



**LEBANON CITY COUNCIL
JULY 1, 2026 - 6:00 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE**

To participate in this meeting, please [join live via Microsoft Teams](#) or call 929-229-5356 (access code: 448 594 652#). If you have trouble accessing this meeting, please [email David Brooks](#).

1. Call to Order

The July 1, 2026 Lebanon City Council Meeting is hereby called to order.

2. Pledge of Allegiance

3. Public Forum Announcement by the Mayor

Any member of the public who desires to speak on any item may do so when the item is taken up by the Council and will be allowed to speak on the subject for not more than three minutes. **Note: Speakers are asked to state their name, ward of residence, and to use the microphone provided.**

4. City Manager Report

5. Open Council Discussion

6. Open to the Public

7. Recognitions: None

8. Approval of Minutes

A. MOTION TO approve the minutes as presented in the July 1, 2026 agenda packet.

9. Appointments

- A. - Finance Advisory Committee, Francis Casale (Citizen Member)
- Finance Advisory Committee, Bill Martin (Citizen Member)
- Finance Advisory Committee, Robert Moses (Citizen Member)
- Finance Advisory Committee, Kevin Purcell (Citizen Member)
- Finance Advisory Committee, Jay Simms (Citizen Member)
- Finance Advisory Committee, Matthew Smith (Citizen Member)

10. Public Hearing Items: None

11. Old Business: None

12. New Business

- A. Public Information Presentation for NHDOT Route 10 Culvert Replacement Project, Lebanon 44776
- B. Essential Air Service Contract
Presentation of Proposals for Essential Air Service Contract with U.S. Department of Transportation for Lebanon Airport

C. CDBG Application and Adoption of Anti-Displacement and Relocation Assistance Plan

Discussion and Set Public Hearing for July 15, 2026:

1. CDBG Application for Boys and Girls Clubs of Central and Northern New Hampshire (BGCCNNH)
2. Adoption of Anti-Displacement and Relocation Assistance Plan for Boys and Girls Clubs of Central and Northern New Hampshire (BGCCNNH)

D. Old Kings Highway

Discussion & Set Public Hearing for August 19, 2026: Reclassification of an existing Class VI highway (a portion of Old Kings Highway) as a Class V highway pursuant to NH RSA 231:22-a

13. Non-Public Session: None

14. Adjournment

Meetings are open for in-person and remote attendance. Members of the public who wish to attend remotely may do so by going to [LebanonNH.gov/Live](https://lebanonnh.gov/live) where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupt virtual or phone connection(s), the meeting will continue without remote access capabilities.

Any person with a disability who wishes to attend this public meeting and needs additional accommodation, please contact the ADA coordinator at City Hall by calling 603-448-4220 at least 72 hours in advance so that the City can make any necessary arrangements.

Future Board/Committee/Commission Appointments:
Board/Committee: Class VI Roads Advisory Committee
Position: Regular
Applicant: E. Backstrom

Board/Committee: Library Board of Trustees
Position: Alternate
Applicant: L. Shutz

Board/Committee: Finance Advisory Committee
Position: Regular
Applicant: M. Terzano

Board/Committee: Planning Board
Position: Regular
Applicant: B. Michitson

Board/Committee: Strategic Plan Task Force
Position: Regular
Applicant: G. Blike

Proposed Future Agenda Items: Dates may be tentative, and this list is not considered all-inclusive.

Public Hearing Items:

A. Supplemental Appropriation of up to \$2,050,000 for a new Barrows Street Housing Development Project; Authorization for City Manager to Apply for Loans up to \$1,700,000 to Supplement Existing Grant Funding from NHBEA for Construction and Disposition of the Barrows Street Housing Development Project; Designation of City Manager as Authorized Representative of the City

B. Public Facilities CDBG Application for Boys and Girls Clubs of Central and Northern New Hampshire; Adoption of Residential Anti-Displacement and Relocation Assistance Plan for Boys and Girls Clubs of Central and Northern New Hampshire

New Business:

Lebanon City Council Agenda
July 1, 2026

- A. Review and Discussion of draft Housing Chapter of the Master Plan Report by Housing Task Force as analyzed by Urban Land Institute and National League of Cities
- B. Presentation on Housing Development Capacity Constraints (schools, water, sewer, police, fire, etc.)
- C. Discussion of Future Redevelopment Goals for City-Owned Properties at 14, 28, and 30 Main Street
- D. Discussion and Authorization for CM to Execute Lease Agreement for Land at 6 Aldrich Avenue to Boys and Girls Clubs of Central and Northern New Hampshire
- E. Release of Collected Public School Impact Fees (2nd Quarter 2026)

August 5, 2026 – Cancelled

August 19, 2026

Public Hearing Items:

- A. Reclassification of an Existing Class VI Highway (a Portion of Old Kings Highway) as a Class V Highway

New Business:

- A. Review of Properties Qualified for Tax Deeding and Recommendation to Waive Tax Deeding
- B. Dog Licensing Civil Forfeiture Update
- C. Review of Elderly Exemptions
- D. Discussion RE: Council Housing Goals, Necessary Zoning amendments

**Agenda
Lebanon City Council
July 1, 2026**

8. Acceptance Of Minutes:

Minutes To Be Accepted

- June 17, 2026

MOVED, to approve the minutes as presented in the July 1, 2026 agenda packet.

DRAFT

**LEBANON CITY COUNCIL
MEETING MINUTES
Wednesday, June 17, 2026 7:00 p.m.
Council Chambers**

Remote Via Microsoft Teams: LebanonNH.gov/Live

MEMBERS PRESENT: Mayor Douglas Whittlesey, Assistant Mayor Devin Wilkie, Kellen Appleton (participating remotely), Eric Cole, Andrew Faunce, Nicole Ford Burley, Lori Key, Timothy McNamara and Laurel Stavis

MEMBERS ABSENT:

STAFF PRESENT: City Manager Andrew Hosmer, Deputy City Manager David Brooks, City Engineer Rod Finley, Airport Manager Carl Gross, Human Services Director Lynne Goodwin, Deputy Human Services Director Rebecca Desilets, Associate Planner Catheryn Hembree, Director of Planning & Development Nate Reichert

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1. **CALL TO ORDER:** Mayor Whittlesey called the meeting to order at 7:00 p.m.
 - City Manager Andrew Hosmer announced the meeting criteria for attendees.
 2. **PLEDGE OF ALLEGIANCE:** Mayor Whittlesey led the Council in the Pledge.
 3. **PUBLIC FORUM:** Mayor Whittlesey made the Public Forum announcement.
 4. **CITY MANAGER REPORT:**

City Manager Hosmer updated the Council on the following:

 - The date of the CIP work session has been changed to a special meeting on October 28, 2026, and will now be a standalone session.
 - He acknowledged a transcription mistake in the monthly manager update under the solid waste tonnage, mixing up gallons for tons, and tons for pounds. A corrected version will be sent out tomorrow morning and it will be posted on the website as well. He thanked Mr. Jay Sims for notifying him of the transcription errors.
 - Regarding Mack Avenue, it is anticipated that the smoke test will be on July 1, 2026; he will have the exact date in the next couple of days and will then email the residents of Mack Ave with both the date and time, to allow residents who want to attend do so.
 - He let the City Council and public know that the City of Lebanon has received a strategic planning grant award for seeking an alternative water source. There is the possibility of linking with either Hartford or Hanover, with the latter having the desire to offer supplemental water. His goal is to have this second source identified by the end of the year.
 - Lastly, Novo Nordisk has generously agreed to sponsor the fireworks and that event will take place on Thursday, July 2nd at Storrs Hill, after the Farmers Market and the Front Porch concert at

1 Colburn Park. He encouraged attendees that if they see anybody from Novo Nordisk, to thank
2 them for their ongoing and generous support in partnering with the City of Lebanon.
3

4 **5. OPEN COUNCIL DISCUSSION:**

5
6 Councilor Cole asked the status of the sidewalk project on Mechanic Street; the sign says the work was to
7 have started June 8th but has not. City Manager Hosmer will check into this and provide an update to the
8 City Council tomorrow.
9

10 City Manager Hosmer noted that there will be a brief non-public session at the end of today’s public
11 session, to go over a specific exception to 91A in regard to some real estate.
12

13 Mayor Whittlesey reiterated that they are currently interviewing applicants to the Finance Advisory
14 Committee. They will be taking votes at the July 1st meeting. They will continue interviewing over the
15 next couple of weeks and encouraged those interested to apply. There will be 4 regular spots, 2
16 alternates, and 3 City Councilors.
17

18 Assistant Mayor Wilkie, shared that the Welcoming Lebanon Task Force that he is leading, has been
19 meeting and discussing options. They have developed an informational handout that they want to get to as
20 many people as possible and they will be seeking public input both at an in-person session at City Hall on
21 July 14, 2026 at 5:30PM, and by other means such as communications directly into the City Manager’s
22 office. This office will be receiving feedback via both phone and email, for those who cannot attend the in
23 person meeting.
24

25 Assistant Mayor Wilkie also said that Hartford, Bethel, and Lebanon are collaborating on a Juneteenth
26 celebration this Saturday at Lyman Point Park in Hartford, from 2PM to 4PM. All are invited to join what
27 should be a great celebration.
28

29 **6. OPEN TO PUBLIC:**

30
31 Mr. Fran Cassell, Ward 2, encouraged people to take a drive through West Lebanon, if they haven’t been
32 there recently. It looks wonderful, like a village that has come back to life. The West Lebanon
33 Revitalization Committee will continue their work in reviving this beautiful city.
34

35 He referenced the February 4, 2026 City Council meeting where there was discussion about rezoning of
36 the 120 corridor. At the end of that discussion, the plan was to have substantial financial analysis, but it
37 was unclear as to what that would be. He also referenced two subsequent meetings that both referenced
38 financial impacts.
39

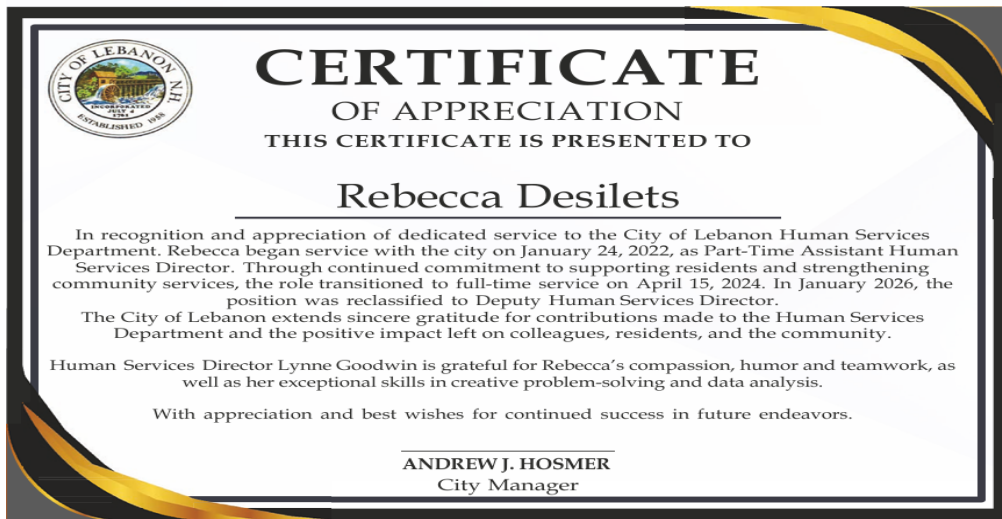
40 Mayor Whittlesey answered that the commitment in February was not just for a financial analysis but
41 rather they agreed to take a step back and give consideration to the question, what is your vision for the
42 City? The City was readying to undergo substantial rezoning, without consideration for what they want
43 the City to actually look like over the next 5...10 years. That question needs to be answered before doing
44 zoning amendments so that any zoning amendments reflect that vision. They also will be hearing the new
45 Housing Chapter just completed by the Housing Task Force and that, too, will help inform their work and
46 the financial impact.
47

1 Councilor McNamara added that a Strategic Planning Task Force is getting kicked off now with him
2 along with Councilors Appleton and Key. They have interviewed citizen candidates, and they will start
3 the TF work soon. This, too, will be linked into the work indicated above by Mayor Whittlesey.

4
5 Mayor Whittlesey closed the Open to Public portion of the meeting.

6
7 **7. RECOGNITIONS: Recognition of Rebecca Desilets, Deputy Human Services Director**

8
9 Mayor Whittlesey asked all in attendance to stand to recognize Rebecca Desilets, Deputy Human Services
10 Director. He read a letter of commendation from City Manager Andrew Hosmer. Rebecca started with the
11 City in January 2022 and because of her continued commitment to supporting residents and strengthening
12 community services, in January of this year, the position was reclassified to Deputy Human Services
13 Director. She has left countless positive impact on her colleagues, residents and the community. Human
14 Services Director Lynne Goodwin is grateful for Rebecca’s compassion, humor, and teamwork, as well as
15 her exceptional skills in creative problem solving and data analysis.
16



17
18
19 **8. ACCEPTANCE OF MINUTES: June 3, 2026 (Regular Meeting)**

20 Amendments:

21 Page #18, Line #40, after six lots, it should read, (comma), 5 for new homes and one to be retained by the
22 City.

23 Page #23, Line #2 should read: folks living in Lebanon now to be prioritized.

24 Page #6, Line #27, change Tax cut to Tax cap

25 Page #12, Line #24, should read that Councilor Cole abstained

26 Page #15, Line #38, change resourced to reviewed

27 Page #17, Line #8, change Wilkie to Key

28 Page #14, Line #22, change the vote from 9-0 to 7-0

29 Page 22, Line #32, change cost per square foot from \$15 to \$415 per square foot
30
31

32 **Councilor Ford Burley MOVED to approve the June 3, 2026 minutes as amended.**

33 **Seconded by Councilor Appleton.**
34

1 **Roll Call Vote:**

2

3 ***Voting Yea: Mayor Douglas Whittlesey, Assistant Mayor Devin Wilkie, Councilor Kellen Appleton,***
4 ***Councilor Nicole Ford Burley, Councilor Eric Cole, Councilor Andrew Faunce, Councilor Lori Key,***
5 ***Councilor Timothy McNamara and Councilor Laurel Stavis***

6

7 ***Voting Nay: None***

8

9 ****The Vote on the MOTION was approved (9-0)***

10

11 **9. APPOINTMENTS: NONE**

12

13 **10. PUBLIC HEARING ITEMS:**

14 **A. Ordinance #2026-07: Amendments to City Code Chapter 31, Boards, Committees,**
15 **and Commissions, Article XVIII, Finance Advisory Committee** – Public hearing for the
16 purpose of receiving public input and taking action on proposed Ordinance #2026-07 to
17 amend City Code Chapter 31, Boards, Committees, and Commissions, Article XVIII,
18 Finance Advisory Committee

19 Included in the agenda packet: *(All supportive documents and detailed information can be found on*
20 *pages 25-30, Council agenda packet. Minutes do not include screenshots, graphs, or images.)*

- 21 1. Proposed Ordinance #2026-07
- 22 2. Chapter 31, Article XVIII, Finance Advisory Committee

23

24 Mayor Whittlesey reviewed the background

25

26 **BACKGROUND**

27 On December 18, 2025, the City Council voted to pass, without alteration, a Citizens Binding Initiative
28 Petition seeking to amend City Code Chapter 31, Boards, Committees and Commissions, to establish a
29 Finance Advisory Committee (FAC), as reflected in Ordinance #2025-15, to become effective as of July 1,
30 2026.

31 Since the creation of the FAC was derived from a Binding Initiative Petition, the City Council had no
32 opportunity to modify the petition or to amend the resulting Ordinance language. The Council’s only
33 options at that time were to accept and pass the Ordinance without alteration, or to order that the original,
34 unaltered petition question be placed on the ballot for voter consideration at the March 2026 municipal
35 election.

36 Even though the original Ordinance was based on a Citizens Binding Initiative Petition process, the City
37 Council, nevertheless, retains the authority, by virtue of the City Charter, state law and case law, to amend
38 the City Code language at any point in time after the initiative-derived language takes effect.

39

40 In an effort to address some ambiguity in the petition language relative to membership and appointment
41 procedures and to further clarify the role of the FAC before the committee comes into existence, the City
42 Administration has proposed several amendments to Chapter 31, Article XVIII. Specifically, the proposed
43 amendments would clarify the appointment of citizen members by the City Council to initially staggered
44 terms. Thereafter, all citizen members would be appointed to two-year terms. Also, it is proposed that up
45 to two alternate citizen members be incorporated into the membership to help ensure that a quorum of
46 members is regularly available for meetings.

1 It is also recommended that the existing language be clarified with respect to the appointment of City
2 Council representatives by the Mayor for one-year terms, which aligns with the Council’s Rules and past
3 practices for appointing Council representatives to other boards and committees. In addition, like the
4 Economic Development Commission, it is suggested that the City Council appoint the Chairperson and
5 Vice-Chairperson of the FAC each year from the membership of the committee. Finally, the proposed
6 amendments attempt to clarify the role of the FAC in reviewing and advising the City Council on the annual
7 operating and capital budgets.
8

9 The proposed ordinance also includes requested changes (in green font) as discussed by the City Council
10 when the public hearing was scheduled on May 20, 2026.
11

12 As proposed, all amendments would become effective as of July 1, 2026, when the FAC comes into
13 existence.
14

15 **Clarifying Questions from Council: NONE**
16

17 **Mayor Whittlesey opened the Public Hearing.**
18

19 **Hearing no comments from the public, the Public Hearing was closed.**
20

21 **Council/Staff Comments: NONE**
22

23 **ACTION:**

24 *Councilor McNamara MOVED, that the Lebanon City Council hereby adopts Ordinance #2026-07 to*
25 *amend City Code Chapter 31, Boards, Committees and Commissions, Article XVIII, Finance Advisory*
26 *Committee, as presented in the June 17, 2026 City Council Agenda Packet.*
27 *Seconded by Councilor Ford Burley.*
28

29 **Roll Call Vote:**
30

31 *Voting Yea: Mayor Douglas Whittlesey, Assistant Mayor Devin Wilkie, Councilor Kellen Appleton,*
32 *Councilor Nicole Ford Burley, Councilor Eric Cole, Councilor Andrew Faunce, Councilor Lori Key,*
33 *Councilor Timothy McNamara and Councilor Laurel Stavis*
34

35 *Voting Nay: None*
36

37 **The Vote on the MOTION was approved (9-0)*
38

- 39 **B. Supplemental Appropriation of up to \$771,150 for Airport Taxiway A Extension**
40 **capital project; Authorization to Transfer up to \$19,300 from Airport Fund Balance**
41 **to Fund the City’s Share (2.5%) of the Airport Taxiway A Extension capital project**
42 **– Public hearing for the purpose of receiving public input and taking action to appropriate**
43 **up to \$771,150 to supplement current funding for the Airport Taxiway A Extension capital**
44 **project; and to authorize the transfer of up to \$19,300 from the Airport Unassigned Fund**
45 **Balance to fund the City’s Share (2.5%) of the Airport Taxiway A Extension capital**
46 **project. – R-2026-6**
47

1 Included in the agenda packet: *(All supportive documents and detailed information can be found on*
2 *pages 31-36, Council agenda packet. Minutes do not include screenshots, maps, graphs, or images.)*

3 1. April 24, 2026 Memorandum from Alexandra Myers of Stantec to Airport Manager Carl Gross
4 RE: 2026-RFx-044 Taxiway Alpha Extension to Runway 36-Recommendation of Bid Award

5
6 Deputy City Manager David Brooks reviewed; Airport Manager Carl Gross was available for questions
7

8 **BACKGROUND**

9 On December 17, 2025, the City Council approved the FY2026 capital budget, which included an
10 amendment to the Capital Improvements Project list to add the Airport Taxiway A Extension project. The
11 project was added to the capital budget after the Federal Aviation Administration (FAA) offered to allocate
12 unspent funds from another airport to the Lebanon Airport to complete the Taxiway A Extension project in
13 FY2026 instead of FY2027. For projects undertaken in FY2026, the FAA will cover 95% of costs, the
14 NHDOT will cover 2.5% of costs, and the City is responsible for the remaining 2.5% of costs. For projects
15 undertaken in FY2027, the FAA will only cover 90% of eligible costs, NHDOT will cover 5%, and the City
16 will be responsible for the remaining 5%.

17 At the time of the budget hearing, the City’s consulting engineer estimated the Taxiway A Extension project
18 would cost approximately \$3,925,000, which was the amount of the appropriation added to the FY2026
19 capital budget. By agreeing to move the Taxiway A Extension project from FY2027 to FY2026, the City’s
20 share of the project costs was reduced by 50% or approximately \$98,125.

21 The Airport advertised for bids for the Taxiway A Extension project in early March 2026 and the bid
22 opening took place on April 22, 2026. As summarized in the enclosed Recommendation of Bid Award from
23 Stantec, the lowest of the seven bids received for the project was \$3,942,570. After including final design,
24 environmental, construction engineering, and administration, the total project cost is expected to be
25 \$4,696,132. The increase in project cost is attributed primarily to the recent surge in oil and asphalt prices
26 resulting from international activities in the Middle East.

27 Based on the bids received, the Airport is requesting a supplemental appropriation for the overall
28 project in an amount of up to \$771,150, 97.5% of which will be funded by FAA and NHDOT. The
29 City’s 2.5% share of the increased cost will be approximately \$19,300, which is requested to be
30 funded from the Airport Fund Balance. If the City elects not to proceed with the Taxiway A Extension
31 project in FY2026, the City’s share of the project cost will double from 2.5% to 5% in FY2027, which
32 will likely exceed far exceed the additional \$19,300 currently being requested.
33

34 **Clarifying Questions from Council:**

35
36 Councilor Key asked about how funds are appropriated and asked if the City actually needs to get funding
37 of \$771,150. Deputy Manager Brooks said that no, this project will proceed according to the project
38 plans and schedule, so the City will not need to borrow funding for this amount, rather the monthly
39 invoices will be paid as they are received, and then the City will submit these for reimbursement.
40

41 **Mayor Whittlesey opened the Public Hearing.**

42
43 **Hearing no comments from the public, the Public Hearing was closed.**

44
45 **Council/Staff Comments:**
46

1 Councilor Ford Burley said that the City’ share is 2.5% of the project and that waiting in the hopes that
2 something may happen to benefit the City in 2027 is very risky, and so she is in favor or moving forward
3 with this project.

4

5 **ACTION:**

6

7 ***Councilor Ford Burley MOVED the following Resolution:***

8

9 ***FOR THE PURPOSE OF finalizing and implementing the Airport Taxiway A Extension capital***
10 ***project.***

11 ***NOW THEREFORE BE IT RESOLVED, by the Lebanon City Council, that funds be appropriated***
12 ***in the amount of up to \$771,150 (Seven Hundred Seventy-One Thousand, One Hundred Fifty***
13 ***Dollars) for expenditure in the Capital Improvements Fund to supplement current funding for the***
14 ***Airport Taxiway A Extension capital project.***

15 ***BE IT FURTHER RESOLVED, by the Lebanon City Council, that funds in an amount not to exceed***
16 ***\$19,300 be transferred from the Airport Unassigned Fund Balance to the Airport Taxiway A***
17 ***Extension capital project to fund the City’s 2.5% share of the supplemental appropriation.***

18

19 ***This resolution shall be effective upon passage.***
20 ***Seconded by Councilor Stavis.***

21

22 **Roll Call Vote:**

23

24 ***Voting Yea: Mayor Douglas Whittlesey, Assistant Mayor Devin Wilkie, Councilor Kellen Appleton,***
25 ***Councilor Nicole Ford Burley, Councilor Eric Cole, Councilor Andrew Faunce, Councilor Lori Key,***
26 ***Councilor Timothy McNamara and Councilor Laurel Stavis***

27

28 ***Voting Nay: None***

29

30 ****The Vote on the MOTION was approved (9-0)***

31

32 **11. OLD BUSINESS: NONE**

33

34 **12. NEW BUSINESS**

35 **A. Presentation of Emergency Winter Shelter Operational Statistics for Winter 2025-26**

36

37 Included in the agenda packet: ***(All supportive documents and detailed information can be found on***
38 ***pages 37-60, Council agenda packet). Minutes do not include screenshots, maps, graphs, or images.)***

39 1. Presentation of Lebanon Emergency Winter Shelter, 2025-2026 Data Summary

40

41 Human Services Director Lynne Goodwin, Deputy Director of Human Services Karry Smardon along
42 with the former Deputy Director of Human Services Rebecca Desilets, Ward 2 reviewed the background
43 and summarized and presented the operational statistics for the 2025-2026 winter season. Topics
44 summarized included:

- 45 • NH RSA 165, which covered why Lebanon needed the shelter

- 1 • Distribution of Direct Assistance Spending
- 2 • The Point in Time Count; Overview of three past winters
- 3 • Duration of stay at shelter and overflow
- 4 • Residency by individual(s) and bed nights
- 5 • Why there are fewer Lebanon residents at shelter
- 6 • Gender, age ranges of individuals
- 7 • Emergency responses information
- 8 • Shelter overflow locations and overflow by State of residence
- 9 • Operational expenses/costs, cost sharing and cost of shelters vs. Motels

10

11 Ms. Goodwin said that there has been a change at the State level, and now residency is a component of
12 NH RSA 165.

13

14 **BACKGROUND**

15 On January 3, 2026, Lebanon’s Emergency Winter Shelter opened for its third (and final) winter of
16 operations at 160 Mechanic Street. The City once again contracted with the Upper Valley Haven to operate
17 the shelter on a nightly basis. The shelter was open for 100 nights until April 13th, and operated at over
18 93% capacity for the season, providing shelter for 66 separate individuals for a total of 1,305 bed nights.

19

20 She provided several slides with quantitative information on key performance indicators. Regarding the
21 \$166,400 2026 Budget for the Winter Shelter, the actual amount spent was \$88,404, noting that a
22 majority of their budget gets used during the months of January through April. There are several reasons
23 why it came in under budget including reimbursements and funding from The Haven, and cost sharing
24 from the following: Vermont \$53,350, Community Donations from several, including the Lebanon United
25 Methodist Church totaling \$2,700, GEOKON \$1,000, Granite State Organizing (GSOP) raised \$65, and a
26 miscellaneous donor gave \$25 for a total of \$3,790. Additionally, Hanover contributed \$3,300 this year,
27 Newport \$2,850, Dartmouth Health \$2,500, Enfield \$1,000, and Claremont made a contribution of \$50
28 per night for each of their residents who utilized the shelter, totaling \$300. Equally as helpful was the fact
29 that The Haven hired an excellent chef and so people could go there to get satisfying meals, which was
30 very popular and resulted in reduced costs at the Winter Shelter.

31

32 Ms. Desilets gave a special thanks to:

33

- 34 • Upper Valley Haven
- 35 • TLC Recovery Program (they maintain an inviting location where they welcome people and it
36 provides a location where many people can feel comfortable and congenial.
- 37 • Dartmouth Health
- 38 • Department of Public Works
- 39 • Lebanon Police Department
- 40 • Lebanon Fire Department
- 41 • Emergency Medical Services
- 42 • Volunteers who helped at the shelter
- 43 • The residents of Lebanon who contributed food, clothing and other supplies for shelter guests.

44

45 Ms. Goodwin ended by saying they are increasing the number of shelter beds from 14 in Lebanon to 20,
46 in Hartford, VT. They will continue to do their biannual homeless count, to see if that meets the need,
while coordinating with the Haven regarding their shelter needs. The VT shelter is year round with beds

1 upstairs, and also a resource center downstairs for people to hang out and feel like they belong. Laundry
2 facilities are available and dogs are allowed as well.

3
4 **Council/Staff Comments:**

5
6 Mayor Whittlesley thanked the Shelter staff for everything they have done, and all the hard work keeping
7 it open for the past three years. He is glad to see that the Haven is about to stand up their own shelter,
8 which is desperately needed.

9
10 Assistant Mayor Wilkie echoed his thanks for their efforts and all the data shared tonight. He also cited
11 [Housingfirstuv.org](https://housingfirstuv.org), a website reflecting the information from a coalition of organizations in the area, has
12 gathered the point in time count and homeless count data, including shelter data from last year through
13 YTD 2026. He’s also interested to see what information comes out of the Lahey Center.

14
15 **ACTION:** *No action is required. This item is for informational purposes only.*

16
17 **B. Discussion and Set Public Hearing for August 19, 2026: Proposed Amendments to the**
18 **Lebanon Zoning Ordinance**

19
20 Included in the agenda packet: *(All supportive documents and detailed information can be found on*
21 *pages 61-66, Council agenda packet) Minutes do not include screenshots, maps, graphs, or images.)*

22 1. June 3, 2026 Memo from Planning and Development Department RE: Proposed Zoning
23 Amendments: Sections 205 and 604

24
25 Director of Planning & Development Nate Reichert and Associate Planner Catheryn Hembree reviewed
26 the background

27
28 **BACKGROUND:**

29 Since the beginning of 2026, a Joint Committee of the School District and City Council have been meeting
30 with the Boys and Girls Club of Central and Northern New Hampshire (BGC) to discuss a proposed
31 childcare facility on City and School District properties near the former Seminary Hill School in West
32 Lebanon. On February 4th, the City Council authorized the City Manager to enter into negotiations with
33 BGC for a long-term lease on a portion of City-owned property at 6 Aldrich Avenue. Subsequently, at the
34 March election, Lebanon voters overwhelmingly approved a warrant article authorizing the School Board
35 to enter into similar negotiations with BGC for a long-term lease of School District property for the project.

36
37 As the prospective childcare facility project has evolved over the last several months, the Planning and
38 Development Department has identified zoning amendments that would be necessary to facilitate the
39 project. The enclosed memorandum from the Department summarizes the amendments that would be
40 required to construct a childcare facility as currently proposed and outlines the zoning amendment review
41 process.

42
43 This is an off cycle amendment that is bringing forward zoning changes needed for the group childcare
44 center at SAU 88. This has the support of the Planning Board.

45
46 **Council/Staff Discussions:**

47
48 Councilor Cole asked if on street parking is needed. Ms. Hembree said parking is allowed there in several

1 areas, but this is not the current design. The primary goal for parking is to utilize the City’s property or
2 the School District’s property. If they do have spillover into the street, that is an anomaly, definitely a rare
3 exception.

4
5 There are several funding stacks that are incentives to get this project done quickly. They have a CBDG
6 grant (a pass thru, federal grant) that needs to be put into place by the end of July, and it is the major
7 funding component for this along with other projects. They have various other groups of funding.

8
9 Councilor Appleton is in complete agreement with this zoning change. She asked about the parking and
10 the usage of adjacent lots. Director of Planning & Development Reichert clarified that it allows for a
11 shared parking arrangement across lots, which is frequently done in commercial districts. It is rarer in
12 residential areas but this does fit more naturally in a residential setting, and the zoning makes it possible
13 for this narrow use.

14
15 Ms. Stavis asked about recreational parking side of things and said it would be unfortunate if this would
16 impact peoples’ ability to watch their kids play ball, or something along that line. Associate Planner
17 Hembree has firsthand experience with this specific location and shared that over the past three years, she
18 has only seen this happen one time, on a Wednesday night in December, when children were putting on
19 Frozen at the SAU. So one time in three years. She elaborated on two things, the timing when parking
20 will typically be needed (pickup 4-5PM is the norm) whereas school sports typically start around 5 to
21 5:30PM. Not everyone is there at the same times. And the seasons also allow for ample parking given
22 there are less students and more school sports during the summer months.

23
24 Councilor McNamara pointed out that this facility is proposed to have a required minimum number of
25 parking spaces, and that the paved area is intended to meet the zoning ordinance. The overflow is simply
26 there for overflow, which he thinks will be on grass. The parking there is primarily there for other school
27 district events.

28
29 He added that there will be more opportunity for the City Council to discuss these topics in upcoming
30 meetings.

31
32 Councilor Key asked if they want to expand in the future, are they locked into the current plan?

33
34 Councilor McNamara answered for the current funding stack and process yes, but they could go back to
35 request more funding and then go back to the Planning Board for approval. In this site plan, it looks like
36 they don't need to have parking on two separate lots. The intention of the amendment is to look forward
37 and anticipate that at some point in the future this may be needed.

38
39 Councilor Faunce said that they are inadvertently discussing two different things. Does the future use of a
40 childcare facility impact the current use? We've discussed before that those uses will not be impacted any
41 more than they are from current use. The other question was around additional expansion of parking and
42 how that all works.

43
44 Director of Planning & Development Nate Reichert responded that we are adding ballfield use by adding
45 more paved parking and more accessible parking. We will continue to work through acute interests in this
46 process and think we've identified those interests, which will be factored into the process.

47
48 Deputy Manager Brooks commented on the suggestion of unifying terms. A concern would be if use
49 terms change, this could trigger a ballot amendment. Normally this is not an issue, but with an off-cycle
50 amendment, this could push the decision to next March. We would want to keep the changes such that it
51 doesn't trigger the ballot requirement.

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Councilor Cole asked about when the public hearing on the site plan would occur.

Director of Planning & Development Nate Reichert said that the public hearing would be to set the CDBG public hearing on July 1, for July 15th, and then the zoning amendment public hearing on August 19th

Councilor Cole asked if there has been a public hearing for the CDBG facility?

Councilor McNamara replied that there were community input sessions and other public sessions through the School Board.

Councilor Key stated that the recognition of the lease agreement for \$1 was not brought forward, the vote did not say the lease would be \$1 per year.

Councilor McNamara MOVED, that the Lebanon City Council hereby schedules a public hearing for Wednesday, August 19, 2026, beginning at 7:00pm, in Council Chambers, City Hall, and Remote via the City’s Virtual Platform, for the purpose of receiving public input and taking action on amendments to Section 205 and Section 604 of the Lebanon Zoning Ordinance to facilitate the potential development of a childcare facility on City and School District properties near the former Seminary Hill School in West Lebanon. The City Council hereby sets the following tentative review schedule:

- City Council Kick-Off: June 17, 2026*
- Planning Board Review: June 22, 2026*
- Zoning Board of Adjustment Review: July 6, 2026*
- Conservation Commission Review: July 9, 2026*
- City Council Work Session Review: July 15, 2026*
- City Council Public Hearing: August 19, 2026*

Seconded by Councilor Stavis

Voting Yea: Mayor Douglas Whittlesey, Assistant Mayor Devin Wilkie, Councilor Kellen Appleton, Councilor Nicole Ford Burley, Councilor Eric Cole, Councilor Andrew Faunce, Councilor Lori Key, Councilor Timothy McNamara and Councilor Laurel Stavis

Voting Nay: None

****The Vote on the MOTION was approved (9-0)***

B. Draft Housing Chapter of the Master Plan

Included in the agenda packet: *(All supportive documents and detailed information can be found on pages 67-103, Council agenda packet). Minutes do not include screenshots, maps, graphs, or images.)*

1. June 9, 2026 Memorandum from the Planning & Development Department RE: Draft Housing Chapter of the Lebanon Master Plan, including draft report entitled “Living in Lebanon 2035, A Housing Chapter for the City of Lebanon Master Plan”

The Urban Land Institute’s Technical Assistance Panel along with the Planning and Development Department will be present on July 15th to review and discuss the Housing chapter and to provide recommendations on how best to implement the actions and achieve the goals of the Housing Chapter. The

1 City Council was asked to review the draft Housing chapter in preparation for the presentation and
2 discussion on July 15th.

3
4 Director of Planning & Development Nate Reichert and Associate Planner Catheryn Hembree reviewed
5 the background
6

7 **BACKGROUND**

8 On July 17, 2024, the City Council established a Lebanon Housing Task Force with a stated goal of
9 producing a report on housing and, based on the findings of said report, recommending changes to (i) the
10 Housing chapter of the City’s 2012 Master Plan, and (ii) the Neighborhood and Housing functional area of
11 the City of Lebanon Strategic Plan. The Housing Task Force was directed to complete the final report and
12 recommended Master Plan and Strategic Plan changes no later than July 1, 2026.

13 In 2024, the City was awarded a \$100,000 Housing Opportunities Planning grant through the InvestNH
14 program, which was used to engage Resilience Planning, a planning consulting firm, to assist the Housing
15 Task Force with data collection and analysis and rewriting the Housing chapter. On June 1st, the Housing
16 Task Force held its last formal meeting and made final edits to the draft Housing chapter, which is enclosed
17 for the Council’s review. The planning Board will review the Housing Chapter Master Plan on June 22nd.
18 Ms. Hembree said that the main request today is that each City Councilor read the new Housing Chapter
19 and familiarize themselves with it.
20

21 Mr. Reichert explained some of the work done by the Housing Task Force the past two years, headed
22 primarily by Catheryn Hembree. The Task Force Chair (and Councilor) McNamara worked along with
23 Task Force members Vice Chair (and Councilor) Faunce, Mr. Ryan Dube with the Lebanon Housing
24 Authority, Ellen Smith Ahern, a resident representative, Tia Winter with the DEI Commission, Sarah Riley
25 ConCom representative (joined May 2025), Dave Duncan with DHMC and John D’Entremont with the
26 Lebanon School Board along with their consultant, Steve Whitman with Resilience Planning & Design. He
27 invited Council members to participate as much as possible with their four small group meetings with ULI
28 on July 14th and 15th and then that will report out to the City Council meeting on the 15th.
29

30 Extensive work and public outreach (resulting in extensive input) went into this initiative and is reflected
31 in this comprehensive document. He cited several other key points, which are spelled out in the Draft.
32 The Task Force and consultant had as a key focus the readability of this document, which they clearly
33 accomplished. Also, it is highly accessible, so that for instance, the reader can skim through it and then
34 focus on key areas of interest.
35

36 **Council/Staff Discussions:**

37
38 Councilor Key said that while she admittedly needs to read through the document more, she has not found
39 any financial data. Mr. Reichert directed her to this information, which is substantial.
40

41 Councilor McNamara spoke next and said that the real difference in this Housing Chapter is the depth of
42 the data. All decisions were based on data. Through extensive analysis, they identified four primary
43 issues:

- 44 • A persistent supply and demand imbalance
 - 45 • Widespread affordability
 - 46 • Workforce housing constraints
 - 47 • Changing household composition
- 48

49 Lastly, one thing that came out again and again, both in discussions and public sessions was the real

1 desirability to maintain an important characteristic of Lebanon, which is socioeconomic diversity. He
2 found this encouraging having grown up here and finding importance in growing up in a diverse
3 community.

4
5 Mayor Whittlesey noted that Council members can also go to the Living in Lebanon housing plan online,
6 and there are several links to take you to some of the resources. ULI will provide best practices that can
7 help inform the City’s actions.

8
9 Councilor McNamara is happy to answer their questions as they read and digest this volume of
10 information.

11
12 Councilor Stavis has read this new Housing Chapter and thinks it is terrific and that it has the capacity to
13 move the needle.

14
15 Councilor Faunce is currently championing that they must also elevate vision and land use.

16
17 Councilor Stavis observed that most master plans languish because they are typically unwieldy. The City
18 now has the opportunity to take a specific piece of this Master Plan which you know to be serious both
19 now and in the next 10 to 25 years and foreground it and put some energy behind it; she thinks it
20 behooves them do to that.

21
22 Councilor Faunce said that elevating housing was a missing piece from the Master Plan. Councilor
23 McNamara added that using this new Housing Chapter will help inform land use and zoning discussions
24 among other things. Councilor Stavis added that if Lebanon does this expeditiously and successfully, it
25 could well serve as a model for the entire state, and she would be willing to push this forward as a piece
26 of legislation.

27
28 **ACTION:** *No action required at this time. This item is for informational purposes only.*

- 29
30 **D.** Request for Exemption of Zoning Requirements per Section 214 of the Zoning Ordinance for
31 City of Lebanon to Construct Public Infrastructure Improvements for Poverty Lane Isolation
32 Control Valve Building Project

33
34 Included in the agenda packet: *(All supportive documents and detailed information can be found on*
35 *pages 104-117, Council agenda packet). Minutes do not include screenshots, maps, graphs, or images.)*

- 36 1. Plan set entitled “City of Lebanon Poverty Lane Isolation Valve Building Project”,
37 prepared by Rod Finley, dated February 20, 2026,
38 2. 2026-001 Lebanon Poverty Lane Iso Building – Project Schedule (Baseline 6.2.26)

39
40 City Engineer Rod Finley reviewed the background

41
42 **BACKGROUND:**

43 This water quality project consists of furnishing and installing an isolation valve building to control the
44 flow of water to and from the Farnum Hill Water Storage Tank. The purpose of the project is to force the
45 Route 12A plaza area to draw water from the Farnum Hill Water Storage Tank by closing a valve along
46 Poverty Lane preventing water being drawn from the Prospect Hill pressure zone. At night, the valve will
47 be opened to allow the Prospect Hill Water Storage tank to refill the Farnum Hill Storage tank. This will
48 allow water to turnover in the Farnum Hill Water Storage Tank thereby improving its quality.

49 The isolation valve building will be mounted on a cast-in-place reinforced concrete foundation consisting of

1 frost walls and a slab on grade. Equipment will include a butterfly valve, a flow meter and transmitter,
2 hypochlorite feeding system, chlorine controller, chlorine analyzer, pressure transmitter, telemetry panel,
3 and a power and control panel with a PLC controller. The isolation valve building will be supplied with two
4 wall mounted heaters, a dehumidifier, ventilation fan and louver, and interior and exterior LED lights.

5
6 Additional work includes a primary electric service and transformer, secondary underground electrical
7 service, conduit, and meter box, and communication service and conduit. Site work includes
8 interconnections to the existing system, water main, gate valves, copper sampling service, driveway, paved
9 apron, grading, and landscaping. Enclosed with the agenda materials are project plans and a construction
10 schedule.

11 The building will be located on Lebanon Airport property just north of Poverty Lane and adjacent to the
12 water main. A 5,000 square foot lot (100’ wide x 50’ deep) is proposed to accommodate the facility.
13 However, the proposed lot size, frontage, and setbacks do not meet the requirements of the Light Industrial
14 zoning district, which typically requires a minimum 2-acre parcel, at least 200 feet of lot frontage, and a
15 minimum 40-foot front setback.

16
17 Section 214 of the Zoning Ordinance regulates Governmental Uses: “Governmental Uses shall be governed
18 by RSA 674:54; provided, however, that governmental uses proposed by the City of Lebanon shall be
19 considered to be subject to this ordinance, unless expressly exempted from it by vote of the City Council.”
20 The proposed project is a public infrastructure improvement project. The Poverty Lane Isolation Control
21 Valve Building project is a capital improvements project that does not seek any kind of revenue or profit
22 generation. The project is not a “land use” project such as a development of a building lot. Rather, it
23 constitutes a modification of an existing use in response to public need. Therefore, the Department of Public
24 Works requests an exemption from the requirements of Section 214 to accomplish this project.

25
26 The project will be constructed as soon as local permitting has been approved.

27
28 **Council/Staff Discussions:**

29
30 Mayor Whittlesey asked Mr. Finley to explain why this site was chosen, and Mr. Finley said that it is by the
31 last hydrant before the water tank, and they want to be adjacent to it, and it is just before the turnoff, it’s by
32 a power pole and just before the 12 inch lines goes up Farnum Hill. It is a small building with one door, no
33 windows, and is approximately 10’x20’ with a small pull in parking spot. This project will allow for the
34 valve to automatically turn the valve on and off, can be set on a timer, and can be operated from the water
35 treatment plant.

36
37 Councilor Cole stated that it looks like they have already cleared the property so he wondered if they will
38 notify abutting properties. They will be notified and this will also be addressed in an upcoming Planning
39 meeting.

40
41 Councilor Cole asked if they have gone to the Planning Board. City Engineer Finley stated they went to the
42 Planning Board a couple of weeks ago and asked for an exemption. The Board decided to hold a public
43 meeting and not grant the exemption.

44 Councilor Faunce added that it was not so much about the use of that particular site but rather what is the
45 experience of the people that live nearby, just so they would know that it is happening, and that they would
46 be able to comment on the site and the aesthetic.

47
48 Councilor McNamara said that zoning ordinances are not for projects like this and that this is not a light
49 industrial project, but just an infrastructure project like a water line.

50

1 Deputy Manager Brooks said that this has to be a lot by FAA regulations, so they are creating a separate plot
2 which will be a leasehold. The property will remain with the airport, but since it is a leasehold, it will qualify
3 as a subdivision. This whole process will have to go through a subdivision at some point.

4
5 The leasehold area will be surveyed, but it won't be separated as a separate tax parcel. It will remain the
6 airport's property. The cost of this project is \$379,000.

7
8
9 **ACTION:**
10 **Assistant Mayor Wilkie *MOVED that in accordance with Section 214 of the Lebanon Zoning***
11 ***Ordinance, the City Council hereby exempts the Poverty Lane Isolation Control Valve Building***
12 ***project from all zoning requirements.***
13 ***Secoded by Councilor Ford Burley.***

14
15 **Roll Call Vote:**

16
17 ***Voting Yea: Mayor Douglas Whittlesey, Assistant Mayor Devin Wilkie, Councilor Kellen Appleton,***
18 ***Councilor Nicole Ford Burley, Councilor Eric Cole, Councilor Andrew Faunce, Councilor Lori Key,***
19 ***Councilor Timothy McNamara and Councilor Laurel Stavis***

20
21 ***Voting Nay: None***

22
23 ***The Vote on the MOTION was approved (9-0).**

24
25 **13. NON-PUBLIC SESSION:**

26
27 ***Asst Mayor Wilkie MOVED for the City Council to go into non-public session pursuant to***
28 ***RSA 91-A:3, II(d), for consideration of the acquisition, sale, or lease of real or personal property***
29 ***which, if discussed in public, would likely benefit a party or parties whose interests are adverse to those***
30 ***of the general community.***
31 ***Secoded by Councilor Faunce***

32
33 **Roll Call Vote:**

34
35 ***Voting Yea: Mayor Douglas Whittlesey, Assistant Mayor Devin Wilkie, Councilor Kellen Appleton,***
36 ***Councilor Nicole Ford Burley, Councilor Eric Cole, Councilor Andrew Faunce, Councilor Lori Key,***
37 ***Councilor Timothy McNamara and Councilor Laurel Stavis***

38
39 ***Voting Nay: None***

40
41 ***The Vote on the MOTION was unanimously approved (9-0)**

42
43 **The Council went into a non-public session at 9:33PM.**

44
45 **The Council came out of non-public session at 9:59PM**

46
47 **The Council was back in Public Session.**

1 *Asst Mayor Wilkie MOVED for the City Council to seal the minutes of the June 17, 2026 Non-Public*
2 *Session for 6 months because it is determined that divulgence of this information likely would render a*
3 *proposed action ineffective.*

4 *Seconded by Councilor McNamara*

5

6 **Roll Call Vote:**

7

8 *Voting Yea: Mayor Douglas Whittlesey, Assistant Mayor Devin Wilkie, Councilor Kellen Appleton,*
9 *Councilor Nicole Ford Burley, Councilor Eric Cole, Councilor Andrew Faunce, Councilor Lori Key,*
10 *Councilor Timothy McNamara and Councilor Laurel Stavis*

11

12 *Voting Nay: None*

13

14 **The Vote on the MOTION was unanimously approved (9-0)*

15

16 **14. ADJOURNMENT:**

17

18 *Councilor McNamara MOVED for adjournment.*

19 *Seconded by Councilor Wilkie.*

20

21 **Roll Call Vote:**

22

23 *Voting Yea: Mayor Douglas Whittlesey, Assistant Mayor Devin Wilkie, Councilor Kellen Appleton,*
24 *Councilor Nicole Ford Burley, Councilor Eric Cole, Councilor Andrew Faunce, Councilor Lori Key,*
25 *Councilor Timothy McNamara and Councilor Laurel Stavis*

26

27 *Voting Nay: None*

28

29 **The Vote on the MOTION was unanimously approved (9-0)*

30

31 **The meeting was adjourned at 10:01 PM.**

32

33

34 Respectfully submitted,

35 Cinda Mersel

36 Recording Secretary

**Agenda
Lebanon City Council
July 1, 2026**

9. Appointments:

Appointments

Board/Committee Appointments as presented by City Clerk/Tax Collector.

- Finance Advisory Committee, Francis Casale (Citizen Member)
- Finance Advisory Committee, Bill Martin (Citizen Member)
- Finance Advisory Committee, Robert Moses (Citizen Member)
- Finance Advisory Committee, Kevin Purcell (Citizen Member)
- Finance Advisory Committee, Jay Simms (Citizen Member)
- Finance Advisory Committee, Matthew Smith (Citizen Member)

Included in this Section:

1. Memo from City Clerk / Tax Collector Jaseya Ewing dated July 1, 2026.



MEMORANDUM

DATE: July 1, 2026
TO: The Honorable Mayor and City Council
FROM: Jaseya Ewing, City Clerk & Tax Collector
RE: Appointments Proposed for Council Discussion/Action:

If the Council wishes to proceed with action on the appointments below, a nomination should be made and voted on for each appointment.

Note: nominations do not need to be seconded.

Finance Advisory Committee

1. Francis Casale – Appointment as a Citizen Member to the Finance Advisory Committee for a term length to be determined.
Term: To Be Determined
2. Bill Martin – Appointment as a Citizen Member to the Finance Advisory Committee for a term length to be determined.
Term: To Be Determined
3. Robert Moses – Appointment as a Citizen Member to the Finance Advisory Committee for a term length to be determined.
Term: To Be Determined
4. Kevin Purcell – Appointment as a Citizen Member to the Finance Advisory Committee for a term length to be determined.
Term: To Be Determined
5. Jay Simms – Appointment as a Citizen Member to the Finance Advisory Committee for a term length to be determined.
Term: To Be Determined
6. Matthew Smith – Appointment as a Citizen Member to the Finance Advisory Committee for a term length to be determined.
Term: To Be Determined

City of Lebanon, New Hampshire — Seat Application

Application #2026-034
Submitted May 13, 2026

Finance Advisory Committee
Citizen Member (Jul 1, 2026 – Jun 30, 2027)

Personal Information

FIRST NAME
Francis

LAST NAME
Casale

Application Details

QUALIFICATIONS

A former banker for eleven years, a business owner for 35 years.

REASON FOR INTEREST

To assist council members with tools that will help with better financial decisions and understanding the fiscal and long-term impacts of those decisions.

Additional Information

HOW LONG HAVE YOU RESIDED IN LEBANON?
15 or more years

IS THIS APPLICATION FOR REAPPOINTMENT?
No

I CONFIRM THAT I HAVE ATTENDED A MEETING.
No

BRIEFLY DESCRIBE YOUR QUALIFICATIONS AND YOUR REASONS FOR SEEKING AN APPOINTMENT TO THIS BOARD/COMMITTEE/COMMISSION?
Not provided

IF APPOINTED AS A MEMBER OF A CITY OF LEBANON BOARD, COMMITTEE, OR COMMISSION, I ACKNOWLEDGE I HAVE READ AND UNDERSTAND CITY COUNCIL POLICY, CC-108, ETHICS AND CONFLICT-OF-INTEREST FOR ELECTED AND APPOINTED OFFICIALS.
Yes

I HEREBY CERTIFY THAT I MEET THE FOLLOWING BASIC REQUIREMENTS FOR APPLYING TO A CITY OF LEBANON BOARD/COMMITTEE/COMMISSION: - LEBANON/WEST LEBANON RESIDENT (EXCEPT FOR THOSE BOARDS/COMMITTEES/COMMISSIONS WHOSE MEMBERSHIP MAKEUP INCLUDES NON-RESIDENT) - WILLINGNESS TO LEARN - COMMITMENT TO ATTEND MEETINGS - TREAT PEOPLE FAIRLY - CONSIDER THE BEST INTEREST OF THE COMMUNITY AS A WHOLE WHEN MAKING DECISIONS - MUST HAVE ATTENDED ONE MEETING OF THE BOARD THAT YOU WISH TO APPLY TO WITHIN THE LAST SIX MONTHS TO OBSERVE THE PROCESS AND FUNCTION OF THE BOARD.
Yes

City of Lebanon, New Hampshire — Seat Application

Application #2026-030
Submitted May 7, 2026

Finance Advisory Committee
Citizen Member (Jul 1, 2026 – Jun 30, 2028)

Personal Information

FIRST NAME
Bill

LAST NAME
Martin

Application Details

QUALIFICATIONS

I worked in the bond markets after college. My last tour of duty included running JP Morgan's bond options business in London. Upon retiring, I began teaching finance and strategy related courses at the Tuck School of Business. I have lived in the Upper Valley for almost three decades. I am 61 years old. I have served on many boards and committees over the years.

REASON FOR INTEREST

I learned of this new committee from friends (Tom Benzel and Laurel Stavis). It seems to align with my interests and expertise.

Additional Information

HOW LONG HAVE YOU RESIDED IN LEBANON?
2-5 years

IS THIS APPLICATION FOR REAPPOINTMENT?
No

I CONFIRM THAT I HAVE ATTENDED A MEETING.
No

BRIEFLY DESCRIBE YOUR QUALIFICATIONS AND YOUR REASONS FOR SEEKING AN APPOINTMENT TO THIS BOARD/COMMITTEE/COMMISSION?

I worked in the bond markets after college. My last tour of duty included running JP Morgan's bond options business in London. Upon retiring, I began teaching finance and strategy related courses at the Tuck School of Business. I have lived in the Upper Valley for the past three decades. I am 61 years old. I have served on many boards and committees over the years. I learned of this new committee from friends (Tom Benzel and Laurel Stavis). It seems to align with my interests and expertise. Note that I have not attended a meeting of this committee yet -- my understanding is that it's a new committee in the process of being formed.

IF APPOINTED AS A MEMBER OF A CITY OF LEBANON BOARD, COMMITTEE, OR COMMISSION, I

I HEREBY CERTIFY THAT I MEET THE FOLLOWING BASIC REQUIREMENTS FOR APPLYING TO A CITY OF LEBANON

ACKNOWLEDGE I HAVE READ AND UNDERSTAND CITY COUNCIL POLICY, CC-108, ETHICS AND CONFLICT-OF-INTEREST FOR ELECTED AND APPOINTED OFFICIALS.

Yes

BOARD/COMMITTEE/COMMISSION: - LEBANON/WEST LEBANON RESIDENT (EXCEPT FOR THOSE BOARDS/COMMITTEES/COMMISSIONS WHOSE MEMBERSHIP MAKEUP INCLUDES NON-RESIDENT) - WILLINGNESS TO LEARN - COMMITMENT TO ATTEND MEETINGS - TREAT PEOPLE FAIRLY - CONSIDER THE BEST INTEREST OF THE COMMUNITY AS A WHOLE WHEN MAKING DECISIONS - MUST HAVE ATTENDED ONE MEETING OF THE BOARD THAT YOU WISH TO APPLY TO WITHIN THE LAST SIX MONTHS TO OBSERVE THE PROCESS AND FUNCTION OF THE BOARD.

Yes

City of Lebanon, New Hampshire — Seat Application

Application #2026-032
Submitted May 8, 2026

Finance Advisory Committee
Citizen Member (Jul 1, 2026 – Jun 30, 2027)

Personal Information

FIRST NAME
Robert

LAST NAME
Moses

Application Details

QUALIFICATIONS

CPA, CEO/President medium sized company, former School Board Member (3 terms), former City Council Member (1 term), former Planning Board member (1 term),

REASON FOR INTEREST

I think my years of financial experience from owning and operating a Lebanon based CPA firm for 25+ years, my current role as CEO/President of a moderate sized local business, my former government volunteer activities, including being the lead School Board representative for union contracts gives me a unique skill set. Most importantly, Lebanon is a wonderful community where our family has chosen to live and I have some time now to start volunteering again.

Additional Information

HOW LONG HAVE YOU RESIDED IN LEBANON?
15 or more years

IS THIS APPLICATION FOR REAPPOINTMENT?
No

I CONFIRM THAT I HAVE ATTENDED A MEETING.
No

BRIEFLY DESCRIBE YOUR QUALIFICATIONS AND YOUR REASONS FOR SEEKING AN APPOINTMENT TO THIS BOARD/COMMITTEE/COMMISSION?
See comments above. I don't believe there has been a finance committee meeting yet? I have attended various City meetings over many years.

IF APPOINTED AS A MEMBER OF A CITY OF LEBANON BOARD, COMMITTEE, OR COMMISSION, I ACKNOWLEDGE I HAVE READ AND UNDERSTAND CITY COUNCIL POLICY, CC-108, ETHICS AND CONFLICT-OF-INTEREST FOR ELECTED AND APPOINTED OFFICIALS.
Yes

I HEREBY CERTIFY THAT I MEET THE FOLLOWING BASIC REQUIREMENTS FOR APPLYING TO A CITY OF LEBANON BOARD/COMMITTEE/COMMISSION: - LEBANON/WEST LEBANON RESIDENT (EXCEPT FOR THOSE BOARDS/COMMITTEES/COMMISSIONS WHOSE MEMBERSHIP MAKEUP INCLUDES NON-RESIDENT) - WILLINGNESS TO LEARN - COMMITMENT TO ATTEND MEETINGS - TREAT PEOPLE FAIRLY - CONSIDER THE BEST INTEREST OF THE COMMUNITY AS A WHOLE WHEN MAKING DECISIONS - MUST HAVE ATTENDED ONE MEETING OF THE BOARD THAT YOU WISH TO APPLY TO WITHIN THE LAST SIX MONTHS TO OBSERVE THE PROCESS AND FUNCTION OF THE BOARD.

Yes

City of Lebanon, New Hampshire — Seat Application

Application #2026-035
Submitted May 14, 2026

Finance Advisory Committee
Citizen Member (Jul 1, 2026 – Jun 30, 2027)

Personal Information

FIRST NAME
Kevin

LAST NAME
Purcell

Application Details

QUALIFICATIONS

I have have run my management and development company for over 25 years. I am responsible for both operational and property budgets along with capex projects. I am part of the team that manages our staff and contractors. I am directly involved in the pricing of all insurance, professional service contracts and vendors.

REASON FOR INTEREST

I am committed to bringing a thoughtful, informed perspective to the table and actively participate in the process that delivers solutions that work for all Lebanon residents. I believe there is a way to reduce the steep costs burden of living here and i would like to be a part of that.

Additional Information

HOW LONG HAVE YOU RESIDED IN LEBANON?
15 or more years

IS THIS APPLICATION FOR REAPPOINTMENT?
No

I CONFIRM THAT I HAVE ATTENDED A MEETING.
No

BRIEFLY DESCRIBE YOUR QUALIFICATIONS AND YOUR REASONS FOR SEEKING AN APPOINTMENT TO THIS BOARD/COMMITTEE/COMMISSION?

I have have run my management and development company for over 25 years. I am responsible for both operational and property budgets along with capex projects. I am part of the team that manages our staff and contractors. I am directly involved in the pricing of all insurance, professional service contracts and vendors.

IF APPOINTED AS A MEMBER OF A CITY OF LEBANON BOARD, COMMITTEE, OR COMMISSION, I ACKNOWLEDGE I HAVE READ AND UNDERSTAND CITY COUNCIL POLICY, CC-108, ETHICS AND CONFLICT-OF-INTEREST FOR ELECTED AND APPOINTED OFFICIALS.
Yes

I HEREBY CERTIFY THAT I MEET THE FOLLOWING BASIC REQUIREMENTS FOR APPLYING TO A CITY OF LEBANON BOARD/COMMITTEE/COMMISSION: - LEBANON/WEST LEBANON RESIDENT (EXCEPT FOR THOSE BOARDS/COMMITTEES/COMMISSIONS WHOSE MEMBERSHIP MAKEUP INCLUDES NON-RESIDENT) - WILLINGNESS TO LEARN - COMMITMENT TO ATTEND MEETINGS - TREAT PEOPLE FAIRLY - CONSIDER THE BEST INTEREST OF THE COMMUNITY AS A WHOLE WHEN MAKING DECISIONS - MUST HAVE ATTENDED ONE

MEETING OF THE BOARD THAT YOU WISH TO APPLY TO
WITHIN THE LAST SIX MONTHS TO OBSERVE THE
PROCESS AND FUNCTION OF THE BOARD.

Yes

City of Lebanon, New Hampshire — Seat Application

Application #2026-026
Submitted Apr 18, 2026

Finance Advisory Committee
Citizen Member (Jul 1, 2026 – Jun 30, 2027)

Personal Information

FIRST NAME
Jay

LAST NAME
Simms

Application Details

QUALIFICATIONS

I would be honored to serve on the Budget Advisory Committee, bringing 45 years of public accounting experience and a deep commitment to the Lebanon community. As a CPA and former managing partner of a CPA firm, I possess a high level of financial expertise, further specialized by my past roles as a nonprofit health care, private school, and for profit auditor and consultant. I have assisted my clients in revenue sensitivity studies, cost reimbursement, budgeting, peer group analysis, debt feasibility studies, reorganizations and bankruptcy workout plans., I have worked in various industries including nonprofit and various subcomponents including education, health care, government funded agencies, and several for profit clients. I understand how municipal finance works. My extensive history of local service includes over six years as a City of Lebanon Trustee of Trust Funds, as well as leadership roles with the Lebanon Library Foundation, UVBA, the Lebanon Chamber of Commerce, and Lebanon Little League. I am eager to apply my professional background in auditing and financial oversight, in advisory role, to ensure the fiscal health and transparency of our city.

REASON FOR INTEREST

I have invested over a hundred hours over the last two years in analyzing City finances, attending meetings and providing recommendations or considerations for financial improvement or alternatives. As a 45 year resident of Lebanon, I was concerned and became involved and stayed involved when the former City Manager disclosed the need to increase budgets by double digits for the next four to five years. I want the City to remain affordable for long time residents but also proactively and prudently plan for growth. I have performed peer group analysis that I shared with the former City Manager, and certain department heads, to highlight cost outliers, and recommendations. I have also shared my concerns and recommendations with the Council. I want to assist the Council in an advisory role, and I am hoping to share my financial experience to assist the Council.

Additional Information

HOW LONG HAVE YOU RESIDED IN LEBANON?
15 or more years

IS THIS APPLICATION FOR REAPPOINTMENT?
No

I CONFIRM THAT I HAVE ATTENDED A MEETING.
Yes

BRIEFLY DESCRIBE YOUR QUALIFICATIONS AND YOUR REASONS FOR SEEKING AN APPOINTMENT TO THIS BOARD/COMMITTEE/COMMISSION?

I think the above covers it. Note - I have checked the box that I have attended a meeting....not a budget advisory committee but Council meetings, and trustee of trust fund meetings. CPA and CITP certificates available upon request. Above is my resume with exception of education. I graduated from Clarkson University(formerly CCT) with a BS in Accounting and Law.

IF APPOINTED AS A MEMBER OF A CITY OF LEBANON BOARD, COMMITTEE, OR COMMISSION, I ACKNOWLEDGE I HAVE READ AND UNDERSTAND CITY COUNCIL POLICY, CC-108, ETHICS AND CONFLICT-OF-INTEREST FOR ELECTED AND APPOINTED OFFICIALS.

Not provided

I HEREBY CERTIFY THAT I MEET THE FOLLOWING BASIC REQUIREMENTS FOR APPLYING TO A CITY OF LEBANON BOARD/COMMITTEE/COMMISSION: - LEBANON/WEST LEBANON RESIDENT (EXCEPT FOR THOSE BOARDS/COMMITTEES/COMMISSIONS WHOSE MEMBERSHIP MAKEUP INCLUDES NON-RESIDENT) - WILLINGNESS TO LEARN - COMMITMENT TO ATTEND MEETINGS - TREAT PEOPLE FAIRLY - CONSIDER THE BEST INTEREST OF THE COMMUNITY AS A WHOLE WHEN MAKING DECISIONS - MUST HAVE ATTENDED ONE MEETING OF THE BOARD THAT YOU WISH TO APPLY TO WITHIN THE LAST SIX MONTHS TO OBSERVE THE PROCESS AND FUNCTION OF THE BOARD.

Not provided

City of Lebanon, New Hampshire — Seat Application

Application #2026-025
Submitted Apr 17, 2026

Finance Advisory Committee
Citizen Member (Jul 1, 2026 – Jun 30, 2027)

Personal Information

FIRST NAME
Matthew

LAST NAME
Smith

Application Details

QUALIFICATIONS

I have over a decade of experience in financial operations including developing and managing budgets and performing complex financial analyses.

REASON FOR INTEREST

I am concerned about the high property taxes in the city and about how the state is pushing more financial responsibility onto homeowners. City services are underfunded and under stress. If my analytical skills and experience can help the city councilors make the difficult decisions that lay ahead, I am happy to volunteer my time.

Additional Information

HOW LONG HAVE YOU RESIDED IN LEBANON?
6-15 years

IS THIS APPLICATION FOR REAPPOINTMENT?
No

I CONFIRM THAT I HAVE ATTENDED A MEETING.
No

BRIEFLY DESCRIBE YOUR QUALIFICATIONS AND YOUR REASONS FOR SEEKING AN APPOINTMENT TO THIS BOARD/COMMITTEE/COMMISSION?
I am currently a financial manager for a Lebanon-based organization. My responsibilities including financial analysis and modeling, budgeting, grant reporting and bookkeeping. I have held similar responsibilities for over a decade. I currently serve on the Heritage Commission and recently completed the 2026 Lebanon Citizens Academy program. I care deeply about the community of Lebanon, and have concerns about the tax burden as well as the quality and breadth of services those taxes provide. I would be honored to donate my experience, time and attention if those can assist the city and the community as a whole make thoughtful and informed decisions about the challenging financial issues the city faces.

IF APPOINTED AS A MEMBER OF A CITY OF LEBANON BOARD, COMMITTEE, OR COMMISSION, I ACKNOWLEDGE I HAVE READ AND UNDERSTAND CITY COUNCIL POLICY, CC-108, ETHICS AND CONFLICT-OF-INTEREST FOR ELECTED AND APPOINTED OFFICIALS.

Not provided

I HEREBY CERTIFY THAT I MEET THE FOLLOWING BASIC REQUIREMENTS FOR APPLYING TO A CITY OF LEBANON BOARD/COMMITTEE/COMMISSION: - LEBANON/WEST LEBANON RESIDENT (EXCEPT FOR THOSE BOARDS/COMMITTEES/COMMISSIONS WHOSE MEMBERSHIP MAKEUP INCLUDES NON-RESIDENT) - WILLINGNESS TO LEARN - COMMITMENT TO ATTEND MEETINGS - TREAT PEOPLE FAIRLY - CONSIDER THE BEST INTEREST OF THE COMMUNITY AS A WHOLE WHEN MAKING DECISIONS - MUST HAVE ATTENDED ONE MEETING OF THE BOARD THAT YOU WISH TO APPLY TO WITHIN THE LAST SIX MONTHS TO OBSERVE THE PROCESS AND FUNCTION OF THE BOARD.

Not provided

**Agenda
Lebanon City Council
July 1, 2026**

12. New Business:

**12.A – Public Information Presentation for
NHDOT Route 10 Culvert Replacement Project, Lebanon 44776**

Background

The New Hampshire Department of Transportation is currently in the design phase of a project to replace an existing culvert underneath NH Route 10 approximately 1/2 mile south of the Wilder Dam and 1/4 mile north of Fountain Way (The Falls). The project proposes the replacement of an existing 3.5'x4' concrete box culvert with an 8'x5' concrete box culvert. Construction of the project is currently anticipated for Fall 2027.

NHDOT staff has requested to present the project at a City Council meeting to serve as a combined public informational session and public officials meeting to hear concerns and answer questions from the City and abutters.

Action

No action is required. This item is for informational purposes only.

Included In This Section:

1. Lebanon 44776, NH Route 10 Culvert Replacement presentation



Lebanon 44776 NH Route 10 Culvert Replacement

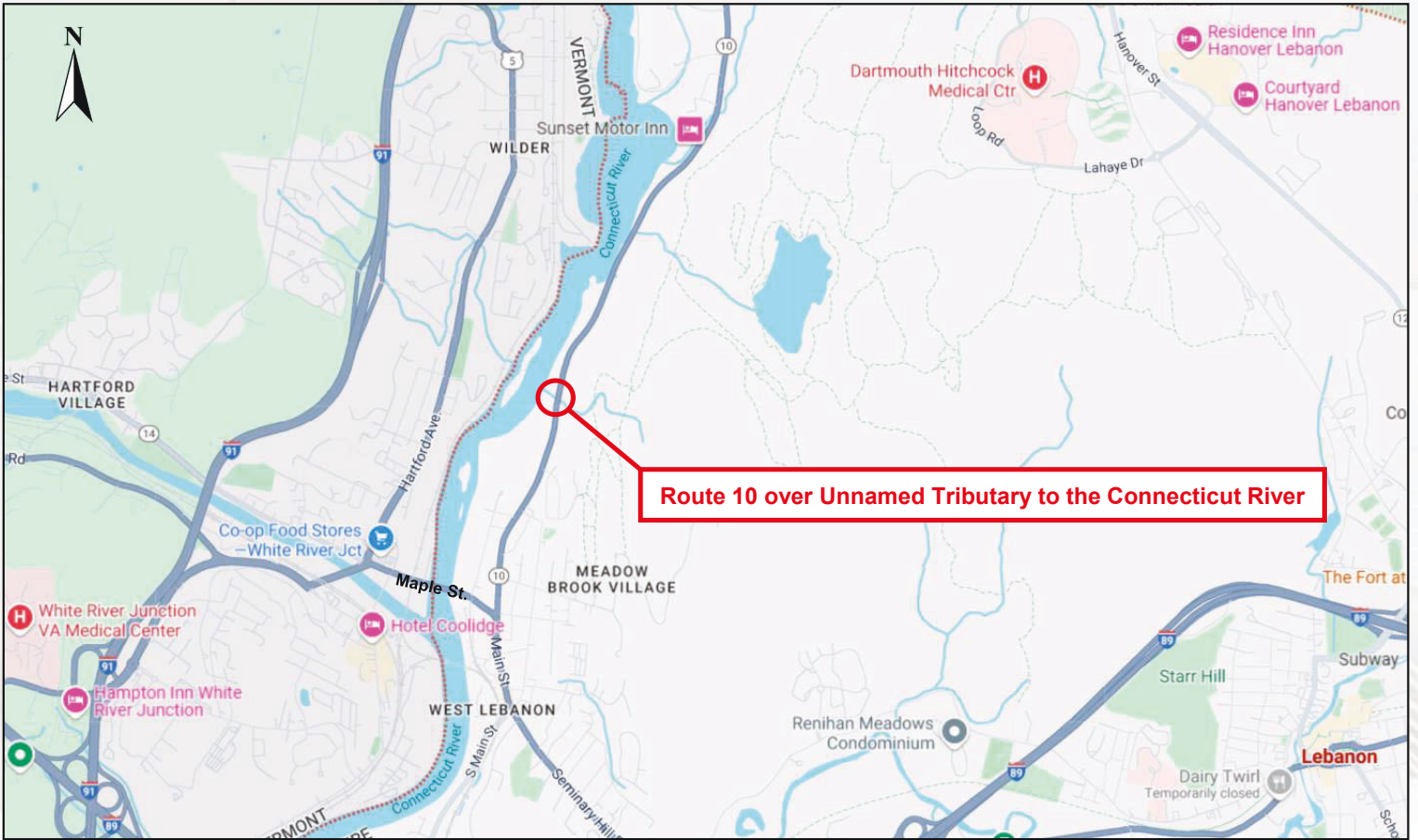
Lebanon City Council Meeting July 1, 2026



Agenda

- Project Location
- Existing Conditions
- Project Goals
- Design Alternatives
- Proposed Improvements
- Traffic Management
- Schedule & Cost
- Questions

Project Location



Project Location

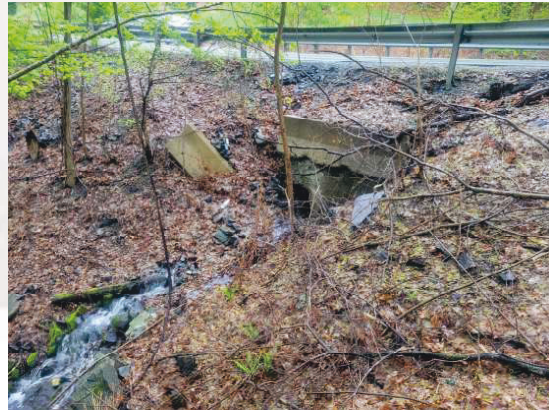


Existing Conditions

- 4'-0" Wide x 3'-6" High Concrete Culvert was Built in 1928
- Exterior Concrete Walls Have Severe Deterioration
- History of Soil Erosion Along Slopes Near Culvert
- Concrete Barriers Installed to Stabilize Slopes Failed
- Due to Condition, Size, and Age, a Full Structure Replacement is Recommended



Culvert Inlet



Culvert Outlet

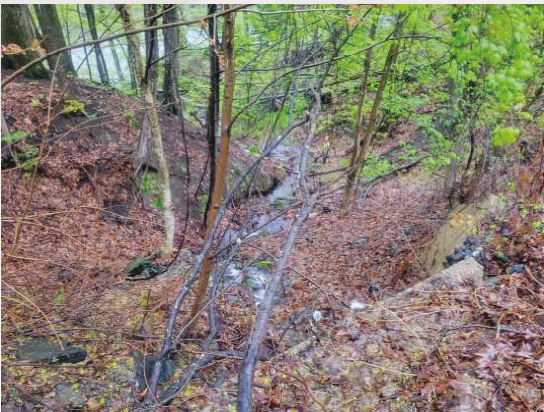
Existing Conditions



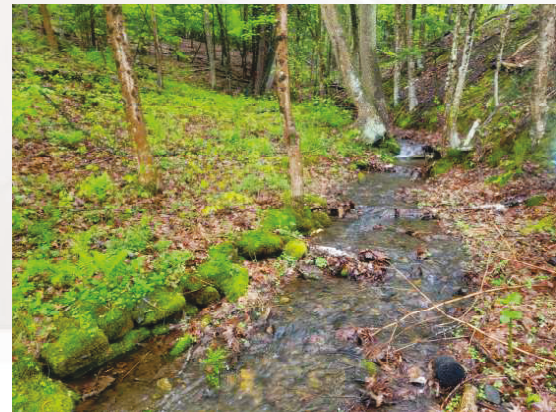
Downstream End of Culvert



Upstream End of Culvert



**Looking Downstream
(West)**



**Looking Upstream
(East)**

Existing Conditions

- Route 10 - One Travel Lane in Each Direction (North-South)
 - 11'-3" Wide Lanes
 - Approximately 12" Shoulders
- Guardrails Near Culvert are Close to Roadway (Plow Impact)
- Horizontal and Vertical Curves (Particularly South Approach)



Looking North



Looking South

7

Project Goals

- Replace Existing Concrete Culvert
 - Design Life of 75+ Years
 - Improve Hydraulic Performance (Size of Opening)
 - Stabilize Slopes
- Maintain Traffic During Construction
 - One-Lane Alternating Traffic
- Improve Safety
 - Increase Guardrail Offset (Shoulder) to 5'-0"
- Limited Roadway Work
 - Less than 200' North and South of Culvert
- Minimize ROW & Environmental Impacts

8

Design Alternatives

Three Design Alternatives Considered for Culvert:

1. Replicate Existing Structure

- 4'-0" Wide x 3'-6" High Box Culvert

2. Larger Concrete Box Culvert

- 8'-0" Wide x 5'-0" High
- Place Natural Streambed Material Within Culvert

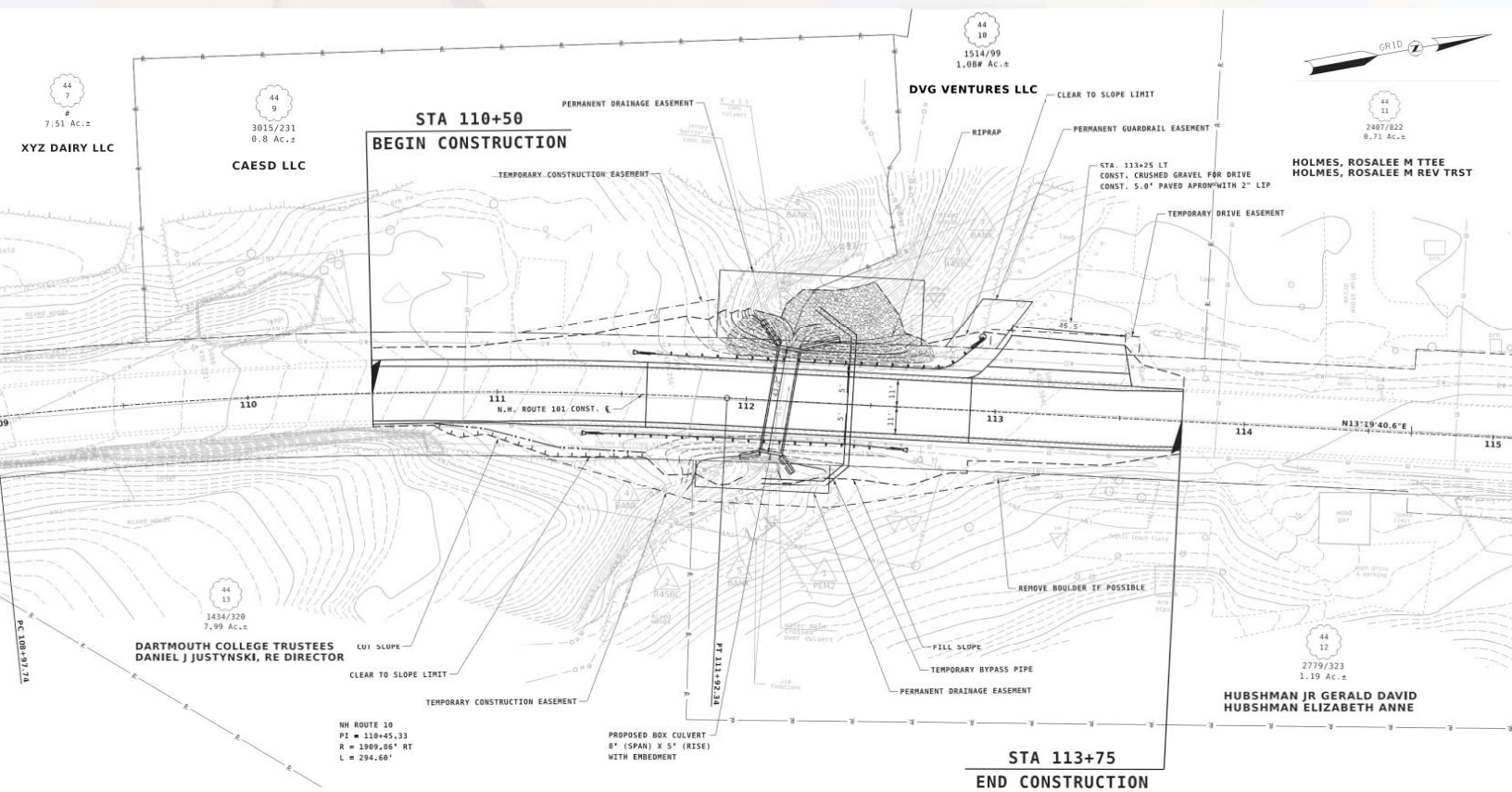
3. Larger Concrete 3-Sided Culvert

- 8'-0" Wide x 5'-0" High
- Supported by Concrete Footings
- May be Susceptible to Scour

Proposed Improvements

- Alternative 2 – Larger Concrete Box Culvert
 - Doesn't Extend Project Limits or Scope of Work
 - Minimizes Environmental Impacts
 - Larger Opening Reduces Future Maintenance (Debris Removal)
 - Reduces/Eliminates Scour Concerns
 - Accommodates Aquatic Life Passage
- Pre vs. Post Performance
 - Similar Channel and Roadway Vertical Profiles & Horizontal Alignments
 - Safer Structure With More Stable Embankments
 - Improve Hydraulic Capacity While Decreasing Discharge Velocity (Minimizes Impacts to Downstream Embankments)

Route 10 – Proposed General Plan

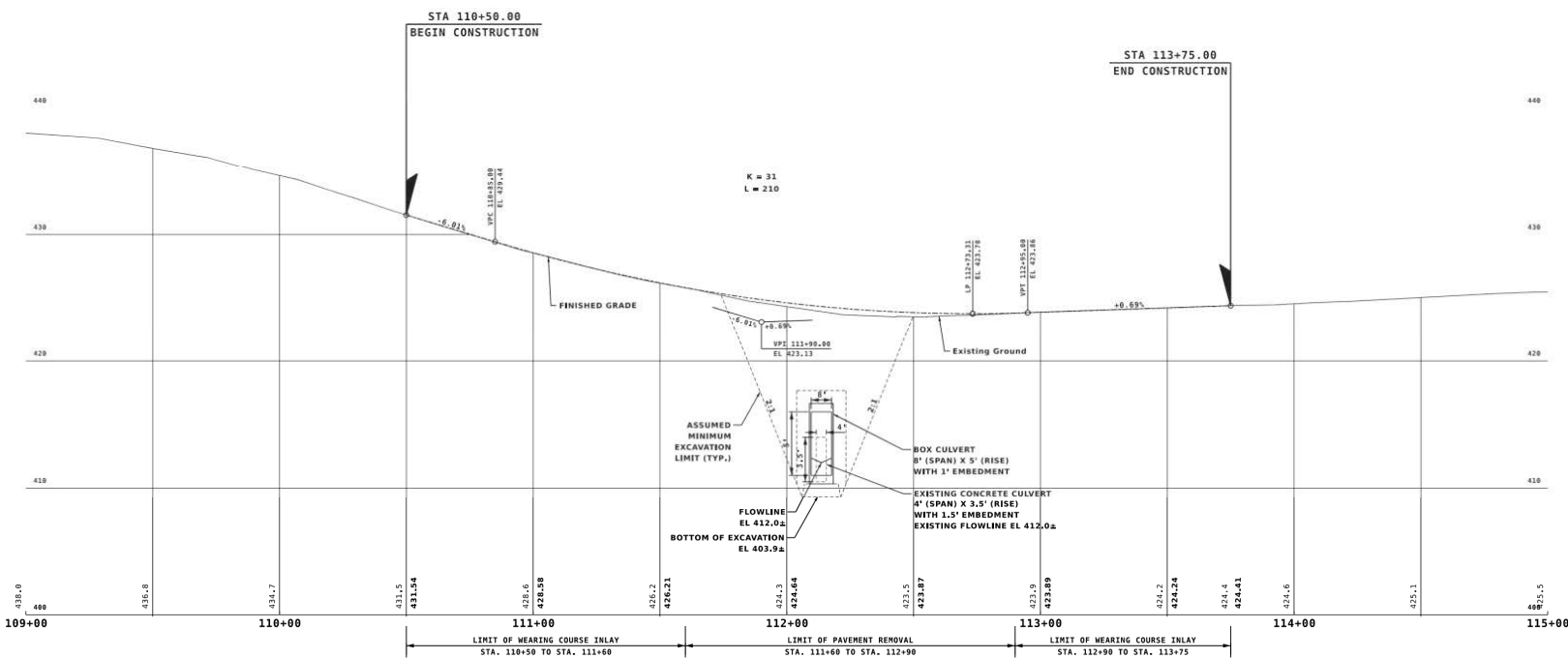


11

- Total Length of Construction = 325 Feet



Route 10 – Proposed Profile

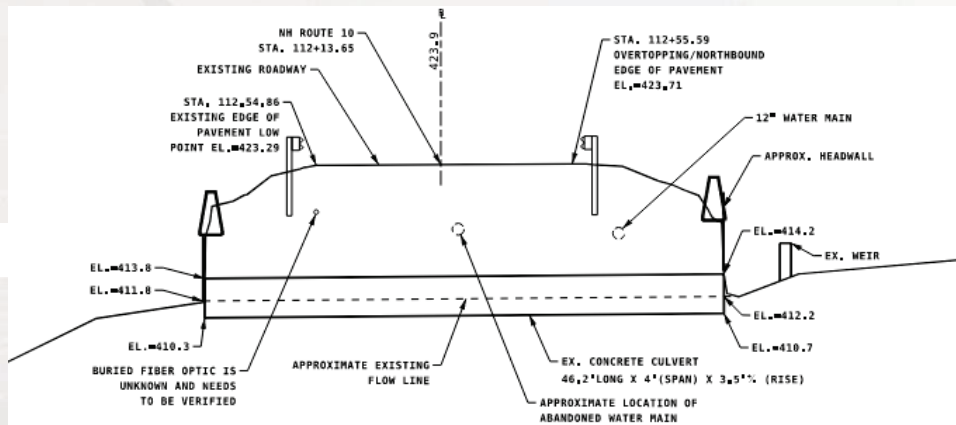


- Minor Change to Profile at Culvert

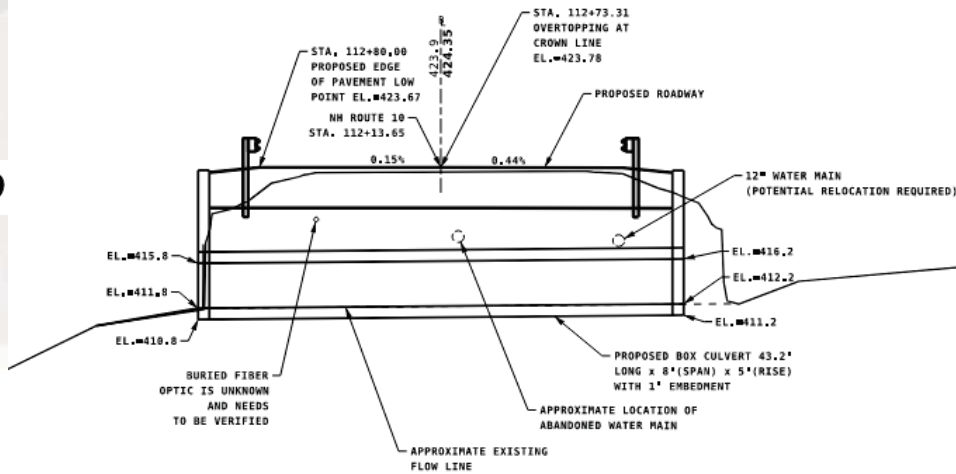
12

Culvert – Transverse Sections

EXISTING

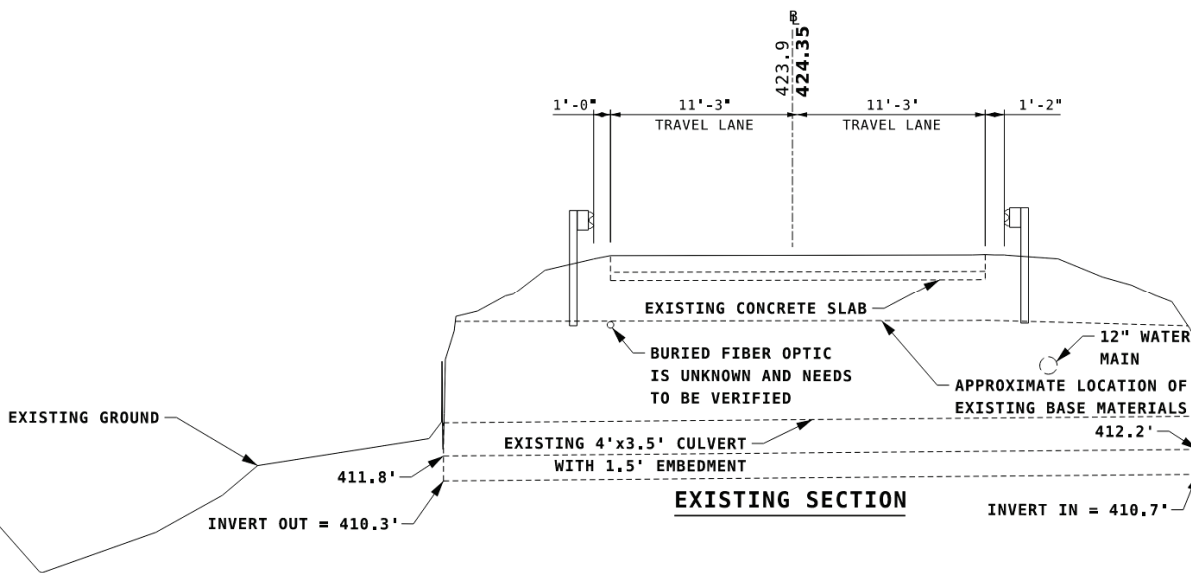


PROPOSED



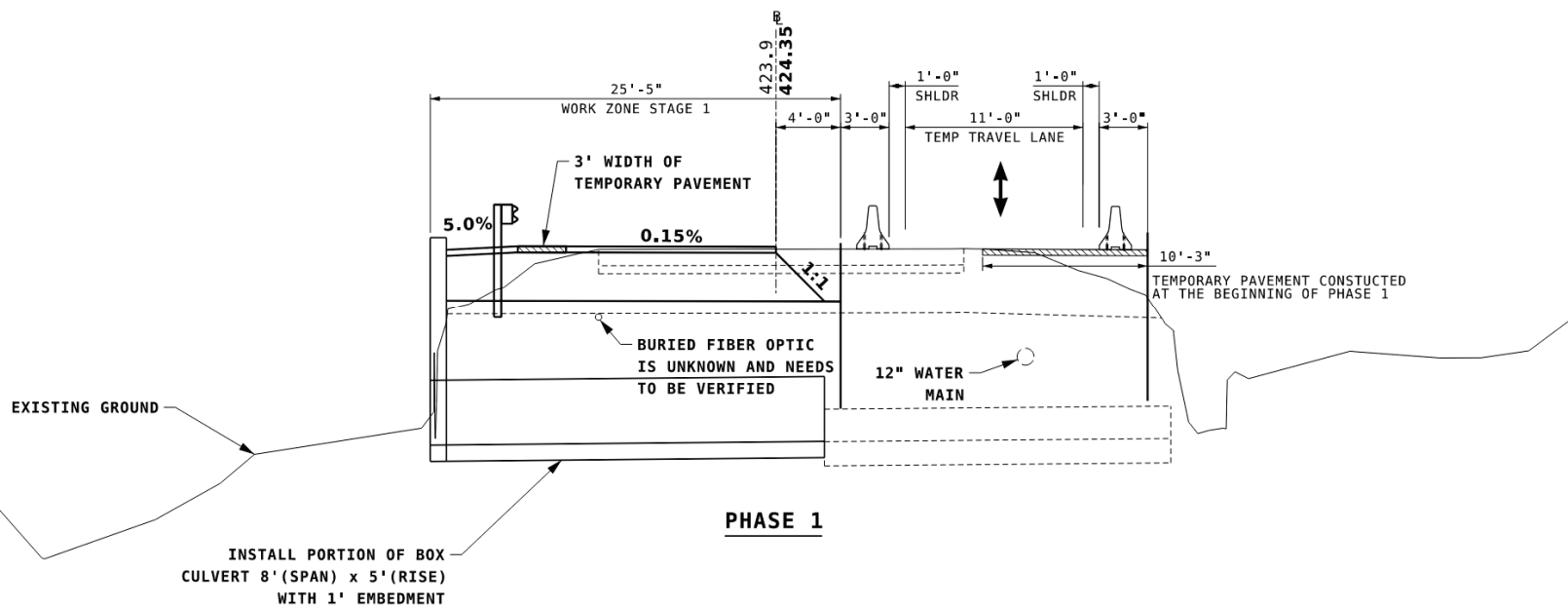
(Looking North)

Traffic Management



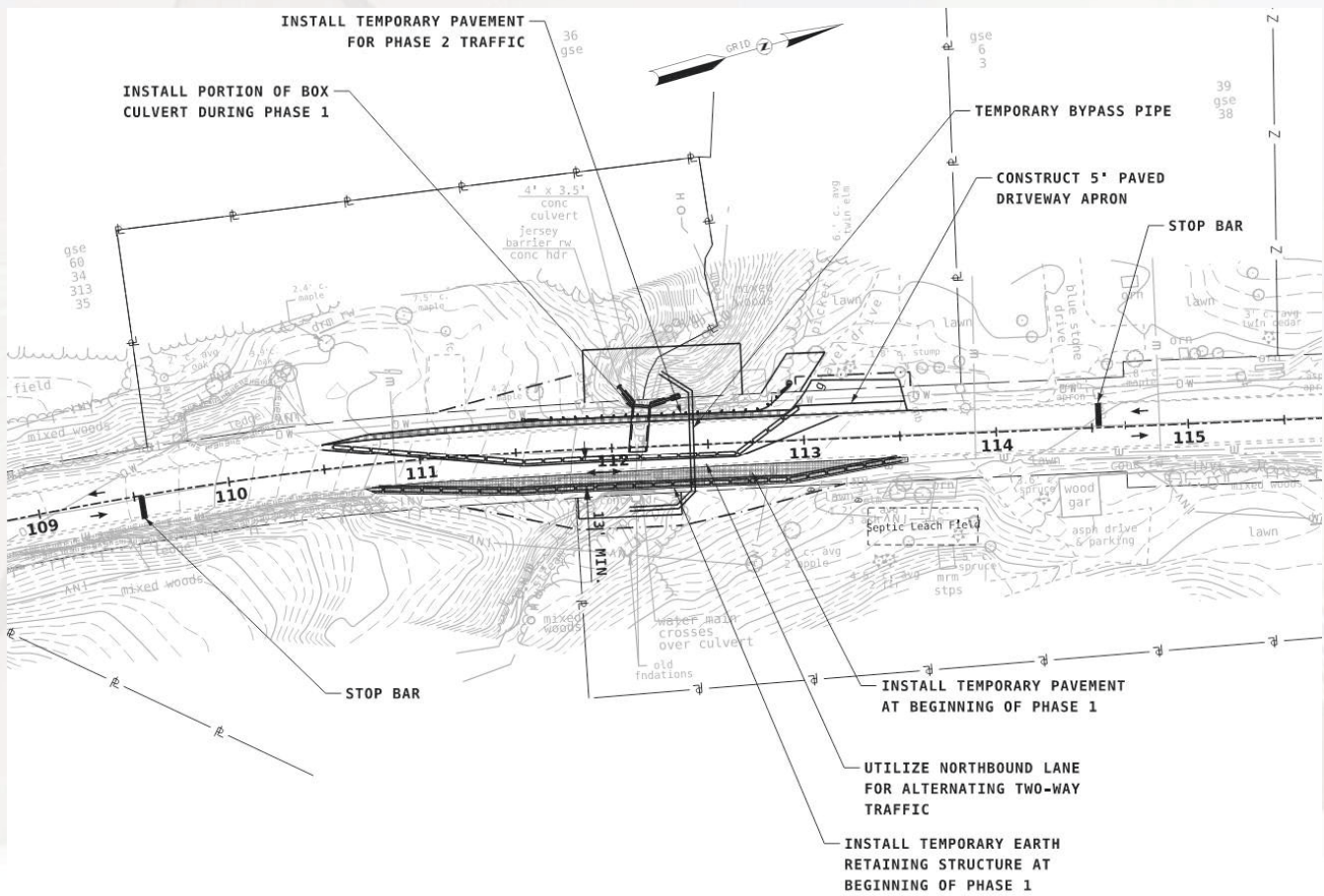
- Section Taken at the Culvert Looking North

Traffic Management



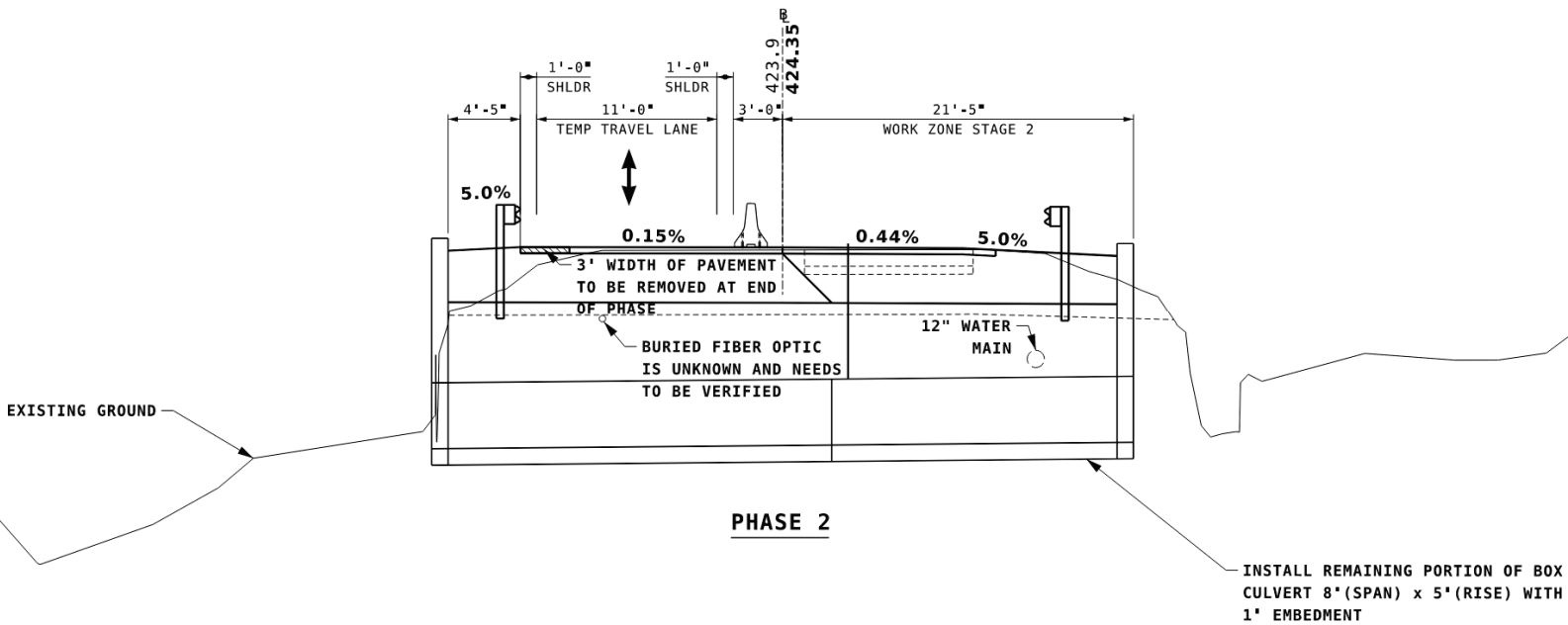
- Temporarily Widen and Shift Traffic East

Traffic Management



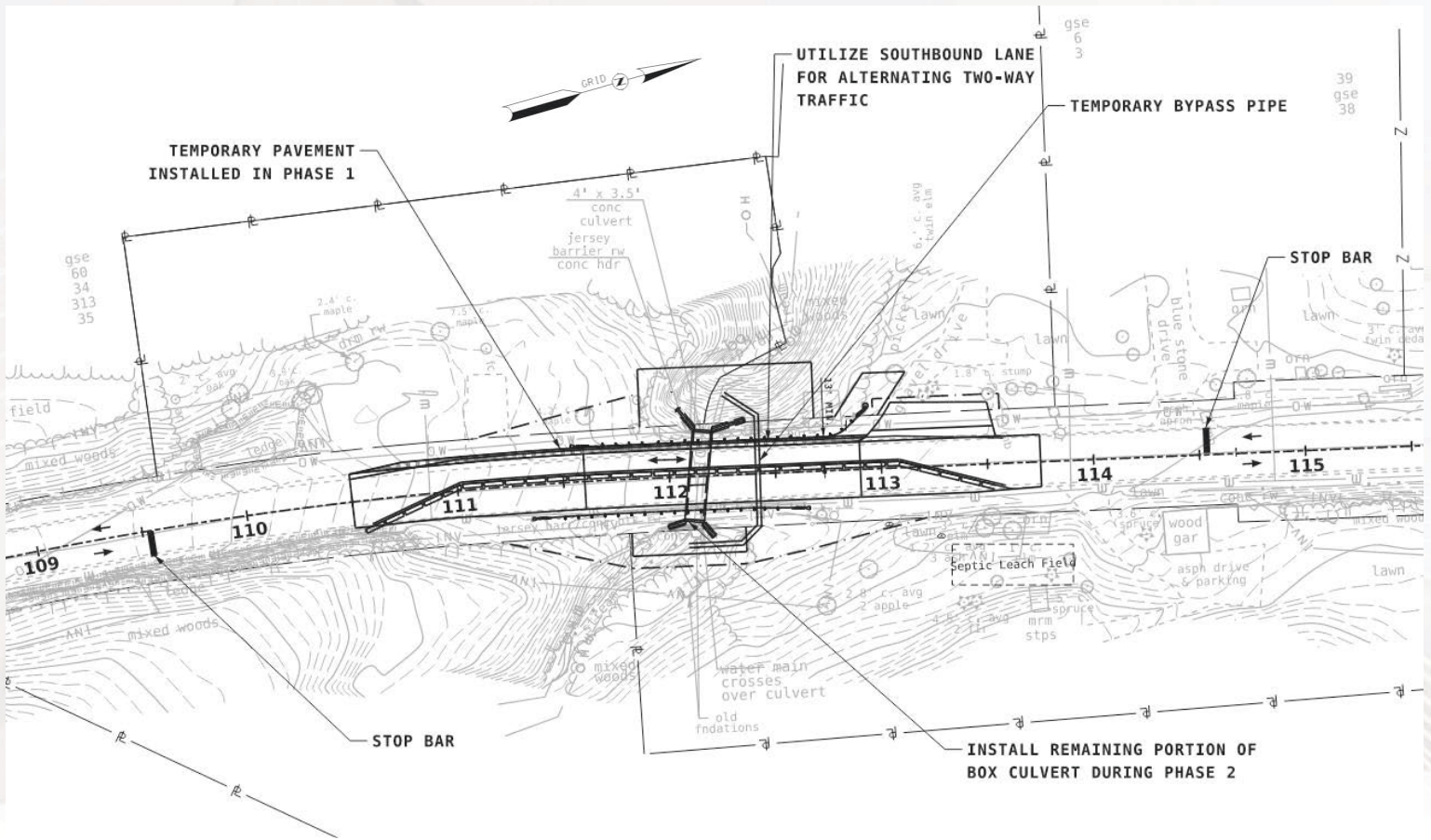
PHASE 1 BRIDGE CONSTRUCTION

Traffic Management



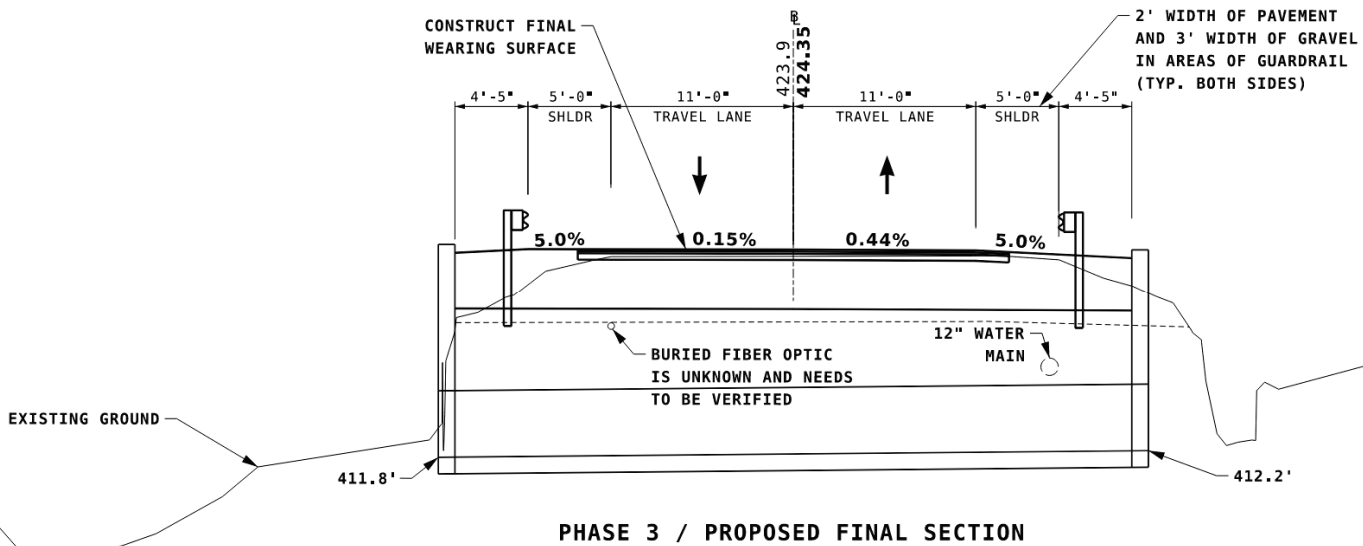
- Shift Traffic West to New Portion

Traffic Management



PHASE 2 BRIDGE CONSTRUCTION

Traffic Management



- Proposed Section has 5'-0" Shoulders

Schedule & Cost

- Currently in Design Phase
- Ad Date for Construction Bids: February 16, 2027
- Start of Construction Anticipated in Fall 2027
 - Delays for ROW, Permitting, Utilities, etc. may push construction into 2028
- Estimated Construction Cost = \$1,000,000

Questions?

**Agenda
Lebanon City Council
July 1, 2026**

12. New Business:

**12.B – Presentation of Proposals for Essential Air Service Contract
with U.S. Department of Transportation for Lebanon Airport**

Background

Cape Air's current contract with the U.S. Department of Transportation (USDOT) to provide Essential Air Service (EAS) to the Lebanon Airport will expire on November 30, 2026. In anticipation of the contract expiration, the USDOT issued an order on April 14, 2026 requesting proposals from air carriers interested in providing EAS for a new contract term beginning December 1, 2026.

The USDOT received proposals from Boutique Air, Cape Air, and Contour Airlines prior to the May 27, 2026 submission deadline, which were subsequently forwarded to the City for review. Airport Manager Carl Gross has prepared a spreadsheet summary of the three EAS proposals, including the number flights and destination options presented by each air carrier.

The USDOT is requesting comments from the City Council relative to a recommended EAS carrier for Lebanon Airport for the upcoming contract term. All comments must be submitted to USDOT no later than July 2, 2026.

Representatives from Boutique Air, Cape Air, and Contour Airlines will be present on July 1st to review their respective proposals and answer any questions.

Action

If the City Council elects to make a recommendation to the US Department of Transportation concerning the selection of an Essential Air Service provider, the following motion is offered for consideration.

MOVED, that the Lebanon City Council hereby recommends to the United States Department of Transportation that _____ be selected to provide Essential Air Service to the Lebanon Airport (LEB) for a ___-year term beginning December 1, 2026.

Included In This Section:

1. US Department of Transportation Order Requesting Proposals, DOT-OST-2003-14822, issued April 14, 2026
2. Boutique Air, Essential Air Service Proposal
3. Cape Air, Essential Air Service Proposal
4. Contour Airlines, Essential Air Service Proposal
5. 2026 EAS Proposals Summary Spreadsheet
6. Public Comments – as of June 23, 2026



**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Issued by the Department of Transportation
on the 14th of April, 2026

Essential Air Service at

LEBANON, NEW HAMPSHIRE

Under 49 U.S.C. § 41731 *et seq.*

DOT-OST-2003-14822

ORDER REQUESTING PROPOSALS

Summary

By this Order, the U.S. Department of Transportation (the Department) is requesting proposals from air carriers interested in providing Essential Air Service (EAS) at Lebanon, New Hampshire for a new contract term beginning December 1, 2026, with or without subsidy. Air carriers should file proposals no later than May 27, 2026.

Background

By Order 2022-11-31, issued on November 30, 2022, the Department selected Hyannis Air Service, Inc. d/b/a Cape Air (Cape Air) to provide EAS at Lebanon, New Hampshire, for the four-year term from December 1, 2022 through November 30, 2026. Cape Air provides 28 weekly round trips from Lebanon (LEB) to Boston-Logan International Airport (BOS) and 14 weekly round trips to Westchester County Airport in White Plains, New York (HPN), for a total of 42 weekly round trips using 9-passenger Tecnam P2012 Traveller (Tecnam) aircraft. Cape Air is compensated at a current annual subsidy rate of \$6,584,164.

The complete public file for EAS at Lebanon may be accessed online through the Federal Docket Management System at www.regulations.gov by entering the community's docket number (DOT-OST-2003-14822) in the "Search" field.

Request for Proposals: General Requirements

The Department is requesting proposals from air carriers interested in providing EAS as scheduled air transportation at Lebanon,¹ with subsidy, if necessary, for a new contract term beginning December 1, 2026. Air carriers should file their proposals no later than May 27, 2026.

¹ 49 U.S.C. § 41732(a) states that "[b]asic [EAS] ... is scheduled air transportation of passengers and cargo...." As amended by the FAA Reauthorization Act of 2024, Pub. L. No. 118-63, 138 Stat 1025, 1215 (May 16, 2024) ("FAA 2024"), basic EAS also requires service "to a medium or large hub airport less than 650 miles from an eligible place (unless such airport or eligible place are located in a noncontiguous State)...." 49 U.S.C. § 41732(a)(1).

The proposals will then be uploaded to www.regulations.gov, thereby making them public. Shortly afterwards, the Department will provide a summary of the proposals to the community and ask them to submit their final comments.

When preparing proposals, interested air carriers should note that in selecting an air carrier to provide subsidized EAS for an eligible place not in Alaska, 49 U.S.C. § 41733(c)(1) directs the Secretary of Transportation to consider, among other factors, five specific criteria when making an air carrier selection for a community where basic EAS will not be provided without compensation: (A) the demonstrated reliability of the applicant in providing scheduled air service; (B) the contractual, marketing, code-share, or interline arrangements the applicant has made with a larger air carrier serving the hub airport; (C) the preferences of the actual and potential users of air transportation at the eligible place, including the views of the elected officials representing the users; (D) whether the air carrier has included a plan in its proposal to market its services to the community; and (F) the total compensation proposed by the air carrier for providing scheduled air service.² Further, the general provisions governing EAS will be included in the selection order as part of our authorization of subsidy for the selected service. Appendix B of this Order contains an example of those general provisions that would be included with the actual selection order for this community.

The Department expects clear, well-documented proposals that will facilitate their evaluation by the community and the EAS team. Air carrier proposals should be submitted to the Department with all materials merged into a single document. In addition, proposals should be formatted to be viewed online. To evaluate air carrier proposals, the Department requires that air carriers fully describe the service being proposed and the annual amount of subsidy being requested, if any. The Department requests that proposals include information concerning proposed schedules, projected block hours, and financial data supporting subsidy requests including information on projected expenses and revenues. In cases where an air carrier proposes to provide EAS without subsidy and the Department determines that basic EAS, as required by 49 U.S.C. § 41732, can be reliably provided without such compensation, the Department typically will not proceed with the air carrier selection case. Instead, the Department may rely on that air carrier's subsidy-free service as proposed. The Department expects that air carriers will have completed due diligence regarding any community-specific operational requirements. Air carriers should prepare their proposals with every expectation that, should they be selected by the Department, they will be able to commence full EAS as described in their proposal on the first day of the new contract term.

Interested air carriers should prepare their proposals with the understanding that their initial proposals will represent their *final* and *only* proposals. However, the Department retains the discretion to negotiate proposals with air carriers when it deems it desirable; in such cases, the Department will give all applicants the same opportunity. The Department also retains the discretion to re-solicit a new round of proposals.

Proposals should provide sufficient capacity to accommodate historical levels of traffic with, as a general matter, service to up to two airports that provide numerous connecting opportunities to

² Section 41733(c)(1)(E) only applies to EAS operations in Alaska.

the national air transportation system.³ When crafting a proposal, the air carrier should ensure that the proposed hub best meets the air service needs of the community. To assist air carriers in developing traffic and revenue projections for their proposals, the Department has provided a summary of recent historical passengers in Appendix A.⁴ The Department encourages air carriers to work with the community as they prepare their proposals to craft a service proposal that meets the community's needs with subsidy requirements that remain competitive. The Department will fully consider the views of the community and State before making an air carrier decision.

Air carriers may propose more than one service option. They can also propose service options different from what the community currently receives—lengths of contract terms or hub airports, for example. However, proposals must include at least one option for a two-year term that complies with the weekly capacity described below and all legal requirements.

Air carriers should note that it is a federal crime to knowingly and willfully make materially false, fictitious, or fraudulent statements, entries, or representations in an EAS proposal submitted to the Department.⁵

Request for Proposals: Specific Requirements

The Department expects proposals that meet basic EAS requirements and are consistent with what Lebanon currently receives, which is 42 round trips per week for aircraft seating 8/9 passengers. 12 round trips per week by aircraft seating 30 or more passengers would also be acceptable. In certain circumstances, proposals *may* require a waiver sought by the community and approved by the Department pursuant to 49 U.S.C. § 41732(c).⁶

Community and State Comments

The community of Lebanon and the State of New Hampshire are welcome to submit comments at any time. The Department encourages interested air carriers to contact the community *before*

³ Ordinarily, where the proposal is for EAS from the community to one airport, that airport must be a medium- or large-hub airport, and where the proposal is for EAS to two airports, at least one of those airports must be a medium- or large-hub airport. See 49 U.S.C. § 41732(a)(1) and 14 C.F.R. § 398.2(b)(1). However, service to a small-hub or nonhub airport is acceptable for basic EAS if the nearest medium or large hub airport is more than 400 miles from the eligible place. Per 14 C.F.R. § 398.2(b)(3), “[i]n some cases, the Department may require service to two hubs, of which at least one will be a large- or medium-hub.” In the case of a community receiving two total round trips per day, the Department expects that at least one round trip per day will be to a medium- or large-hub airport, as medium- and large-hub airports provide better access to the national air transportation system. The terms large, medium, and small hub airport are defined in 14 C.F.R. § 398.2(a). In addition, the current list of large, medium, small, and non-hub airports is provided by the Federal Aviation Administration at <https://www.faa.gov/sites/faa.gov/files/2023-09/cy22-commercial-service-enplanements.pdf>. This list is updated annually.

⁴ Source: Bureau of Transportation Statistics, Schedule T-100.

⁵ See 18 U.S.C. § 1001.

⁶ EAS communities may submit waiver requests from certain EAS requirements to the Department for consideration. Waiver requests may be submitted during the community comment period, after proposals are received. 49 U.S.C. § 41732(c) states: “Notwithstanding section 41733(e), upon request by an eligible place, the Secretary may waive, in whole or in part, subsections (a) and (b) of this section or subsections (a) through (c) of section 41734. A waiver issued under this subsection shall remain in effect for a limited period of time, as determined by the Secretary.”

they submit their proposals so that they can tailor them to Lebanon's needs, as they will not be able to amend them after the due date.

After the due date, the proposals will be uploaded to www.regulations.gov, thereby making them public. Shortly afterwards, the Department will notify the community of the proposals and ask them to submit their comments by a specific date.

Other Air Carrier Requirements

The Department is responsible for implementing various federal statutes governing lobbying activities, drug-free workplaces, and nondiscrimination.⁷ Consequently, all air carriers receiving subsidy for EAS must certify that they are in compliance with Department regulations regarding drug-free workplaces and nondiscrimination, and those air carriers whose subsidies exceed \$100,000 over the life of the contract must also certify that they are in compliance with the regulations governing lobbying activities.⁸ Because the Department is prohibited from paying subsidy to air carriers that do not submit these documents, all air carriers that plan to submit proposals involving subsidy should be aware that the selected air carrier will be required to complete the required certifications.⁹ Interested air carriers requiring more detailed information regarding these requirements should contact the Office of Aviation Analysis at (202) 366-5903.

This order is issued under authority assigned in 14 C.F.R. Part 385.12(h)(6).

⁷ The regulations applicable to these areas are: (1) 49 C.F.R. Part 20 – New restrictions on lobbying; (2) 49 C.F.R. Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation – Effectuation of title VI of the Civil Rights Act of 1964; (3) 49 C.F.R. Part 27 – Nondiscrimination on the basis of disability in programs or activities receiving federal financial assistance; (4) 14 C.F.R. Part 382 – Nondiscrimination on the basis of disability in air travel; (5) 49 C.F.R. Part 32 – Governmentwide requirements for drug-free workplace (financial assistance); and (6) 2 C.F.R. Part 1200 – Nonprocurement suspension and debarment.

⁸ 49 C.F.R. § 20.110(a)(1) and (b)(1).

⁹ The certifications are available online under “Reports and Publications” at <http://www.transportation.gov/office-policy/aviation-policy/essential-air-service-reports>.

Accordingly,

1. The Department requests that air carriers interested in providing Essential Air Service at Lebanon, New Hampshire submit their proposals, with or without subsidy, no later than May 27, 2026. The proposals should be e-mailed to: Mr. Michael Martin at michael.f.martin@dot.gov and EAS@dot.gov, with the subject line “Proposal to Provide EAS at Lebanon, New Hampshire”;¹⁰
2. This docket will remain open until further Order of the Department; and
3. The Department will serve a copy of this Order on the Mayor and City Manager of Lebanon, New Hampshire, the Airport Manager of Lebanon Municipal Airport, and the courtesy distribution list for requests for proposals for EAS communities.

By:

TODD M. HOMAN
Director
Office of Aviation Analysis

(SEAL)

An electronic version of this document is available online at www.regulations.gov.

¹⁰ Questions regarding filings in response to this Order may be directed to Mr. Michael Martin at (202) 366-6494.

Passenger Traffic at Lebanon - January 1, 2023 through December 31, 2025

<u>Year</u>	<u>Quarter</u>	<u>Deplanements</u>	<u>Enplanements</u>	<u>Total Passengers</u>	<u>Average Enplanements per Day</u>
2023	1	2,208	2,396	4,604	29.9
2023	2	2,560	2,670	5,230	33.5
2023	3	2,506	2,673	5,179	32.8
2023	4	<u>2,625</u>	<u>2,795</u>	<u>5,420</u>	<u>34.3</u>
	Annual Totals	9,899	10,534	20,433	32.6

<u>Year</u>	<u>Quarter</u>	<u>Deplanements</u>	<u>Enplanements</u>	<u>Total Passengers</u>	<u>Average Enplanements per Day</u>
2024	1	2,120	2,278	4,398	28.6
2024	2	2,564	2,751	5,315	34.1
2024	3	2,592	2,794	5,386	34.1
2024	4	<u>2,616</u>	<u>2,765</u>	<u>5,381</u>	<u>34.1</u>
	Annual Totals	9,892	10,588	20,480	32.7

<u>Year</u>	<u>Quarter</u>	<u>Deplanements</u>	<u>Enplanements</u>	<u>Total Passengers</u>	<u>Average Enplanements per Day</u>
2025	1	2,035	2,129	4,164	27.0
2025	2	2,268	2,341	4,609	29.5
2025	3	2,307	2,462	4,769	30.2
2025	4	<u>2,044</u>	<u>2,049</u>	<u>4,093</u>	<u>26.6</u>
	Annual Totals	8,654	8,981	17,635	28.2

Example of General Terms and Conditions for Essential Air Service

The air carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate Order, including the service plans outlined in the Order and any other significant elements of the required service, without prior approval. The air carrier understands that an aircraft take-off and landing at its scheduled destination constitutes a completed flight; absent an explanation supporting subsidy eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are considered eligible for subsidy. In addition, if the air carrier does not schedule or operate its flights in full compliance and in full conformance with the Order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the air carrier contemplates any such changes beyond the scope of the Order during the applicable period of these rates, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be ensured of full compensation. Should circumstances warrant, the Department may locate and select a replacement air carrier to provide service on these routes. The air carrier must complete all flights that can be safely operated; flights that overfly points for lack of traffic will not be compensated. In determining whether subsidy payment for a deviating flight should be adjusted or disallowed, the Department will consider the extent to which the goals of the program are met and the extent of access to the national air transportation system provided to the community. In the event the air carrier provides notice that it is ending, suspending, or reducing basic essential air service, the air carrier must conform with all requirements under 49 U.S.C. § 41734, including any contract termination penalties or conditions on compensation that the Secretary of Transportation incorporates in this EAS subsidy contract.

If the Department unilaterally, either partially or completely, terminates or reduces payments for service or changes service requirements at a specific location provided for under this Order, then, at the end of the period for which the Department does make payments in the stipulated amounts or at the stipulated service levels, the air carrier may cease to provide service to that specific location without regard to any requirement for notice of such cessation. Those adjustments in the levels of subsidy and/or service that are mutually agreed to in writing by the Department and air carrier do not constitute a total or partial reduction or cessation of payment.

Subsidy contracts are subject to, and incorporate by reference, relevant statutes and Department regulations, as they may be amended from time to time.

Funds may not be available for performance under this Order beyond [DATE]. The Government's obligation for performance under this Order beyond [DATE], is subject to the availability of funds from which payment for services can be made. No legal liability on the part of the Government for any payment may arise for performance under this Order beyond [DATE], until funds are made available to the Department for performance. If sufficient funds are not made available for performance beyond [DATE], the Department will provide notice in writing to the air carrier.

All claims for payment, including any amended claims, must be submitted within 90 days of the last day of the month for which compensation is being claimed. For example, claims for service provided in July must be filed by October 31st; August claims must be submitted by November 30th, and so on.



Essential Air Service Proposal

Lebanon, NH / White River Junction, VT

DOT-OST-2003-14822

May 27, 2026

About Boutique Air

Our Story

Headquartered in San Francisco, California, Boutique Air has been in operation since 2007. We began by flying fire surveillance missions for the U.S. Forestry Service and Bureau of Land Management. We evolved to provide air charter services across the west coast with our fleet of Pilatus and Beechcraft aircraft.

In July of 2012, Boutique Air applied for commuter operating authority from the Department of Transportation. Boutique Air began flying scheduled service between Los Angeles and Las Vegas in January of 2014.

On April 22, 2014 Boutique Air received its first EAS contract when the DOT selected the airline to provide service between Clovis, New Mexico and Dallas/Ft. Worth, Texas. Since then, we have continued our track record of success, providing reliable and high quality air transportation to over twenty EAS communities over the past 10+ years.

Our Aircraft

Boutique Air currently operates a modern fleet of Pilatus PC-12 aircraft. Boutique Air ensures that aircraft are equipped with amenities beyond those found in typical commercial airline aircraft, and that pilots provide a level of customer service beyond that of normal commercial airlines, as they may routinely fly both public and private charter flights. Our aircraft have the following amenities:

- 8 or 9 Passenger Seat Configuration
- Leather Seats
- Pressurized Cabin
- Power Outlets
- Enclosed Lavatory
- Refreshments Provided on all Boutique Air Flights

Proposal

Overview

Our airline service will be operated with 8 or 9 seat Single-Engine Pilatus PC-12 aircraft. We are proposing a two, three, or four year contract duration for the community to consider with a 5% increases each subsequent year. Boutique Air will provide air service from Lebanon, NH to Boston Logan International Airport 28 times per week and to Westchester County Airport 14 times per week.



Alternatively, since current and historic load factor at Lebanon is around 50% or less, in order to put forth a more succinct proposal, we would be willing to fly to Boston Logan International Airport 21 times per week and to Westchester County Airport 14 times per week, which is compliant with EAS determinations.

Reliability

Boutique Air will maintain at least 98% controllable flight completion. Through the past 12 months, Boutique Air has maintained 99.65% controllable completion over nearly 6,000 scheduled flight operations across the country.

Marketing

In order to further increase brand recognition in the community, Boutique Air will spend at least \$25,000 in each market if it is selected for advertising & marketing to help ensure that air service for the community is a success. We will utilize a combination of radio, print, billboard, television, and internet advertising. We will offer flight vouchers and promotional ticket pricing when appropriate.

We have worked to develop effective marketing distribution channels with a reservation system that connects to all primary Global Distribution Systems (GDSs), allowing travel agents access to our flight inventory. You will find us on Worldspan and Galileo (Travelport), Sabre, and Amadeus. In addition, we are on the major Online Travel Agencies (OTAs), including Expedia, Travelocity, Priceline, and Orbitz.

United Airlines Interline Agreement

Boutique Air launched an interline agreement with United Airlines on May 1, 2017. Boutique Air passengers will have flow-through ticketing and baggage transfer if connecting on United Airlines.

DEPART ON: April 4

Economy \$148

1 STOP

5:30 PM 9:59 PM

MSS ----- 4H, 29M ----- EWR

BOS — 1H, 38M

Includes Travel Operated by Boutique Air

[Details](#) [Seats](#)

American Airlines Interline Agreement

In addition Boutique Air has had an interline agreement with American Airlines since August 7, 2019. Boutique Air passengers will have flow-through ticketing and baggage transfer if connecting on American Airlines.



AA.com example: Massena, NY to Los Angeles, CA

MSS	LAX	9h 5m	1 stop	One way from
4:30 PM → 10:35 PM				\$192
✕ MSS - BOS · 4B 865 · PL2-Pilatus PC-12				2 seats left
Operated by Boutique Air				
✕ BOS - LAX · AA 2760 · 32B-Airbus A321 (Sharklets)				
✕ BOS - LAX · AA 2760 · 32B-Airbus A321 (Sharklets)				
Details Seats				
⚠ The class of service you searched may not be available on one or more flights. Economy only on 1 or more flights				

Community Input

Shortly after the bids are complete, Boutique Air will schedule meetings with airport and/or city officials. This will allow us to answer any questions and provide additional information.

While we can't promise we will be able to implement everyone's suggestions, we welcome feedback from the community, as well as anyone who may have an interest in the proposed flights. What we can promise is that we will listen to your feedback, and give it the attention and consideration it deserves.

With respect and appreciation,



Shawn Simpson
CEO, Boutique Air



Boutique Air EAS Proposal at Lebanon, NH

Option 1: 28 Weekly Nonstop Round Trips to BOS 14 Weekly Nonstop Round Trips to HPN

Operations	<u>PC-12</u>
Scheduled Flights	4,368
LEB-BOS	1,456
BOS-LEB	1,456
LEB-HPN	728
HPN-LEB	728
Scheduled Flight Time	2,644
Scheduled Block Time	3,615
Scheduled Seats	39,312
Scheduled ASM	595,160
Revenue	
Passengers	22,408
Average Fare	\$79
Fare Revenue	\$1,770,232
Expenses	
Direct Operating Expenses	\$6,570,833
Indirect Operating Expenses	\$1,265,218
Airport Facilities	\$668,304
Ownership	\$1,200,000
Marketing	\$75,000
Total Expenses	\$9,779,354
Profit Element	
Margin (5.0%)	\$488,968
Total Annual Subsidy Year 1	\$8,498,090
Total Annual Subsidy Year 2	\$8,922,994
Total Annual Subsidy Year 3	\$9,369,144
Total Annual Subsidy Year 4	\$9,837,601

To better serve the air service needs of the community, Boutique Air reserves the right to shift flights between BOS and HPN. A minimum of 7 weekly round trips to either hub will be maintained. No adjustment in subsidy will be required.



Boutique Air EAS Proposal at Lebanon, NH

Option 2: 21 Weekly Nonstop Round Trips to BOS 14 Weekly Nonstop Round Trips to HPN

Operations	<u>PC-12</u>
Scheduled Flights	3,640
LEB-BOS	1,092
BOS-LEB	1,092
LEB-HPN	728
HPN-LEB	728
Scheduled Flight Time	2,281
Scheduled Block Time	3,069
Scheduled Seats	32,760
Scheduled ASM	515,767
Revenue	
Passengers	21,294
Average Fare	\$79
Fare Revenue	\$1,682,226
Expenses	
Direct Operating Expenses	\$5,903,183
Indirect Operating Expenses	\$1,012,886
Airport Facilities	\$501,228
Ownership	\$960,000
Marketing	\$75,000
Total Expenses	\$8,452,297
Profit Element	
Margin (5.0%)	\$422,615
Total Annual Subsidy Year 1	\$7,192,686
Total Annual Subsidy Year 2	\$7,552,321
Total Annual Subsidy Year 3	\$7,929,937
Total Annual Subsidy Year 4	\$8,326,434

To better serve the air service needs of the community, Boutique Air reserves the right to shift flights between BOS and HPN. A minimum of 7 weekly round trips to either hub will be maintained. No adjustment in subsidy will be required.





Proposal of Hyannis Air Service, Inc. dba Cape Air
to continue Essential Air Service for:

Lebanon, New Hampshire

To/From Boston (BOS) and White Plains (HPN)
with surface connection to/from New York City

Docket DOT-OST-2003-14822

May 27, 2026

Why Cape Air is the Right Choice for Lebanon



RELIABLE SERVICE



99.7%
completion rate in 2026



#1 on-time airline in the US
March & April 2026 (OAG)



90,000+
annual flights
systemwide



STRONG CONNECTIVITY



One ticket. Seamless access.
Worldwide connections
through Boston.



150+ onward destinations
through Boston



Direct access to New York
via White Plains with
complimentary private shuttle
service to Midtown Manhattan.



COMMUNITY COMMITMENT



We support our communities
Local hiring and community
engagement



Flexible schedules
shaped by community feedback



High frequency service
designed around local travel needs

18 Years

Serving Lebanon with
proven operational performance

LEB ● —————> BOS BOS → Global Connections

LEB ● —> HPN -----> NYC HPN → Midtown Manhattan

PROVEN CONTINUITY

No startup risk
No service transition disruption
Proven service passengers already trust

Fleet Built Around Lebanon's Needs

Cape Air operates a fleet of **97 aircraft**, including Tecnam P2012 Travellers, Cessna 402s and Britten-Norman Islanders, each selected for reliable service in regional and island markets.

Our aircraft are right-sized to deliver high-frequency, convenient service that strengthens **Lebanon** and supports local commerce and opportunity.

The nine-seat configuration supports convenient schedules, operational flexibility and **dependable year-round service**.



Tecnam P2012 Traveller

Modern cockpit, air conditioning and USB power



Cessna 402

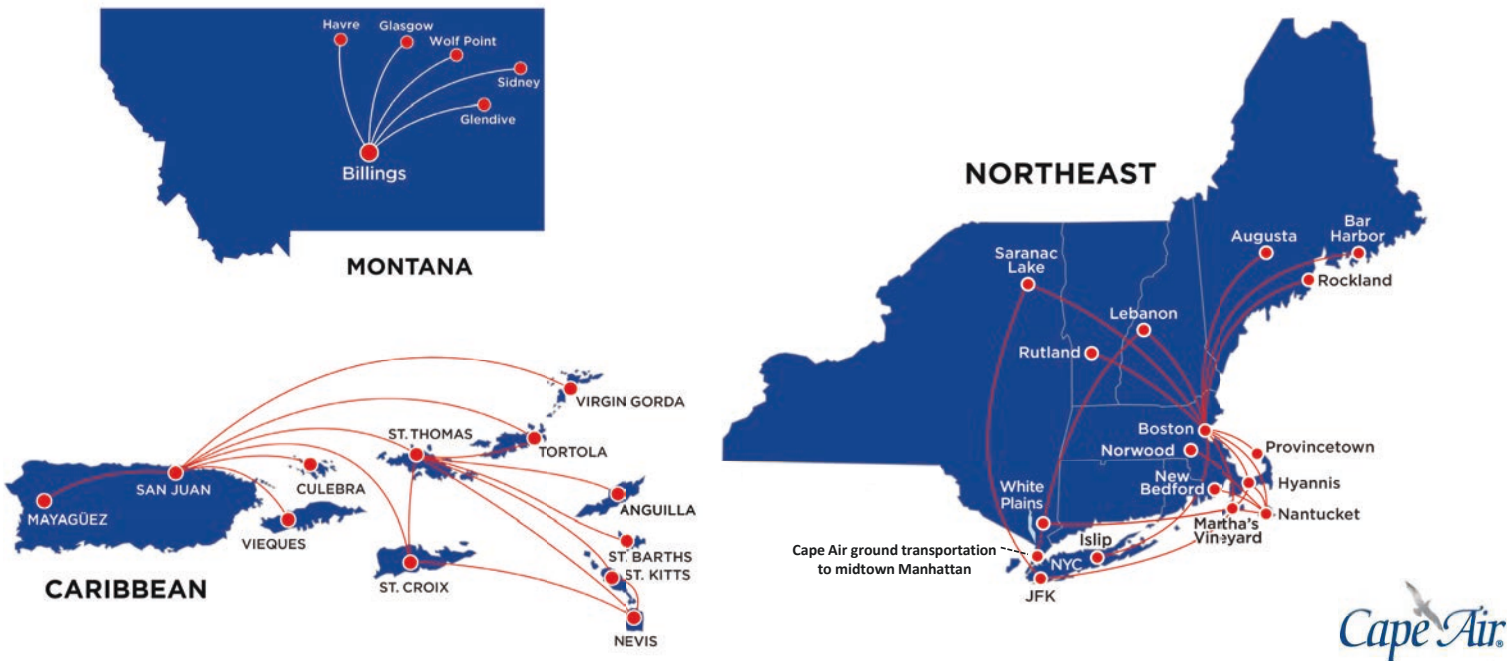
Proven and dependable for regional operations



Britten-Norman Islander

Ideal for short runway and remote community service

Cape Air serves 3 regions with a mix of EAS and retail flying



Safety is the foundation of everything we do

- Biennial safety audits performed by:
 - Delta Air Lines
 - JetBlue Airways
 - United Airlines
- Safety Management Systems program approved by FAA
- 37 years of experience
 - >90,000 flights/year
- FAA certified under Part 135
- All Captains have an Air Transport Pilot Certificate
 - 1,500 hours minimum
- Dedicated Safety department
 - 5 safety professionals led by Vice President of Safety
- WAAS-enabled GPS navigation

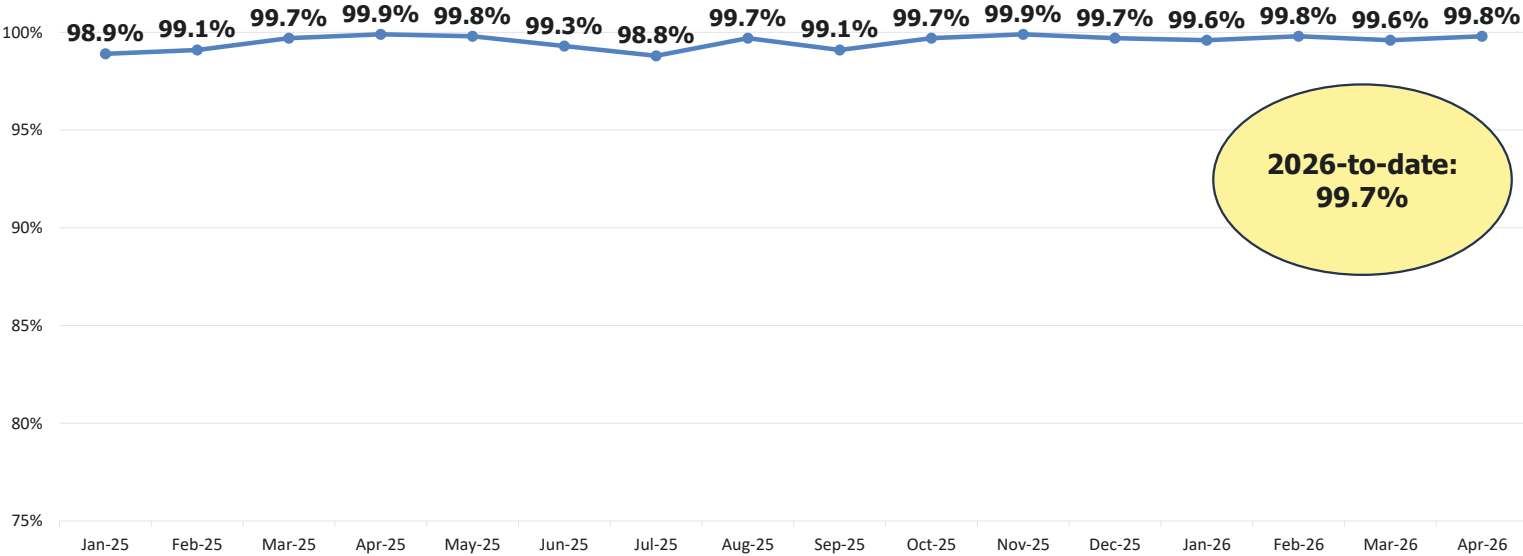


PROPELLED BY
SAFETY

Cape Air

Cape Air is laser-focused on reliability

Monthly Company-Controllable Completion Rate



Cape Air was North America's #1 on-time airline in March & April!

North American airlines ranked by on-time performance April 2026

Search...



Airline Name	Airline Code	OTP Rank	On-time Performance	Ca
Cape Air	9K	1	87.71%	2.5
Alaska Airlines	AS	2	85.22%	0.5
Breeze Airways	MX	3	84.2%	0.2
Delta Air Lines	DL	4	83.58%	0.8
WestJet	WS	5	82.65%	0.6
Porter Airlines	PD	6	82.03%	0.8



Cape Air White Plains-NYC Connector



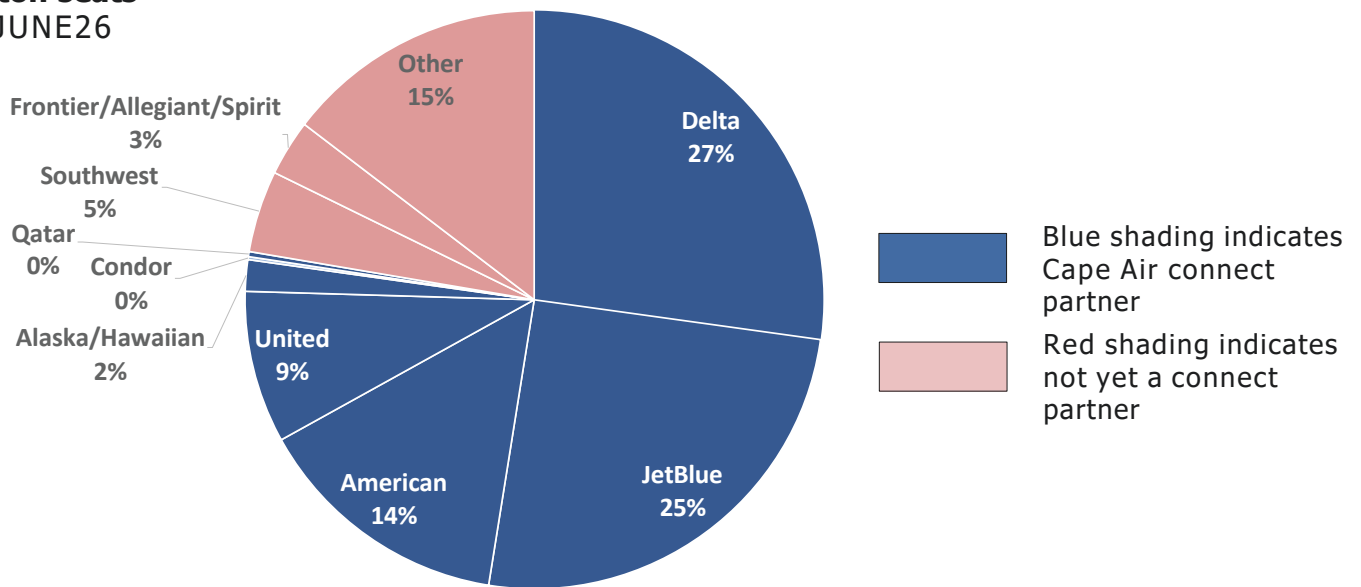
**Cape Air's complimentary,
private shuttle
connects passengers
between White Plains and
midtown Manhattan in
about an hour**



Cape Air connects with +75% of the seats at Boston



Boston seats
YE JUNE26



Source: Official Airline Guide

Cape Air's high-frequency service provides convenient connections through Boston's global gateway

City	Code	Seats	City	Code	Seats	City	Code	Seats	City	Code	Seats
1 Chicago, IL	ORD	1,073,622	40 St. Louis, MO	STL	209,457	79 Shannon, Ireland	SNN	66,608	118 Liberia, Costa Rica	LIR	21,194
2 Washington, DC	DCA	940,940	41 Aruba, Aruba	AUA	195,628	80 Ponta Delgada, Portugal	PDL	65,142	119 Daytona Beach, FL	DAB	20,160
3 Atlanta, GA	ATL	898,983	42 Lisbon, Portugal	LIS	191,164	81 Edinburgh, UK	EDI	63,522	120 Sacramento, CA	SMF	19,348
4 Orlando, FL	MCO	832,578	43 Toronto, ON	YYZ	184,969	82 Syracuse, NY	SYR	63,208	121 Vero Beach, FL	VRB	19,040
5 San Francisco, CA	SFO	794,356	44 Cleveland, OH	CLE	183,100	83 Hamilton, Bermuda	BDA	63,088	122 Calgary, AB	YYC	18,849
6 Los Angeles, CA	LAX	707,899	45 Richmond, VA	RIC	176,441	84 Nantucket, MA	ACK	61,896	123 Harrisburg, PA	MDT	18,324
7 Denver, CO	DEN	702,397	46 Reykjavik, Iceland	KEF	168,218	85 Mexico City, Mexico	MEX	59,724	124 Porto, Portugal	OPO	17,976
8 London, UK	LHR	696,359	47 Jacksonville, FL	JAX	166,489	86 Athens, Greece	ATH	59,291	125 Traverse City, MI	TVC	16,545
9 Dallas/Ft. Worth, TX	DFW	637,854	48 Cancun, Mexico	CUN	164,304	87 Sao Paulo, Brazil	GRU	55,146	126 Bar Harbor, ME	BHB	15,417
10 New York, NY	JFK	618,546	49 Indianapolis, IN	IND	154,896	88 Louisville, KY	SDF	53,899	127 Grand Rapids, MI	GRR	14,580
11 Miami, FL	MIA	615,486	50 Columbus, OH	CMH	154,336	89 Norfolk, VA	ORF	53,786	128 Provincetown, MA	PVC	13,689
12 Philadelphia, PA	PHL	606,024	51 Santo Domingo, DR	SDQ	154,239	90 Charlotte Amalie, VI	STT	52,923	129 Des Moines, IA	DSM	13,500
13 Charlotte, NC	CLT	598,866	52 Munich, Germany	MUC	151,042	91 Kansas City, MO	MCI	50,298	130 Lebanon-Hanover, NH	LEB	13,140
14 Fort Lauderdale, FL	FLL	596,833	53 Charleston, SC	CHS	150,937	92 Beijing, China	PEK	45,864	131 Rockland, ME	RKD	12,276
15 New York, NY	LGA	551,778	54 Cincinnati, OH	CVG	142,796	93 Wilmington, NC	ILM	45,644	132 Valparaiso, FL	VPS	11,284
16 Baltimore, MD	BWI	506,330	55 Rome, Italy	FCO	140,616	94 Presque Isle, ME	PQI	45,440	133 Bridgetown, Barbados	BGI	11,266
17 Newark, NJ	EWR	491,786	56 New Orleans, LA	MSY	138,152	95 San Antonio, TX	SAT	42,825	134 Augusta, ME	AUG	11,169
18 Tampa, FL	TPA	457,872	57 Punta Cana, DR	PUJ	137,300	96 Nassau, Bahamas	NAS	41,053	135 Rutland, VT	RUT	9,855
19 Detroit, MI	DTW	456,221	58 Madrid, Spain	MAD	134,732	97 Tel Aviv, Israel	TLV	40,604	136 Massena, NY	MSS	9,837
20 Seattle, WA	SEA	448,923	59 Zurich, Switzerland	ZRH	134,538	98 Rochester, NY	ROC	40,148	137 Hyannis, MA	HYA	9,369
21 Nashville, TN	BNA	410,598	60 Buffalo, NY	BUF	130,982	99 Dallas, TX	DAL	39,275	138 Terceira, Portugal	TER	9,041
22 Minneapolis, MN	MSP	395,643	61 Savannah, GA	SAV	128,035	100 Asheville, NC	AVL	37,714	139 Islip, NY	ISP	7,362
23 Phoenix, AZ	PHX	386,890	62 Hong Kong	HKG	117,126	101 San Salvador, El Salvador	SAL	37,440	140 Puerto Plata, DR	POP	7,000
24 Raleigh/Durham, NC	RDU	378,710	63 Portland, OR	PDX	116,570	102 Marthas Vineyard, MA	MVY	36,486	141 St. Lucia, St. Lucia	UVF	6,990
25 Fort Myers, FL	RSW	362,707	64 Montreal, QC	YUL	113,660	103 Honolulu, HI	HNL	36,418	142 Hayden, CO	HDN	6,642
26 West Palm Beach, FL	PBI	345,167	65 Istanbul, Turkey	IST	106,142	104 Montego Bay, Jamaica	MBJ	34,090	143 Saranac Lake, NY	SLK	6,570
27 San Juan, PR	SJU	336,717	66 Dubai, United Arab Emirates	DXB	105,388	105 Vienna, Austria	VIE	31,650	144 Grand Cayman	GCM	4,604
28 Houston, TX	IAH	335,296	67 Seoul, Republic of Korea	ICN	101,595	106 Bozeman, MT	BZN	31,426	145 Anguilla, Anguilla	AXA	3,648
29 Paris, France	CDG	312,658	68 Toronto, ON	YTZ	101,088	107 Knoxville, TN	TYS	30,240	146 Augusta, GA	AGS	1,304
30 San Diego, CA	SAN	301,253	69 Myrtle Beach, SC	MYR	100,965	108 Ottawa, ON	YOW	29,484	147 San Jose, CA	SJC	1,117
31 Dublin, Ireland	DUB	295,607	70 Barcelona, Spain	BCN	100,662	109 Bogota, Colombia	BOG	28,224	148 Cap Haitien, Haiti	CAP	1,050
32 Las Vegas, NV	LAS	291,995	71 Abu Dhabi, UAE	AUH	98,981	110 Key West, FL	EYW	28,088	149 Hilton Head, SC	HHH	889
33 Amsterdam, Netherlands	AMS	268,046	72 Sarasota/Bradenton, FL	SRQ	95,179	111 Philipsburg, Sint Maarten	SXM	27,596	150 New Bedford, MA	EWB	693
34 Washington, DC	IAD	263,851	73 Santiago, DR	STI	92,540	112 Vancouver, BC	YVR	25,603	151 Madison, WI	MSN	464
35 Salt Lake City, UT	SLC	232,833	74 Panama City, Panama	PTY	92,422	113 Halifax, NS	YHZ	25,508	152 Panama City, FL	ECP	456
36 Chicago, IL	MDW	230,904	75 Doha, Qatar	DOH	88,101	114 Milan, Italy	MXP	25,009	153 Pensacola, FL	PNS	456
37 Austin, TX	AUS	219,726	76 Copenhagen, Denmark	CPH	74,597	115 Providenciales	PLS	23,840	154 Greenville, SC	GSP	218
38 Pittsburgh, PA	PIT	217,905	77 Tokyo, Japan	NRT	70,776	116 London, UK	LGW	23,508	155 Houston, TX	HOU	175
39 Frankfurt, Germany	FRA	215,845	78 Milwaukee, WI	MKE	68,167	117 Memphis, TN	MEM	22,192	156 Omaha, NE	OMA	132

Source: Airline Data Inc., Jun 25 – May 26



Connecting Lebanon to the World

One ticket. Seamless access to major U.S. and international destinations.



Codeshare & Interline
Agreements



Convenient connections across leading global airline networks.

Easy to Book. Easy to Connect.

Cape Air flights are available through major airline, travel agency and online booking platforms.



Global Distribution & Online Travel Platforms

GLOBAL DISTRIBUTION SYSTEMS

Sabre

amADEUS

T TRAVELPORT

worldspan.

ONLINE TRAVEL PLATFORMS

Expedia

priceline

ORBITZ

travelocity

KAYAK

hopper

CORPORATE & TRAVEL AGENCY ACCESS



**GLOBAL
BUSINESS
TRAVEL**

Cape Air flights are accessible through leading global travel distribution networks.

Loyalty Programs

Loyal passengers continue to earn and redeem rewards with Cape Air.



Partners. Rewards.
More Benefits.

Cape Air participates in leading airline loyalty programs
giving passengers more ways to earn miles and enjoy exclusive benefits.



Cape Air's website allows customers to book seamless connections across partner airlines' route networks



BOOK A FLIGHT

Roundtrip
 One-way
 Multi-City

From To

Departure Date

Adult	Child	Infant	To book a pet, service animal, unaccompanied minor (age 8-14), or other special need, please call 800-CAPE-AIR
1 (15+)	0 (2-14)	0 (under 2)	

Promo Code

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[Times](#)
[Emissions](#)
[Connecting airports](#)
[Duration](#)

Best
Cheapest from **\$224**

Top flights

Ranked based on price and convenience • Prices include required taxes + fees for 1 adult. Optional charges and bag fees may apply. [Passenger assistance info.](#) Sorted by top flights

3:42 PM – 11:30 PM Cape Air, Delta	7 hr 48 min LEB-MCO	1 stop 3 hr 23 min BOS	211 kg CO2e -22% emissions	1 bag 0 checked \$262
10:57 AM – 6:54 PM Cape Air, Delta	7 hr 57 min LEB-MCO	1 stop 3 hr 22 min BOS	245 kg CO2e -9% emissions	1 bag 0 checked \$287



Cape Air service can be booked directly with partner airlines like JetBlue and Delta...

jetBlue | LEB - FLL | Nov 10 - Nov 17 | 1 Traveler | Sign In

Depart
Lebanon, NH (LEB) - Fort Lauderdale, FL (FLL)
Nov 10

Cash Points

Sat Nov 7	Sun Nov 8	Mon Nov 9	Tue Nov 10	Wed Nov 11	Thu Nov 12	Fri Nov 13
\$312	\$312	\$272	\$292	\$312	\$277	\$272

All filters | Sort: Best match

1 Stop | 7h 24m
7:00am LEB | BOS | 2h 49m | 2:24pm FLL
Cape Air 9K 1870, JetBlue B6 869

Economy Options from \$292 (2 left at this price)

1 Stop | 7h 24m
7:00am LEB | BOS | 2h 49m | 2:24pm FLL
Cape Air 9K 1870, JetBlue B6 869

Core Options from \$308 (1 left at this price)

DELTA | LEB - LAX | Round Trip | Nov 10-17 | 1 Passenger | MODIFY | SIGN UP | LOG IN

Outbound LEB - LAX Tue, Nov 10, 2026

Show Price In USD Miles Miles + Cash | Sort & Filter

Extra: Maximum Flexibility, More Rewards
Enjoy Extra, the Delta experience with the highest level of flexibility, including refund options, more miles and enhanced travel benefits.

Explore Our Products

Fares are round-trip per passenger, including taxes and fees. Additional baggage fees may apply. Delta Rights may be listed first. Services and amenities may vary or change.

Product	Price	Availability
Economy Delta Main Classic	From \$520 Round Trip	2 left at this price
Economy Delta Comfort Classic	From \$830 Round Trip	1 left at this price
Economy Delta One Classic	From \$3,182 Round Trip	2 left at this price

9K308 | DL508 | 9h 32m
2:12pm LEB | BOS in 37m | 8:44pm LAX
Operated by Cape Air



...as well as United and American

From: LEB (Lebanon, NH, US) To: EWR (Newark, NJ/New York, NY, US) Date: Sep 08 Travelers: 1 Adult Show price in: Money

\$400 STATEMENT CREDIT + 25K BONUS MILES
 after first purchase after qualifying purchases
 Save at least 10% on flights booked with miles

DEPART ON: September 8

	United Economy* (Main cabin)	United First* (Extra spacious seats)
From	\$202	\$622
	Economy United Economy	Economy United First

Flight details: LEB 3:42 PM → 7:30 PM EWR. Includes travel operated by Cape Air. 84 kg CO₂.

LEB → ORD | Sep 8 | 1 | Modify

Choose flights

DEPART
 Lebanon, NH to Chicago, IL
 Tuesday, September 8, 2026

Price calendar for Sep 8: \$222

Filter by: Stops, Airlines. 40 results.

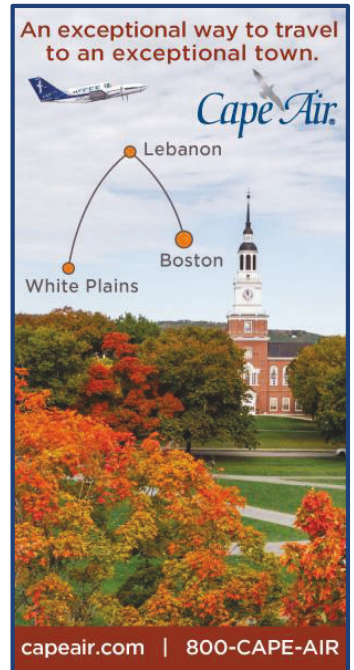
Depart	Arrive	Duration	Main	Premium
LEB 10:57 AM	ORD 3:13 PM	5h 16m 1 stop	One way from \$267	One way from \$350

Flight details: LEB - BOS - 9K 1814 - 112-Boeing 737 MAX 8. Operated by Cape Air. BOS - ORD - AA 433 - E75-Embraer 175. Operated by Republic Airways as American Eagle.



Marketing

- Annual budget of \$110K
- Advertising with local radio stations; Great Eastern Radio & Podcast and NH Public Radio
- Member of Upper Valley Business Alliance and sponsor of LEBFest 2026, Reader's Choice Awards, and Downtown Hanover Working Group
- Community participation includes Job Shadow Program with Lebanon Middle School
- National Advertisements include NESN Sports, including The Boston Red Sox and Boston Bruins
- Print Media includes The Dartmouth College Newspaper, Dartmouth Alumni Magazine, Valley News and Mountainview Publishing





Cape Air LEB EAS Proposal

**4x daily between
Boston and Lebanon
&**

**2x daily between
White Plains, NY and
Lebanon**

with surface transportation
to/from Midtown Manhattan

LEB Proposal Economics



Service operated primarily in Tecnam P2012 Traveller.

Cessna 402 may be substituted as needed

Subsidy Drivers	BOS-LEB	HPN-LEB
Daily Round Trips	4	2
Stage (nautical miles)	97	164
Annual Scheduled Departures	2,920	1,460
Annual Passengers	11,216	7,392
Actual Expected Departures	2,832	1,416

Expenses	BOS-LEB	HPN-LEB	TOTAL
Direct Operating Cost	\$ 3,281,958	\$ 2,763,141	\$ 6,045,098
Indirect Cost	\$ 640,199	\$ 564,069	\$ 1,204,268
Ownership Cost	\$ 673,219	\$ 566,796	\$ 1,240,015
Marketing	\$ 73,333	\$ 36,667	\$ 110,000
Operating Expense	\$ 4,668,709	\$ 3,930,672	\$ 8,599,381
Return of 5%	\$ 233,435	\$ 196,534	\$ 429,969
Economic Expense	\$ 4,902,144	\$ 4,127,206	\$ 9,029,350
Passenger Revenue	\$ 829,984	\$ 872,256	\$ 1,702,240
Subsidy Required	\$ 4,072,160	\$ 3,254,950	\$ 7,327,110

Standard 2 Year Term	BOS-LEB	HPN-LEB	TOTAL
Subsidy Required (Year 1)	\$ 4,072,160	\$ 3,254,950	\$ 7,327,110
Subsidy per Departure	\$ 1,395	\$ 2,229	\$ 1,673

4 Year Term - Discounted	BOS-LEB	HPN-LEB	TOTAL
Subsidy Required (Year 1)	\$ 3,990,717	\$ 3,189,851	\$ 7,180,568
Subsidy per Departure	\$ 1,367	\$ 2,185	\$ 1,639

Cape Air's fleet is comprised of 9-seat aircraft. Actual available seats may be limited by operational considerations.

LEB Proposal Economics: Subsidy per Year

2 Year Term	BOS-LEB	HPN-LEB	TOTAL
Year 1	\$ 4,072,160	\$ 3,254,950	\$ 7,327,110
Year 2	\$ 4,296,129	\$ 3,433,972	\$ 7,730,101

4 Year Term - PREFERRED	BOS-LEB	HPN-LEB	TOTAL
Year 1	\$ 3,990,717	\$ 3,189,851	\$ 7,180,568
Year 2	\$ 4,210,207	\$ 3,365,292	\$ 7,575,499
Year 3	\$ 4,441,768	\$ 3,550,383	\$ 7,992,152
Year 4	\$ 4,686,065	\$ 3,745,655	\$ 8,431,720



Cape Air proposes
escalation factors
to align
revenue with costs

*Cape Air would be honored to have your support
for continued service at Lebanon Airport!*



Cape Air

Thank you!

Hyannis Air Service, Inc., dba Cape Air Attn:
Casey Stone, Chief Financial Officer
660 Barnstable Rd, Hyannis MA 02601 • 508-862-9796



Essential Air Service Proposal

Lebanon, New Hampshire

DOT-OST-2003-14822

Corporate Flight Management Inc. d/b/a Contour Airlines
A Tennessee Corporation
808 Blue Angel Way, Smyrna, TN 37167



Dear Mr. Martin,

Contour Airlines is pleased to submit this proposal to provide Essential Air Service to Lebanon, New Hampshire (LEB) . As part of our proposal, we are offering the community 12-weekly subsidized nonstop flights, including options for Boston (BOS), New York (JFK), Washington D.C. (IAD), and Westchester County (HPN). Contour prefers a 48-month term for the award.

Contour Airlines will utilize twin-engine regional jet aircraft, comfortably configured with 30 seats. Passengers will be able to connect to Contour partners Alaska, American, Delta, JetBlue, and United. We believe that this proposal well positions the community to see meaningful enplanement growth and corresponding economic benefit.

Thank you for your consideration.



Ben Munson
President



Company History & Overview



Corporate History

- Founded in 1982 in Nashville, Tennessee
- New management team introduced airline growth strategy in 2015

The Platform

- Diversified Platform
 - *Airline, charter, FBO, and MRO operations*
- Optimized for regional market connectivity
 - *Commercial platform and operations optimized for EAS*
 - *Multiple major airline partners*
 - *Strong community engagement at all levels*



41 Cities
in Network



39
Regional Jets



800+
Employees

Our Fleet



Bombardier CRJ Aircraft



Embraer ERJ Aircraft

**Contour Exclusively Operates Twin-Engine Regional Jet Aircraft
in Our Essential Air Service (EAS) Network**



Contour Amenities



Flight Attendant
on every flight



36" pitch
at every seat

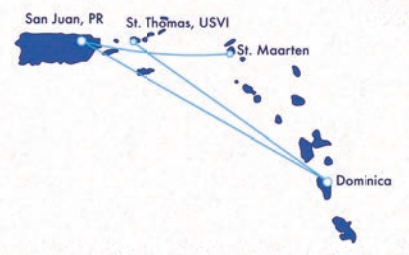


Food & Beverage on
every flight

Our Network



- Contour has significantly scaled into the **largest independently branded airline in EAS**
- Commercial platform purpose built to **optimize for EAS markets**
- Connecting EAS communities with **most relevant hubs** for business and leisure travel
- Serving **multiple hubs** proving successful in multiple markets



Notes
Merced, CA service starting in July 2026

Safety and Security

Safety Accreditations



Contour Is One of Few Part 135 Carriers with a FAA Approved Safety Management System

Leading Safety Culture

- Contour holds the **highest-level accreditations** that an airline can receive for safety. Of note, Contour also undergoes audits from its major partner airlines.
- **U.S. Department of Defense (DoD)** Civilian Airlift Review Board (CARB)–certified carrier, enabling use by U.S. government travelers.
- Works with regulatory bodies and industry groups to ensure **best practices** across safety & security disciplines
- Contour is one of the few Part 135 carriers with a **FAA approved Safety Management System (SMS)**.

Partner Portfolio

Five Major Connecting Airline Partners



- Contour currently has active partnership agreements with **Alaska, American, JetBlue, and United**
- **Delta Air Lines** moving forward with interline agreement with Contour in 2026
- Contour **continuously expanding interline portfolio** to maximize service options for our communities

Distribution Strategy

- Contour provides connections to all major network carriers for our partner communities
- Passengers benefit from access to full partner portfolio on all connections, providing travelers the most connecting flight options and ensuring the best schedules & fares
- Passengers connect seamlessly on their itinerary without the need to re-check baggage

Promoting Traffic Growth

Contour Marketing Difference

- Independent brand supported by professional agencies to build awareness
- Contour has included a proposed marketing budget of \$75,000 to work collaboratively with community to promote service and grow passenger traffic to and from Lebanon
- Promotional fares with discounted price point relative to most regional travel options
- Emphasis on traffic stimulation in partnership with community to maximize service value

Contour Airlines
Sponsored · Published by Contour Aviation

Contour offers incredibly low fares that make flying locally more affordable than driving hours to a nearby airport. Whether you're looking for a weekend getaway or a last-minute business trip, our fares are simple and affordable.

✈ Fly Manistee, MI to/from Chicago, IL (ORD) from \$59 One Way*

*Terms Apply — 21-day advance purchase required. Seats limited.

CONTOUR
Fly from Manistee with fares from \$59 one-way.*
BOOK NOW!

Partners with American Airlines UNITED

CONTOURAVIATION.COM
Everyday Low Fares — Flying Made Affordable Book now

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CONTOURAIRLINES.COM
Home Corporate Flight Management d.b.a Contour Airlines. Book now

Contour Bid (Option A)

Bid Overview	
Essential Air Service Market	Lebanon, NH
Frequency	12 weekly Round-Trips
Hub(s)	BOS (12)
Aircraft Type	30-Seat Regional Jet
Term	48 months preferred
Annual Escalation	5% Year over Year

Notes:

All flights to be conducted as 14 CFR Part 380 public charters. Accordingly, service is contingent on community waiving its rights to scheduled air transportation or submitting a proposal for Alternate Essential Air Service (AEAS).

Operations

Scheduled R/Ts Per Week	12
Completion Factor	97%
Annual Departures	1,211
Seats per Departure	30

Revenue

Forecast Passengers	20,079
Average Fare	\$55
Total Revenue	\$1,104,345

Expenses

Departure Costs	\$2,296,323
Aircraft Operating Costs	\$3,468,041
Overhead and Ownership	\$1,800,545
Marketing	\$75,000
Total Expenses	\$7,639,909
Profit Component (5%)	\$381,995

Proposed Subsidy Year 1	\$6,917,560
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Proposed Subsidy Year 2	\$7,263,438
Proposed Subsidy Year 3	\$7,626,609
Proposed Subsidy Year 4	\$8,007,940

Contour Bid (Option B)

Bid Overview	
Essential Air Service Market	Lebanon, NH
Frequency	12 weekly Round-Trips
Hub(s)	BOS (7) and JFK (5)*
Aircraft Type	30-Seat Regional Jet
Term	48 months preferred
Annual Escalation	5% Year over Year

Notes:

All flights to be conducted as 14 CFR Part 380 public charters. Accordingly, service is contingent on community waiving its rights to scheduled air transportation or submitting a proposal for Alternate Essential Air Service (AEAS).

*As requested by community, Contour would be willing to adjust frequency levels by hub.

Operations

Scheduled R/Ts Per Week	12
Completion Factor	97%
Annual Departures	1,211
Seats per Departure	30

Revenue

Forecast Passengers	25,317
Average Fare	\$90
Total Revenue	\$2,278,530

Expenses

Departure Costs	\$2,417,526
Aircraft Operating Costs	\$3,558,632
Overhead and Ownership	\$1,636,859
Marketing	\$75,000
Total Expenses	\$7,688,017
Profit Component (5%)	\$384,401

Proposed Subsidy Year 1 \$5,793,888

Proposed Subsidy Year 2	\$6,083,582
Proposed Subsidy Year 3	\$6,387,761
Proposed Subsidy Year 4	\$6,707,149

Contour Bid (Option C)

Bid Overview	
Essential Air Service Market	Lebanon, NH
Frequency	12 weekly Round-Trips
Hub(s)	BOS (7) and HPN (5)*
Aircraft Type	30-Seat Regional Jet
Term	48 months preferred
Annual Escalation	5% Year over Year

Notes:

All flights to be conducted as 14 CFR Part 380 public charters. Accordingly, service is contingent on community waiving its rights to scheduled air transportation or submitting a proposal for Alternate Essential Air Service (AEAS).

*As requested by community, Contour would be willing to adjust frequency levels by hub.

Operations

Scheduled R/Ts Per Week	12
Completion Factor	97%
Annual Departures	1,211
Seats per Departure	30

Revenue

Forecast Passengers	22,698
Average Fare	\$98
Total Revenue	\$2,224,404

Expenses

Departure Costs	\$2,417,526
Aircraft Operating Costs	\$3,558,632
Overhead and Ownership	\$1,636,859
Marketing	\$75,000
Total Expenses	\$7,688,017
Profit Component (5%)	\$384,401

Proposed Subsidy Year 1 \$5,848,014

Proposed Subsidy Year 2	\$6,140,415
Proposed Subsidy Year 3	\$6,447,435
Proposed Subsidy Year 4	\$6,769,807

Contour Bid (Option D)

Bid Overview	
Essential Air Service Market	Lebanon, NH
Frequency	12 weekly Round-Trips
Hub(s)	JFK (7) and IAD (5)*
Aircraft Type	30-Seat Regional Jet
Term	48 months preferred
Annual Escalation	5% Year over Year

Notes:

All flights to be conducted as 14 CFR Part 380 public charters. Accordingly, service is contingent on community waiving its rights to scheduled air transportation or submitting a proposal for Alternate Essential Air Service (AEAS).

*As requested by community, Contour would be willing to adjust frequency levels by hub.

Operations

Scheduled R/Ts Per Week	12
Completion Factor	97%
Annual Departures	1,211
Seats per Departure	30

Revenue

Forecast Passengers	25,317
Average Fare	\$118
Total Revenue	\$2,987,406

Expenses

Departure Costs	\$2,316,796
Aircraft Operating Costs	\$4,447,572
Overhead and Ownership	\$1,568,657
Marketing	\$75,000
Total Expenses	\$8,408,025
Profit Component (5%)	\$420,401

Proposed Subsidy Year 1 \$5,841,020

Proposed Subsidy Year 2	\$6,133,071
Proposed Subsidy Year 3	\$6,439,724
Proposed Subsidy Year 4	\$6,761,711

Contour Bid (Option E)

Bid Overview	
Essential Air Service Market	Lebanon, NH
Frequency	12 weekly Round-Trips
Hub(s)	JFK (7) and HPN (5)*
Aircraft Type	30-Seat Regional Jet
Term	48 months preferred
Annual Escalation	5% Year over Year

Notes:

All flights to be conducted as 14 CFR Part 380 public charters. Accordingly, service is contingent on community waiving its rights to scheduled air transportation or submitting a proposal for Alternate Essential Air Service (AEAS).

*As requested by community, Contour would be willing to adjust frequency levels by hub.

Operations

Scheduled R/Ts Per Week	12
Completion Factor	97%
Annual Departures	1,211
Seats per Departure	30

Revenue

Forecast Passengers	20,952
Average Fare	\$110
Total Revenue	\$2,304,720

Expenses

Departure Costs	\$2,241,500
Aircraft Operating Costs	\$3,928,964
Overhead and Ownership	\$1,568,657
Marketing	\$75,000
Total Expenses	\$7,814,120
Profit Component (5%)	\$390,706

Proposed Subsidy Year 1 \$5,900,106

Proposed Subsidy Year 2	\$6,195,111
Proposed Subsidy Year 3	\$6,504,867
Proposed Subsidy Year 4	\$6,830,110



CONTOUR

www.ContourAirlines.com



2026 EAS Proposals

Aircraft	Flights				Aircraft Seats	Seats per Week	Subsidy per Year				Subsidy per Seat				Proposed Fare	Marketing Budget	Interline Agreements
	Hub 1	Freq. 1	Hub 2	Freq. 2			Year 1	Year 2	Year 3	Year 4	Year 1	Year 2	Year 3	Year 4			

BOUTIQUE

Pilatus PC12	BOS	28	HPN	14	9	378	\$ 8,498,090	\$ 8,922,994	\$ 9,369,144	\$ 9,837,601	\$ 432.34	\$ 453.96	\$ 476.66	\$ 500.49	\$ 79.00	\$ 75,000	United, American
	BOS	21	HPN	14	9	315	\$ 7,192,686	\$ 7,552,321	\$ 7,929,937	\$ 8,326,434	\$ 439.11	\$ 461.07	\$ 484.12	\$ 508.33			

CAPE AIR

Cessna 402	BOS	28	HPN	14	9	378	\$ 7,180,568	\$ 7,575,499	\$ 7,992,152	\$ 8,431,720	\$ 365.31	\$ 385.40	\$ 406.60	\$ 428.96	\$ 91.50	\$110,000	United, American, JetBlue, Delta, Alaska, Hawaiian, Qatar, Condor
Tecnam P2012																	
Islander																	

CONTOUR AIRLINES

ERJ-135	BOS	12			30	360	\$ 6,917,560	\$ 7,263,438	\$ 7,626,609	\$ 8,007,940	\$ 369.53	\$ 388.00	\$ 407.40	\$ 427.77	\$ 55.00	\$ 75,000	United, American, JetBlue, Delta, Alaska
	BOS	7	JFK	5	30	360	\$ 5,793,888	\$ 6,083,582	\$ 6,387,761	\$ 6,707,149	\$ 309.50	\$ 324.98	\$ 341.23	\$ 358.29	\$ 90.00		
	BOS	7	HPN	5	30	360	\$ 5,848,014	\$ 6,140,415	\$ 6,447,435	\$ 6,769,807	\$ 312.39	\$ 328.01	\$ 344.41	\$ 361.63	\$ 98.00		
	JFK	7	IAD	5	30	360	\$ 5,841,020	\$ 6,133,071	\$ 6,439,724	\$ 6,761,711	\$ 312.02	\$ 327.62	\$ 344.00	\$ 361.20	\$ 118.00		
	JFK	7	HPN	5	30	360	\$ 5,900,106	\$ 6,195,111	\$ 6,504,867	\$ 6,830,110	\$ 315.18	\$ 330.94	\$ 347.48	\$ 364.86	\$ 110.00		

Name	Which EAS proposal do you prefer?	Comments
Jeffrey Kauffman	Boutique Air	Overall, I am happy with cape air. My one complaint is when their flights are canceled. They do not make any effort to help with transportation. If boutique would do better than I would choose them, otherwise cape is fine Contour should not even be considered, one flight a day to White Plains is not enough
Brian	Boutique Air	7 weekly, nonstop, round trips to New York City (JFK) and 5 to Washington D.C. (IAD)
Kathy Stebbins	Boutique Air	Cap air planes are loud. We took them once a few years back. We didn't appreciate TSA literally tossing our luggage and throwing our stuff back into the luggage.
	Boutique Air	Pressurized air planes, quite inside and can fly higher in the air which would lower cancellations of flight
Thacher Smith	Boutique Air	Boutique offers better frequency and service than Cape Air currently does.
Steve papa	Cape Air	More flights is better. Typically trying to connect to other flights.
J M Beardsley	Cape Air	I like being able to access both Boston and NYC. The white plains lemo is more convenient than JFK.
joyce luttrell	Cape Air	i have used cape air numerous times and have always received excellent service. they have proven their reliability to me. they offer several options per day to both boston and new york with shuttle service into the city. They have already proven themselves and I would be quite disappointed if they were no longer available in lebanon. thank you.
Josh Walker	Cape Air	I have flown on Cape air many times to White Plains. My sister in law lives in Manhattan so the service Cape Air provides me as a life long Lebanon resident is not only convenient but much safer than driving to New York. In my opinion, we should continue to allow Cape Air to provide service out of the airport as they have a history of being economical and safe.
Nicole Wasyluk	Cape Air	Cape air has been a reliable and great service over the years. Contour has good options but I worry they will drop NYC as they have an option for only Boston service. We really love and utilize service to NYC area white plains is convenient and easy to I fly at least 3x a year I visit family and friends
Joy Putnam	Cape Air	We have used Cape Air for many years to go to Logan and have always been thoroughly satisfied with their service. It doesn't make sense to me to change to Boutique - offering the same service, but an unknowm. Sometimes price is not the most important factor, Contour is a definite NO for me because of the possiility of stopping service to Boston.
Dennis Barr	Cape Air	Has served the area well, why change.
Bruce Bronner	Cape Air	Residents of Lebanon need to be informed what bringing larger than 9 passanger planes meand to the cost of Air Travel . when you go above the 9 passenger level you must meet the fire dept protocol that 2 firemen be At that airport for every landing and takeoff . In full gear trained and for the most part getting paid for their presence . Below the 9 passanger level it is assumed that on hand personal can handle and an emergency situation . It increases the cost of flying to a level where it's impossible to afford flying. While the smaller planes carry lower numbers at least we can afford them. As a former City Council member 2005-2016 the decision was that smaller was affordable . unless the protocols have changed I expect that to be the case. Make sure the whole picture is presented in term of not only the cost of the flights but also the additional cost to us the residents . Bruce Bronner
Heidi Conner	Cape Air	As a frequent flyer from leb to white plains on cape air, I'd like to see that cape air contract renewed. I like the service on cape air and that it serves the northern New England region. Thanks for taking my comments into consideration.
Leo Brand	Cape Air	Attn: City of Lebanon Lebanon Municipal Airport FAA Essential Air Service Program Cape Air should be awarded the contract for continued EAS flying. Their multiple departure and arrival times are very convenient and accommodate many different travelers and their schedules. Their partnerships with multiple airlines in Boston is also a highlight of their service and makes onward ticketing and baggage transfers very easy. Their new Tecnam airplane is quite nice and the additional safety factor of twin-engine aircraft is also a benefit. I strongly support Cape Air as the provider to continue LEB EAS flying. Leo Brand Lebanon, NH
Katherine Shea	Cape Air	Please continue the current frequency of flights (do not decrease the number per day). Also the ground transportation to NYC is an extremely important part of the flights to White Plains.
Andrea Keen	Cape Air	I think Lebanon should keep the contract with Cape Air since they have provided good service. It would be great if we could add Contour with flights to NYC and DC. I think that is different enough that both airlines could operate out of Lebanon. However, if we can't have both then we should stick with Cape Air.
John Koss	Cape Air	Cape Air continues to provide Lebanon with the best connectivity options and partnerships with major airlines. As is, you can book directly through on Delta and JetBlue. The Boston service is also an essential link and connections at Logan are easy post-security. No more than an hour needed.

John	Cape Air	Cape air has been the best thing to happen to Leb airport. Now every time I fly I leave Lebanon to Boston to connect where I go. It would be a shame to loose it.
	Cape Air	They know the market and have done it for years. They are the only ones that seem to offer ground transportation to Manhattan in their ticket fare. Of course, ticket cost is an issue that is not discussed in the comparison. I am sure other folks might like going directly to JFK. I just worry that a newcomer might try for a couple of years and then decide it is not worth it and pull out, leaving Leb with nothing,.
Liz Pro	Cape Air	I prefer to connect to other flights at Boston instead of elsewhere because when the weather is bad at Lebanon, I can still drive or take the bus to get to or from Boston to get my connecting flight. This is not the case for White Plains or for any of the other cities proposed by Contour. Connecting at JFK or Dulles is impossible to drive to as a Plan B. Also, I prefer the multiple flights per day to and from Boston as it gives me flexibility - morning/midday/dinnertime. Try coming to Lebanon from Texas, and you need to catch a Boston connection leaving Boston at noon or later. Try coming from Philadelphia, and you can catch a late morning flight from Boston to Lebanon. If there are just one or two flights/day, that flexibility is greatly reduced. My point is - having more flights between Lebanon and just one other city (preferably Boston) - gives the connecting traveler more time of day travel options throughout the day. Thank you.
	Cape Air	Boutique is a close second but I have traveled with Cape Air and have been satisfied by their service. One question re: if either of the other airlines are serviced from the main hub at HPN. One thing I don't like about traveling Cape Air to HPN is that you cannot enter or exit from the main hub at HPN but only thru the Cape Air specific entrance alongside of the main hub. This can be scary sometimes when you are alone in the dark. If there is a way for Cape Air to provide access thru the main hub there that would be wonderful.
Richard Ackerman	Cape Air	Several thoughts. 1. I used Cape Air for years in 2005-2007. They are on time and were affordable. Almost too expensive now. 2. Let's stay with a proven partner in Cape Air. Connections into MY and BOS will let us all travel the world. No need for 17 direct shot hop options. 3. Free parking at LEB is a nice perk 4. The community would like to see some collaboration with Dartmouth Coach and these airport services. Add value to the community members. 5. Let's be careful we don't turn LEB into MHT. There is already enough air traffic over the city's homes and businesses. 6. NetJets and other private options provide affluent people the chance to fly direct to anywhere. That is not the City's job. 7. Missed opportunity in the RFP/RFQ. I don't see any commitment to these airlines providing price options or examples.
	Cape Air	I prefer Cape Air as the provider of Lebanon's essential aircraft services. It is a small, reliable, regional airline that provides good service for our small local airport. I flew with them to and from Boston last year for business and was impressed with the customer service and quality of the flight. As someone who lives in the flight path of the airport, I cannot support adding a larger airline, which operates jets. The increase in jet traffic would add to noise disturbance levels and decrease the high quality of rural life in Upper Valley.
Charles DePuy	Cape Air	We are satisfied with the current service.
Kermit Hummel	Cape Air	Cape Air provides a great service. Don't break it!
	Cape Air	Cape Air's reliability and frequency is important. Contour's limited frequency is not a good offering.
Maureen McNulty	Cape Air	I love being able to fly out of Lebanon. It greatly reduces travel stress to be able to park in a convenient, free lot and glide through security in a relaxed atmosphere. The savings on parking make it economically advantageous. The only barrier I have found is finding flights that align with my connecting flights out of Boston. For that reason I strongly oppose the Contour plan. It's limited number of flights (only one or two a day) would make it all but impossible to schedule with connecting flights. I am not in favor of flying in a single engine plane. An engine malfunction in a twin engine is an inconvenience. An engine malfunction in a single engine aircraft is an existential emergency. For that reason, I hope you reject the Boutique proposal.
Chris Johnson	Cape Air	I am a Lebanon resident who has been using Cape Air since 2009, for flights to/from both Boston and New York. I have been continually impressed by the quality of the Cape Air experience, whether it is talking to a representative on the phone, checking in with the airport personnel, or the actual flights. Cape Air not only delivers a quantity and quality of routes that I find useful; they also seem to care deeply about the customer in a way that few modern domestic airlines do. That is something no proposal from Boutique Air or Contour Airlines can offer.
	Cape Air	Prefer non-jets because of the big increase in airport-related noise on takeoff and landing with all the private and charter jets landing at LEB. Accident history on Boutique wikipedia page is concerning because all are related to aircraft maintenance. Question Countour's operation as a charter service, reducing regulations that they would be subject to.
	Cape Air	I have used cape air many times; and have been extremely pleased with their service. I travel fairly frequently, and cape air is a fantastic way to get to Boston, the major airport I prefer to use.
Steven	Cape Air	Cape air provides safe , on time air travel. Cape air staff are wonderful
Heena Sultan	Cape Air	Great service. Nice people. I feel safe.

Ethan LaRochelle	Cape Air	<p>Cape Air has provided exquisite service to the area. I have flown all their routes and enjoy the convenience. I especially appreciate their NY service and ground transfer into midtown NYC. This is incredibly convenient and reduces time and cost of going through a major hub like JFK.</p> <p>All that being said, their small planes limit baggage sizes and weather is often a factor that impacts travel plans. I use the service when I need to go to Boston and New York, but I worry about their reliability for making connections.</p> <p>While I like the Cape Air proposal, the Contour Airlines proposal is also interesting. Expanding to DC is exciting, but only as an addition to BOS and NY. The larger jets should reduce uncertainty in delays due to weather, but it appears their proposal is much less frequent. I feel there should be *at least* 2 flights a day to each location.</p>
	Cape Air	<p>Cape Air's schedule gives travelers more options to fit their busy schedules.</p> <p>4 flights a day, 7 days a week, to/from Boston to reach many connections.</p> <p>This makes Cape Air the best choice.</p>
	Cape Air	If it's not broke, don't fix it! Cape air has served the community well.
Kelly Kelly	Cape Air	Keep Cape Air
	Cape Air	<p>Ideally, I would go with Cape Air, but with Boutique's planes. Newer planes would be nice. I think keeping the fares as affordable as possible is ideal though, so if Boutique can't do that, I'd rather just stick with Cape Air.</p> <p>Cape Air has been really easy to work with and book tickets with in my experience, so I don't have complaints about them, but I wasn't a fan of the newer Tecnam P2012 planes as they felt like a flying Chevy Astro van from the 90s.</p> <p>I am not sure how to feel about the 30-passenger planes with fewer flights offered by Contour. It seems like having more options for flight time is a better trade to me than filling fewer planes.</p> <p>Additionally, Cape Air seems to have the best connection options when comparing to Boutique (United is terrible). I wanted to lean towards Boutique because of the planes, but this is really the most important part in the end.</p>
Kirsten Elin	Cape Air	Cape Air has been a good provider, let's reward that with a continued contract.
Anne Seban	Cape Air	I commute to New York every week for work and having Cape Air offering two flights a day is essential for me while allowing to be with my family on weekends. I have been flying with Cape Air for the last two years and it has allowed me to keep my job and stay in touch with my clients while allowing my son and husband to be in Hanover (my son in school and husband working remotely). Being able to yrBel to NY door to door in 3 hours is essential for me thank you.
Cullen Knights	Cape Air	While I would love to see improvements at Cape Air (use the Tecnams more out of LEB!), the alternate proposals here are a step backward in almost every way AND come with transition risk.
John McBratney	Cape Air	<p>I am writing to express my support for Cape Air's proposal to continue Essential Air Service at Lebanon Municipal Airport, and to share the reasoning behind that preference as a resident who relies on this service for regular travel to New York City for work.</p> <p>On the Boston routes specifically, I want to note that service between Lebanon and Boston offers only marginal benefit over simply driving or taking a coach bus. The drive is short enough that the time and reliability tradeoffs of a regional flight don't meaningfully improve on it. I'd encourage the board to weigh this route pair accordingly in evaluating either proposal, since it isn't where I believe the real value of EAS service to this community lies.</p> <p>My support for Cape Air rests on two points. First, the shuttle connecting White Plains to midtown Manhattan is not a minor convenience, it's what makes flying out of Lebanon practical at all for commuters like me. Without a reliable way to cover that last leg, a flight to the New York area doesn't actually save time or hassle over other options. Second, Cape Air's frequency and demonstrated dependability matter more than they might appear on paper. Two flights a day to White Plains means a missed or delayed flight doesn't strand a traveler for a full day, and Cape Air's track record on completion factor backs that up with actual performance data.</p> <p>I want to be clear that Contour's proposal isn't without merit. Specifically, the option to add nonstop service to JFK would offer access to an airport this community can't reasonably reach by any other means, which is a genuine gap in our current options. But that potential benefit is undercut by how Contour has structured its bid. Every option in their proposal requires Lebanon to either waive its current right to standard scheduled EAS service or pursue an Alternate Essential Air Service designation, in order to operate as a public charter rather than guaranteed scheduled service. That structure gives the carrier significantly more flexibility to scale back or adjust service based on profitability, which works against the basic purpose of this program. A theoretical network benefit doesn't mean much if the service behind it isn't obligated to actually show up.</p> <p>Neither proposal is perfect. But Cape Air's service is structured around a guarantee to fly regardless of demand fluctuations, while Contour's is structured around flexibility to not fly when it doesn't pencil out. For a community that depends on this service being there consistently, that difference should carry real weight in the board's decision.</p>
Phillip Myers	Cape Air	Cape Air has proven to be a reliable partner and should continue to be our airline here in Lebanon.
Kyle Dilger	Cape Air	<p>Cape Air and Lebanon Airport were there for a family friend who needed to move to NH and start their life over, which they've since done successfully. Dependable air service was integral in getting them on site for job interviews and housing opportunities. Unless there's a compelling service-related reason not to stay the course, I'd feel more comfortable sticking with the airline we know.</p> <p>Thank you for the opportunity to present our feedback!</p>
STUART LEWIS	Cape Air	I love Cape air Their flights are safe their staff, friendly, courteous, and always helpful in case there's a last-minute change. They have a track record here in the upper Valley of really helping upper Valley residence and their families. There's no doubt in my mind that we should stick with Cape air.
Kristin Swan	Cape Air	While Cape Air's planes are not luxurious, the airline provides the best options in terms of continuity, affordability, flexibility, connectivity to other airlines, and commitment to the Upper Valley community.

Ren�e Vebell	Cape Air	I value a company that has been providing service for many years, especially in our rural environment. We have used Cape Air and appreciate their safety and service.
Peter Ericson	Cape Air	For me a surface connection to Manhattan is required Thanks Pete
Kim Anstatt Morton	Cape Air	There are advantages to the speed of a jet. What would an example flight and arrival schedule look like? Can we see a flight times comp? Do people understand the difference between a single engine Pilatus (though fast and powerful) vs a jet vs the twin engine offerings by Cape Air? Can we see safety records and also financial condition of each company?
Josh Labove	Cape Air	The Cape Air proposal remains the strongest for frequent and reliable service to major nearby markets. While it would be nice to see a Cape Air option that utilized LGA or EWR, they still propose more options for departures from LEB. While Contour's jet service and pretzels are intriguing, there's little evidence that LEB can support the increased demand of a 30 seater jet. The only way Contour can hope to justify this is by reducing the available flight times to two or three a day. I am particularly concerned what this would mean for connections at BOS; ultimately, they would grow, and a passenger facing a 4-6 hour connection at BOS would now reasonably choose the Dartmouth Coach. Frequent turns ensure the service is convenient; anything less pushes customers to ground transportation. The Boutique proposal was not compelling as it aims to replicate some of the Cape Air offering with less frequency and the challenge of start up costs to bring a new carrier in, essentially offering the same service. Lastly, the Cape Air network is strong in and of itself. Getting from the Upper Valley to the Cape or Nantucket is a seamless experience with Cape Air; the other two airlines would demand onward connections only with large jet carriers. As a frequent user of LEB, I'd love to see options or destinations grow. That said, the incumbent had the upper hand and neither new bid from Boutique or Condor looks to make flying from the Upper Valley easier or more convenient.
Carter Auch	Cape Air	The consistent flights to Boston on Cape Air are an excellent resource. The shuttle to NYC from White Plains has also been very valuable. Keeping the consistent service will be the most utilized.
Harriet DeBauge	Cape Air	I use Cape Air to and from Boston for connections several times a year. It does a very good job and I see no reason to change.
Cristin O'Hara	Cape Air	Cape air has provided excellent service that is pretty dependable for the last 15 years. Why break something that is not broken? Their planes are being upgraded and their service to NYC and BOS is really essential for me as I travel extensively and really value having options to get to both NYC and BOS. The pilots are great, cape air's customer service is excellent and I would hate to see us make a mistake here.
Laura Tucker	Cape Air	I have been using this airline for years- you have to factor in how flexible Cape Air is- they allow cancellations and hold the credit for a year. I have no idea what Boutique's and Contour's policies are. The Westchester flights are critical to our family- and the service of driving you into NYC is huge.
Molly Hannigan	Cape Air	We need cape air!!!!
Don Buck	Cape Air	I urge you to keep Cape Air in Lebanon. My wife and I flew twice to White Plains in 2022 and 2023. The staff was knowledgeable and hassle-free, and the flights were on time. When I had one problem with a staff guy in White Plains, Cape Air cooperated quickly and satisfied my complaint (full ticket refund). I'm sure I'll fly with them again. Thank you. Don Buck Orford NH
Michael Tucker	Cape Air	We love cape air
Cathy Volanakis	Cape Air	Has the best flight locations for me
Sadhya Garg	Cape Air	I've been flying with cape air from Lebanon to white plains and Boston for the better part of a decade. Their service is impeccable, and the convenience of ground transport to manhattan is unmatched. From the pilots to the ground crew, everyone is always so kind and helpful. Flights are timely, often getting to the destination with time to spare. When I've needed to cancel, they generously allow me to rebook quickly and are very communicative when weather delays occur. I strongly believe cape air should receive the contract.
Richard Daley	Cape Air	I grew up in the Upper Valley, and moved back to the area in 2019 after spending many years in NYC. I work from home, but maintain many economic and social ties with NYC. I'm a frequent traveller on Cape Air. Being able to fly to White Plains, with an integrated shuttle to and from midtown Manhattan allows me to keep these ties alive and well. Cape Air has always impressed me with their professionalism and attitude. These other airlines just don't seem to get it. Neither seems to be offering the integrated shuttle, and Contour doesn't seem to understand that JFK is no substitute for White Plains. Contour also doesn't seem to understand that the current number of seats available per week between Lebanon and White Plains is barely sufficient. Reducing that would be a terrible mistake.

Jeff Elles	Cape Air	<p>Visually from planes, Boutique air would seem to be my first choice. However cape Air, though having an aging fleet, at least visually, is the better option because of its links to other airlines. I utilize the airport ~3-4 Round Trips per month on average.</p> <p>Contour seemingly limits the number of departure and flight options from the start of their contract. This does not seem like an intelligent choice to limit the options from the start. Though having potentially more arrival city options, these choices are only potentials with a likelihood of only having the listed 7 flights a week to Boston, which is once a day. I would choose any other option just to prevent such a scenario.</p>
Patricia J Murray	Cape Air	<p>Such a great airline on all levels! Safety, friendly staff, top notch customer service. Easy commute to and from Boston. My entire family flies Cape Air when coming to and from home (Lebanon), business or pleasure. We fly Cape Air!</p>
Paul Turbeville	Cape Air	<p>I use Cape Air's White Plains service 2-3 times per month to travel to work in Stamford,CT. Their team is dedicated and friendly, pricing is reasonable, and service is reliable. If you select another, please keep White Plains as a destination. JFK would not be convenient for anyone commuting to jobs in the tri-state area. The shuttle into NYC that Cape Air offers is also a huge benefit when I need to get into NYC.</p>
David Finley	Cape Air	<p>Cape Air provides more flights to Boston and White Plains than the other two proposals, has a lower cost which requires lower subsidies and has other airports it flies to besides just Boston and NYC. I would love to see them expand service to a NYC airport like JFK or LaGuardia for easier international and transcontinental flights. In addition, updating the fleet of planes should be also considered, whether that be new planes or renovations of the interior of their current fleet. The other two proposals would be a downgrade in service and would cost more. Definitely think Cape Air is not only the best value but also gives the most options.</p>
Tamara Barry	Cape Air	<p>I use Cape air frequently and have been very very happy with their service. Please don't change.</p>
Shantel Bill	Cape Air	<p>My family utilizes cape air to and from BOS-LEB for work and pleasure. They are always effective, efficient, friendly, and safe. Given cape air's history and reliability it should be a first choice. With that said, a close second would be boutique air. Finally it appears contour air should not even be considered as it is not an equivalent to the other two options.</p>
Bryan Small	Cape Air	<p>I love Cape Air and have had nothing but incredible service from them. They are as local as we're going to get from a small airline and we should continue to support them.</p>
Virginia Beggs	Cape Air	<p>Reliable, long term company has flown in/out of Lebanon for years. Boston Connection important to me</p>
Andrew Daubenspeck	Cape Air	<p>Cape Air has a proven record of good service and should be continued. We know the cost of Cape Air to:from Boston but the other options' costs are unknown. The other two are untested in our environment and this is no time to experiment without getting a lot more data about the performance and cost of the new options.</p>
Eileen Lambert	Cape Air	<p>The ground transportation from White Plains to midtown Manhattan is essential if this is to be a realistic way to get to NY city. Flying into Westchester without that option will leave you stranded at the airport. A cab to the city would be very expensive and there is not a train station nearby.</p>
LISA C TREMAINE	Cape Air	<p>Cape Air has been a steady, reliable, and affordable partner at the Lebanon Airpot and I do not think a change at this point is advisable. Furthermore, their proposal is the most financially viable and adding airport routes in unnecessary.</p> <p>Thank you, Lisa C Tremaine</p>
Jeff Kipperman	Cape Air	<p>I have used Cape Air numerous times in flights to/from both Boston and White Plains. The service has worked very well in all of my travels. The only downside is weather related when flights are cancelled or changed. The airline has been as accommodating as they can with future communications.</p> <p>I would like to see service to JFK as opposed to White Plains and think this would be much more convenient as opposed to a surface transfer.</p> <p>Thank you.</p>
Heather Henderson	Cape Air	<p>Cape Air has done a fantastic job for our area for years. Why would we want to change that? They offer an excellent service at a reasonable price.</p>
Elizabeth W Hirsh	Cape Air	<p>Cape Air has been a reliable provider of services for years and the flights are well run.</p>
	Cape Air	<p>Cape Air. I frequently use it for work trips that take me to Boston. Any service that reduces number of flights to Logan would be a loss.</p>
Anne Dall	Cape Air	<p>I fly on Cape Air to Boston several times a year, generally to catch connecting flights from other airlines. With multiple flights a day, Cape Air offers dependably reliable service allowing me to book a flight from a major airline to FL, where we travel to in the winters, or across the country, where we visit family, to overseas flights for occasional vacations.</p> <p>Though we have had the weather-related delays that can impact small plane travel, in general Cape Air is on time, and sometimes even ahead of schedule! Their personnel are professional and friendly, and on one occasion, when our checked bags did not make it to Lebanon with us, they delivered those bags later in the day directly to our home.</p> <p>I would be very unhappy if the number of Lebanon to Boston flights were cut in half (or more) by another airline taking over in Lebanon. Cape Air has proved their importance over time as a viable alternative to a 3 hour ride to Boston Logan on the Dartmouth Coach. Please allow the contract to continue to serve us here in the Upper Valley.</p> <p>Thanks, Anne and Tony Dall</p>
Shea	Cape Air	<p>Cape Air's proposal is the only one with frequency and logistics to have it be effective. The ground transport into the city is key to this (and Boutique lacking that makes it non-viable).</p> <p>I like Contour's idea of different locations, such as JFK being a major plus, however the infrequency of their flights makes them non-viable. They're proposing one flight per day or less for routes.. I would not be willing to fly to Boston, NYC, etc and sit around for hours waiting for my next connection.</p>

Susanna Stein	Cape Air	Cape Air seems to be the only one with service all the way into NYC. That is essential for it to be better than bus or train, and to continue to have passengers. Without that, there's no point. I love Cape Air.
Kevin Ramos-Glew	Cape Air	They know us and we know them and we know what we get. There's a level of trust here.
Joseph McDonald	Cape Air	Flights into HPN without an included surface connection create more costs for fliers/travelers from the Upper Valley looking to go to NYC. Same goes for proposed airlines going to IAD. Dulles is a nightmare getting to/from DC proper. I've flown Cape Air for approximately 5 years, mostly LEB to BOS for connections and about 5 round trips to HPN. I've never had any issues (aside from weather delays), and would be happy to see them continue in LEB.
Jennifer Lamb (resident)	Cape Air	My preference is Cape Air. 100%. Here are some of my reasons: 1. Cape Air has a proven track record for serving our small community. For 18 years the airline has operated flights connecting NH's Upper Valley to Boston and New York. Their reliability and performance numbers are stellar. 2. It is headquartered in nearby Hyannis, Massachusetts (the other 2 companies are not local). 3. Cape Air is an employee-owned independent, company, Data and research show that employee-owned independent companies generally provide better service than traditional corporate structures. They have a vested financial interest, lower turnover, empowered decision-making. (The other 2 applicants are NOT employee-owned). 4. Cape Air is keeping its planes to their 9-seaters, which seems appropriate for our local airport - (vs. the 30-seat planes that Contour suggests). Your decision on which company to choose is important and I thank you for giving the public an opportunity comment. In my opinion, the "fanciness" of San Fransico-based Boutique Air and the too-numerous-to-pin-down options (A,B,C,D,E) of the Tennessee-based Contour, would subject us to the uncertainties of a new business. Finally, specific to Contour's 30-seat planes is concern about noise levels during takeoff and landing. Because Contour proposes larger, heavier jet engines, their planes would create a deeper "rumble" and have a much larger noise footprint (the physical boundary on the ground affected by the plane's sound) during takeoff and landing. In addition, my understanding is that they utilize LOUD THRUST REVERSERS to slow down, which sends a sudden burst of high-decibel noise into the surrounding environment. Please give thorough consideration to the repercussions of Contour's 30-seat aircraft. Thank you.
Holly Sethness	Cape Air	Cape Air has been operating consistent and reliable service in and out of Lebanon. The fact that they transport passengers between Manhattan and White Plains airport is a huge plus!!! Replacing that service with flights to and from JFK would not replace the convenience that Cape Air offers. Neither Boutique nor Contour's proposals offer this service. I believe that Cape Air's proposal is the best option. And I would hope that Cape Air could potentially expand their existing routes to possibly include JFK and/or other locations in the future as I believe there is room for growth on top of their current routes.
Christina Friedkin	Cape Air	Flying to HPN is important to our family and part of the reason we chose the area when relocating
Randall D White	Cape Air	CAPE AIR is tried and true. I've flown with them all over the Caribbean. I would recommend continuing with them here.
Sadhya Garg	Cape Air	I've been flying cape air for years from Lebanon to Boston and New York. The service is impeccable: employees helpful and kind, pilots professional, ground crew always pleasant and customer service exceptional. The ground service to New York is especially convenient and useful, making the upper valley truly accessible from manhattan. I strongly believe cape air should maintain their contract. I have never had a bad experience with them, often I get to my destination quicker than anticipated and have always been pleased with the service when I've needed to change my flight plans and/or deal with weather delays.
Jennifer Allocco	Cape Air	I have had great experiences flying cape air and appreciate the frequency of their flights.
Bobbi Gross	Cape Air	I have been very satisfied using Cape Air, and I hope you will renew their contract. Can Lebanon support a second carrier, that complements routes that Cape Air offers? If so, I'd like to see Contour Airlines added as a second carrier.
Jonna Mackin	Cape Air	I fly Cape air frequently and have for years. They are the only carrier who truly meets the needs for Lebanon. Their points are experienced in this air space. These flashier routes with lloinks to more airports will soon cut the local service to Penn Station and also, if Lebanon isn't profitable enough for them they'll cut the Lebanon service. That is what has happened to many regional airports. Many depend on that Penn Station route to get in and out quickly and easily from Leb to Manhattan. Newark is not a substitute as it's complex to get from Newark to Manhattan. I would just stop flying in that case. Please leave things as they are. Manhattan commuters and students with job interviews need this service. Other proposals are not equal
Katie Oâ€™Hea	Cape Air	Cape Air provides a vital connection to our countries biggest cities. Countless members of the Upper Valley, myself included, rely on Cape Air to travel to and from our jobs. The loss of connection via cape air would put my ability to do my job in jeopardy and potentially result in us having to leave the Upper Valley.
Holly Swan	Cape Air	I support continuing service as is and not introducing an unknown element into the equation. I want to strongly opposed the Contour proposal which offers far too few options.
Austin Chaney	Cape Air	We have used Cape Air in the past and they are excellent. They are also local and we support and want to keep local businesses.
Julia Gabriele	Cape Air	I love Cape Air. They've been super to travel with and I find their route to HPN incredibly convenient. Super service, very affordable. Keep them!

Mark Huckabone	Cape Air	<p>My wife and I have flown Cape Air to Boston several times in the past 3 years. We typically connect in Boston with a Jet Blue flight, affiliated with Cape Air. I know nothing about the other two airlines, but I will comment on Cape Air.</p> <p>Overall, we have a good opinion of Cape Air and I recommend them to others. The only issues we've had is Cape Air changing the flight times on us after we've setup an itinerary and then we have to change all our plans. It might be a shift of 2 or 3 hours in the departure/arrival, but we miss our connection and it throws a wrench into our plans every time. That's lead to a lack of trust when we book reservations.</p> <p>We have tried driving to Logan/long term parking and tried Dartmouth Coach and we both still prefer Cape Air. I also want to mention that the ground crew for Cape Air (LEB/BOS), TSA/Lebanon, and pilots for Cape Air have been great. All people I trust - and that's based on experience. We've had some dicey weather situations over the years and they've always made it work out in the end.</p>
John Taylor	Cape Air	<p>Cape Air has proven reliable and they offer shuttle service to and from Manhattan from HPN - which is very helpful.</p> <p>Getting to/from Manhattan to JFK is almost always longer than to HPN.</p>
C	Cape Air	<p>Cape Air is reliable and has great service. It would be a mistake to replace them with an unknown.</p>
Tricia McKeon	Cape Air	<p>As a former resident of Lebanon and current resident of Plainfield, I have been incredibly pleased with the service Cape Air provides. The number of flights Cape Air is offering provides options that the others do not, adding to the flexibility for both work and personal travel. Cape Air is also a reliable and safe option for travel.</p> <p>As an administrator at Kimball Union Academy, we rely on Cape Air and the Lebanon Airport to bring both students and families to campus. The surface transportation to NYC is invaluable and allows our staff to travel in and out of the city for events, recruiting fairs, and meeting with alumni. If we were to see a reduction in the flight times, I believe we'd see fewer families visiting the area and our organization would lose valuable time and resources utilizing other options.</p> <p>Please consider keeping Cape Air, as I believe it has been a wonderful service for the Upper Valley and their proposal demonstrates their ongoing commitment.</p> <p>Thank you.</p>
DC	Cape Air	<p>Please keep Cape Air. Excellent service, great pilots and schedules, reasonable fares for locals that offer a welcome alternative to driving or taking the bus. I've been using Cape Air for almost 20 years and would hate to see them go.</p>
Matthew Redmond	Cape Air	<p>I am writing in support of renewing Cape Air's contract to serve Lebanon Municipal Airport.</p> <p>The Cape Air proposal 28 weekly nonstop round trips to Boston and 14 to White Plains with surface connection to Midtown Manhattan offers the strongest combination of frequency, destination access, and proven operational reliability among the three bids submitted.</p> <p>As someone who has flown Cape Air out of Lebanon, I can speak from direct experience about what sets them apart and it starts with how they treat passengers when things don't go as planned. In an era where most airlines have reduced customer service to a chatbot and a non-refundable ticket, Cape Air still operates with a human-first approach. Their flexibility in rebooking and genuine responsiveness to travelers is increasingly rare in an industry defined by race-to-the-bottom tactics that prioritize revenue extraction over passenger experience. For a small regional airport serving a community that depends on reliable air access, that distinction is not a minor perk it is essential.</p> <p>Longevity matters here as well. Cape Air has built real institutional knowledge of this route, this airport, and this community. Continuity of service protects passengers from the disruption that inevitably follows a carrier transition the learning curve, the schedule instability, the erosion of trust. What Cape Air has built in Lebanon took years to establish and cannot simply be replicated by a new entrant overnight.</p> <p>I respectfully urge the City Council to recommend Cape Air for contract renewal.</p>
Jeremiah Cobb	Cape Air	<p>Cape air has experience and regional infrastructure. They have reliably served me, my family, and the whole region for decades, why would anyone even consider handing over their spot.</p>
Ralph Hammock	Cape Air	<p>Cape Air offers good, reliable service. No need to switch.</p>
	Cape Air	<p>Boutique does not appear to include service transfer from White Plains to NYC. If that is not part of the ticket that is a huge negative.</p>
Marcy Chong	Cape Air	<p>I appreciate the service we have with cape air and want to keep the same frequency and the shuttle service to nyc. I don't think it would work to have flights to Dulles and JFK - unhelpful to fly into big airports with long security lines and long ground transportation. For flights like that I just go to Manchester.</p>
Brittany Crocco	Cape Air	<p>While I like Contour's proposal to service JFK, their options to Boston are too few to continue to provide flexible options to travel there, and I would rather fly out of Boston than JFK since it is closer and flights are generally priced similarly. Where JFK may be less expensive for onward travel, the cost would be offset by having to fly the further distance from Lebanon. I would rather have more options to Boston as offered by Cape Air. Cape Air's additional offering of surface transit to Manhattan is appealing over Boutique Air's proposal as well.</p>
Emily Dupuis	Cape Air	<p>Leave it as is.</p>
Elysia	Cape Air	<p>The frequency of flights and known excellent reputation means we should keep them.</p>
Lindsay Baker	Cape Air	<p>Keeping a local airline is far more important to me than building bigger infrastructure that will end up increasing fare prices</p>

		<p>Dear Cape Air Team,</p> <p>I am writing to express my strong support for Cape Air's continued service in the Lebanon, New Hampshire region. My family and I recently moved to the area, and Cape Air's consistent, reliable flights have made a meaningful difference in our ability to stay connected to work, family, and travel. The regular service to Boston has made both domestic and international travel significantly more seamless, and it has been one of the critical factors that has made living in this region easier and more accessible.</p> <p>We fly Cape Air at least once a month, and our experience has been overwhelmingly positive. The flights have been consistent, the communication has been strong, and the staff has been friendly, helpful, and responsive. Even when flights are affected by weather or other unavoidable issues, Cape Air has handled those situations responsibly and communicatively.</p> <p>Having lived near other smaller airports, we know how rare it is for a regional airport to have such high-quality, reliable service. Cape Air has served this community extremely well, and I believe the region would be at a real loss if the service were changed or discontinued.</p> <p>Cape Air has made a world of difference for us, and we sincerely hope it continues to serve this area for a long time. Thank you for your time and consideration.</p> <p>Sincerely, Steph</p>
Stephanie Prashad	Cape Air	
Kimberly	Cape Air	CapeAir has been in the community for many years. Don't change it.
John Austin	Cape Air	I love Cape Air. Flying into Boston is so easy. I do wish there were more flights. But, it's worked well going to Florida.
BONNIE ROBINSON	Cape Air	Cape Air has served us well.
	Cape Air	<p>Hello neighbors- I fly Cape Air once or twice per month to and from HPN, and absolutely love it. The staff and flight crews are friendly and accommodating. Prices are always reasonable. And the shuttle service from/to Manhattan makes flying to the UV the most convenient travel option.</p> <p>I love coming home to the UV, but not enough to go to JFK to get here.</p> <p>Don't mess with a good thing!</p>
Russell Hirschler	Cape Air	They have continued to be affordable and reliable. Please keep Cape Air!
Ted Jerome	Cape Air	Reliable existing partner has worked well for years.
Lynn Sudlow	Cape Air	I was extremely attracted to options other than Boston for connecting flights. NYC and DC are very appealing. However, only one flight per day out of Leb to Boston is a no-go for anyone who needs to connect and go on from BOS.
Pamela Perkins	Cape Air	Keep a proven local service!
	Cape Air	Boston and NYC would be the most preferable. Please confirm cost of flights when making a decision. Thanks
Amy Cheevers	Cape Air	<p>Cape Air has provided consistent, dependable service to the upper valley and connecting flights through Boston. NYC service is phenomenal. It appears ticket sales are pretty strong- often there's only a seat or 2 available when I search flights. The schedule is convenient and connects our small town to my daughter in Maine, family in Boston and greater NYC area. I don't often fly to Ohio from Lebanon, I usually take Dartmouth Coach. Often, though, it's only a few dollars cheaper and I actually prefer the airline service as you can avoid delays at Logan security by going through the terminal. Code share flights with JetBlue are very convenient. I am not a frequent flyer (only a few trips a year out of Lebanon) but I have many friends who use Cape Air weekly to commute to Boston, NY or Philly area (ground transportation from south station, free silver line from Logan).</p> <p>I hope you will prioritize feedback from those who utilize the service and know the benefits and risks of keeping a good thing going. We even used to fly Colgan Air. Cape Air is an improvement.</p>
Rohan Katpally	Cape Air	I use the municipal airport about four times a year to fly to NYC. Cape Air has done a great job of operating these flights and the subsequent bus ride in a safe and timely manner. I think Boutique Air and Cape Air are the only two real options, since frequency strikes me as far more important than capacity, but I'd prefer Cape Air since their prices have been more than fair, their service has been great, the subsidy seems to be smaller in their proposal compared to Boutique Air, and I'd rather not risk a new carrier.
Kemper W Pierce	Cape Air	I fly Cape Air 2-3 times per month. They have invested in their presence, figured out how to make it workable and are tried and true. Given how tenuous reliable air travel out of the Upper Valley is, it feels insane to swap out someone who is delivering service already in favor of untested operators.
María-a bueno	Cape Air	Cape Air had been providing essential flights to NY in ways not other aircraft could have done it. It is critical to keep them in our community
María-a bueno	Cape Air	Cape Air had been providing essential flights to NY in ways not other aircraft could have done it. It is critical to keep them in our community
Ethan Felson	Cape Air	Why did what isn't broken. The folks at Cape Air have saved the day so many times for me and my family.
Kathryn Corbally	Cape Air	I have been using Cape Air since 2020 from Lebanon to White Plains as I work in Stamford and find the service and employees to be first rate.
Jeffrey Kerby	Cape Air	Having recently flown Cape Air in both the Cessna and Tecnam, I was impressed with their level of service and efficiency. Crucially, their ease of connection with Jet Blue bookings and gates at Boston Logan gives their service a broader reach and booking efficiency than I'd expected. More flights per week means more options at better price points for locals in the Upper Valley. Let's stick with a company that has proven it can deliver reasonably priced fares out of LEB and has the existing track record of operating across many regions, while being HQed in New England.
aldo alinari	Cape Air	<p>I'd be interested in contour if the prices were presented. I've flown hundred of times to Westchester, NY (Manhattan).</p> <p>A bigger jet could be faster and more comfortable. Price is a huge consideration.</p> <p>Very interested in preserving the frequency of service to Boston Cape Air has provided.</p>

Michael Wyatt	Cape Air	I have always appreciated the Cape Air service to both White Plains and Boston and don't see anything in the other two proposals that seems to offer anything to support a change.
		The 2 proposals of Boutique make me think that they will ultimately go for the least frequent version. Cape Air has a proven track record of providing a schedule that is realistic and convenient. They have found the sweet spot for number of passengers matched to the number of flights. I would like to see that continue. Even the name boutique sounds focused on a more expensive proposition. Contour just doesn't offer the same number of flights with their limited schedule proposal. For service, reliability, convenience, price and a proven track record I'll take Cape Air every time. Plus the Tecnam P2012 is a wonderful aircraft with its over wing configuration allows an unobstructed view of the country side. Never had an issue with Cape Air which can't be said for almost any other airline I've flown.
Nick Porcello	Cape Air	Nick Porcello
Marcy Singleton	Cape Air	Most flight options available
Charlotte Sethness	Cape Air	I am a frequent Cape air flier and would like to keep the route from white plains to Lebanon. I like that cape air included pick up in manhattan. It makes getting to Lebanon very easy and accessible.
David Nichols	Cape Air	Cape air
	Cape Air	9K
		I am proud to say that, if I am not the most frequent user of Cape Air's Lebanon service, I am pretty darn close. My guess is that I have well over 200 LEB-HPN flights under my belt. I heartily support continuing Cape Air's service. Since the end of the COVID pandemic, there has been a regular contingent of people (like myself) who live primarily in the Upper Valley,, but maintain offices in New York City. We generally commute down to NY on a Monday or Tuesday morning and return on a Wednesday, Thursday, or Friday evening. Cape Air has provided extremely reliable service for that contingent at a very reasonable price -- and, when the opportunity arises to fly on the less popular days, Cape Air's flexible pricing provides great deals. The service provided perfectly satisfies the EAS program's mission of bringing economic activity to an underserved, rural area. I understand that one of the competitors proposes flying a 30-seat jet to JFK once per day, as opposed to Cape Air's 8-10 seat propeller planes twice each day. I do not see the market for a 30-seat plane; the contingent of weekly commuters to NY is consistent, but I do not think it will fill 30-seats any time in the foreseeable future. Moreover, for the regular commuter, JFK is significantly less convenient than HPN. At HPN, Cape Air essentially operates out of the "private" Signature Air area of the airport; there are no TSA security lines in either direction, and it takes less than 5 minutes to get between the plane on the tarmac and the terminal. Cape Air, of course, then provides shuttle service to and from midtown Manhattan; Cape Air's 7:20 a.m. flight can have me in my office by 10:00 a.m., and I need not leave my office until around 2:45 p.m. to catch the shuttle for the 5:15 return flight. Moreover, once I am on the shuttle in Manhattan, I know I will not miss my flight, as -- regardless of the NYC traffic -- the plane will not depart HPN until the shuttle arrives. I can work on the shuttle the entire time. Flights to and from JFK would present a completely different commuting picture. Presumably, TSA security lines will be required in either direction, which means arrival at the airport well in advance of departure. For flights into NY, the plane would have to taxi to an open gate, which can take anywhere from 15-45 minutes. Passengers would then have to navigate JFK to get to the Air Train (probably a 15 minute walk) and then take a roughly 20 minute Air Train ride to the subway, and a 45 minute subway ride into Manhattan. From landing to arrival in Manhattan is likely to take 2 hours or more. Flying north would be equally bad, if not worse. Because passengers would be relying on public transportation to get to the airport on time, they would need to allow some extra time. Security lines at JFK could be a disaster and, unlike the current setup, if you are delayed on any of these connections, you could miss your flight. Finally, having spent much of my life commuting in NYC, I can assure you that it will be impossible to work on the way to or from Manhattan; that will simply be wasted downtime.
Christopher Johnson	Cape Air	Cape Air has provided reliable service between the Upper Valley and New York for well more than a decade. It
Zach coffaro	Cape Air	I would like to stay with using Cape Air as the provider. I prefer more daily round trip options through out the day that Cape Air offers. They also have a friendly staff and are always willing to help their passengers.
	Cape Air	Cape air is a much more cost effective airline. Long term costs won't go up like they would with the other regionals.
		I am an Upper Valley resident who is fortunate to live here, yet maintain employment in New York City. I mostly work remotely but do travel into NYC at least once if not twice a month (and infrequent but when necessary on a weekly basis). Having a reliable, daily, affordable Cape Air flight to and from has been essential for my job and livelihood. It is so helpful to take the 7:20 flight and be at my job by 10:30 a.m. Significantly reducing the flights (which would in turn increase the costs, I imagine), could be a big issue. If I am unable to reliably get to NYC this could jeopardize my arrangement with my employer, and it is highly unlikely I would be able to find a similar position in the Upper Valley. This might lead to me / my family needing to possibly move. (That would be an outcome at the extreme end, as yes there are other ways to travel to NYC, but I want to emphasize how important reliable transportation is for economic opportunity).
Melanie Hibbert	Cape Air	Thank you for listening, Melanie Hibbert
	Cape Air	Cape Air does a great job and service and should be continued
Wendy Spector	Cape Air	Cape Air provides the best service for our community, both because of the number of flights and because it flies to Westchester and includes the land transport service. Flying into one of the major NY airports would be a deterrent for our interest in going to the city. To make connections with a long-distance carrier, we typically fly through Boston, Burlington, or Hartford. If necessary, it's easy enough to take an Uber from HPN to LAG, JFK, or EWR. The alternatives don't offer enough flights to guarantee an efficient connection with a long-distance schedule to make it a worthwhile tradeoff.

Nancy Coonley	Cape Air	I have been using Cape Air's services for many years to get to Westchester and I have been grateful to have such a reliable, dependable service in our community. Cape Air staff go out of their way to accommodate customers, especially when traveler's plans must change for unforeseen reasons. It has been a delight to be able to easily reach an agent - so different from dealing with larger carriers. Please keep Cape Air. The company has long demonstrated its value to the Upper Valley. It would be such a loss to see them go.
Thomas Benzel	Contour Airlines	I believe the jet service will be much more reliable than the current caper fleet is capable of.
Matt Smith	Contour Airlines	Currently, I chose to fly from BTV or MHT. My final destination is never Boston or New York. For me, flights to JFK (or IAD) would offer more flexibility and a greater incentive to fly from LEB. The options are larger and more economical than connecting flights from BOS. Connecting through JFK and a 30 seat jet would make visiting more accessible for far-flung relatives. I think that holds true for others, and would bring in more tourist money into the local economy.
Danielle Foulton	Contour Airlines	Service to JFK and Washington, D.C. would be a game changer for the Lebanon area.
Ariana Kapuscinski	Contour Airlines	While Cape Air has been serving Lebanon for many years I think the service from Contour is just better in every way except frequency. Increasing the frequency to Boston would make Contour more competitive on that front and would be preferred, but as is the rest of their offerings are just better than Cape Air. The ticket cost is cheaper while offering a much more comfortable experience, quicker flight times to a better airport in the JFK option versus White Plains, and more reliability. I also believe that the Contour option would drive more visitors as the option to fly on a jet is often seen as more attractive for travel.
Robert	Contour Airlines	Being able to go direct to New York JFK would be a huge boost as well as contour being the more economical and sensible options. They also have larger planes in their fleet to accommodate and have more comfortable flights.
Kerry Harrington	Contour Airlines	Direct flights between Lebanon and the DC area would be extremely helpful for my family.
John wardrop	Contour Airlines	This allows better connections and the jet service would be more comfortable planes
Ryan Mont	Contour Airlines	Having a larger aircraft with connections on Delta's growing hub of Boston. Will allow more people to fly and connect in Boston and land in Lebanon easier. I choose the Contour Flights. Thank You!
byron latimore	Contour Airlines	would help me with reaching family
	Contour Airlines	JFK and IAD provide more connection options and travel opportunities, while Boston is within easy driving distance.
Matthew Driscoll	Contour Airlines	Having direct CRJ flights to New York and Washington DC would be a huge improvement in accessibility for the upper valley.
Alicia Driscoll	Contour Airlines	Round trip flights to JFK would be immensely helpful!!
Danny driscoll	Contour Airlines	I would visit the region more often
Brian	Contour Airlines	7 weekly, round-trip flights to New York City (JFK) and 5 to Washington D.C. (IAD)
Johnny Driscoll	Contour Airlines	Please consider the round trip flights to JFK! It will make visiting my family up in Vermont so easy!
Elaine Driscoll	Contour Airlines	Thk you!
	Contour Airlines	For travelers only making a couple of trips a year, Dartmouth Coach makes far more sense for getting to BOS or NYC. I would like to be able to connect to JFK or IAD for international flights.
Anish P	Contour Airlines	Can Increase 14 non-stop Boston and 7 New York City (JFK)
Tanner Beck	Contour Airlines	Both airports have great connectivity, so having both as an option opens up possibilities for both! Also contour airlines has a bigger aircraft that is more comfortable for those length of flights. If only one destination can be served, IAD would be my choice since cape air services the Ny area from LEB
Corey LaRochelle	Contour Airlines	Please

Cari Lyn Pierce	Contour Airlines	Please! Lebanon to IAD would provide better access to points north of Manchester
Richard Pierce	Contour Airlines	This would give us easier travel to our family north of Lebanon. Currently either Boston and bus or Manchester and rental car. RP
Adler	Contour Airlines	I think Contour Airlines would be the best option for Lebanon as it would bring more passengers to the airport and would have more destinations that more people would be traveling to.
Jacqueline Smith	Contour Airlines	Contour's proposal would give Lebanon residents the option of connecting directly to JFK, something that has been lacking for years. It is the only carrier with this option. Hopefully Contour's aircraft can fly in some conditions that the 9-seaters are unable to - fewer winter cancellations and less turbulence? Hopefully the flight time is less?
Richard Pierce	Contour Airlines	Submitted earlier but forgot to mention the that it is IAD (Dulles) that I fly up on to visit family in the Lebanon area. Look forward to flying from here into Lebanon! RP
Giules	Contour Airlines	Option D with Contour airlines is the only option that makes sense. It's absolutely ridiculous that Lebanon has been servicing just Boston and White Plains for so many years. Both of those locations are well served by Dartmouth coach. The airport would serve the community much better with jet service going to major hubs like Washington, DC and JFK. A flight to Boston would be a lovely bonus as would flights to Charlotte, Chicago, and Newark. In summary the service that the airport currently provides serves a very, very small specific select set of the community and not the community at large. Lebanon airport needs larger thinkers on its board. To make it the regional airport it was in the 1980s.
Seth Cutler	Contour Airlines	Flights to JFK and Dulles would be great options for connections. Boston Logan is close enough that car or bus is a strong option. If flights focused on large airport hubs a little further afield, this provides even greater flexibility. Thanks.
Robert Cooper	Contour Airlines	Direct connection to JFK would greatly benefit our community and tourism.
Jamie Ames	Contour Airlines	Jet service would be a game changer for the upper valley.
	Contour Airlines	I like that they have larger planes.
Victoria Walton	Contour Airlines	no comment
Zachary Falk	Contour Airlines	As a frequent visitor to the area from the DC/Northern VA region, I'd be very excited about the prospect of direct flights to LEB from IAD and would make this my first choice to travel to the region instead of using BDL, ALB, MHT, or BTV airports.
Anna White	Contour Airlines	I appreciate flights to HPN since that is close to my family. I usually take the Dartmouth Coach to Boston, and I would appreciate flying to a bigger airport to connect (JFK), but BOS might have more connections. I am not sure.
Robert McCanne	Contour Airlines	I'm not clear on why a single carrier gets exclusive rights of usage. To best serve customers, a combination of Cape Air and Contour seem ideal. Cape Air has well served the area for years, but have limited usability. Contour would add additional options for further travel, and a newer, better equipped fleet for usage in a wider variety of conditions. The best course of action would be to retain Cape Air service to BOS and HPN, including bus service to Manhattan, and add Contour flights to JFK and IAD. This maximizes utility for customers and area citizens.
Trenton Meckenstock	Contour Airlines	I think contour has the most ambitious plans. Most people take the coach to Boston anyway. I think the whole area would be better served by service reaching new areas!
Natashia Smith	Contour Airlines	Much prefer options to fly to NYC and DC, seems like no point in flying to Boston over driving or taking the coach
Kaleb	Contour Airlines	Hello, Contour airlines proposal provides distinct advantages to the current Cape Air contract, the current Cape Air service operating unpressurized planes requires the planes to fly low and causes motion sickness for passengers that deters both personal and corporate travel. Additionally, due to the nature of the planes many corporations do not allow booking of this service forcing travelers to Manchester/Boston/Burlington. Lastly, travel to Boston is very easy with the excellent Dartmouth Coach service so most travels find the bus a more convenient and cheaper option. By selecting Contour airlines proposal and selecting the options traveling to NYC and/or IAD it would residents to travel to those cities directly as well as connection options. If Contour is selected our family would use the service extensively for business and personal travel (~40 round trip tickets per year) vs Cape Air that we use for 1-2 round trip tickets a year. Thank you for your consideration on improving transportation for the Upper Valley!
	Contour Airlines	Direct flights into JFK would be amazing

Ashley Raman	Contour Airlines	There is currently no easy way to get to Washington DC other than driving or taking a once daily 10+ hour train. Having this flight option would significantly improve the connectivity between the upper valley and the rest of the country and world. In comparison, it is already possible to get to Boston readily and cheaply with the Dartmouth coach, and the same is true for New York City, although a flight would also significantly cut down the time it takes to get there
	Contour Airlines	There's no need for a flight to BOS with how reliable and cheap the Dartmouth Coach is. A direct flight to JFK and IAD would be incredible for our community who currently have NO options except to: 1. Drive long hours 2. Sit on Coach and then transfer to Boston and then fly again (expensive) 3. Sit on Coach and then transfer to White plains and then transfer to shuttle to NYC (expensive and time consuming) Particularly for community members who need to travel for business trips, students flying in from across the country and world, or tourists to the Appalachian mountains and local wilderness, this is a MUST HAVE flight offering.
	Contour Airlines	We need this!!!!
Mathew	Contour Airlines	We need a JFK flight. Full Stop. If I'm paying 300 bucks to fly to White Plains, which isn't even a hub, we might as well shell out a similar amount to get to JFK and make everyone's life significantly easier. Besides, we know that the Upper Valley has a significant transplant population (via students) and people who need to travel for work conferences. Having BOS and JFK flights would be amazing in improving everyone's quality of life.
Joshua Kennedy	Contour Airlines	Connecting LEB to JFK/IAD would allow for ease of transfer to almost anywhere in this country and the world. While the Boston option is helpful, it is only a 2 hour drive which is relatively reasonable. JFK however is 5 hours and unreasonable to drive that for a flight. By expanding service to to these cities, LEB is also put on the map and may be considered for travel by individuals who otherwise may not have known about it. This is a win for the upper valley and the city of Lebanon!
	Contour Airlines	Need JFK
James Mashal	Contour Airlines	As a West Lebanon resident, I strongly prefer any proposal that includes JFK and/or IAD as destination hubs, and urge the City Council to weigh the following considerations. The Lebanon to Boston and New York City corridors are already well served by Dartmouth Coach, which provides frequent, affordable, reliable, and comfortable service to both destinations. Coach travel also carries a substantially lower carbon footprint per passenger mile than regional aviation, and at comparable or lower cost. Routing EAS subsidies toward Boston or White Plains largely duplicates what the private market already delivers. White Plains in particular offers limited onward connectivity, and Boston is already accessible via bus without public subsidy and is also a trip easily made by car. JFK and IAD are a different matter. Both are major hubs with extensive domestic and international reach that simply cannot be replicated by ground transportation. Adding either connection would dramatically expand the destination map available to Lebanon-area residents. In my experience, the current service skews heavily toward people traveling to vacation homes in surrounding communities or visiting Dartmouth, rather than patronizing Lebanon itself. Connections to major hubs beyond Boston, which is already well served by Dartmouth Coach, would shift that balance and make the airport more useful to the Lebanon community it is meant to serve. For the record, I am not sure these subsidies are a sound use of federal funds. But that is not the question before the Council. City's role is to recommend it be directed toward the service that adds the most genuine value for Lebanon residents and businesses, which means prioritizing new hub connections like JFK or IAD over routes already well covered by existing options. James Mashal Ward 1

Faith Ryu	Contour Airlines	<p>I am writing to advocate for the proposed Contour Airlines service from Dartmouth-Lebanon Airport (LEB): ** / weekly round-trip flights to New York City (JFK) and 5 weekly round-trip flights to Washington, D.C. (IAD). ** This expansion would meaningfully serve the Dartmouth community, address a significant gap in regional connectivity, and demonstrate genuine consideration for the students who define this region's identity.</p> <p>1. The Logistical Case Against Boston-Only Service: Currently, LEB's air service is oriented almost exclusively toward Boston (BOS). On its face, this seems reasonable but a closer look reveals why it underserves the community: A. The Dartmouth Coach already provides excellent, affordable service to Boston. The Coach is comfortable, reliable, reasonably priced, and takes a comparable amount of time to flying once you account for the full travel process: arriving early, security, boarding, taxiing, the flight itself, and ground transit on the other end. For Boston specifically, flying offers little practical advantage over a bus that already exists. B. The Boston flights are expensive”and most students simply can't afford them. Beyond being redundant with the Coach, the current air service carries a price tag that puts it out of reach for the average student. We are dedicating airport resources to a route that is both duplicative and inaccessible to most of the people it ostensibly serves. C. This means current air service is largely redundant. We are dedicating airport resources to a destination already well-covered by ground transportation, while leaving two of the most important cities on the East Coast ”New York and Washington”accessible only through long, expensive, multi-leg journeys. In other words, the Boston flights duplicate a service that works well, while the routes that would actually fill a gap don't exist.</p> <p>2. Why JFK and IAD Matter: New York and Washington are not arbitrary choices. They are: A. Major hubs offering connections to cheaper flights and far more destinations ”domestic and international” than Boston alone. Easy access to JFK in particular dramatically expands where Dartmouth students can affordably travel. B. Home for a large share of the student body. Dartmouth draws heavily from the New York and D.C. metro areas, as well as a substantial international population for whom these hubs are essential gateways home. C. This is especially important because Dartmouth has a substantial international population. Dartmouth commonly reports that international students make up roughly 15% of the undergraduate student body, representing dozens of countries. For those students, easier access to a major international hub is not a luxury. It can determine whether they can afford to go home during breaks or reach family in an emergency. For students from these regions, this isn't a convenience ”it's the difference between being able to go home for a long weekend or a family emergency and being effectively stranded in the Upper Valley.</p> <p>3. The Current Reality: Isolation and Cost: I want to speak honestly about the student experience here, because it</p>
Robert Ceplikas	Contour Airlines	<p>Having comfortable, spacious jet service to two major hubs would be a terrific upgrade for Lebanon. While Option B (BOS and JFK) is acceptable, Option D (JFK and IAD) is much more appealing, because you can reasonably drive to Logan Airport, and being able to take advantage of the huge number of connections from JFK plus IAD would be fantastic.</p> <p>I realize the number of daily flights would be significantly fewer than with Cape Air or Boutique, but many people are averse to flying in those cramped propeller aircraft so they don't use them at all.</p> <p>Jet service on Contour would open up a lot of new options for many Upper Valley residents!</p>
Jaclyn	Contour Airlines	<p>We need more reasonably priced flights out of Leb to further destinations. DC is a start.</p>
Claire Geno	Contour Airlines	<p>It was exciting to have the opportunity to meet the Contour team, ask questions, and see one of their planes. Having the option to fly from Lebanon in a larger plane would be wonderful. I appreciated the insight into how Contour is bringing growth to cities where it operates, as well.</p>
Maddie Rae	Contour Airlines	<p>I wish there was an option that included boston, JFK and IAD as that gives way to many more stops but i would happily take any of them. I personally will only utilize the airport if they have a non prop plane option therefore Contour is easily my choice.</p>
Daniel Schiff	Contour Airlines	<p>Having the larger planes and access to JFK would be a positive a game changer for the upper valley economy. It would make commuting and doing business in Boston and NYC much easier and would open up an unlimited amount of connecting flights. It would also enhance the desirability of real estate in the region.</p>

Silvia Manent	Contour Airlines	<p>Dear Lebanon City Council and DOT,</p> <p>As an Orford resident, I strongly support the Contour Airlines proposal that includes New York-JFK.</p> <p>The lack of international and major hub connectivity at LEB forced me to move my wedding out of the Upper Valley because my guests from San Diego, Houston, Zurich, London, Milan, and Madrid could not easily get here. Also I haven't been able to host business retreats with my national clients because it's been too much of a hassle for them to get here. I want to show them the beauty of the upper valley but our lack of reliable transportation makes it extremely hard. A direct connection to JFK immediately removes this problem.</p> <p>The current service with our small planes is highly unreliable in strong winds and bad weather. Last January, I was on a work call when my flight was abruptly canceled my AM flight to Boston, forcing me to scramble just to avoid missing my international connection. The anxiety of wondering if a flight will actually take off makes it impossible to sleep well before a trip. Even my neighbors advise against using LEB for connections because the bus is more reliable in bad weather.</p> <p>Many of my local friends from the upper valley, including my husband, completely refuse to fly out of LEB simply because they are scared and have a severe phobia of the current small planes. These smaller aircraft are significantly more bumpy and overwhelmingly loud, leaving many local friends really anxious and scared to take them. They want real planes.</p> <p>While White Plains is convenient for city shuttle access, JFK is absolutely essential for connecting the Upper Valley to the rest of the world. Please prioritize the JFK routes in your final recommendation.</p> <p>Thank you so much!!!</p> <p>Silvia Manent Orford, NH</p>
John Loupis	Contour Airlines	<p>I've been in the transportation business for almost 8 years (executive car service) so I've seen a lot of what goes on at Leb Airport. A high number of Cape Air flights seem to get cancelled just because there are very few or no passengers. Also, The Boston flights have become less in demand because of the fantastic job Dartmouth Coach does. JFK and DC are much better options than White Plains. It's not even close imo.</p>
Alan Kordzikowski	Contour Airlines	<p>I believe there is enough ability for Upper Valley residents to get to Boston via the Dartmouth Coach or their own personal vehicle that considering any option that flies into that hub is almost wasteful. The more useful option for area residents would be to reach cities like NYC, or Washington D.C.</p> <p>While most options lean towards Westchester County Airport, the far more useful connection would be JFK. Whether for access to the city itself, or to make a connection onto a further destination. The ability to fly into Washington D.C would also be immensely useful.</p>
Travis Paige	Contour Airlines	<p>I think having an airline with jets or larger capacity will attract more passengers. Thinking back to the nineties when Lebanon had three busy airlines before Manchester was busy. Now that more passengers are traveling out of Logan vs Manchester, I think this a chance for Lebanon to get back to offering more flights again.</p>
Alex McGrath	Contour Airlines	<p>Would like to see more services to Washington DC and New York City. Also would like to see larger aircraft that can fly above weather in the winter and not cancel like Cape Air does. Also being able to bring larger luggage as Cape Air is limited on luggage space.</p>
Parm	Contour Airlines	<p>It would really nice to see an option to Philadelphia also</p>
Andy Meyer	Contour Airlines	<p>It would have a meaningful positive effect on my life to be able to fly from LEB to IAD. Also think you'll get far more traffic to JFK. It all makes it much easier for connections than HPN. I'm thrilled you're considering it.</p>
Carolyn Marsh	Contour Airlines	<p>I like this proposal because they have largest planes and they go to JFK and IAD. We have plenty of service to Boston with Dartmouth coach today.</p> <p>Currently we can fly Cape air to White Plains but this does not get you to a major Ny hub.</p> <p>Having a direct flight to Washington Dc would open up so many options for Upper Valkey residents.</p>
	Contour Airlines	<p>I feel flights to JFK would be more beneficial since we have a very easy bus service to Boston.</p> <p>Also, I object to Cape Air due to poor customer experience trying use the BOS/LEB service. Cape Air is the reason I do not use LEB at all. I have no trust in their service.</p> <p>I was supposed to fly back at 11 pm from Boston some years ago and Cape Air decided to cancel the flight due to weather. No other regional airport flights were canceled that night. They stranded me in Boston and gave no concessions that night and no response when I followed up.</p> <p>Cape Air is the reason I do not fly out of Lebanon.</p>
Ryan Gardner	Contour Airlines	<p>One of the reasons I do not fly out of Lebanon is that (1) driving to BOS or taking the Dartmouth Coach is effectively the same time, especially when considering the unreliability of Cape Air's planes in windy situations, plus having to depart security and go back through in many situations; (2) HPN provides no connectivity to other airports - and is well outside of NYC. Adding a JFK option as well as a DC option, particularly in the Upper Valley with a number of people having regular work or personal travel through those areas, would be a welcome addition, particularly with the use of jets rather than Cessnas.</p>
	Contour Airlines	<p>A direct flight to JFK would open up many options for international travel and also provide a quick link to NYC.</p>
Amy	Contour Airlines	<p>Continue to expect residents to utilize the airport when the only aircraft are under 10 seat props is unrealistic. It allows no growth, and limits who can fly.</p> <p>Contour offers the only reasonable aircraft choices amongst the 3. The size and type of the aircraft means that the pilots servicing these commercial routes will be more experienced and proficient.</p>

Stevens Blanchard	Contour Airlines	Regular service to major international airports like JFK, Philadelphia, Atlanta is most important! Thanks!
Kathryn A Smith	Contour Airlines	Thought existing Cape Air has flights into Boston, they often have to cancel them because Boston's air traffic control can't organize to let them land. Further, Boston is a 2.5 hour drive away and bus service by Dartmouth coach is frequent. New York City as a hub provides access to three airports and is a much longer driving distance at 5.5 hours. Cape Air's service to White Plains would be sufficient if it was reliable. Twice in the past two years I have taken the van service from NYC to White Plains only to have the aircraft portion of the trip white plains to Lebanon, cancelled, stranding me in white plains. Third, it would be excellent to have an option to fly to Washington DC. I would suggest Cape Air as it improves their reliability to Boston and adds Cape Air, or we consider going with Contour Air.
Charles Rappazzo	Contour Airlines	None
Jamie Ames	Contour Airlines	Jet!!!
Emily Marsh	Contour Airlines	With service to Boston provided by Dartmouth coach, it would be great if Lebanon airport could provide service to additional destinations such as DC
Elliott Tibor	Contour Airlines	With Dartmouth coach options for Boston, and it being a short drive... it would be extremely helpful to have direct flights to NYC and DC. Thanks!
Mary K Brown	Contour Airlines	This is the first time a regularly scheduled flight to and from D.,C. has been offered. I would like to see this and would use it personally.
	Contour Airlines	Best option
Craig Davis	Contour Airlines	We are satisfied with Dartmouth Coach for connections via BOS, but having direct long-haul and international connections via JFK/IAD would cause us to fly from LEB much more frequently. WPN is kind of a non-starter, as it's inconvenient to both New York proper and the JFK/LGA/EWR airports.
	Contour Airlines	Would love a DC option!
	Contour Airlines	Prefer that they're using regional jet planes, not small prop planes.
Ryan Mont	Contour Airlines	I like this one because of connections in Boston on Delta Airlines! Plus larger planes!
Susan Keck	Contour Airlines	much needed from the upper valley to a usable airport in NYC and DC!
Ariel Stanley	Contour Airlines	Cape air has been nice but their flights don't really get you anywhere useful. I think it's time for a change
	Contour Airlines	Proper New York City options (not HPN) are missing from the entire state of New Hampshire and DC service offers more benefit given the ease and availability of bus service to Boston / Logan airport.
Scott Brown	Contour Airlines	The bus is gone for Boston. We need JFK and DC
Katie Hornstein	Contour Airlines	It would be amazing to have a connection to Boston and JFK (especially JFK!). I hope it happens for our community. best, Katie
William Whittington	Contour Airlines	The key thing the community needs is non-stop access to a major airport from which one can connect to locations throughout the country. That makes JFK by far the best choice. Service to Boston doesn't add much. Just as easy to drive or take. The Dartmouth Coach, and the need to be early and go through TSA (at least in Boston for the return trip) means there's no time advantage compared to flying. White Plains isn't useful because it's not IN NYC and it doesn't connect to very many other locations.
Charles Bestard	Contour Airlines	BOS is already very well served with much greater seat availability and reliability by Dartmouth coach. 9 seat propeller airplanes just don't cut it anymore! The all weather capability, capacity, speed, and connectivity with JFK and IAD service makes Contour a solid choice. And LEB deserves JETS in this day and age. Contour would show other major feeder airlines that LEB is a solid choice for regular service!! Thanks for listening. CB
Mmacvey	Contour Airlines	Contour Airlines would be first choice ONLY IF there were more weekly flights: 7 indicates only 1 daily? That isn't sufficient at all for connections in Boston. However, it would be a huge advantage to have JFK as an option as well. Also, the larger, more weather-worthy aircraft is a big bonus. If Contour can't provide 2x daily flights to Boston, continuing with Cape Air would be the better option.

Luke Dann	Contour Airlines	I have been using CapeAir to go to NYC for many years. I fly every other week. I have enjoyed CapeAir but jet flights going to JFK would be great. I know there are many other commuters who would likely feel the same way. Ideally they would fly to LGA I would also use the service to IAD as well but flying to DCA would be even better I would be happy if CapeAir stayed with their current service but the above change would be preferable
Joan	Contour Airlines	DO NOT renew Cape Air. When I flew from White Plains to West Lebanon, there was absolutely no security. The only question asked was my weight and then my bag was weighed. The flight was extremely noisy and no ear plugs were handed out. It took three days for my normal hearing to return. Had anyone mentioned that noise-cancelling or at minimum ear plugs would be recommended. I had to alternate between covering my ears and holding on (rough flight). Considering that I had to go frequently to NYC at that time, I decided never, ever, to fly Cape Air Again. And there was no co-pilot -- important if there had been any problems beyond the turbulence. Safety was only evident in keeping the weight in the plane balanced. Scary experience!
Amanda	Contour Airlines	Going to NY and DC would be the most useful as we already have the Dartmouth Coach to Logan.
Beth Krusi	Contour Airlines	For connecting flights, it makes a difference which terminal the airlines are in. Also, how reliable the service is. We used to fly Cape Air, but had to make an emergency u-turn back to Lebanon, wait an hour for a driver to take us to Logan. It is convenient to have direct service to Boston, JFK, and Washington DC as either a destination, or a connecting flight) Also, I like the larger planes.
Russell Pederson	Contour Airlines	Jet service to major hubs is significant improvement to current service
Matthew Rojansky	Contour Airlines	I love LEB airport, but Cape Air just doesn't fly anywhere I need to go. I commute to Washington regularly as well as connecting from IAD on United to international destinations, and I currently have to drive 90 minutes to BTV to do that. The Contour Airlines option of a daily flight to IAD from LEB would make a huge difference for me, and I think also for many of my friends and neighbors whose jobs take them to DC regularly. I would ask you to please give this option serious consideration.
Talia Gerstle	Contour Airlines	I'd feel more comfortable in a larger plane. Only Contour offers this. In addition, it would be great to be able to access more cities that have connecting flights. The Dartmouth coach is already a great resource for Boston. I have been afraid to travel on Cape Air's 9 seaters after hearing bad stories from friends and neighbors. I know many people who feel similarly and don't want to fly on such a small plane due to safety concerns.
Deborah Springhorn	Contour Airlines	I like the DC option
	Contour Airlines	I like that the planes are larger and includes options to DC and NYC.
Chris Gaines	Contour Airlines	Adding direct access to an airport like JFK (LGA would be better) and to IAD (DCA would be better but I understand the restrictions) is more meaningful than Boston, which is so well connected from the Upper Valley via Bus service. The big change with Contour is a more performant plane with bathrooms that is less luggage-restricted.
Salim Tayou	Contour Airlines	I have taken only once Lebanon Boston flight and it was not ideal. It is hard to compete with the Dartmouth coach. I do wish there was a line to DC, as I go there from time to time.
Phoebe Kordzikowski	Contour Airlines	Of the options listed, the best one appears to be Contour Airlines, with the 7 weekly round-trips to Boston (BOS) and 5 to New York City (JFK). This is what I would consider the strongest option for long-distance and international travelers. Logan Airport (BOS) provides easy regional transit and a robust domestic network, while JFK is a massive international gateway. Contour Airlines maintains interline agreements with major carriers like American Airlines, United Airlines, and Alaska Airlines, which allows for single-ticket bookings, through-checked baggage, and protection on connecting flights via these major hubs. However, would Contour consider offering a third hub option that keeps the historically dominant destination of Boston for travelers departing from Lebanon Municipal Airport. While offering JFK and Washington D.C.? I believe Contour Airlines offers Lebanon Airport a growth opportunity to increase its relevance regionally. While improving national and international connectivity for regional residents. With more options and better hubs the airport could capture ridership from people driving to airports like Burlington, Manchester, Boston and Hartford. By offering Boston, JFK (NYC) and Washington D.C. this would posture the airport well to see more ridership and usefulness in the region.
Keyan Kaplan	Contour Airlines	This will offer those, like myself, easier access to NYC for continuing medical care. Also will be very useful for vacation and weekend trips to surrounding areas.
Lindsay D Putnam	Contour Airlines	I would use Lebanon airport for the connections. Going to JFK gives more options. However, they don't suggest times. I have had trouble before with connecting from Logan. Flights were too early in the AM for most connections.
Sue Meader	Contour Airlines	I like Contour mostly because of the bigger plane. Dartmouth coach has Boston wrapped up. HPN is great, if you are only going to NY. It would be nice to be able to actually get somewhere from here! With all of the connections out of JFK that could happen! I vote for JFK service either with IAD or BOS. THANKS

N Bae	Contour Airlines	Having direct flights to DC would be so handy!
	Contour Airlines	A bit confusing as presented with three provider options, but then when I select Contour Airlines as I like the Washington DC option, it presents as if Washington DC would be available as part of the package of 7 weekly NY trips and 5 to DC, suggesting that if Contour provided this, it would be at the exclusion of trips to Boston. If I pick 12 round trip flights to Boston option, then that means no trips to NY, DC, etc.
	Contour Airlines	A toss up. I like adding Washinton but have used Cape Air to Boston for a long time and will continue? (I usually wait til at least day before because of the weather.) Larger planes could be a plus --b ut would cost more?
	Contour Airlines	Dartmouth coach provides more than sufficient service to Boston and Logan. Travel by car is also available. Connecting to JFK and Dulles on a regional jet would be a game changing option to lower travel times from the Upper Valley to the world. Right now we have to get to Logan to connect to travel elsewhere.
	Contour Airlines	LEB needs flights to more distant hubs
Jeffrey Parsonnet	Contour Airlines	Flights from Lebanon to Boston are pretty much unnecessary. When you include how long one is supposed to arrive at the airport before the flight, going through security, etc., it's not much faster (and much more expensive!) to fly to Boston than it is to take our marvelous Dartmouth Coach. On the other hand, having flights to JFK (rather than White Plains) and to Washington would open up a lot of new possibilities.
Conner McDowell	Contour Airlines	The Upper Valley already has a pretty strong option for getting to NYC if that is your final destination through the Dartmouth Coach. However, there is not currently a good option for connecting through a major airport. An option to fly into JFK would be much more useful than flying into white plains. Additionally, I think a slightly larger jet will make this a much more appealing option that the incredibly small jet that Cape Air currently uses. I think the current size jet on its own is a deal breaker for many potential travelers, regardless of the destination options.
Patricia Smith	Contour Airlines	Having a direct connection to JFK would make it easy to book many long range national and international flights with a connection to Lebanon. Since Boston (including Logan) is already well served by Dartmouth Coach, I think this would be a huge improvement. And direct, quick access to Washington DC would open travel and work options for many Upper Valley residents.
Kit Burgin	Contour Airlines	I would recommend flights to jfk, iAd, and they should include a handful of flights to Boston too.
Karen Marks	Contour Airlines	Would love larger plains and the dc option.
Andrew Welch	Contour Airlines	Service to DC would be a nice element.
LARRY OLMSTED	Contour Airlines	When I moved to the Upper Valley 30 years ago, I used to fly out of LEB all the time. Now I cant rmemebr the alst time even though I fly 150,000+ miles annually. US Air had direct flights to its Philly hub and you could go Leb to Rome, London, LA, etc with a quick change. NW and Delta also flew to hub cities, includging LGA, 20x more useful than Westchester. Ever since Cape air there has been no reason to fly out of LEB. The Bostin servcie is barely faster than driving--when all goes well--and much less reliable than the Dartmouth Coach, and if you aren't flying JetBlue there's no connectivity, you have to leave terminal and reclear security and then definitely better to drive or Coach. The NYC servcie is a joke, doesn't go to NYC, no air connectivity at all and taking a cramped van to one of the worst spots in Manhattan again can't compete with Coach. It only helps people who commute between UV and Westchester whcih is very small audience The key is to offer actual hubs to fly onwards, and Boston is the least connected hub on east coast. I don't know anything about Contour, but I fly through IAD all the time, from BOS, MHT, BTV or BDL, and as a major United international hub, you can then go non-stop to Tokyo, Hong Kong, or any major city in US or Europe. No airport has more connectivity than JFK, you can fly non-stop to all of Asis, Africa, Middle East, S. America, Europe and again, every major US city (and many minor ones) The usefulness of conencting the UV with two massive hubs, IAD and JFK vs half a hub, BOS defies comparison and it would be ridiculous to stay with the staus quo. Even folks going to NYC are betetr off with flat rate cabs from JFK or the low cost AirTrain, and JFK is faster into the city than Westchester much of the time, esepcially by AirTrain, not subject to traffic. Ive been waiting a decade to star flying out of Lebanon again and connecting it to these hubs would do that for me, and not just for me, but for the many members of the Dartmouth and local tech and professional community. Consider this: at the same 30 years ago time when there was regular hub servcie out of Leb, the Dartmouth Coach was a tiny van service. No buses, no terminal, no NYC, far fewer trips. The only reason they run from 3Am to almost midnight 7 days a week, with busses and twice daily NYC service is because of the dropping of useful connections from LEB. I take the coach all the time and it is often full and they have to put on multiple busses. Every bus holds far more people than a plane out of LEB, and all of those people are potential LEB users, if only they could actually get somewhere.
		Thanks and fingers crossed for a smart choice to make LEB relevant again

Steve K. Rayes	Contour Airlines	I selected a combination as an option, but the best overall service Contour could provide would be to Boston, NYC and Washington D.C. I did not see an option for Boston and Washington D.C. but we have a very large local population that currently flies a combination of Cape Air to BOS then Jet Blue to DCA. The combination of BOS and DCA would serve the area extremely well. The CRJ significantly expands the weather capability which has plagued the current service significantly and discouraged many that would take Cape Air to Boston from doing so for fear of flight cancelations. Contour air is the Sweet spot we have been looking for! Boston is a must for them, but combining it with D.C. as they have stated they would be willing to adjust, would provide some really amazing access!
Tish Aldom	Contour Airlines	With a larger plane, I'd be more likely to opt to fly over buses, trains or driving. Not a fan of the little puddle jumpers!
Tom Cecere	Contour Airlines	I feel like it's easy enough to get to Boston by car or by Dartmouth Coach. Having alternatives direct from JFK or Dulles would have been a huge time and money saver compared to heading to Boston, Manchester or Burlington.
Janis Murcic	Contour Airlines	This is a tough decision. An ideal proposal would be Boston, NY, and Washington DC So, my decision is based on being able to drive to BOS but not to DC.
Corinne Alfeld	Contour Airlines	I love the offering for DC!! If they could do BOS, NYC, and DC (DCA) that would be ideal, but I would sacrifice BOS to have DC (any airport, but preferably DCA over IAD).
Martin Zug	Contour Airlines	Jets from LEB would be a game changer. Additionally, the capacity increase and options for JFK and IAD would vastly increase the possibilities to connect from LEB. Contour would offer access to American and Delta international hubs at JFK and United domestic/international hub at IAD. It is well past time to bring jets to LEB. Marty Zug
Lynn Ceplikas	Contour Airlines	Contour offer offers direct flights, rather than a stop in White Plains. In order to fly direct to Europe, a direct flight to NYC is appealing.
	Contour Airlines	Please add JFK as an option
Christiane Whittington	Contour Airlines	A flight to JFK would really make a difference in that it would enable people to connect to international flights. The Dartmouth Coach connects to Logan easily but there is no easy way to get to JFK.
Thomas Hankins	Contour Airlines	I live in Hartford and fly from Leb several times per year. I'm 72 and in good shape. However getting in and out of the very tiny Cape Air planes is challenging. That being said, I love Cape Air and their frequent daily flights to BOS. So in order to fully endorse Contour, they would need to provide several flights daily to BOS and NYC.
Robert Burka	Contour Airlines	I attended college in the Upper Valley and have had a second home there for more than two decades; my wife and I spend a lot of time in the Upper Valley, and public transportation access is important, not just to us, but to many others. I believe that Contour's proposal, specifically Option D (between LEB and JFK and IAD), is the superior proposal. Before I get to the reasons for my belief, you should know that my wife and I are residents of suburban Washington, DC (Chevy Chase, Maryland), and while this Contour option is exceedingly convenient for us, it is not the reason for my recommendation. 1. This proposal would provide air service between LEB and two airports (JFK and IAD) which in turn have numerous connections to airports in the United States as well as abroad. In contrast, (a) service to HPN (White Plains) provides almost no connections although it is relatively accessible to mid-town Manhattan. Further, service to JFK (as proposed by Contour) provides similar access to Manhattan with the additional benefit of national and international connections; and (b) while BOS does provide numerous airline connections, there is already bus service (Dartmouth Coach) that provides almost as quick service to the Upper Valley and at a much lower cost. Stated differently, I believe that the Contour proposal provides greater overall access to/from the Upper Valley. 2. The Contour proposal provides direct access to the national capital for people having business there, and makes access by, for example, school children to the national capital easier than the current air service from LEB. These proposals should not be viewed in isolation from other means of transportation, both public and personal. There is already substantial bus service via the Dartmouth Coach to BOS, as well as to New York, and in the case of BOS, it is important to note that air service between BOS-LEB is (x) more expensive while (y) not being very much faster -- The bus time should be compared not only to air time but also to the time needed to clear airport security and the time to get to the airport while the bus can be accessed from downtown Boston. The same holds true for driving to/from eastern Massachusetts. In summary, I believe that when the full picture is analyzed., the Contour Option D proposal provides the most transportation flexibility. Robert A. Burka Chevy Chase, Maryland
Melanie Watts	Contour Airlines	Love Cape Air and would miss it terribly. But hard to beat a larger aircraft going to larger hubs like NYC and DC
Eleanor Arkowitz	Contour Airlines	years ago tis area had service to nyc and it would be nice to have it resumed. the HPN destination is too far away from manhattan to be worthwhile. it also would be nice to have multi-flite coupon avilalable to encourage flying into nyc

	Contour Airlines	I think the daily r/t's to Boston are essential and would prefer a JFK option over HPN, provided the fares a reasonable. The other concern I have is the level of delays/cancellations due to weather conditions, which I understand are unavoidable.
Richard McDowell	Contour Airlines	Boston is well served by Dartmouth Coach and the flight saves less time there than to other airports. Connections to larger hubs in JFK and IAD would significantly expand travel options from the upper valley.
	Contour Airlines	A carrier serving Boston as well as NYC would be very helpful when one is making connections to longer flights, such as to the west coast or an international location.
Ben Potee	Contour Airlines	Flights to Boston are not useful given proximity of Dartmouth coach, but flights to IAD and NYC would be incredible
Carmen Silvar	Contour Airlines	I want to put in a vote for Contour, and honestly JFK and Boston are the two that matter most to me. We really need a real hub. With early flights out of JFK we could finally catch those early-morning flights down to Florida or the Caribbean without having to drive down the night before and crash at some airport hotel before and after a trip. And the later flights work great if you're connecting to something international like Asia / Europe / Africa. Right now we just can't do any of that. Thinking something like LEB to JFK around 6AM? or even 5:30AM? and then JFK to LEB late at night. also I am assuming those times are cheaper too for the airline. Also my daughter is stuck in New York today because her White Plains flight back to Lebanon got canceled (2 hours before departure....) due to high winds, and the little planes just can't fly safely in that. Her friends that were flying back to BOS had no problem. So now she's having to move her whole schedule around. A real jet would've just flown. This keeps happening. This is why there aren't as many passengers as we want I think due to lack of reliability. One thing that'd be nice: maybe ask them to throw in a free shuttle from JFK into the city for people who want to go in because the White plains free shuttle into the city is actually great. Anyway jets to JFK and Boston. That's what we need. Please go with Contour. They are growing fast for a reason!
Janet Frank	Contour Airlines	I live much of the year in Washington DC, and much of the year in Post Mills, Vermont. I am In Washington from early fall until spring and then in Vermont from late spring through the summer. When I am In Washington, I like to make occasional trips to Vermont and vice versa. It would be fantastic to have airplane transportation between Wash, DC and LEB, which is about a 30 minute drive from the house in Post Mills. Easy accessibility by air to the upper Valley would encourage friends to visit more frequently and enjoy the benefits of this part of the world. Needless to say, when friends come, they spend money which would help the local community. Please seriously consider this option.
Jacob Weaver	Contour Airlines	I believe that Contour would be far more likely to provide a quality service over the other two options. For starters, Contour exclusively flies jets, which is more likely to attract more people into the airplanes, which can hold more people and make up for only servicing LEB once a day. In fact, the math is in favor of contour. 3 fully loaded cape air flights can seat 9 people, and at 3 flights a day can, ar maximum, carry only 27 people. One Contour plane can seat nearly double this at 50 for the CRJ they have, or 37/44 for their two models of the ERJ. So either way, itâ€™s an increase in capacity. Not to mention, a jet is far less likely to cancel due to bad weather. Beyond just capacity, the time saved would be enormous. Looking at a flight to Boston on cape air, it takes about 45 minutes. In a jet, this will be shorter. The real time saver would be to New York. As Lebanon serves the only route to the New York area in the entirety of New Hampshire, and for most of Vermont is a closer option, a direct route to JFK airport, as opposed to HPN, would be a massive time saver. Direct flights to JFK would enable far easier connections to the city, and to other places around the globe, as opposed to HPN, which requires ground transportation, which is often extremely congested in the NYC Metro. This would be a far far more popular option for the people of Lebanon, the CT river valley, and the people of Vermont. In fact, I, a resident of Concord, who care deeply about the air travel in our state, would be far far more likely to drive to Lebanon and fly then to travel to Boston and fly as it would be far far cheaper in Lebanon then to park in Boston, get a ticket, and get gas. Thank you for your time and consideration, Jacob Weaver.
Susan O Goodell	Contour Airlines	Getting to NY is much more helpful than Boston and JFK is more useful than White Plains
Eric Edmond	Contour Airlines	The contour option with dc service would be amazing but is that financially viable? What about cost to consumer?
Maria Bonaccorsi	Contour Airlines	N/a
Michael Melkers	Contour Airlines	I love Cape Air. That said, opening up IAD and JFK, as well as the upgrade in the plane and cabin is a huge plus. Looking at the proposals though, that takes Boston out of the mix. We do have the coach, which is what I normally use to get to BOS. As someone who logs 120-150k miles of flights a year, Contour would have me start out of LEB rather than commute to BOS. With IAD as a United hub that could get me transatlantic and trans-continental, this is a very attractive option.

Michael Sabbeth	Contour Airlines	I am for whichever option best serves the majority preference/needs of Upper Valley for affordable options. For me personally, JFK is an excellent option as JFK offers far more connections than BOS. I would think that benefits most travelers assuming most travelers to BOS out of LEB are using that route to meet connections.
Daniel Bekele	Contour Airlines	My family and I would be able to fly every weekend if we could fly with a larger jet plane as offered by Contour. The small planes have very limited seating and we have rarely been able to get enough seats for a family of four. Additionally, a jet, as proposed by Contour, would enable the airline to fly in the winter months and inclement weather (which the smaller jets cannot). More reliable flights with more seating out of White Plains to Lebanon is essential.
William Blau	Contour Airlines	I like bigger planes.
Cynthia Bekele	Contour Airlines	My family flies from White Plains often.
	Contour Airlines	I need options to connect to major hubs; I picked this one because it's the only one offering two major airports.
Sarah Skelly	Contour Airlines	I like the idea of having larger jets available. I often fly with a bicycle. There is not enough cargo space to fly Cape Air with a bike. I also think the best option would be Boston and DC. You could pretty much get anywhere with access to either of those airports.
Eric Friets	Contour Airlines	Regional jets and traveling further afield would be a big help for Lebanon Airport. Bus service to Boston and Manhattan is more reliable than Cape Air, so the current air service does not add much value for the traveler. Jet service to JFK and IAD would provide ready connections to much of the US and the world. Jets are also much more comfortable than props because the cabin pressurization allows for higher cruise altitudes where the ride is smoother. I would expect ridership at the airport to increase with Contour's service to JFK and IAD. Thank you for your consideration.
Thale Jacobs	Contour Airlines	We need airlines that actually service hubs with real aircraft not ridiculous little planes that can't fly in bad weather like we have now. Let's get Lebanon to a true regional airport and stop wasting time like a little Podunk place it is now. In my opinion, everybody who runs that airport should be fired and we should get back to people who know how to run an airport. Back when I was a kid there were at least four different airlines servicing Lebanon. What the heck happened?
Nancie Severs	Contour Airlines	I live in Lebanon. I travel a lot. I and visiting family use Cape Air to/from Boston & NYC via White Plains & the ground transportation during the year. I use the Dartmouth Coach to SS & Logan also. I have no complaints with the Cape Air service & I love traveling from the Lebanon Airport. That said, the Contour Airlines proposal looks to add even better options for flying to and from LEB. That's my first choice! Benefits I see: Larger planes than 9 seaters; i.e., 30 seats > more comfortable > toilet on board, flight attendant. Larger planes perhaps means greater accessibility & fewer cancellations. Continued flights to Boston Logan for Boston Connections. To/ From JFK > increased non stop international & domestic flight choices. For NYC visits public transportation or rideshare to NYC > is different from the bumpy Cape Air Van with confusing pick up spots (but that has worked too.) Trial flights to Washington DC to assess demand. Personally, I have no need to go through White Plains. Concerns: To maintain & increase passenger demand, the price point has been & needs to continue to be competitive as opposed to driving, or using the Dartmouth Coach. Historical note: when I first moved to the Upper Valley in 1989 there were 3 airlines, Delta, Northwest, & USAir. This predates the Dartmouth Coach service. Because there were three airlines the competition for service kept the ticket prices competitive. My spouse was commuting for work elsewhere for 18 months. We flew often! So did the actor Charles Bronson. We frequently saw him at the Lebanon Airport & he always greeted our children cheerfully. Would it be possible to keep the Cape Air short flight service to Logan & offer Contour to JFK & perhaps DC? I'll support whichever but I would prefer the larger airplane and addition of the JFK route. Thank you! Nancie Severs Lebanon, NH
Lindsey	Contour Airlines	More frequent to and from Lebanon, NH and White Plains, NY
Sultan	Contour Airlines	We have never really used Cape Air because we don't really trust Cessna, and our friends' feedback who have used wasn't really positive on feeling safe especially during turbulence. Being able to connect to at least two major hubs could actually help save more on flying to other destinations through bundling these flights instead of constantly having to rely on Dartmouth coach, even if less frequently. I'm in favor of change to a system that hasn't been serving the community effectively.
Luka Villani	Contour Airlines	Direct flights to JFK, not White Plains, would be an invaluable addition to the Lebanon airport. I think keeping Boston routes is important, however busses and other services already exist to reach Boston quickly from the Upper Valley. Adding direct flights to JFK would make it much easier to reach the country's main cultural and destination hub.

Sophie Friets	Contour Airlines	Access to New York and dc would be incredible for the upper valley! Very much support these routes and contour airlines.
	Contour Airlines	I prefer the larger planes offered by Contour. A direct route to DC would be fantastic.
Nursultan K	Contour Airlines	Imagine not having to take Dartmouth coach and allocate extra 3 hours EVERY time you need to fly anywhere? Why, you'd ask I would not use in the status quo, Cape Air for that? Mainly because I don't really feel safe flying in a Cessna through turbulence in a 6-9 seat plane, and I've heard the same feedback from friends, but also because cost wise it's impractical to buy a separate ticket for Cape Air for \$200-300 for a round trip to Boston/White Plains, then another round trip ticket elsewhere from there for the same amount extra or higher? My hope is with Contour, for example, which has interline agreements with major airlines, the cost of flying to these major hubs would be baked in the general cost of flight tickets to the final destination, plus id feel safer flying in a 30-seater jet than a Cessna. How bad is it right now that just parking in LEB Airport, taking a 1-2 hour flight to NYC/DC then flying to my final destination and not spending the whole day on that trip sounds like a dream? Anyway, no hate to CA, but if we want to make it easier and more comfortable to fly anywhere, contour in my opinion is offering an appealing alternative
L. Geberth	Contour Airlines	There are alternative ways to economically and efficiently reach Boston (e.g., Dartmouth Coach). Cape Air's only alternate route is to White Plains, which does not adequately address efficient travel needs to New York. Contour Airlines' proposal provides both direct regular access to both New York (via JFK) AND the Washington DC metro area (Washington Dulles (IAD)). Both of these options are more useful to me. Thank you for taking Upper Valley resident's comments.
Ashley Hong	Contour Airlines	I work remotely and need access to NYC and IAD - I consistently take Cape Air to Boston, just to transfer to another flight to get to NYC and DC. Road options to Boston (Dartmouth Coach) are sufficient -- direct flights to NYC and IAD would be a HUGE GAME CHANGER and help the Upper Valley not just stay connected to Boston, but to the rest of the east coast via NYC and IAD.
Jonathan Shoemaker	Contour Airlines	Our family would more consistently use service to Washington DC and New York. Boston is sometimes useful but more often we connect to Boston and Logan with bus coach and personal vehicle.
Hans Israelsson	Contour Airlines	Over nearly 30 years of owning a second home in the Upper Valley while based in the DC area, we've watched the commute change from a demanding but manageable one-day drive into what is now, for us, a two-day journey. What used to be about eight hours on the road has become much more difficult as congestion along the Northeast corridor has steadily worsened, with hours of delays and unpredictable slowdowns making same-day travel increasingly exhausting and, especially in summer, less and less realistic. That shift from a long day to a multi-day undertaking is exactly the kind of lived experience that travel-time tables and modal comparisons tend to miss, but it is central to understanding the appeal of any credible air alternative. From a regional and network perspective, a nonstop LEB IAD route would be a niche service, but a strategically meaningful one. It would not be a core trunk route like Boston; rather, it would serve a smaller but valuable mix of travelers, including a growing number of DC-area families and second-home owners with Upper Valley ties, as well as high-value, time-sensitive travelers such as Dartmouth and DHMC leaders, researchers, and policy or advocacy staff who regularly engage with federal agencies and DC-based institutions. It would also appeal to domestic and international passengers connecting through Dulles's long-haul hub. For these users, a 1.5 - 2 hour nonstop flight that plugs into IAD's banked schedule could turn what is now effectively a full-day, multi-segment trip into a practical same-day or short-trip option, materially changing both travel frequency and the ease of maintaining Upper Valley DC relationships. The case for IAD is therefore less about large local volume and more about diversification and positioning. Lebanon is currently heavily Boston-centric, so adding IAD would give the Upper Valley a second major national and international gateway and strengthen its access to long-haul and capital-to-capital travel. It would also send an important signal to employers and institutions: that the region is connected not only to New England's core city, but also to the federal and diplomatic center of the country, along with the broader ecosystem of international affairs, including the IMF, the World Bank, policy organizations, think tanks, legal and regulatory firms, and international trade and conference traffic.
Joshua Lozman	Contour Airlines	Hi, Thank you for seeking input into this important decision for residents and visitors to the Upper Valley area. Contour Airlines' option D with 7 round trip flights to JFK and 5 to IAD presents as a clear winning proposal to me. Here is how I arrive at this decision: * Flying to Boston provides relatively limited benefit to Upper Valley residents. It is the shortest drive, serviced by the Dartmouth Coach and has the fewest onward long-haul connections between BOS, JFK and IAD. * White Plains airport is not a friendly airport for getting into New York City. It has very limited connections and is the least useful of the proposed airports for business and personal travel. * Contour's proposal to add IAD adds a direct option to DC - a highly important market for anyone working in the policy, research or tech spaces. IAD is also a United hub for international flights which adds a lot of utility for personal and biz travel. * Contour's proposal to bring jet service to LEB will shorten flight times, increase safety, reduce the number of cancellations, and provide a more comfortable service. I hope as you review these options you will prioritize Contour Airlines option D. Warmly, Josh Lozman

Peter Schilling	Contour Airlines	Routine business flights out of the area are... rough. We need a step up from Cape Air and from what I've seen of Contour Airlines, I think Contour would be my strong preference.
Frances Faro	Contour Airlines	IAD would be great too-- this would really connect the upper valley to the world!!
Scott Klass	Contour Airlines	It would be great to have more available flights.
Sean Volavong	Contour Airlines	I'm an incoming graduate student at Dartmouth College who lives in the growing northern Virginia region. A flight to IAD would not only provide the Upper Valley access to Washington D.C.'s workforce talent but also increased routes to and from international destinations that IAD serves. I frequently use IAD and enjoy how connected it is to domestic routes and the DC metro system.
Mara Child	Contour Airlines	Contour Airlines' option D, with 7 round-trip flights to JFK and 5 to IAD, presents as a clear winner for the following reasons: * Flying to Boston provides relatively limited benefit to Upper Valley residents. It is the shortest drive, is served by the Dartmouth Coach, and has the fewest onward long-haul connections among BOS, JFK, and IAD. * White Plains Airport is not a friendly airport for getting into NYC. It has very limited connections and is the least useful of the proposed airports for business and personal travel. * Contour's proposal to add IAD adds a direct option to DC - a highly important market for anyone working in the policy, research or tech spaces. IAD is also a United hub for international flights, which adds significant utility for personal and business travel. * Contour's proposal to bring jet service to LEB will shorten flight times, increase safety, reduce the number of cancellations, and provide a more comfortable service. I hope that as you review these options, you will prioritize Contour Airlines' option D.
Marcus Coe	Contour Airlines	Having reliable jet service to Boston and JFK could materially change to ease of major travel from the Upper Valley.
Bridge McDowell	Contour Airlines	Service to IAD and JFK would be a huge improvement over BOS and HPN. We can take Dartmouth Coach to BOS for flights to multiple destinations but have no access to IAD or JFK that would provide many more connection options. Also, the lack of reliability with Cape Air is a big problem. They cancel flights too many times and I have been denied boarding due to "weight" restrictions as a 170 pound male. No such problems with jet service. It is time to end the Cape Air monopoly at LEB.
Leonard Ridilla	Contour Airlines	I also think flights to Washington DC could be useful. Contour Airlines' bigger planes may ease fear of those who don't like smaller planes and create the ability for more people to visit the Upper Valley. Contour Airlines can assist in the continued growth of Lebanon
noah blakney	Contour Airlines	Cape Air offers the most frequent service and longest history of airline operations, however the fleet is smaller and slower than competing options. Strong focus should be put to a secondary destination other than Boston, with a greater collection of available connections (Newark/JFK/Philadelphia/Dulles). Flying to and from Boston saves roughly an hour over coach service, while a greater time savings and connectivity could be seen using 30 passenger twin jets to airports further afield than Boston. Ideally Contour would offer 12-14x a week to Boston (morning and afternoon round trips) as well as at least daily service to JFK.
Tim Lin	Contour Airlines	Flying into White plains is a dealbreaker for me. Flying into JFK would offer a huge advantage, while continuing the BOS service as well.
Joshua Flanders	Contour Airlines	We need something newâ€”something larger with more destination options. Cape Air has been a valuable service, but traveling through White Plains and then continuing by ground transportation into New York City is often inconvenient, time-consuming, and frustrating. In contrast, traveling to Boston or NYC from Lebanon is straightforward thanks to Dartmouth Coach. It would be great to see larger regional jet service operating from Lebanon, providing direct access to major hubs such as Washington, D.C., or JFK. Those connections would significantly expand both domestic and international travel options for residents and visitors alike.
Ryan Jenkins	Contour Airlines	Boston is already extremely well-served by the coach. Being able to get to DC and NYC would make living here so much more convenient.

Marsette Vona	Contour Airlines	<p>Dear Lebanon City Council -</p> <p>We are writing in firm support of Contour Airlines proposal for Lebanon Airport Essential Aircraft Service (EAS). Our reason is vitally important to the health of our infant son, as well as other children in our neighborhood within 1km of the airport. The "avgas" typically used by the small piston engine aircraft proposed (and currently used) by Cape Air and Boutique Air contain significant amounts of lead. Even so-called "low lead (LL)" avgas contains significant lead, and though lead-free avgas formulations exist, according to the FAA [1] "no operationally safe, suitable replacement for leaded fuel has yet been found to meet the needs of all of the piston engine aircraft fleet." The Contour Airlines proposal is the only one to utilize only jet powered aircraft, which typically use lead-free fuel. According to the CDC [2] "No safe level of lead in children has been identified. Even low levels of lead in blood have been shown to reduce children's IQ, ability to pay attention, and academic achievement." And "any blood lead level can harm children".</p> <p>Peer-reviewed studies including [3] have shown a statistically significant increase in lead levels in children living within 1km of airports which utilize leaded avgas. Significant areas of our neighborhood, including our own home address, are included within approximately 1km of the North runway of Lebanon airport. Potentially affected streets include Glen Rd, Seminary Hill Rd, Old Pine Tree Cemetery Rd, Carleton Drive, Tenley Drive, and Hitchcock Ave. There are several families in this neighborhood with small children.</p> <p>According to the EPA 2020 National Emissions Inventory (NEI) [4], Lebanon airport is already the number one emitter of lead pollution across Grafton, Sullivan, Windsor, and Orange counties. We urge you to take this opportunity to protect the health of our children and choose Contour Airlines, or any proposal that does not involve the use of leaded avgas.</p> <p>Sincerely, Marsette Vona III, Ph.D. Victoria Vona, NP Marsette Vona, IV (age 11 months), Maxwell Lacasse (age 14 years), Samuel Lacasse (age 16 years) West Lebanon, NH 03784</p> <p>[1] https://www.faa.gov/newsroom/leaded-aviation-fuel-and-environment [2] https://www.cdc.gov/lead-prevention/php/news-features/updates-blood-lead-reference-value.htm [3] Miranda ML, Anthopolos R, Hastings D. A geospatial analysis of the effects of aviation gasoline on childhood blood lead levels. Environ Health Perspect. 2011 Oct;119(10):1513-6.</p>
Dana Ferrari-Light	Contour Airlines	<p>Interested the most in Contour Airlines mostly because it is a bigger jet with room to accommodate more people to major airline hubs. Otherwise would continue Cape Air services, does not seem to be any benefit to switching to Boutique. I do not find the Lebanon-Boston service on any airline to be particularly valuable as it only saves an hour of travel time vs driving and cancellations on this route are frequent.</p>
	Contour Airlines	<p>none</p>
Lorelea Smith	Contour Airlines	<p>Contour Airlines will allow travel to two major airports where there are a variety of domestic and international flight options. This airline choice will give Upper Valley residents more of a variety and widen horizons. Contour Airlines also has a reputation of going above and beyond for customer satisfaction, and that includes stellar customer service both on the ground and in the air. If we want to keep the Lebanon airport a vibrant and thriving part of the upper valley then we need to do something different than just Cape air to New York or Boston. I think the residence of the upper Valley want more and Contour will offer that.</p>
Kristen	Contour Airlines	<p>We're grateful you are seeking input into this important decision for residents and visitors to the Upper Valley area. I am writing in strong support of Contour Airlines' Option D, which proposes seven weekly round trips to JFK and five to IAD, and I urge the reviewing committee to prioritize this proposal.</p> <p>For Upper Valley residents, Boston is the least compelling hub destination among those under consideration. It is the shortest drive from Lebanon, is already well-served by Dartmouth Coach bus service, and offers the fewest onward long-haul connections of the three major hub options. Flying to BOS simply does not provide the same value as the alternatives.</p> <p>Similarly, White Plains airport is a poor fit for this market. It has limited onward connections and is far from an ideal gateway to New York City for either business or personal travel.</p> <p>By contrast, JFK offers the broadest array of domestic and international connections of any New York-area airport, making it a far superior choice for the Upper Valley's travel needs. The addition of IAD service is equally significant. Washington Dulles is a critical destination for the large segment of our community engaged in policy, research, and technology sectors in which travel to the Washington, D.C. area is a regular professional necessity. IAD is also a major United Airlines hub for international travel, multiplying its utility for both business and leisure travelers.</p> <p>Perhaps most importantly, Contour's proposal brings jet aircraft to Lebanon Airport. This is a meaningful upgrade: jet service means faster flights, improved reliability, fewer weather-related cancellations, and a more comfortable experience overall. These are not minor quality-of-life improvements they are the kinds of operational changes that can meaningfully increase ridership and make LEB a genuinely viable option for regional travelers.</p> <p>For all of these reasons, Contour Airlines Option D represents the strongest proposal on the table. I respectfully urge the committee to select it.</p> <p>Thank you, Kristen</p>

Max Zielinski	Contour Airlines	Dartmouth Coach already covers the Boston route, and the existing White Plains route is not useful for connections. I live in Norwich and travel to Boston frequently but never fly because it is more expensive and takes longer than the bus or just driving. It would be nice to have more destination options, and Contour's plan for JFK and IAD enable that.
James Bleeker	Contour Airlines	Depending on your goal for the airport, it seems that direct flights to major hubs provides for better use and future growth. Cape has been great, but flying through BOS usually means still more connections before final destination.
Anna Miller	Contour Airlines	Dartmouth Coach makes BOS relatively easily accessible. This would add new options and connect directly to airports (JFK in particular) as opposed to white plains. A jet service to IAD and JFK would increase our immediate accessibility and comfort while flying.
Eric Francis	No Preference	All of these look good (i.e. I don't see any "bad" proposals in the mix). The only thing I would note is that if Contour's use of larger aircraft means that having three times as many seats available results in a lower per-seat cost (i.e. if it directly translates to lower ticket prices) then that should be weighed as a factor.
David Allan	No Preference	Cape Air and Boutique Air have very similar proposals, and Cape Air has done a good job so between these two I would stay with Cape Air. Contour Airlines with larger planes is intriguing but it's hard to tell if demand will support it. One thing that would do well is a flight school. With the low traffic this would be a great place for basic flight training.
Anna Beaufort	No Preference	Requesting direct flights to Dulles and/or DCA so that students and advocates can more easily represent the interests of New Hampshire in the fed gov
Patty Maxfield	No Preference	I do not want to see additional airlines come in. We live on Poverty lane & the air traffic/noise is already an issue.
Eric Henderson	No Preference	A jet would be great, but the lower access from Contour would be challenging.

**Agenda
Lebanon City Council
July 1, 2026**

12. New Business:

12.C – Discussion and Set Public Hearing for July 15, 2026: Community Development Block Grant (CDBG) Application for Boys and Girls Clubs of Central and Northern NH; Adoption of Residential Anti-Displacement and Relocation Assistance Plan for Boys and Girls Clubs of Central and Northern NH

Background

The New Hampshire Community Development Finance Authority (CDFA) receives approximately \$9 million annually for the statewide Community Development Block Grant (CDBG) program, which includes all non-entitlement municipalities and counties. Counties and communities can apply annually on a competitive basis for CDBG grants up to: \$750,000 for housing, public facilities; \$500,000 for economic development activities that directly benefit low- and moderate-income persons; and up to \$25,000 for feasibility/planning study grants.

The Boys and Girls Clubs of Central and Northern New Hampshire requests that the Lebanon City Council support and authorize the submission of a CDBG application for Public Facilities for up to \$750,000 to support the Boys and Girls Clubs' Upper Valley childcare facility. The proposed location for the facility is 20 Seminary Hill Road, West Lebanon (Tax Map 86, Lot 25), which is owned by the Lebanon School District, SAU88, with a portion of related site improvements to be located on the adjacent City-owned property at 6 Aldrich Avenue (Tax Map 86, Lot 25, Plot 100).

Please see the attached project description for more information.

Action

Should the City Council decide to move the CDBG application forward, the Council is requested to approve the following actions:

MOVED, that the Lebanon City Council hereby schedules public hearings for Wednesday, July 15, 2026, beginning at 6:00pm, Council Chambers, City Hall, and Remote via the City's Virtual Platform, for the following:

- 1) A public hearing for the purpose of receiving public input and taking action on a proposed CDBG grant application for up to \$750,000 in CDBG Public Facilities funds to be sub-granted to the Boys and Girls Clubs of Central and Northern New Hampshire; and to authorize the City Manager to sign, submit, and execute any documents which may be necessary to effectuate the CDBG Application and contract.***

2) A public hearing for the purpose of receiving public input and taking action to adopt the City of Lebanon Residential Anti-Displacement and Relocation Assistance Plan for the Boys and Girls Clubs of Central and Northern New Hampshire.

Included in this Section:

1. Project Description – Boys and Girls Clubs Upper Valley Childcare Center
2. City of Lebanon Residential Anti-Displacement and Relocation Assistance Plan for the Boys and Girls Clubs of Central and Northern New Hampshire

Project Description

Name: Boys & Girls Clubs Upper Valley Childcare Center

Applicant/Project Partners: Boys & Girls Clubs of Central and Northern New Hampshire (BGCCNNH); City of Lebanon; Lebanon School District (SAU88); Grafton Regional Development Corporation (GRDC)

Contact: Chris Emond, CEO, BGCCNNH, emond@nhyouth.org

Additional information: <https://lebanonnh.gov/1926/Childcare-Facility-Project> (including concept plan)

Project Summary

The Boys & Girls Clubs of Central and Northern New Hampshire (BGCCNNH) proposes to construct, own, and operate a new childcare facility in West Lebanon, New Hampshire. The proposed facility would be located at 20 Seminary Hill Road, adjacent to the Lebanon School District SAU88 building, on land to be leased from SAU88 and with related access and site coordination involving City-owned land on Civic Memorial Park.

The concept includes a new approximately 5,400-square-foot childcare center designed to serve approximately 50 children from infancy through age five. The project would help address the region's documented shortage of licensed childcare, provide early childhood education jobs, and support working families and employers in the Upper Valley. The facility would be BGCCNNH's first childcare site in the Upper Valley and enable the organization to explore additional capacity for related local benefits like after school programming.

This is not a City-owned or City-operated childcare center. BGCCNNH will fund, construct, own, maintain, and operate the facility. The City of Lebanon's role is related to public process coordination, grant alignment, permitting coordination, and access over City-owned land as needed. The Lebanon School District's role is related to lease negotiations for the proposed site. The Grafton Regional Development Corporation is supporting funding strategy, grant coordination, and regional childcare capacity-building efforts.

Community Need

Childcare access has been identified locally, regionally, and statewide as a workforce participation issue, family affordability issue, economic development issue, and long-term community sustainability issue. The Upper Valley has faced a persistent shortage of childcare capacity, especially for infants and toddlers, since before the COVID-19 pandemic. Regional planning and stakeholder engagement efforts have repeatedly identified lack of childcare as a barrier to workforce recruitment and retention, family stability, and community vitality.

The need for additional childcare capacity has been documented through multiple efforts involving the City of Lebanon, Vital Communities, the Upper Valley Business Alliance, EPIC, Grafton Regional Development Corporation, the New Hampshire Charitable Foundation, the Couch Family Foundation, childcare providers, and employers. These efforts have consistently found that childcare is not only a family need, but also a core component of workforce and economic infrastructure.

Lebanon is an employment center for the Upper Valley. Local families, school employees, municipal employees, healthcare workers, manufacturing employees, service workers, and other working households rely on access to dependable childcare in order to participate fully in the workforce. When childcare is unavailable, parents may reduce hours, decline employment, change work schedules, commute long distances for care, or leave the labor force altogether. Expanding childcare capacity supports both household stability and employer continuity.

Organizational Capacity

BGCCNNH is an established New Hampshire nonprofit organization with significant experience operating youth development and early childhood programs. The organization serves thousands of children annually across multiple New Hampshire communities and operates early learning centers, afterschool programs, and clubhouses. BGCCNNH has experience developing, staffing, maintaining, and operating facilities that serve

children and families. Its expressed goal is to provide competitive wages and high quality early childhood education professional staffing, with reliance on hiring of a center director to staff incrementally as the market allows. BGCCNNH has a history of supporting teacher capacity building, including relationships with UNH teaching labs and the Early Care and Education Association of the Upper Valley, to not just draw on but build the labor pool it and other childcare providers depend on.

The proposed Lebanon facility will extend BGCCNNH's service model into the Upper Valley. BGCCNNH will be responsible for project fundraising, construction, facility maintenance, staffing, licensing, and ongoing operations as well as long-term goals to enhance childcare affordability through scholarship fundraising, for example.

Project Scope

The project includes design and construction of a new childcare facility and the site improvements necessary for the facility to operate safely and meet licensing requirements. Project elements include the childcare building, utility connections, driveway access, drop-off and pick-up circulation, parking, pedestrian access, emergency access, stormwater management, and an outdoor playground meeting childcare licensing requirements.

The organization is working with an architectural and engineering team familiar with New Hampshire childcare facility requirements, including building, fire/life safety, accessibility, licensing, and site design considerations. Early planning work has included site visits, zoning and permitting review, stakeholder meetings, survey work, conceptual site planning, environmental review, and preliminary design.

The proposed site design has evolved through discussions with the City, SAU88, BGCCNNH, Recreation staff, legal counsel, and design professionals. Current design considerations include maintaining recreational functionality, improving access and parking for Civic Memorial Park (with an organized parking and circulation area for approximately 30 new overflow spaces), minimizing traffic conflicts (public park access is off Aldrich; childcare ingress/egress is off Seminary Hill), providing emergency access, and balancing childcare use with continued public and school-related use of the broader Seminary Hill / Civic Memorial Park area, including SAU88's need for informal event overflow parking capacity. No existing parking is impacted; new, additional public parking, including for park and SAU88 users, is created.

Project History and Site Selection

The current proposal grew out of several years of local and regional work on childcare needs. In 2023, the City of Lebanon pursued a larger childcare facility concept at another location and secured a \$1.6 million federal childcare infrastructure earmark. That earlier concept did not advance due to overall scale, capital cost, staffing concerns, and implementation complexity, but the childcare need remained.

In 2024 and 2025, the City, SAU88, and BGCCNNH began discussing potential opportunities related to childcare, afterschool programming, and broader community-serving uses. At the same time, the Lebanon School District and City Council Joint Partnership Task Force was discussing opportunities to better coordinate use of public assets and long-term planning around the Seminary Hill campus.

The existing SAU88 building was initially considered as a possible childcare location. However, accessibility requirements, fire/life safety requirements, childcare licensing standards, circulation needs, and renovation costs made conversion of the older building impractical for infant and toddler childcare. Adjacent underutilized public land areas on the Seminary Hill campus were therefore identified as a potential opportunity for a smaller facility.

The current concept is substantially smaller than the City's earlier proposal and is designed specifically around the Seminary Hill site. It seeks to balance childcare capacity, public land stewardship, school district considerations, recreational access, parking needs, and long-term civic campus planning.

Public Process and Local Coordination

The project has advanced through multiple public and stakeholder processes. Since mid-2025, the Lebanon School District and City Council Joint Partnership Task Force has discussed opportunities related to the Seminary Hill campus and the proposed childcare facility. The School Board and City Council have each held public meetings related to the project and authorized continued lease negotiations. The Lebanon School District also placed a warrant article before voters in March 2026, with the majority authorizing the School Board to pursue lease discussions with BGCCNNH in collaboration with the City.

Additional public process is anticipated through lease review, zoning and site plan permitting review, and building/code review. The City has also created a public project webpage and FAQ materials to provide information about the proposal, project status, and common questions.

Funding and Readiness

The project is expected to rely on a combination of federal, state, philanthropic, nonprofit, and regional funding sources. Existing and anticipated sources include federal HUD Community Project Funding, NH CDFA tax credits, Northern Border Regional Commission funds, private donations, potential NH CDFA CDBG Public Facilities funds, and additional grants and contributions. The total cost of design and construction is estimated at \$5.3million and on the current schedule, construction will begin in 2027 and operations start in mid-2028.

These are not local tax appropriations for construction. The project is structured so that BGCCNNH would fund, own, and operate the facility, while the City and SAU88 support the project through land use coordination, lease negotiations, public process, and permitting coordination.

The project is now in an advanced readiness phase. Over \$3.6million in funding is currently committed to the project proposed at the West Lebanon location. Key concurrent steps include finalizing site control, completing environmental review, advancing final design and engineering, submitting development applications, completing local review, and proceeding toward construction. Construction is targeted for 2027, subject to funding, permitting, lease execution, and final approvals.

Community Development Benefits

The Boys & Girls Clubs Upper Valley Childcare Facility is a partnership-based response to a documented and persistent childcare shortage affecting Lebanon and the Upper Valley. The proposed childcare facility is intended to help families remain in the community, help employers retain workers, support local and regional workforce needs, and provide a long-term community asset without creating a City-owned or City-operated childcare center.

The project aligns with Lebanon's strategic goals related to early childhood education, economic development, workforce support, and regional childcare initiatives. It also supports the broader West Lebanon vision of activating local assets and strengthening community-serving infrastructure.

With the BGCCNNH's demonstrated experience in nonprofit operations, the proposed facility will provide substantial public benefit by creating new childcare capacity, supporting working families, expanding early childhood education employment, and strengthening workforce participation in Lebanon and the Upper Valley. The project will also support broader community goals by leveraging outside investment, activating underutilized public land, improving site organization, and advancing a long-discussed civic use at Seminary Hill. CDBG support is one of the major final funding pieces; it will help close the capital funding gap and allow the project to move forward toward final design, permitting, construction, and eventual operation.

CITY OF LEBANON
RESIDENTIAL ANTI-DISPLACEMENT AND RELOCATION ASSISTANCE PLAN
THE BOYS & GIRLS CLUBS OF CENTRAL AND NORTHERN NEW HAMPSHIRE

Every effort will be made to minimize temporary or permanent displacement of persons due to a CDBG project undertaken by the municipality. THE BOYS & GIRLS CLUBS OF CENTRAL AND NORTHERN NEW HAMPSHIRE (BGC UPPER VALLEY CHILDCARE CENTER) WILL NOT INCLUDE DISPLACEMENT of one or more existing businesses.

However, in the event of displacement as a result of a federally funded award, The Boys & Girls Clubs will develop and submit a Relocation Plan if necessary and the CITY OF LEBANON will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to any household, regardless of income which is involuntarily and permanently displaced.

If the property is acquired, but will not be used for low/moderate income housing under 104(d) of the Housing and Community Development Act of 1974, as amended, the displacement and relocation plan shall provide that before obligating and spending funds that will directly result in such demolition or conversion the municipality will make public and submit to CDFA the following information:

- a. Comparable replacement housing in the community within three (3) years of the commencement date of the demolition or rehabilitation;
- b. A description of the proposed activity;
- c. The general location on a map and appropriate number of dwelling units by number of bedrooms that will be demolished or converted to a use other than as low and moderate income dwelling units as a direct result of the assisted activity;
- d. A time schedule for the commencement and completion date of the demolition or conversion;
- e. The general location on a map and appropriate number of dwelling units by number of bedrooms that will be provided as replacement dwelling units;
- f. The source of funding and a time schedule for the provision of replacement dwelling units;
- g. The basis for concluding that each replacement dwelling unit will remain a low and moderate income dwelling unit for at least ten (10) years from the date of initial occupancy;
- h. Relocation benefits for all low or moderate income persons shall be provided, including reimbursement for moving expenses, security deposits, credit checks, temporary housing, and other related expenses and either:
 1. Sufficient compensation to ensure that, at least for five (5) years after being relocated, any displaced low/moderate income household shall not bear a ratio of shelter costs to income that exceeds thirty (30) percent, or:
 2. If elected by a family, a lump-sum payment equal to the capitalized value of the compensation available under subparagraph 1. above to permit the household to secure participation in a housing cooperative or mutual housing association, or a Section 8 certificate of voucher for rental assistance provided through New Hampshire Housing Finance Authority.
- i. Persons displaced shall be relocated into comparable replacement housing that is decent, safe, and sanitary, adequate in size to accommodate the occupants, functionally equivalent, and in an area not subject to unreasonably adverse environmental conditions;
- j. Provide that persons displaced have the right to elect, as an alternative to the benefits in

subparagraph 2. above, to received benefits under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 if such persons determine that it is in their best interest to do so; and

- k. The right of appeal to the executive director of CDFA where a claim for assistance under subparagraph 2. above, is denied by the grantee. The executive director's decision shall be final unless a court determines the decision was arbitrary and capricious.
- l. Paragraphs a. through k. above shall not apply where the HUD Field Office objectively finds that there is an adequate supply of decent, affordable low/moderate income housing in the area.

CERTIFICATION OF COMPLIANCE

If the CITY OF LEBANON anticipates displacement or relocation activities will be necessitated by this project, the City certifies that it will comply with the Uniform Relocation Act and Section 104 (d) of the Housing and Community Development Act of 1974, as amended.

Printed Municipal Official Name: Andrew Hosmer

Title: City Manager

Signature: _____

Date of Adoption by the Lebanon City Council : _____

**Agenda
Lebanon City Council
July 1, 2026**

12. New Business:

**12.D – Discussion and Set Public Hearing for August 19, 2026:
Reclassification of an Existing Class VI Highway (a Portion of
Old Kings Highway) as a Class V Highway pursuant to NH RSA 231:22-a**

Background

Robert and Carolyn Townsend are the owners of 125 Storrs Hill Road (Tax Map 134, Lot 17), a +/-70.6 acre parcel zoned RL-2 with frontage on:

- Storrs Hill Road, a Class V road (shown in red in Figure 1 below),
- Old Kings Highway, a Class VI road (shown in yellow in Figure 1 below), and
- Baker Lane, a Class VI road (shown in green in Figure 1 below).

Figure 1. Aerial view of 125 Storrs Hill Road highlighting frontages.



On March 16, 2026, the Planning Board approved the Townsend's request to subdivide the property into two (2) lots as follows:

- Lot 1: +/-4.24 acres, improved with the existing one-family dwelling; and
- Lot 2: +/-66.4 acres, improved with a 2,100 sq. ft. pole barn.

Copies of the Planning Board's Notice of Action for application PB2026-12-MIN and a copy of the approved subdivision plat are enclosed for reference.

The proposed lots comply with the applicable zoning dimensional requirements, except with respect to frontage. In the RL-2 District, lots not served by public water and sewer require minimum frontage of 200 ft. on a Class V road or better. Currently, proposed Lot 2 has only +/-34 ft. of frontage on Storrs Hill Road (a Class V road) which terminates at the end of existing pavement, the approximate location of which is marked by the yellow star in Figure 2. At that point, the right-of-way becomes a Class VI road known as Old King's Highway.

Figure 2. Bird's eye view of subject property (looking south).



©2025 Eagleview (image taken 4/24/2025)

Consequently, the Planning Board approved the Townsend's subdivision with a condition that, "[t]he applicants shall obtain approval from the City Council to reclassify Old Kings Highway from a Class VI road to a Class V road to the extent necessary to ensure that Lot 2 has a minimum of 200 ft. of frontage on a Class V road[.]" The reclassification is a necessary pre-requisite to recording the approved subdivision plat and creating the proposed lots.

Pursuant to the Planning Board's condition of approval, the Townsends have requested that the City Council reclassify a +/-166 ft. long segment of the Old Kings Highway right-of-way from a Class VI road to a Class V road. Together with the existing +/-34 ft. of frontage on Storrs Hill Road, the proposed reclassification will provide Lot 2 with the 200 ft. of frontage on a Class V road as required by the Zoning Ordinance. The portion of the Old Kings Highway proposed to be reclassified is depicted on the attached plat titled, "Plan of Petitioned Road Reclassification – Old Kings Highway (at end of Storrs Hills Road)," prepared by Cardigan Mountain Land Surveys, LLC, dated March 31, 2026, and revised May 20, 2026.

As depicted on the reclassification plat, the portion of Old Kings Highway proposed to be reclassified begins at the end of Storrs Hill Road where the existing pavement ends adjacent to 135 and 136 Storrs Hill Road. As shown in the street view image in Figure 3 below taken in July 2024, the portion of the Old Kings Highway right-of-way proposed to be reclassified is improved with a gravel drive that turns southward into proposed Lot 2.

Figure 3. Google street view of existing Old Kings Highway gravel drive.



In connection with the Townsends' request, a site visit to evaluate the area proposed to be reclassified was held on April 28, 2026, and was attended by the Townsends, representatives from the Department of Public Works (including the Director, Deputy Director, City Engineer, and Maintenance Superintendent), the Fire Department (including the Deputy Fire Chief and Fire Inspector), and the Planning and Development Department. Staff concluded that the existing conditions within the area proposed to be reclassified are sufficient and that no upgrades are needed. However, to enable a turnaround for City snowplows and other vehicles, City staff have requested and the Townsends have agreed to grant to the City an easement over a portion of proposed Lot 2. The proposed 50 ft. by 50 ft. easement area is depicted on the attached plat.

Per RSA 231:22-a, I and II, the City Council may reclassify an existing Class VI right-of-way to Class V by simple majority vote. Although a public hearing is not legally required, staff recommends that the City Council schedule a public hearing for the proposed reclassification as a matter of good policy and public outreach.

Should the City Council vote to reclassify a portion of Old Kings Highway to Class V as requested by the Townsends, the Council will also need to vote to authorize the City Manager to accept the easement for the turnaround over proposed Lot 2. A draft copy of the proposed deed will be prepared and provided to the City Council prior to the public hearing.

For consistency and clarity, staff also recommends that the City Council take action per RSA 231:133, I, to change the name of the reclassified right-of-way from Old Kings Highway to Storrs Hill Road.

Action

The following motion is offered for City Council consideration:

MOVED, that the Lebanon City Council hereby schedules a public hearing for Wednesday, August 19, 2026, beginning at 7:00 pm, in Council Chambers, City Hall, and Remote via the City's Virtual Platform, for the purpose of receiving public input and taking action to reclassify a portion of the Old Kings Highway right-of-way from a Class VI road to a Class V road pursuant to NH RSA 231:22-a, as shown on a plat titled, "Plan of Petitioned Road Reclassification – Old Kings Highway (at end of Storrs Hills Road)," prepared by Cardigan Mountain Land Surveys, LLC, dated March 31, 2026, and revised May 20, 2026, as presented in the July 1, 2026 City Council Agenda Packet.

Included in this Section:

1. Lebanon Planning Board Notice of Action for application PB2026-12-MIN, dated March 16, 2026.
2. Plat titled, "Proposed Subdivision for Robert S. & Carolyn M. Townsend Rev. Trust Dated May 4, 2006," prepared by Cardigan Mountain Land Surveys, LLC, dated February 3, 2026, Project #: 25-4089,8292.
3. Plat titled, "Plan of Petitioned Road Reclassification – Old Kings Highway (at end of Storrs Hills Road)," prepared by Cardigan Mountain Land Surveys, LLC, dated March 31, 2026, and revised May 20, 2026.



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

NOTICE OF ACTION LEBANON PLANNING BOARD PB2026-12-MIN

Notice is hereby given that on **March 16, 2026**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Subdivision Regulations:

“**Andrew Faunce** moved that the application of Robert S. & Carolyn M. Townsend, Co-Trustees, 125 Storrs Hill Road (Tax Map 134, Lot 17) PB2026-12-MIN is complete enough for the Planning Board to accept jurisdiction and commence review.

The motion was seconded by Kellen Appleton. The vote on the motion was approved, 7-0.”

Notice is hereby given that on **March 16, 2026**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Subdivision Regulations:

“**Wes Achord** moved that the Lebanon Planning Board approve waivers for the application of Robert S. & Carolyn M. Townsend, Co-Trustees, for a proposed two (2)-lot Minor Subdivision of 125 Storrs Hill Road (Tax Map 134, Lot 17), PB2026-12-MIN, from the following Sections of the Subdivision Regulations as these requirements relate/apply to the proposed +/-66.4 acre lot (Lot 2):

1. Section 9.5.A.5 – requiring the plat to depict, “[t]he location of all existing structures, easements, permanent and intermittent watercourses, flood plains and wetlands, rock outcrops, wooded areas, and other significant existing features on the property.”
2. Section 9.5.A.7 – requiring the plat to depict, “[t]he boundary lines of the overall tract, and for each of the proposed lots, including bearings and distances, as determined by an actual field survey certified by a licensed land surveyor[.]”
3. Soil data (misidentified in the applicant’s waiver request letter as “Section 9.5.A.7”):
 - a. Section 9.5.C.2: “Where private individual wastewater systems are proposed, the Applicant shall perform soil tests complying with requirements of Section 13.4 of these Regulations.”
 - b. Section 13.4.A.1-3: soil testing and data requirements.

In support of its decision with respect to the waivers requested from 9.5.A.5, 9.5.A.7, and 9.5.C.2, the Board finds that the applicants have demonstrated the requested waiver satisfies Criteria A set forth in Section 7.15.

In support of its decision with respect to the waiver requested from Section 13.4.A.1-3, the Board finds that, pursuant to the standard set forth in Section 13.18, compliance is not required to meet the purpose and intent of the regulations and that the public good will not be adversely affected.

The motion was seconded by Don Collins. The vote on the motion was approved, 7-0.”

Notice is hereby given that on **March 16, 2026**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Subdivision Regulations:

“Kellen Appleton moved to approve the application the application of Robert S. & Carolyn M. Townsend, Co-Trustees, for a proposed two (2)-lot Minor Subdivision of 125 Storrs Hill Road (Tax Map 134, Lot 17), zoned RL-2, PB2026-12-MIN, as shown on a plan set titled, “Proposed Subdivision for Robert S. & Carolyn M. Townsend Rev. Trust Dated May 4, 2006,” prepared by Cardigan Mountain Land Surveys, LLC, dated February 3, 2026, Project #: 25-4089,8292 (2 sheets), including any and all supplemental submissions and testimony provided during the public hearing.

In support of its decision, the Board finds that the applicants have submitted plans, testimony, and technical data prepared by a licensed land surveyor that together satisfactorily demonstrate compliance with the applicable requirements of the Subdivision Regulations except as have been waived or as may reasonably be addressed through the imposition of certain conditions of approval, set forth below.

This approval is subject to the following conditions:

A. General Conditions

1. This approval shall be considered void unless all conditions precedent have been met, and the plat has been recorded in the Registry of Deeds, within two (2) years from the date of the Notice of Action (Section 7.12.B). Note: the plat to be recorded is the sheet in the plan set subtitled “conveyance plan.”
2. Future development on the new lots shall be subject to City of Lebanon Impact Fees, pursuant to Section 213 of the Zoning Ordinance. The Impact Fee shall be calculated at the time of Building Permit issuance based on the Impact Fee Schedule adopted on May 20, 2024, and such fees shall be due and payable at the time of issuance of a Certificate of Occupancy. In accordance with RSA 674:39, development shall be exempt from any future changes in impact fees and methodology for five years from the date of approval; however, any building permits which are issued after the end of that five-year period shall be fully subject to whatever impact fees and methodology are in effect at the time of building permit issuance.
3. All future construction shall substantially conform with and shall be subject to the requirements and specifications of the recorded plat (Section 7.9.A.2).
4. This approval does not affect or change the legal status of any existing encroachments into, improvements within, or use of the City’s rights-of-way, including but not limited to the status of the electric fence and temporary shed located in Baker Lane (as depicted on the subdivision plat). Any rights the applicants may or may not have to encroach into, or retain structures within, or to use the abutting rights-of-way (both Class V and Class VI) are not germane to the applicants’ subdivision and remain wholly unaffected by the Planning Board’s approval of the subdivision and by the recording of the plat. To be clear, the Planning Board’s approval of the subdivision cannot and does not confer approval or ratification of any encroachment into, improvements located with, or use of Bakers Lane, Storrs Hill Road, and Old Kings Highway that may exist at the time of subdivision approval, and regardless of whether any such encroachments, improvements, and uses are or are not depicted on the subdivision plat.

B. Conditions to be Satisfied Prior to the Signing and Recording of the Plat

1. The applicants shall obtain approval from the City Council to reclassify Old Kings Highway from a Class VI road to a Class V road to the extent necessary to ensure that Lot 2 has a minimum of 200 ft. of frontage on a Class V road, and shall satisfy any conditions of approval that the City Council imposes in connection with any such reclassification.
2. NHDES approval of all subdivision lots less than five (5) acres in size shall be obtained and a copy of such approval shall be provided to the Planning Board. (9.5.C.2)
3. The applicants shall provide a revised plat depicting the following changes to the satisfaction of the Planning and Development Department:
 - a. Depict the Class V frontage for Lot 2, following reclassification of Old Kings Highway pursuant to condition B.1.
 - b. Depict a turnaround easement on Lot 2 in metes and bounds, if a turnaround easement is required by the City Council in connection with the reclassification of Old Kings Highway pursuant to condition B.1.
 - c. Add condition of approval A.4 as a plan note.
 - d. Revise Note 2 regarding the current status of Old Kings Highway (with respect to which Note 2 is inaccurate/incorrect).
 - e. Within the Lot 2 inset, depict approximate location of pole barn.
 - f. Change the title of the plat from "Proposed Subdivision" to "Minor Subdivision".
 - g. Contact the Assessing Department to confirm the proposed tax map/lot number for the new lots are acceptable/correct, and update plat as needed.
 - h. Add a note indicating that the plat was approved pursuant to the City of Lebanon Subdivision Regulations last revised June 28, 2021.
 - i. Add Planning Board number (PB2026-21-MIN).
 - j. Provide the date and description of the plat revisions. (9.5.A.1)
4. The applicants shall provide a digital record drawing of the revised plat (Cad .dwg format using NH State Plane Coordinate system or an alternative approved by the City's GIS Coordinator).
5. The applicants shall submit two (2) mylars of the approved plat, as revised pursuant to these conditions of approval, together with applicable recording fees to the Planning & Development Department in accordance with Planning & Development Department recording procedures. (8.1.D & 7.11)
6. The applicants shall submit the executed deed for Lot 2 and a revised deed for Lot 1 together with applicable recording fees to the Planning & Development Department to be recorded contemporaneously with the plat.
7. If a turnaround easement on Lot 2 is required by the City Council in connection with a reclassification of Old Kings Highway, the applicants shall submit the executed easement deed with applicable recording fees to the Planning & Development Department to be recorded contemporaneously with the plat.

The motion was seconded by Don Collins. The vote on the motion was approved, 7-0."

PLANNING BOARD NOTICE OF ACTION

125 Storrs Hill Road (Tax Map 134, Lot 17)

PB2026-12-MIN

March 16, 2026

Page 4 of 4

Notice is hereby given that on **March 16, 2026**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Subdivision Regulations:

"Kellen Appleton moved that the Lebanon Planning Board authorizes the Chair to sign the Minor Subdivision plat of Robert S. & Carolyn M. Townsend, Co-Trustees, PB2026-12-MIN, titled "Conveyance Plan - Proposed Subdivision for Robert S. & Carolyn M. Townsend Rev. Trust Dated May 4, 2006," prepared by Cardigan Mountain Land Surveys, LLC, dated February 3, 2026, Project #: 25-4089,8292, as revised per the Planning Board's conditions of approval.

The motion was seconded by Don Collins. The vote on the motion was approved, 7-0."

THE CITY OF LEBANON

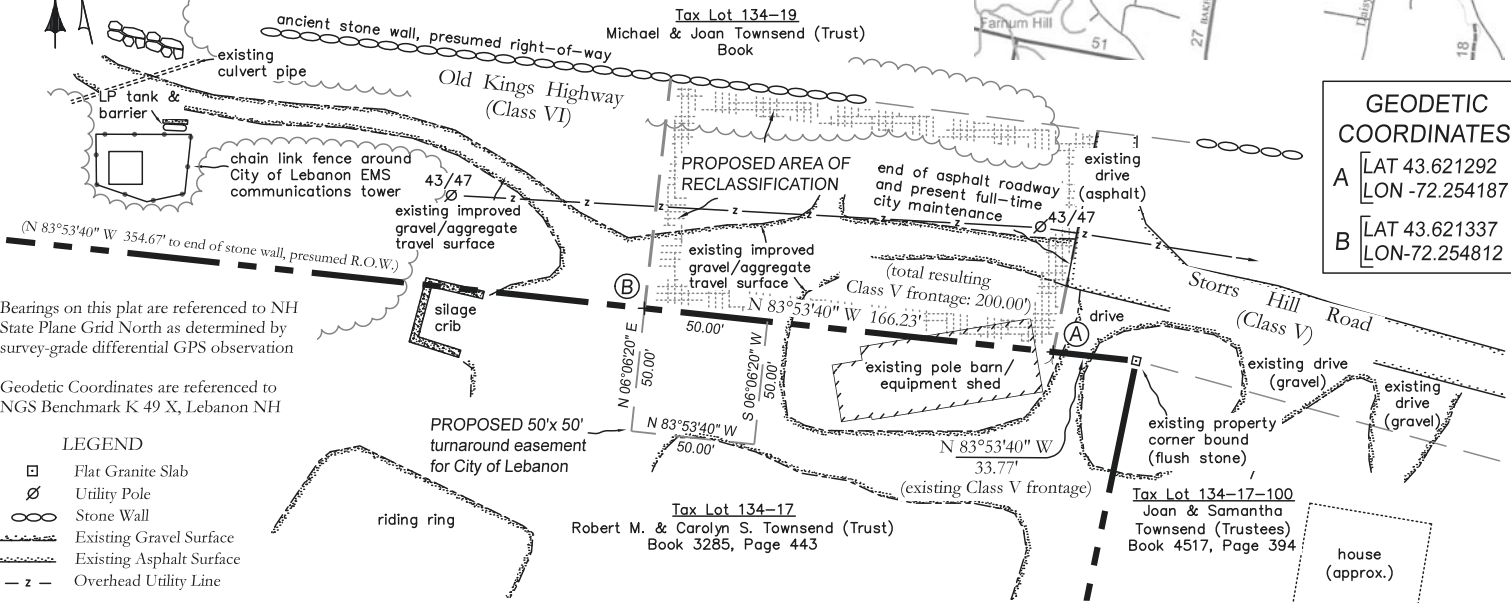
By: _____ DATE: _____
Planning Board Chair

Notice of Action prepared by: Crystal Taplin, Administrative Assistant, March 23, 2026

Notes

1. The purpose of this drawing is to accompany a Petition to the Lebanon City Council of near or even date, to reclassify to Class V, a small portion of the Class VI Old Kings Highway, abutting the presently maintained Class V Storrs Hill Road.
2. Additional reference is made to a plan entitled "Proposed Subdivision for Robert S. and Carolyn M. Townsend Rev. Trust..." dated 3 February 2026, by this office. The purpose of the request is to provide a total of 200 feet of Class V road frontage to "Lot 2" on said plan in order to satisfy the City of Lebanon Zoning Ordinance frontage requirement.
3. No established, existing written right-of-way width of record is known. Existing ancient stone walls and/or established property bounds are shown.
4. No written provision for a turnaround at the end of Storrs Hill Road was found during records research. Provided the requested reclassification is approved, the city will be granted a 50 foot by 50 foot easement as shown, for the purpose of a turnaround for vehicles and equipment, and all other purposes customarily pertinent to the end of a maintained public road.

Vicinity Road Map (from Lebanon Draft Class VI Road Map)



GEODETTIC COORDINATES:

A	LAT 43.621292
	LON -72.254187
B	LAT 43.621337
	LON -72.254812

Bearings on this plat are referenced to NH State Plane Grid North as determined by survey-grade differential GPS observation

Geodetic Coordinates are referenced to NGS Benchmark K 49 X, Lebanon NH

LEGEND

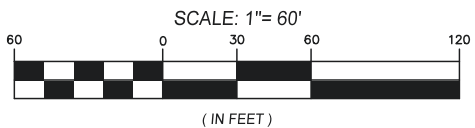
	Flat Granite Slab
	Utility Pole
	Stone Wall
	Existing Gravel Surface
	Existing Asphalt Surface
	Overhead Utility Line

Cardigan Mountain

LAND SURVEYS, LLC

Scott C. Sanborn (603) 523-7535 32 Peaslee Road Orange, NH 03741
LLS #848

Prepared 31 March 2026
Revised 5/20/2026: Added geodetic coordinates



Plan of Petitioned Road Reclassification

Old Kings Highway
(at end of Storrs Hill Road)

City of Lebanon, New Hampshire