

Town of Pelham, NH
CAPITAL IMPROVEMENTS PLAN
2025 – 2031

Adopted by the Pelham Planning Board on August 5, 2024

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The Nashua Regional Planning Commission

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Introduction

The preparation and adoption of a Capital Improvements Plan (CIP) is an important part of Pelham's planning process. A CIP aims to identify and resolve deficiencies in existing public facilities and to anticipate and meet future demand for capital facilities based on current and expected population increases and the citizen's use of public services. A CIP is a multi-year schedule that programs a series of municipal projects and their associated costs. Over the seven-year period considered by the CIP, the plan shows how the Town should maintain, expand, and renovate facilities and services as needed to meet the growing demands of existing as well as new residents and businesses.

A CIP is an advisory document that can serve several purposes, among them:

- To provide the Town of Pelham with a guide to be used by the Budget Committee, Board of Selectman, and School Board for their annual budgeting process (RSA 674:5-8).
- To provide a forward-looking planning tool for the purpose of contributing to the creation of a stable real property tax rate.
- To aid the Town's elected officials, appointed committees, and department heads in the prioritization, coordination, and sequencing of various municipal and school improvements.
- To inform residents, business owners and developers of needed and planned improvements.
- To provide a necessary legal basis for the development and proper administration of the Town's impact fee system (RSA 674:21.V.(b)).

The US Census estimated population of Pelham in 2020 was 14,222, a figure significantly higher than NRPC's prior projection of 13,905 and an increase of 1,357 from the 2010 Census population estimate of 12,897 (Tables 1-2, Figure 1). The NH Office of Planning & Development's 2022 population estimate for Pelham is 14,484. US Census figures show that Pelham's population experienced rapid growth between 1960 (pop. 2,605) and 1980 (pop. 8,090). From 1980 to 2000, the rate of growth abated slightly with a notable decrease in the growth rate since 2000. The population projections released by the New Hampshire Office of Planning and Development (NHOPD) for 2020 forecast a significantly slower growth rate than in previous decades. The projections show that Pelham continues to grow, with a projected population of 15,754 people by 2050. This is an average of 51 people per year over the 30-year projection period, or an annualized growth rate of 0.3 percent.

The NRPC "Region-Wide Buildout Impact Analysis," October 2005, estimates a population at buildout of 24,185 based on zoning current at that time.

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Table 1:
Historical Population by Decade

Year	Population	Annual GR
1900	875	
1910	826	-0.6%
1920	974	1.7%
1930	814	-1.8%
1940	979	1.9%
1950	1,317	3.0%
1960	2,605	7.1%
1970	5,408	7.6%
1980	8,090	4.1%
1990	9,408	1.5%
2000	10,914	1.5%
2010	12,897	1.7%
2020	14,222	1.0%

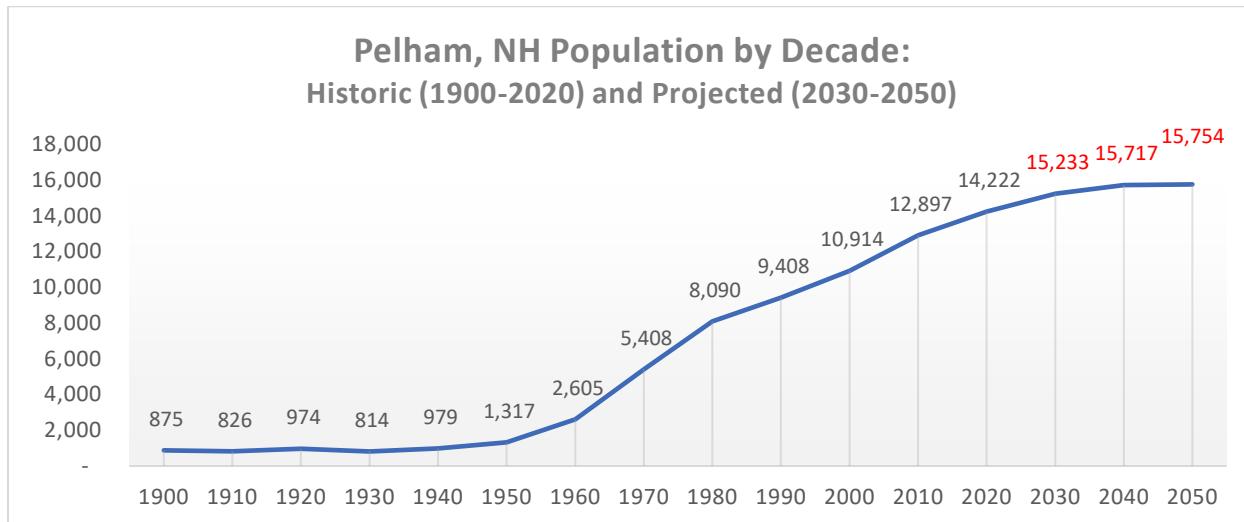
*Annual GR: Annualized Growth Rate

Source: U.S. Census Bureau (Table 1), NH Office of Planning and Development (Table 2)

Table 2: Population Projections

Year	Population	Annual GR
2020	14,222	
2025	14,790	4.0%
2030	15,233	3.0%
2035	15,549	2.1%
2040	15,717	1.1%
2045	15,766	0.3%
2050	15,754	-0.1%

Figure 1: Population by Decade with Projection



Source: U.S. Census Bureau (1900-2020), NH Office of Planning and Development (2030-2050)

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The Pelham Capital Improvements Plan Committee (the Committee) has prepared this report under the authority of the Planning Board and RSA 674:5-8 (Appendix C). It is the Committee's intention that this report reflects the capital needs of the Town of Pelham for the years 2024 to 2030 and offers critical guidance and practical recommendations to the Board of Selectmen, Budget Committee, School Board, Department Heads, and residents of the Town as an integral part of the annual budgeting process.

Information was submitted to the Committee from all Town Departments, Boards and Committees, which helped form the basis of this document. Although this CIP spans a seven (7) year period, the CIP should be updated every year to reflect changing demands, new needs, and routine assessment of priorities and costs. This document contains those elements required by law to be included in a Capital Improvements Plan.

As indicated, the adoption of a CIP by the Planning Board is a statutory prerequisite to the application of impact fees. The adoption of an impact fee ordinance occurred in 1999, when in October of that year an impact fee schedule was approved to fund a portion of the cost to construct a new elementary school. In late 2005 the Pelham Planning Board rewrote the Impact Fee Ordinance to take advantage of the updates recently done by the Legislature regarding impact fees. The voters adopted the Town's new impact fee ordinance in March of 2006.

Impact fees, however, have significant limitations. They can only be used to offset the proportion of capital expenses attributed to new development. They may not be used to meet existing capital deficiencies. In addition, impact fees collected must be properly used within six (6) years, or the Town must refund unused funds and accrued interest to the developer(s) who paid them.

For the purposes of this document, a capital improvement is defined by its cost and its useful life.
Items included have a cost of at least \$75,000 and generally have a useful life of at least three years.
Eligible items include new buildings or additions, land purchases, some studies, substantial road improvements and purchases of major vehicles and equipment. The CIP Committee feels items less than \$75,000 should be placed in the operating budget to focus on the more critical needs identified as community development goals. Operating expenditures for personnel and other general costs are not capital items and therefore are not included in this plan. Expenditures for maintenance or repair are generally not included unless the cost or scope of a project is substantial enough to increase the capacity of a facility, or an improvement is a major long-term repair that maintains the useful life a capital facility.

A brief description of each project prioritized by the CIP Committee and included in the 2024 to 2030 CIP schedule is provided below. Starting dates are not necessarily provided for deferred projects or those categorized as needing research. Typically, deferred projects are not placed on the seven (7) year schedule because of the following:

1. There is insufficient information to determine the relative need for a capital improvement and additional research may be required before the Committee would consider allocating the project within the CIP schedule; or
2. Based on information available, the Committee has determined there is not a demonstrated need for a project in the next seven years.

The CIP Plan is required by state statute to identify the needs, costs, and scheduling of capital projects, in the most efficient way possible, for the stakeholders in Pelham's future - the taxpayers and citizens of the community.

Financing Methods

In the project summaries below, there are several different local financing methods referenced. Four of these methods require appropriations, either as part of the Town's annual operating budget or as independent warrant articles at Town Meeting. The **1-Year Appropriation** is most common and refers to those proposed projects that are to be funded by real property tax revenues within a single fiscal year. The **Capital Reserve** method requires appropriations over more than one year, with the actual project being accomplished only when the total appropriations meet the project cost. The **Lease/Purchase** method has been used by the fire and highway department for vehicle purchases. **Bonds** are generally limited to the most expensive capital projects, such as major renovations, additions, or new construction of buildings or infrastructure, and allow capital facilities requests to be met immediately while spreading out the cost over many years in the future. A more detailed description of each financing method is provided below.

The **1-Year Appropriation** is most common and refers to those projects with proposed funding from real property tax revenues within a single fiscal year. The CIP committee recommends this approach for irregular Capital needs that do not exceed \$100,000.

The **Capital Reserve method** requires appropriations over more than one year, with the actual project being accomplished only when the total appropriations meet the project cost. The CIP committee recommends this approach for expenditures over \$100,000 and less than \$1,000,000 and for projects or Capital Assets having a known fixed life such as vehicle replacement, building maintenance and road repair. In conjunction with the Capital reserve method of financing, there may be State or Federal monies available to pay for portions of the project, which require the Town to raise their percentage of matching funds prior to receiving these Federal or State dollars. An example is State bridge aid where the town needs to raise their 20% matching share prior to applying for the State 80% share. Identification of these needs early is critical to starting a Capital Reserve in time to fund projects when needed.

The Lease/ Purchase method has been used in the past for the purchase of Fire trucks and Highway department vehicles. Although this is a valid financing method, the CIP would like to recommend that we

get away from this method of payment and stop paying high interest lease payments and start funding vehicle replacement through Capital reserves where the Town pays itself the interest on Capital balances rather than a financing company for the purchase of needed vehicles. The CIP committee feels this would be a substantial tax savings for Pelham residents based on the number of current vehicles and equipment owned by the town along with additional vehicles that will be needed in the future. The annual interest earned or saved on a properly funded vehicle replacement Capital reserve would pay for the cost of certain vehicle replacements when needed.

The Bond or Bank Note method of payment is recommended for Capital Expenditure needs of \$1,000,000 or more. Typically, the most expensive projects such as renovations, additions, or new construction of buildings or infrastructure that allow for capital facilities requests to be met immediately while spreading out the cost over several years in the future. We highly recommend this method of payment on all Capital projects scheduled in the CIP costing over \$1,000,000 and obviously based on our review of historical spending patterns in the town, the year we propose it to you.

Impact fees are also a viable financing method for some portion of future capital improvement needs if they are placed in a fund until they are either expended within 6 years as part of a project financing or returned to the party from which they were collected. The town has adopted an impact fee ordinance.

Other financing methods available to us for funding projects include gifts, grants, and matching funds from any source. All of these can be used to offset the cost of Capital Improvement projects. The CIP recommends that all Department Heads, the School Board, and the Board of Selectmen research and use these methods whenever available to lessen the burden on taxpayers as much as possible even though they will play a less important role in the overall funding of needed projects.

In addition, if there are instances where fiscal resources from outside the community have been committed to help finance a local capital project, the offsetting revenues are shown in association with the proposed capital project. Typical examples are grants, such as for new education buildings or State Transportation Improvement Plan (TIP) matches.

Identification of Department Capital Requests

The Pelham CIP Committee uses worksheet forms that are completed annually and submitted by department heads and committee chairs, to identify and explain project requests. Forms are tailored by the CIP Committee and the Planning Department to prompt information that defines the relative need and urgency for projects, and which enables long-term monitoring of the useful life and value to the community for these projects. The CIP worksheet includes a project description; the departmental priority if more than one project is submitted; the facility service area; the rationale for a project; a cost estimate; and potential sources of funding. The form is included in Appendix B. Following submission of written worksheets and supporting documentation for proposed capital projects, department heads or committee chairs are occasionally asked to come before the CIP Committee to answer questions and

provide any additional information necessary to explain their capital requests and priority ranking. This “one-on-one” discussion provides an opportunity to explain how capital requests meet community development goals. It also provides department heads, committee chairs and the CIP Committee an opportunity to look at alternative approaches available to fund or meet capital needs that will maximize the value of the Town’s expenditures for capital improvements while maintaining as level a tax rate as possible over the seven (7) year CIP period.

Priority System

The Committee established a system to assess the relative priority of projects requested by the various departments, boards, and committees. Each project proposed is considered individually by the Committee and assessed a priority rank based on the descriptions below:

“U” --Urgent	Cannot be delayed. Needed for health or safety.
“C” --Committed	Part of an existing contractual agreement or otherwise legally required.
“N” --Necessary	Needed to maintain existing level and quality of community services.
“D” --Desirable	Needed to improve quality or level of services.
“F” --Deferrable	Can be placed on hold until after 7-year period but supports community development goals.
“R” --Research	Pending results of ongoing research, planning, and coordination. The project may be important, but the CIP Committee lacks all the information to make a definitive decision.
“I” --Inconsistent	Conflicts with an alternative project/solution recommended by the CIP. The project is contrary to land use planning or established community development goals.

Table 3 contains the projects classified by town specific departments as well as the School Department, considered by the Committee in 2024. The information in Table 3 represents all requests for capital projects submitted by each municipal division to the CIP Committee in 2024. The “CIP Committee Priority Recommendations” in the column to the far right describes the rank assigned by the CIP Committee within the seven categories of relative project priority.

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Table 3: Summary of Projects Required 2024 Data

ID	Department/Project	Cost Without Debt/Revenue	Starting Year	Financing Method Recommended	CIP Committee Priority Recommendations						
					U	C	N	D	F	R	I
	Starting Year and Priority Recommendations based on Dept. & C.I.P. Committee Review Process										
I. ADMIN./GEN. GOVERNMENT											
A	Sidewalk Expansion – Hobbs Center to Pelham Terrace	\$247,000	2027	Offset Appropriation							R
B	Municipal Complex Parking Lot Paving	\$84,775	2025	1-Year Appropriation			N				
C	Abbot St Bridge***	\$3,539,552	2025	Offset Appropriation		C					
	• Fully offset by grant and fund balance	(\$3,539,552)		Grant/Fund Balance							
D	CMAQ Sherburne/Mammoth Rd. Roundabouts***	\$3,460,000	2025	Offset Appropriation		C					
	• Fully offset by grant, fund balance & impact fees	(\$3,460,000)		Grant/Impact Fees/Fund Balance							
II. POLICE DEPARTMENT											
A	Replace 7 Cruisers	\$1,275,000	2025/2028/2031	3-Year leases	U						
	• Offset by trade-ins	(180,000)		Other Funds							
B	Record Management System	\$363,136	2026-2027	2-Year Appropriations	U						
C	Carport for Impound Lot	\$117,000	2025	1-Year Appropriation			N				
III. FIRE DEPARTMENT											
A	Ladder Truck CRF	\$2,339,999	2025-2031	CRF			N				R
B	PFAS Free Turnout Gear (26 FF)	\$110,000	2025	1-Year Appropriation	U						
	• Potential ARPA	(\$110,000)		Grant							
C	Replace Ambulance 2***	\$675,000	2026/2030	Offset Appropriation		C					
	• Ambulance Replacement Revolving Fund	(\$675,000)		ARF							
D	4-Bay Supplemental Storage	\$280,000	2028	1-Year Appropriation				D	R		
IV. HIGHWAY DEPARTMENT											
A	Replace 2012 Backhoe***	\$159,109	2025	1-Year Appropriation			N				
	• Block Grant Funds	(\$159,109)		Grant							
B	Replace 10-Wheel Dump Truck w 6-Wheeler	\$275,000	2027	1-Year Appropriation							R
V. SOLID WASTE DISPOSAL											
A	F-600 Dump Truck	\$87,863	2025	1-Year Appropriation			N				
B	Skid Steer	\$75,000	2026	1-Year Appropriation				D			
C	Trailers (75-Yard & 100-Yard) CRF	\$280,000	2028-2031	Capital Reserve							R
D	Metal Roof Replacement (MSW Building)	\$75,000	2027	1-Year Appropriation			N				
E	Paving Parking Lot	\$75,000	2027					D			
VI. PARKS AND RECREATION											
A	Restrooms/Storage/Snack Shack-Raymond Fields CRF	\$300,000	2026-2028	Capital Reserve		D					R
VII. LIBRARY											
	No CIP needs at this time										
VIII. CEMETERY											
	No CIP needs at this time										

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ID	Department/Project	Cost Without Debt/Revenue	Starting Year	Financing Method Recommended	CIP Committee Priority Recommendations						
					U	C	N	D	F	R	I
	Starting Year and Priority Recommendations based on Dept. & C.I.P. Committee Review Process										
IX.	HOBBS COMMUNITY CENTER										
A	Bus Replacement	\$132,000	2027	1-Year Appropriation			N				
X	PLANNING DEPARTMENT										
	No CIP needs at this time										
X.	PELHAM SCHOOL DISTRICT										
A	PHS Addition			Appropriation – Ballot		C					
	• 20-Year Bond/Bank Note 2015-2034	\$12,198,775	2015-2034	Bond							
B	Memorial School Upgrade/Renovation			Appropriation – Ballot		C					
	• 20-Year Bond/Bank Note 2022-2041	\$30,861,000	2022-2041	Bond							
C	PES Asphalt Parking Lot & Roadways	\$304,226	2027	1-year Appropriation			N				
D	PES Air Conditioning Phase II	\$584,790	2026	1-Year Appropriation				D			
E	PES Air Conditioning Phase III	\$600,132	2027	1-Year Appropriation				D			
F	PHS Student Parking Lot Replacement	\$342,461	2029	1-Year Appropriation			N				
G	PHS Replace Boilers and Venting	\$532,000	2025	1-Year Appropriation	U						R

NOTES:

*** No new tax impact.

Listing and Discussion of Projects by Recommended Priority

“U” --Urgent: Cannot be delayed. Needed for health or safety.

- II.A **Replace Police 7 Cruisers – 2025, 2028 and 2031.** The Police Department seeks to replace its fleet of cruisers through a three-year lease for seven front-line vehicles in 2025 and again in 2028 and 2031. The cost would be off-set by trade-ins.
- II.B **Police Department Records Management System (RMS) Capital Reserve Fund – 2026-2027.** The current Records Management System is nearing the end of its life. Pelham Police Department’s current RMS platform announced last year that within the next five years, they will no longer be updating or providing support for the existing platform. The Pelham Police Department is currently looking into a replacement platform. The replacement platform would provide additional security in addition to other features. The RMS system contains highly sensitive information, including the personal demographics of anyone the department has ever

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encountered, investigated, stopped, or arrested. Pelham Police is also mandated by law to hold accident reports, incident reports, and arrests for a specific timeline, so having a Records Management System is imperative.

- III.B **PFAS Turnout Gear – 2025.** The Fire Department seeks to purchase Globe PFAS free structural firefighting gear for 26 firefighters. The turnout gear can be reasonably expected to last between 5 and 10 years as a primary and secondary set of protective clothing. It is part of an overall cancer prevention plan for the Pelham Fire Department. There is the potential use ARPA funding.
- XI.G **PHS Replace Boilers and Venting (U/R) – 2025.** The School Department proposes to replace two 20+ yr. old, Buderus gas boilers (82% efficient) with four Lochinvar FTXL high efficiency condensing boilers that are 95% efficient at PHS. It includes the installation of four new variable frequency drive boiler pumps, which have increased efficiency over the current pumps. This will also include the replacement of the flue so that it is properly sized for the new system. The new flue due is needed due to the changes in fuels being used. Further, the existing flue has shown signs of premature failure and while repairable to date, needs to be replaced as part of the upgraded boiler project.

“C” --Committed: Part of an existing contractual agreement or otherwise legally required.

- I.C **Abbott Street Bridge – 2025.** This Red List bridge is planned for replacement in 2025 through a State bridge replacement grant.
- I.D **Sherburne/Mammoth Road Roundabouts – 2025.** The need for the proposed roundabout at the intersection of Sherburne Road and Mammoth is well known and documented. The proposed roundabout at the intersections will greatly reduce congestion. The town received a Congestion Mitigation Air Quality (CMAQ) grant that will cover 60% of engineering and 80% of the construction cost.
- III.C **Replace Ambulance 2 – 2026.** Ambulance 2 is a 2013 International ambulance on a GMC Chassis. The fire department has changed their ambulance specification to a Ford F550 which is slightly smaller and less cost. The department currently operates 3 ambulances with a 12-year cycle. The new vehicle operates for four years as primary response vehicle and then moves to second position where the two older vehicles rotate to distribute usage. The build time for a new vehicle is 9-18 months. The ambulances currently raise revenue of approx. \$340,000 per year. Ambulance revenues have historically increased over the years along with the EMS call volume. The majority of calls that are handled by the department are EMS at 85%. This

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project would be a zero-tax impact on the tax rate since the money would be withdrawn from the Ambulance Capital Reserve fund that can only be spent for the purchase of an ambulance.

- XI.A **Pelham High School Addition – 2015-2034.** In March of 2014 Pelham voters approved a new high school addition and renovation of existing space at the current High School location. The total project cost of \$22,654,000 is contractually obligated utilizing a 20-year bond for financing.
- XI.B **Memorial School Upgrade/Renovation - Bond Bank Note – 2022-2041.** Upgrades needed include modern student and staff restrooms, modern locker rooms, science laboratories, staff work rooms, appropriate special education tutoring/testing/classrooms/offices, an upgraded gymnasium, an upgraded cafeteria/kitchen, and an appropriate located/lit/outfitted art room. New space needs include: a music room, band/drama performance space, maker space, main building library/media space, adequate storage space, adequate conference/meeting rooms, and public restrooms. Air quality throughout the building needs to be addressed as well because it would rate extremely poor.

“N” --Necessary: Needed to maintain basic level and quality of community services.

- I.B **Municipal Complex Parking Lot – 2025.** The Town seeks to repave sections of the Municipal Complex Parking lot.
- II.C **Carport for Impound Lot – 2024.** The Police Department's impound lot is used to secure vehicles involved in motor vehicle fatalities and for vehicles that have been seized as evidence. To preserve the evidence with the best custodial practices, I am proposing a metal carport professionally installed. The carport would increase the Department's best practices for securing vehicles and would also allow the frontline cruisers to get out of the elements, increasing their response during snow and ice storms.
- III.A **Ladder Truck Capital Reserve Fund (N/R) – 2025-2031.** Establishment of a Capital reserve Fund for acquisition of a new ladder truck. An evaluation of whether a ladder truck and or engine truck would be needed will be researched.
- IV.A **Replace 2012 Backhoe – 2025.** Necessary replacement of an existing Highway Department vehicle.
- V.A **F-600 Dump Truck – 2025.** Acquiring this vehicle will alleviate hauling fees. The department will be able to separate and deliver valuable metals independently.

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- V.D **Metal Roof Replacement (MSW Building) – 2027.** Necessary replacement of existing roof.
- IX.A **Replace Community Center Bus – 2027.** The existing bus was purchased in 2016 and is starting to show wear and tear that will require body work to prolong its life. In 2026 this bus will be ten years old and will likely reach end of life.
- XI.C **PES Asphalt Parking Lot & Roadways – 2027.** Cold planning, clean tack coating, and overlay asphalt parking lot and roadways at Pelham Elementary School. The Pelham Elementary Parking lot is continuing to show wear and damage from constant use by both the schools and the community. Most of the parking lot and roadway is original to the school building from 2002 and will be 22 years old when this area is expected to be repaired. Parking lots are recommended by the state to be replaced or repaired in the interval of every 15-20 years, depending on their condition. Currently, there is no substrate damage to the asphalt. The planned overlay maintenance process will protect the asphalt from becoming more porous, which would result in substrate damage and a much more costly repair.
- XI.F **Replacement of the PHS Student Parking Lot – 2029.** This project proposes to replace the existing porous asphalt student parking lot at Pelham High School that was installed in 2014. Porous pavement can drain water directly through it and eliminate the need for multiple drains. The life expectancy is ten years, and in 2024 the condition of the existing porous pavement will need to be monitored to ensure it is functioning as required. When the lot fails to drain water, it will become unsafe (ice) and need to be replaced.

“D” --Desirable: Needed to improve quality or level of services.

- III.D **4-Bay Garage (D/R) – 2028.** The Fire Department is seeking to construct a colonial style 4-bay garage with dormers off the building roof to maximize usable space. The garage would be used for storage that is lacking in the fire station and will be heated with a gas-fired heater and will have electricity. The building would be stick-built construction (with colonial design to meet covenant requirements), have 10'x10' doors, and have a foundation consisting of a four-foot frost wall with a concrete floor. Because the department utilized impact fees for the construction of the statement, there is a requirement that no less than 15% of the programmed space be available for the future. As the fire department grows, there is more need for additional space to meet this requirement. This project was ranked as desirable, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.

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- V.B **Skid Steer – 2026.** A new skid steer would replace the existing 2017 JCB. The Highway Department has been spending excessive funds on repairing the existing piece of equipment, with repairs in the last three years totaling approximately \$12,000.
- V.E **Paving Parking Lot – 2027.** Solid Waste Disposal seeks to repave an existing parking lot to alleviate substandard conditions and reduce operating costs.
- VI.A **Restrooms/Storage/Snack Shack at Raymond Athletic Fields Capital Reserve Fund (D/R) – 2026-2028.** The Parks and Recreation Department proposes to construct a new building at the Raymond Athletic Fields to include restrooms, storage and a “snack shack.” Currently, the site relies on portable toilets. The improvements are proposed to enhance the user experience. Concession sales from the snack shack would be used to support programming.
- XI.D **PES Air Conditioning System Phase II – 2026.** This project proposes to design, build, and install an air conditioning system at Pelham Elementary School including all first-floor classrooms. Phase I was completed in the summer of 2022, including all second-floor classrooms, cafeteria, and kitchen spaces. This project proposes to continue moving forward with the project to design, build, and install an air conditioning system at the Pelham Elementary School. The Pelham School Board will continue to access any available federal funds to support as much of this project as possible to limit the impact on taxpayers.
- XI.E **PES Air Conditioning System Phase III – 2027.** This project proposes to design, build, and install air conditioning at the Pelham Elementary School including the gymnasium and all other occupied spaces of the building. This phase will complete the project plan to fully air condition the Pelham Elementary School. Phase I was completed in the summer of 2022, including all second-floor classrooms, cafeteria, and kitchen spaces. Phase II is planned for the summer of 2025 and will include all first-floor classrooms. This project proposes to continue moving forward with the project to design, build, and install an air conditioning system at the Pelham Elementary School, and complete the project by air conditioning the gymnasium and all other occupied areas in the building. The Pelham School Board will continue to access any available federal funds to support as much of this project as possible to limit the impact on taxpayers.

“F” –Deferrable: Can be placed on hold until after 7-year period but supports community development goals.

No projects were listed as Deferrable in the 2024 – 2030 CIP.

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“R” –Research: Pending results of ongoing research, planning, and coordination.

The following project was listed as Urgent but will also require additional research:

XI.G PHS Replace Boilers and Venting – 2025.

The following projects will require additional research:

I.A Sidewalk Expansion (Hobbs Community Center to Pelham Terrace) – 2027.

IV.B Replace 10-Wheel Dump Truck w 6-Wheeler – 2027.

V.C Establish Capital Reserve Fund for 75-Yard and 100-Yard Trailer – 2028-2031. The Highway Department is seeking to put aside \$70,000 annually to fund the replacement of the existing 75-yard trailer. Existing Trailer #474 is from 2001 and was rebuilt in 2018/19 for \$40,000.

The following project was listed as Necessary but will also require additional research as noted above:

III.A Ladder Truck Capital Reserve Fund – 2025-2031.

Two projects listed as Desirable will also require additional research. These include:

III.D Fire Department 4-Bay Garage – 2028.

VI.B Restrooms/Storage/Snack Shack at Raymond Athletic Fields Capital Reserve Fund (D/R) – 2026-2028.

“I” --Inconsistent: Conflicts with an alternative project/solution scheduled by the CIP. Contrary to land use planning or community development goals.

No projects were ranked as Inconsistent in the 2024 – 2030 CIP.

Conclusions

The Program of Capital Expenditures herein provides a guide for budgeting and development of Pelham public facilities. The Planning Board will review and update the CIP each year prior to budget deliberations. The CIP may be modified each year based on changes in needs and priorities.

The CIP Committee is striving to improve the effectiveness of the capital facilities programming process, to have a greater impact on the current year's budget cycle. In the future, the CIP Committee will initiate the CIP planning process earlier in the calendar year. This will enable individual departments to use this information to prepare preliminary budgets for submission to the Town.

The CIP Committee seeks to accurately evaluate the fiscal impacts of projects and return on investment of public funds in capital facilities replacement and development. One piece of information the Committee seeks to understand is how a project's funding is proposed and whether specific funding sources have been identified. This data is presented in the Cost Estimate section of the Project Worksheet. The Impacts on Operating & Maintenance section of the Project Worksheet is also important in assessing the cost/benefit of one solution versus another to meet a department's needs.

There also may be merit in attempting to track the performance of investments in facilities renovation or upgrades and monitoring and forecasting when future replacements or upgrades may be necessary. One recent external development that could affect the municipality is the Government Accounting Standards Board (GASB) adoption of Statement 34 protocols for reporting infrastructure assets. The program's objective is to promote consistent evaluations of municipal financial conditions by providing more detailed and relevant information on the characteristics and conditions of capital equipment. The CIP planning process may provide a forum for encouraging the development of capital asset inventories, accounting for the value of these assets and tracking the useful life and depreciation of municipal equipment and infrastructure. The CIP recommends that all Town and School assets be tracked for life expectancy so that future capital needs may be better anticipated and planned. Updated information regarding the age of existing Town road surfaces will help with that planning in the highway department. Consideration should also be given to expanding the use of Capital reserve Funds for reoccurring capital purchases.

- APPENDIX A -

PELHAM CIP PROGRAM

Schedule of CIP Projects, 2025-2031, Annual Costs and Revenues

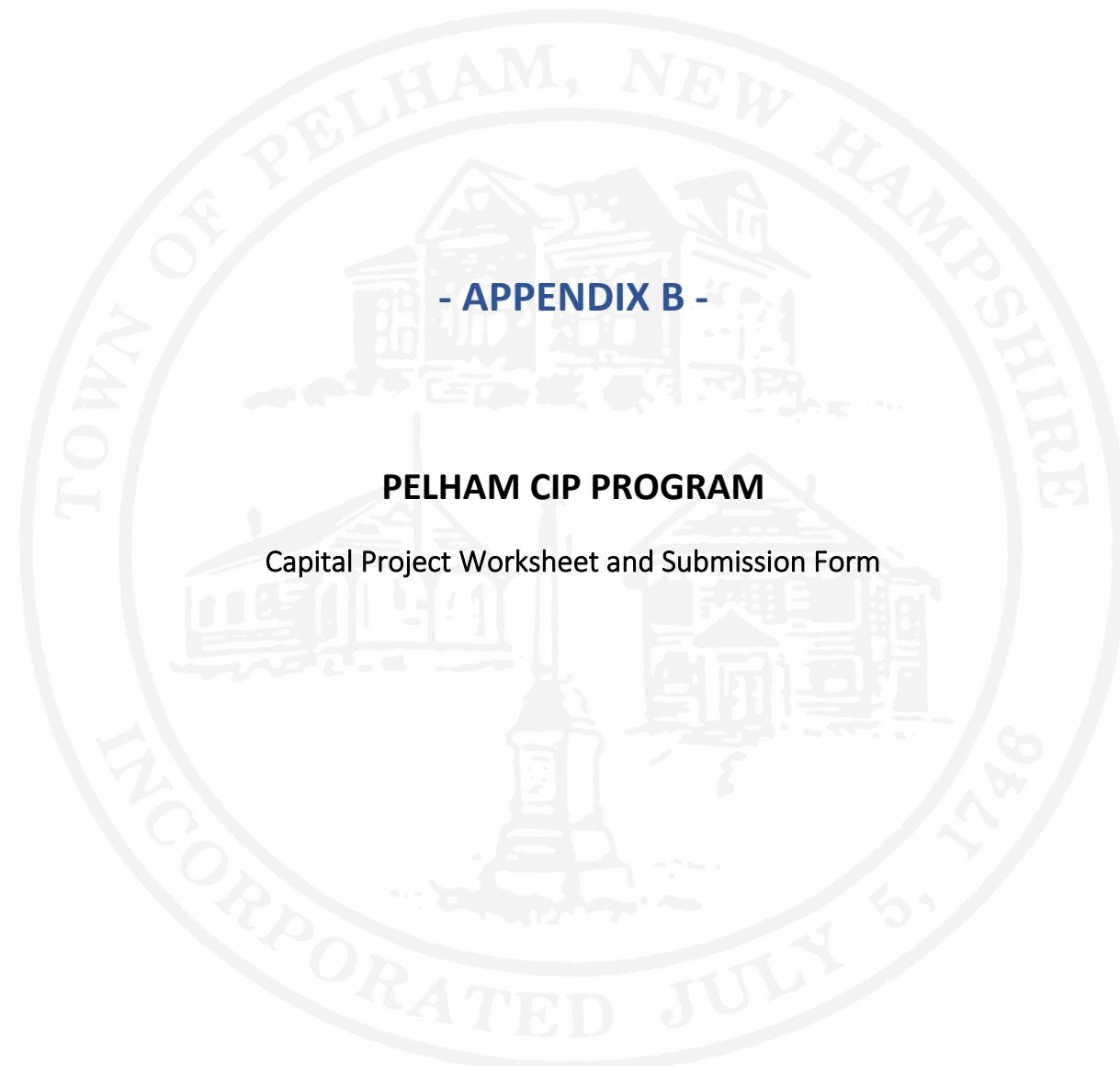
**Town of Pelham
Capital Improvements
2025-2031**

Insert 11x17 Spreadsheet

- APPENDIX B -

PELHAM CIP PROGRAM

Capital Project Worksheet and Submission Form



**Town of Pelham
Capital Improvements
2025-2031**

TOWN OF PELHAM CAPITAL IMPROVEMENT PLAN 2024-2030
PROJECT WORKSHEET

Priority ranking _____ Year First Scheduled _____ Year needed _____

Department _____ Department Priority ____ of ____ projects Date of this submission _____

Type of Project:

(Check one)

Primary purpose of project is to:

- Replace or repair existing facilities or equipment
 - Improve quality of existing facilities or equipment
 - Expand capacity of existing service level/facility
 - Provide new facility or service capability
-

Service Area of

Region Business District

Project Impact:

Municipality Neighborhood

(Check one)

School District Street

_____ District Other Area

Project Description:

Project Rationale:

- Removes imminent threat to public health or safety
 - Alleviates substandard conditions or deficiencies
 - Responds to federal or State requirement for implementation
 - Improves the quality of existing services
 - Provides added capacity to serve growth
 - Reduces long-term operating costs
 - Provides an incentive to economic development
 - Eligible for matching funds available until _____
-

Narrative Justification (Attach all backup material if possible):

Town of Pelham
Capital Improvements
2025-2031

Cost Estimate:	Capital Costs	Impact on Operating & Maintenance		
(Itemize as Necessary)	Dollar Amount (in current \$)	Costs or Personnel Needs		
	\$ _____	Planning/feasibility analysis	<input type="checkbox"/> Increases personnel requirements	
	_____	Architecture & engineering fees	<input type="checkbox"/> Increases O & M costs	
	_____	Real Estate acquisition	<input type="checkbox"/> Reduces personnel requirements	
	_____	Site preparation	<input type="checkbox"/> Reduces O & M costs	
	_____	Construction		
	_____	Furnishings & equipment	Dollar Cost of Impacts if known:	
	_____	Vehicles and capital equipment	(+)	\$ _____ annually

	_____		(-)	\$ _____ annually
	\$ _____	Total project cost		Estimated useful life is _____ years

Sources of Funding:

Grant from:	\$ _____	show type	Form Prepared by:
Loan from:	\$ _____	show type	
Donation/bequest/private	_____		
User charge or fee	_____		
Capital reserve withdrawal	_____		(Signature)
Impact fee account	_____		
Warrant article	_____		
Current revenue	_____		(Title)
General obligation bond	_____		
Revenue bond	_____		
Special assessment	_____		(Department/Agency)

	_____		(Date prepared)

Total Project Cost \$ _____

DO NOT WRITE BELOW THIS LINE

CIP Committee Rating and Narrative Explanation

The CIP Committee rates this Capital Improvement as _____ for the _____ Warrant.

Description of Rating

- APPENDIX C -

2021 N.H. REVISED STATUTES ANNOTATED

Chapters 674:5 through 674:8

Capital Improvements Program

And

Chapter 674: 21

Innovative Land Use Controls

**TITLE LXIV
PLANNING AND ZONING
CHAPTER 674
LOCAL LAND USE PLANNING AND REGULATORY POWERS
Capital Improvements Program**

Section 674:5

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

SOURCE. 1983, 447:1, EFF. JAN. 1, 1984. 2002, 90:1, EFF. JULY 2, 2002.

Section 674:6

674:6 Purpose and Description. – The capital improvements program shall classify projects according to the urgency and need for realization and shall recommend a time sequence for their implementation. The program may also contain the estimated cost of each project and indicate probable operating and maintenance costs and probable revenues, if any, as well as existing sources of funds or the need for additional sources of funds for the implementation and operation of each project. The program shall be based on information submitted by the departments and agencies of the municipality and shall consider public facility needs indicated by the prospective development shown in the master plan of the municipality or as permitted by other municipal land use controls.

SOURCE. 1983, 447:1, EFF. JAN. 1, 1984.

Section 674:7

674:7 Preparation. –

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

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

SOURCE. **1983, 447:1. 1995, 43:1, EFF. JULY 2, 1995. 2002, 90:2, EFF. JULY 2, 2002.**

Section 674:8

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

SOURCE. **1983, 447:1, EFF. JAN. 1, 1984. 2002, 90:3, EFF. JULY 2, 2002.**

**TITLE LXIV
PLANNING AND ZONING**

**CHAPTER 674
LOCAL LAND USE PLANNING AND REGULATORY POWERS
Zoning**

Section 674:21

674:21 Innovative Land Use Controls. –

- I. Innovative land use controls may include, but are not limited to:
 - (a) Timing incentives.
 - (b) Phased development.
 - (c) Intensity and use incentive.
 - (d) Transfer of density and development rights.
 - (e) Planned unit development.
 - (f) Cluster development.
 - (g) Impact zoning.
 - (h) Performance standards.
 - (i) Flexible and discretionary zoning.
 - (j) Environmental characteristics zoning.
 - (k) Inclusionary zoning.
 - (l) Impact fees.
 - (m) Village plan alternative subdivision.
 - (n) Integrated land development permit option.
- II. An innovative land use control adopted under RSA 674:16 may be required when supported by the master plan and shall contain within it the standards which shall guide the person or board which administers the ordinance. An innovative land use control ordinance may provide for administration, including the granting of conditional or special use permits, by the planning board, board of selectmen, zoning board of adjustment, or such other person or board as the ordinance may designate. If the administration of the innovative provisions of the ordinance is not vested in the planning board, any proposal submitted under this section shall be reviewed by the planning board prior to final consideration by the administrator. In such a case, the planning board shall set forth its comments on the proposal in writing and the administrator shall, to the extent that the planning board's comments are not directly incorporated into its decision, set forth its findings and decisions on the planning board's comments.
- III. Innovative land use controls must be adopted in accordance with RSA 675:1, II.
- IV. As used in this section:

- (a) "Inclusionary zoning" means land use control regulations which provide a voluntary incentive or benefit to a property owner in order to induce the property owner to produce housing units which are affordable to persons or families of low and moderate income. Inclusionary zoning includes, but is not limited to, density bonuses, growth control exemptions, and a streamlined application process.
- (b) "Phased development" means a development, usually for large-scale projects, in which construction of public or private improvements proceeds in stages on a schedule over a period of years established in the subdivision or site plan approved by the planning board. In a phased development, the issuance of building permits in each phase is solely dependent on the completion of the prior phase and satisfaction of other conditions on the schedule approved by the planning board. Phased development does not include a general limit on the issuance of building permits or the granting of subdivision or site plan approval in the municipality, which may be accomplished only by a growth management ordinance under RSA 674:22 or a temporary moratorium or limitation under RSA 674:23.
- V. As used in this section "impact fee" means a fee or assessment imposed upon development, including subdivision, building construction, or other land use change, in order to help meet the needs occasioned by that development for the construction or improvement of capital facilities owned or operated by the municipality, including and limited to water treatment and distribution facilities; wastewater treatment and disposal facilities; sanitary sewers; storm water, drainage and flood control facilities; municipal road systems and rights-of-way; municipal office facilities; public school facilities; the municipality's proportional share of capital facilities of a cooperative or regional school district of which the municipality is a member; public safety facilities; solid waste collection, transfer, recycling, processing, and disposal facilities; public library facilities; and public recreational facilities not including public open space. No later than July 1, 1993, all impact fee ordinances shall be subject to the following:
- (a) The amount of any such fee shall be a proportional share of municipal capital improvement costs which is reasonably related to the capital needs created by the development, and to the benefits accruing to the development from the capital improvements financed by the fee. Upgrading of existing facilities and infrastructures, the need for which is not created by new development, shall not be paid for by impact fees.
- (b) In order for a municipality to adopt an impact fee ordinance, it must have enacted a capital improvements program pursuant to RSA 674:5-7.
- (c) Any impact fee shall be accounted for separately, shall be segregated from the municipality's general fund, may be spent upon order of the municipal governing body, shall be exempt from all provisions of RSA 32 relative to limitation and expenditure of town moneys, and shall be used solely for the capital improvements for which it was collected, or to recoup the cost of capital improvements made in anticipation of the needs which the fee was collected to meet.

- (d) All impact fees imposed pursuant to this section shall be assessed at the time of planning board approval of a subdivision plat or site plan. When no planning board approval is required or has been made prior to the adoption or amendment of the impact fee ordinance, impact fees shall be assessed prior to, or as a condition for, the issuance of a building permit or other appropriate permission to proceed with development. Impact fees shall be intended to reflect the effect of development upon municipal facilities at the time of the issuance of the building permit. Impact fees shall be collected at the time a certificate of occupancy is issued. If no certificate of occupancy is required, impact fees shall be collected when the development is ready for its intended use. Nothing in this subparagraph shall prevent the municipality and the assessed party from establishing an alternate, mutually acceptable schedule of payment of impact fees in effect at the time of subdivision plat or site plan approval by the planning board. If an alternate schedule of payment is established, municipalities may require developers to post bonds, issue letters of credit, accept liens, or otherwise provide suitable measures of security to guarantee future payment of the assessed impact fees.
- (e) The ordinance shall establish reasonable times after which any portion of an impact fee which has not become encumbered or otherwise legally bound to be spent for the purpose for which it was collected shall be refunded, with any accrued interest. Whenever the calculation of an impact fee has been predicated upon some portion of capital improvement costs being borne by the municipality, a refund shall be made upon the failure of the legislative body to appropriate the municipality's share of the capital improvement costs within a reasonable time. The maximum time which shall be considered reasonable hereunder shall be 6 years.
- (f) Unless otherwise specified in the ordinance, any decision under an impact fee ordinance may be appealed in the same manner provided by statute for appeals from the officer or board making that decision, as set forth in RSA 676:5, RSA 677:2-14, or RSA 677:15, respectively.
- (g) The ordinance may also provide for a waiver process, including the criteria for the granting of such a waiver.
- (h) The adoption of a growth management limitation or moratorium by a municipality shall not affect any development with respect to which an impact fee has been paid or assessed as part of the approval for that development.
- (i) Neither the adoption of an impact fee ordinance, nor the failure to adopt such an ordinance, shall be deemed to affect existing authority of a planning board over subdivision or site plan review, except to the extent expressly stated in such an ordinance.
- (j) The failure to adopt an impact fee ordinance shall not preclude a municipality from requiring developers to pay an exaction for the cost of off-site improvement needs determined by the planning board to be necessary for the occupancy of any portion of a development. For the purposes of this subparagraph, "off-site improvements" means those improvements that are necessitated by a

development, but which are located outside the boundaries of the property that is subject to a subdivision plat or site plan approval by the planning board. Such off-site improvements shall be limited to any necessary highway, drainage, and sewer and water upgrades pertinent to that development. The amount of any such exaction shall be a proportional share of municipal improvement costs not previously assessed against other developments, which is necessitated by the development, and which is reasonably related to the benefits accruing to the development from the improvements financed by the exaction. As an alternative to paying an exaction, the developer may elect to construct the necessary improvements, subject to bonding and timing conditions as may be reasonably required by the planning board. Any exaction imposed pursuant to this section shall be assessed at the time of planning board approval of the development necessitating an off-site improvement. Whenever the calculation of an exaction for an off-site improvement has been predicated upon some portion of the cost of that improvement being borne by the municipality, a refund of any collected exaction shall be made to the payor or payor's successor in interest upon the failure of the local legislative body to appropriate the municipality's share of that cost within 6 years from the date of collection. For the purposes of this subparagraph, failure of local legislative body to appropriate such funding or to construct any necessary off-site improvement shall not operate to prohibit an otherwise approved development.

(k) Revenue from impact fees imposed upon development and collected by a municipality under RSA 674:21, V for construction of or improvement to municipal road systems may be expended upon state highways within the municipality only for improvement costs that are related to the capital needs created by the development. Such improvements may include items such as, but not limited to, traffic signals and signage, turning lanes, additional travel lanes, and guard rails. No such improvements shall be constructed or installed without approval of the state department of transportation. In no event shall impact fees be used for any improvements to roads, bridges, or interchanges that are part of the interstate highway system. Nothing in RSA 674:21, V shall be construed as allowing or authorizing additional impact fees merely by virtue of having approved the expenditure of collected fee revenue for construction of or improvement of state highways, nor shall it be construed as allowing the adoption of new impact fees devoted to assessing impacts to state highways.

(l) No later than 60 days following the end of the fiscal year, any municipality having adopted an impact fee ordinance shall prepare a report listing all expenditures of impact fee revenue for the prior fiscal year, identifying the capital improvement project for which the fees were assessed and stating the dates upon which the fees were assessed and collected. The annual report shall enable the public to track the payment, expenditure, and status of the individually collected fees to determine whether said fees were expended, retained, or refunded.

- VI. (a) In this section, "village plan alternative" means an optional land use control and subdivision regulation to provide a means of promoting a more efficient and cost-effective method of land development. The village plan alternative's purpose is to encourage the preservation of open space wherever possible. The village plan alternative subdivision is meant to encourage beneficial consolidation of land development to permit the efficient layout of less costly to maintain roads, utilities, and other public and private infrastructures; to improve the ability of political subdivisions to provide more rapid and efficient delivery of public safety and school transportation services as community growth occurs; and finally, to provide owners of private property with a method for realizing the inherent development value of their real property in a manner conducive to the creation of substantial benefit to the environment and to the political subdivision's property tax base.
- (b) An owner of record wishing to utilize the village plan alternative in the subdivision and development of a parcel of land, by locating the entire density permitted by the existing land use regulations of the political subdivision within which the property is located, on 20 percent or less of the entire parcel available for development, shall grant to the municipality within which the property is located, as a condition of approval, a recorded easement reserving the remaining land area of the entire, original lot, solely for agriculture, forestry, and conservation, or for public recreation. The recorded easement shall limit any new construction on the remainder lot to structures associated with farming operations, forest management operations, and conservation uses, and shall specify that the restrictions contained in the easement are enforceable by the municipality. Public recreational uses shall be subject to the written approval of those abutters whose property lies within the village plan alternative subdivision portion of the project at the time when such a public use is proposed.
- (c) The submission and approval procedure for a village plan alternative subdivision shall be the same as that for a conventional subdivision. Existing zoning and subdivision regulations relating to emergency access, fire prevention, and public health and safety concerns including any setback requirement for wells, septic systems, or wetland requirement imposed by the department of environmental services shall apply to the developed portion of a village plan alternative subdivision, but lot size regulations and dimensional requirements having to do with frontage and setbacks measured from all new property lot lines, and lot size regulations, as well as density regulations, shall not apply.
- (1) The total density of development within a village plan alternate subdivision shall not exceed the total potential development density permitted a conventional subdivision of the entire original lot unless provisions contained within the political subdivision's land use regulations provide a basis for increasing the permitted density of development within a village plan alternative subdivision.

- (2) In no case shall a political subdivision impose lesser density requirements upon a village plan alternative subdivision than the density requirements imposed on a conventional subdivision.
- (d) If the total area of a proposed village plan alternative subdivision including all roadways and improvements does not exceed 20 percent of the total land area of the undeveloped lot, and if the proposed subdivision incorporates the total sum of all proposed development as permitted by local regulation on the undeveloped lot, all existing and future dimensional requirements imposed by local regulation, including lot size, shall not apply to the proposed village plan alternative subdivision.
- (e) The approving authority may increase, at existing property lines, the setback to new construction within a village plan alternative subdivision by up to 2 times the distance required by current zoning or subdivision regulations, subject to the provisions of subparagraph (c).
- (f) Within a village plan alternative subdivision, the exterior wall construction of buildings shall meet or exceed the requirements for fire-rated construction described by the fire prevention and building codes being enforced by the state of New Hampshire at the date and time the property owner of record files a formal application for subdivision approval with the political subdivision having jurisdiction of the project. Exterior walls and openings of new buildings shall also conform to fire protective provisions of all other building codes in force in the political subdivision. Wherever building code or fire prevention code requirements for exterior wall construction appear to be in conflict, the more stringent building or fire prevention code requirements shall apply.
- VI. In this section, "integrated land development permit option" means an optional land use control to allow a project to proceed, in whole or in part, as permitted by the department of environmental services under RSA 489.

SOURCE. **1983, 447:1. 1988, 149:1, 2. 1991, 283:1, 2. 1992, 42:1. 1994, 278:1. 2002, 236:1, 2. 2004, 71:1, 2; 199:2, 3. 2005, 61:1, 2. 2008, 63:1. 2012, 106:1, 2. 2013, 270:5, 6. 2015, 31:1, EFF. JULY 6, 2015. 2016, 6:3, 4, EFF. JUNE 1, 2017.**

- APPENDIX D -

PELHAM CIP PROGRAM

Bond Schedules

**Town of Pelham
Capital Improvements
2025-2031**

PELHAM HIGH SCHOOL

20-Year Bond Schedule

Bond: \$20,745,000

Interest Rate: 3.1 to 5.1% (Adjustable Rate)

Year	Principal	Bond Amount Remaining	Interest	Total Cost
2015		\$20,745,000	\$539,526.00	\$539,526.00
2015-16	\$1,040,000	\$19,705,000	\$907,275.00	\$1,947,275.00
2016-17	\$1,040,000	\$18,665,000	\$854,235.00	\$1,894,235.00
2017-18	\$1,040,000	\$17,625,000	\$801,195.00	\$1,841,195.00
2018-19	\$1,040,000	\$16,585,000	\$748,155.00	\$1,788,155.00
2019-20	\$1,040,000	\$15,545,000	\$695,115.00	\$1,735,115.00
2020-21	\$1,040,000	\$14,505,000	\$642,075.00	\$1,682,075.00
2021-22	\$1,040,000	\$13,465,000	\$589,035.00	\$1,629,035.00
2022-23	\$1,040,000	\$12,425,000	\$535,995.00	\$1,575,995.00
2023-24	\$1,040,000	\$11,385,000	\$482,955.00	\$1,522,955.00
2024-25	\$1,035,000	\$10,350,000	\$430,042.50	\$1,465,042.50
2025-26	\$1,035,000	\$9,315,000	\$387,607.50	\$1,422,607.50
2026-27	\$1,035,000	\$8,280,000	\$355,522.50	\$1,390,522.50
2027-28	\$1,035,000	\$7,245,000	\$318,262.50	\$1,353,262.50
2028-29	\$1,035,000	\$6,210,000	\$275,827.50	\$1,310,827.50
2029-30	\$1,035,000	\$5,175,000	\$233,392.50	\$1,268,392.50
2030-31	\$1,035,000	\$4,140,000	\$190,967.50	\$1,225,967.50
2031-32	\$1,035,000	\$3,105,000	\$148,522.50	\$1,183,522.50
2032-33	\$1,035,000	\$2,070,000	\$106,087.50	\$1,141,087.50
2033-34	\$1,035,000	\$1,035,000	\$63,652.50	\$1,098,652.50
2034	\$1,035,000	\$0	\$21,217.50	\$1,056,217.50
TOTALS	\$20,745,000		\$9,326,663.50	\$30,071,663.50

**Town of Pelham
Capital Improvements
2025-2031**

PELHAM MEMORIAL SCHOOL UPGRADE/RENOVATIONS

20-Year Bond Schedule

Bond: \$31,980,000

Interest Rate: 2.1 to 5.1% (Adjustable Rate)

Year	Principal	Bond Amount Remaining	Interest	Total Cost
2022			\$569,871.88	\$569,871.88
2022-23	\$1,402,975.00	\$27,517,975.00	\$1,079,190.86	\$2,484,165.86
2023-24	\$1,375,000.00	\$26,115,000.00	\$1,008,352.50	\$2,383,352.50
2024-25	\$1,375,000.00	\$24,740,000.00	\$938,227.50	\$2,313,227.50
2025-26	\$1,375,000.00	\$23,365,000.00	\$868,102.50	\$2,243,102.50
2026-27	\$1,375,000.00	\$21,990,000.00	\$797,977.50	\$2,172,977.50
2027-28	\$1,375,000.00	\$20,615,000.00	\$727,852.50	\$2,102,852.50
2028-29	\$1,375,000.00	\$19,240,000.00	\$657,727.50	\$2,102,852.50
2029-30	\$1,375,000.00	\$17,865,000.00	\$587,602.50	\$2,032,727.50
2030-31	\$1,375,000.00	\$16,490,000.00	\$517,477.50	\$1,962,602.50
2031-32	\$1,375,000.00	\$15,115,000.00	\$447,352.50	\$1,892,477.50
2032-33	\$1,375,000.00	\$13,740,000.00	\$377,227.50	\$1,822,352.50
2033-34	\$1,375,000.00	\$12,365,000.00	\$313,977.50	\$1,752,227.50
2034-35	\$1,375,000.00	\$10,990,000.00	\$264,477.50	\$1,688,977.50
2035-36	\$1,375,000.00	\$9,615,000.00	\$221,852.50	\$1,639,477.50
2036-37	\$1,375,000.00	\$8,240,000.00	\$179,227.50	\$1,596,852.50
2037-38	\$1,375,000.00	\$6,865,000.00	\$136,602.50	\$1,511,602.50
2038-39	\$1,375,000.00	\$5,490,000.00	\$100,852.50	\$1,475,852.50
2039-2040	\$1,375,000.00	\$4,115,000.00	\$71,977.50	\$1,446,977.50
2040-2041	\$1,370,000.00	\$2,740,000.00	\$43,155.00	\$1,413,155.00
2041	\$1,370,000.00	\$1,370,000.00	\$14,385.00	\$1,384,385.00
TOTALS	\$27,517,975.00		\$9,923,470.24	\$37,441,445.24

Town of Pelham
Capital Improvements
2025-2031

Town of Pelham
Debt Service

Outstanding at 12/31/2024

	2016 Golf Course Note	2018 Boiler Replacement Lease	2021 Conservation Land Purchase Note	Total Debt Service
Original Issue	\$750,000.00	\$400,000.00	\$1,315,000.00	
Maturity	July 20, 2026	September 14, 2028	January 20, 2032	
Due Dates:	1/20 & 7/20	9/14	1/20 & 7/20	
Due 2025 Principal	\$75,000.00	\$42,006.42	\$131,500.00	\$248,506.42
Due 2025 Interest	\$3,810.36	\$6,551.85	\$25,622.59	\$35,984.80
Due 2026 Principal	\$75,000.00	\$43,556.46	\$131,500.00	\$250,056.46
Due 2026 Interest	\$1,635.56	\$5,001.81	\$22,089.44	\$28,726.81
Due 2027 Principal		\$45,163.70	\$131,500.00	\$176,663.70
Due 2027 Interest		\$3,394.57	\$18,556.29	\$21,950.86
Due 2028 Principal		\$46,830.20	\$131,500.00	\$178,330.20
Due 2028 Interest		\$1,728.07	\$15,061.86	\$16,789.93
Due 2029 Principal			\$131,500.00	\$131,500.00
Due 2029 Interest			\$11,489.99	\$11,489.99
Due 2030 Principal			\$131,500.00	\$131,500.00
Due 2030 Interest			\$7,956.85	\$7,956.85
Due 2031 Principal			\$131,500.00	\$131,500.00
Due 2031 Interest			\$4,623.69	\$4,623.69
Due 2032 Principal			\$131,500.00	\$131,500.00
Due 2032 Interest			\$890.55	\$890.55
TOTAL PRINCIPAL DUE	\$150,000.00	\$177,556.78	\$1,052,000.00	\$1,379,556.78
TOTAL INTEREST DUE	\$5,445.92	\$16,676.30	\$106,291.26	\$128,413.48