational purposes only. No action is required by the Council.***

**11. City Manager Report: NO REPORT**

**12. COUNCIL REPRESENTATIVES TO OTHER BODIES: NONE**

**13. FUTURE AGENDA ITEMS: NONE**

**14. NON-PUBLIC SESSION: NONE**

**15. ADJOURNMENT:**
***Mayor McNamara MOVED for adjournment.***
***Seconded by Councilor Whittlesey.***

****The Vote on the MOTION was unanimously approved (8-0)***

**The meeting was adjourned at 7:31 PM.**

Respectfully submitted,
Dona E. Gibson
Recording Secretary