

CAPITAL IMPROVEMENTS PROGRAM (CIP) REPORT **(For review in conjunction with Table II)**

The main function or purpose of the CIP is to be an aid to the Selectmen and Finance Committee in their consideration of the annual budget. However, the CIP is also a valuable part of the community's planning process.

The CIP links local infrastructure investments with Master Plan goals, land use ordinances and economic development. In other words, the CIP bridges the gap between planning and spending, between the visions of the Master Plan and the fiscal realities of maintaining, improving and expanding community facilities.

The CIP Committee began its work on September 15th. Those projects on the CIP schedule, which extends out for six years, are items of \$20,000 or more. Those slated for 2011 will appear on the ballot for the upcoming March vote as separate warrant articles.

Working in close coordination with both the Selectmen and Finance Committee over the years, the CIP Committee has been able to successfully fulfill town and school needs, while holding a slowly increasing bottom line.

By supporting Capital Reserve Funds (CRF) for big ticket projects and ongoing vehicle and equipment replacements, voters have been able to prevent spikes in the tax rate when these expensive items are needed. CRFs collect smaller amounts of money each year that have been calculated to match the rotation schedules of expensive fire department vehicles as well as highway trucks and heavy equipment.

During its first three meetings, the CIP Committee met with each town department and officials from the school to review their project requests, discuss any options for scheduling and finalize. At the final meeting on November 3rd, the schedule for 2011 and the next five years was set to best meet a financially feasible bottom line. However, additional information on bridge repairs and replacements was received later and the schedule was adjusted to reflect these changes.

With the depressed economy continuing, CIP members looked for every opportunity to reduce project costs. There is, however, a fine line between continuing to defer and not meeting the still growing needs of the Town.

Bridges

For many years prior to 2009, taxpayers had put monies into various bridge CRFs based on a replacement schedule presented by the Town Administrator. Two years ago, several changes were made. But this year, the Committee got even more information from Tom Miller. Mr. Miller is Chairman of the town's Road Committee, but more importantly he spent his working career in bridge building and repair with N.H. DOT. His extensive knowledge was invaluable in developing a responsible schedule for bridge repairs and replacements.

The previous funding of two CRFs (one for Gregg Mill and another for Tucker Mill) has a total of \$134,000 currently sitting in two separate accounts.

After a close inspection, it was realized that Gregg Mill bridge could be repaired at a cost of approximately \$50,000, putting off replacement for 20 to 25 years. But a closer look also revealed a serious situation with the large culvert on Riverdale Road as well as remedial work needed to the culvert on Dougherty Lane.

Mr. Miller prepared a detailed cost estimate for work needed on these bridges and large culverts, as well as the Hilldale Bridge that leads into the 4-H Youth Center and Howe Bridge. After recent inspections requested from the State, it was noted that the large culvert (technically viewed as a bridge) on Riverdale Road could not be repaired, but would need replacement as soon as possible.

Unfortunately, due to new DES regulations, the replacement culvert will need to be twice as large as the current one, putting its price tag at over \$1 million. Because this is an old metal culvert, it will not further deteriorate gradually, but will simply collapse.

It is recommended that the monies previously collected for Gregg Mill and Tucker Mill (\$134,000) be transferred into a new Capital Reserve Fund for the Riverdale replacement. If voters approve additional payments of \$70,000 per year from 2011 to 2014, we will have the necessary funds required from the Town to complete the project in 2014. This replacement will receive 80% funding under the State Bridge Aid program.

Additionally, the culvert on Dougherty Lane (near Middle Branch Road) needs remedial work or we risk losing it entirely as the wing wall is being undermined. The cost to repair the damage is estimated at \$35,000.

In order to accomplish the needed repairs for Gregg Mill and Dougherty Lane bridges, the Road Committee recommends holding off on continuing upgrades to Old Coach Road and dedicating the annual \$85,000 road improvements warrant article to these two bridge repairs.

Mr. Miller feels that if the deck is replaced (about \$160,000 with engineering) on the Hilldale Bridge, it should last another 50 years. This is the only bridge that has been "red-listed" by the state and the repair should remove that designation. The Committee scheduled this repair over a two-year period, 2012 and 2013.

A new addition to the bridge schedule is the large culvert on Bedford Road, near Waldorf Estates. This replacement is estimated to cost \$100,000 and the schedule shows collecting \$50,000 in 2015 and 2016.

Road Improvements

The Committee recommends a continuation of \$85,000 for road improvements. Because of various bridge issues (see above), it is recommended that the 2011 monies be applied to needed repairs for the bridges on Gregg Mill (\$50,000) and Dougherty Lane (\$35,000). Continued upgrades on Old Coach Road should be able to continue in future years.

Salt Shed

Both the Road Committee and CIP members agree that a new and larger salt shed is needed at the highway department. It was noted that the shed presented and rejected by voters in 2010 was both poorly designed and, at \$135,000, more costly than necessary.

With help from resident Gerry Barss, who has built a number of salt sheds for both the State of NH and various towns, and builder Glenn Dodge, a much better building design and cost (\$95,000) was achieved.

However, because the replacement of the Riverdale Road culvert is a necessary priority, the Road Committee recommended putting off the new salt shed until 2013, collecting the monies over two years.

Highway Truck and Equipment CRFs

The Committee recommends a continuation of the separate CRFs that cover the replacement of the town's dump trucks (\$60,000 yearly) and heavy equipment (reduced to \$50,000 yearly).

It was noted that over the next year, the new Road Agent and Road Committee will work to update the replacement schedules for both trucks and equipment.

Fire Department Vehicles

As requested, the Fire Wards presented the CIP Committee with an updated schedule for the replacement and/or refurbishment of its fire vehicles and ambulance. It was noted that by continuing the yearly CRF at \$90,000, this vehicle rotation can be supported.

New Fire Station

The Committee reviewed the plans for a new fire station with Chief Dan MacDonald. The current concept would require a \$1.6 million dollar bond, plus the cost of land.

The Chief said that even though the need for a larger station is rapidly approaching, the acquisition of land for the project is hindering more exact planning. It was noted that the current site is not large enough, but that the department wants to keep the station near the village.

Chief MacDonald will discuss the land options with the Selectmen, but it will take at least a year to try to accomplish that vital piece of this project. It is being shown on the CIP schedule for 2015, but that could change as more information is obtained.

New Boston Central School Addition

NBCS Principal Rick Matthews met with CIP to again review this project, which has been on the schedule for more than seven years. It was noted that this four-classroom addition would represent the build-out for the elementary school.

Mr. Matthews discussed the difficulty in accurately predicting when the school population would reach the point where the addition was absolutely necessary. While conditions are tight at the school, with specialists sharing space and meeting with students in hallway spaces, he felt there were options that should be used before approaching voters with a million-dollar-plus bond issue.

He noted that in the future, the school could use at least one of the lower “white building” rooms and that even portable classrooms could be considered. Mr. Matthews also said that no one knew when the state’s school building aid would be funded again. In the past, this has represented 30% of the cost of new construction.

Local architect Roger Dignard reviewed the addition plans and also noted that he had double-checked the cost of construction from the figures presented two years ago.

The overall cost of the project has been reduced to \$1,215,550 from \$1.56 million. The previous figure had included the replacement of two roof sections on the current building. These repairs will now be funded using the facilities repair fund authorized by voters in 2010. The monies for this fund come from a portion of unspent money in the school budget.

All agreed that knowing when to schedule this addition is not going to be easy. Mr. Matthews felt we should certainly wait for another three years, if not longer. The Committee decided to show it on the schedule for 2013, noting this will be a year-by-year adjustment.

Renovations to Town Hall

David Ely and Ellen Kambol of Windy Hill Associates have met several times with the Selectmen to finalize plans for renovations to the Town Hall. There is \$180,000 currently in the CRF for this project, so moving forward with the proposed renovations will have **no affect on the tax rate**.

Renovations to the first floor office spaces, mainly for the Town Clerk and Planning Office, as well as creating much needed file storage on both the first and second floor will cost approximately \$82,902.

Additionally, a detailed list of projects that would tighten up the 100-plus-year-old building was prepared, bringing the estimated outlay to \$170,465.

The Selectmen discussed this expenditure with the Finance Committee and all believe that the monies voters have approved in previous years for this project will be put to good use under the current proposal. On the March 2011 ballot, voters will be asked **to remove** approximately \$170,500 from the CRF for this project.

Over the next year, the Selectmen will decide whether to continue collecting funds in future years for further renovations, particularly in the area of energy improvements. With this in mind, the CIP Committee is showing \$35,000 in upcoming years until a final decision is made in the fall of 2011.

Revaluation of Town Property

A full revaluation of town property will be completed in 2011. The next reval, expected to be a less-costly “update,” is required in 2016. The schedule reflects collecting \$20,000 yearly from 2012 through 2015.

Transfer Station Trailer

The replacement of the 2002 Stecco trailer remains on the schedule for 2013, with the \$78,000 cost collected over two years.

CIP Committee

Brandy Mitroff, Chairman, Finance Committee Representative

Lou Lanzillotti, Finance Committee Representative

Dean Mehlhorn, Planning Board Representative

Dwight Lovejoy, Selectman Ex-Officio

Matt Beaulieu, At-Large

Fred Hayes, At-Large

Kevin LeFebvre, At-Large