Town of Pelham, NH

CAPITAL IMPROVEMENTS PLAN

2020 – 2026

Adopted by the Pelham Planning Board on August 5, 2019

Prepared by the Pelham Capital Improvements Plan Committee:
Roger Montbleau, Chair
Kevin Cote, Selectmen's Representative
Hal Lynde, Selectman
Bob Sherman, Budget Committee Member
David Wilkerson, School Board Member
Deborah Mahoney, Pelham School District SAU 28 Business Administrator
Samuel Thomas, Planning Board Alternate Member
Jeff Gowan, Planning Director

Pelham Planning Board:
Roger Montbleau, Chair
Blake Clark, Vice Chair
Cindy Kirkpatrick, Secretary
Hal Lynde, Selectmen's Representative
Paul Dadak, Member
Tim Doherty, Member
Jim Bergeron, Member
Paddy Culbert, Alternate Member
Richard Olsen, Alternate Member
Samuel Thomas, Alternate Member
Derek Steele, Alternate Member
Bruce Bilapka, Alternate Member
Jeff Gowan, Planning Director
Charity Landry, Recording Secretary

With Assistance from:

Nashua Regional Planning Commission

TABLE OF CONTENTS

A. INTRODUCTION 1

B. FINANCING METHODS 4

C. IDENTIFICATION OF DEPARTMENT CAPITAL REQUESTS 5

D. PRIORITY SYSTEM 6

E. LISTING AND DISCUSSION OF PROJECTS BY RECOMMENDED PRIORITY 8

F. CONCLUSIONS 13

LIST OF TABLES

TABLE 1: HISTORIC POPULATION AND FUTURE PROJECTIONS 2

TABLE 2: SUMMARY OF PROJECTS REQUESTED 2017 DATA 7

LIST OF FIGURES

FIGURE 1: POPULATION BY DECADE 2

FIGURE 2: POPULATION BY AGE 3

LIST OF APPENDICES

APPENDIX A SCHEDULE OF CIP PROJECTS, 2020-2026, ANNUAL COSTS AND REVENUES

APPENDIX B CAPITAL PROJECT WORKSHEET AND SUBMISSION FORM

APPENDIX C 2019 NH REVISED STATUTES ANNOTATED, CHAPTERS 674:5-8 & 674:21

APPENDIX D BOND SCHEDULES

PELHAM CAPITAL IMPROVEMENTS PLAN 2020-2026

A. 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:

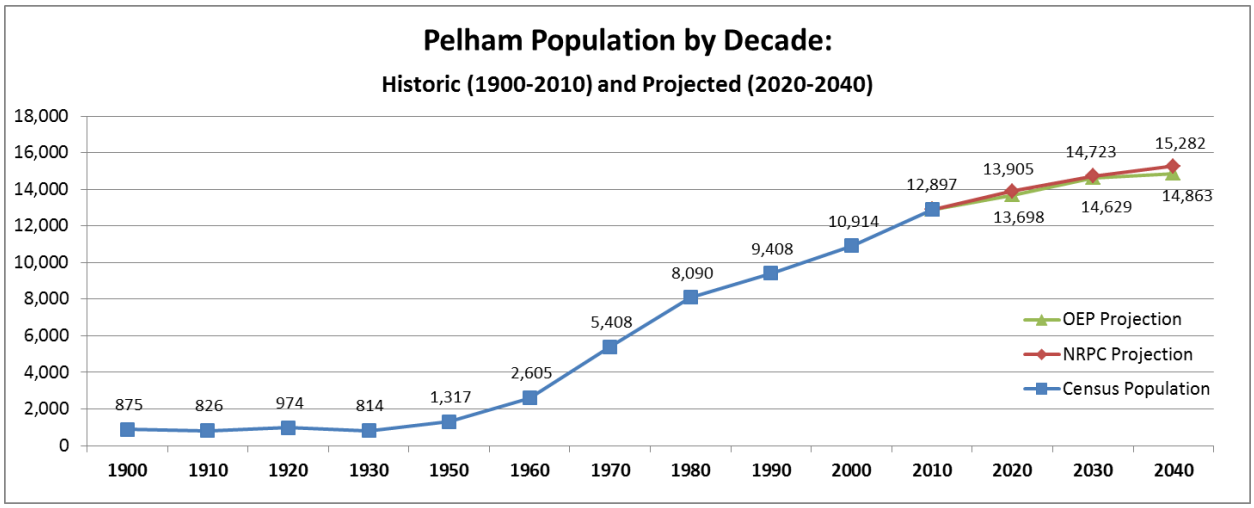
- To provide the Town of Pelham with a guide to be used by the Budget Committee, Board of Selectman, and School Board for their annual budgeting process (RSA 674:5-8);
- To provide a forward looking planning tool for the purpose of contributing to the creation of a stable real property tax rate;
- To 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 NH Office of Strategic Initiatives (NHOSI) estimated population of Pelham in 2015 was 13,117, with an estimated density of 499.08 persons per square mile, up from 497.7 in 2013. US Census figures show that Pelham's population experienced rapid growth between 1960 (pop. 2,605) and 1980 (pop. 8,090) and the most recent 2010 Census lists Pelham's population at 12,897. (Table 1, Figure 1). From 1980 to 2000, the rate of growth abated slightly with a notable decrease in the growth rate since 2000. Both the population projections released by NHOEP in 2016 and those conducted by the Nashua Regional Planning Commission (NRPC) at the same time, forecast a significantly slower growth rate than in previous decades, with the NRPC figures slightly higher than those prepared by NHOSI. The NRPC projections show that Pelham continues to grow, with a projected population of 15,282 persons by 2040. This is an average of 80 persons per year over the 30-year projection period, or an annualized growth rate of 0.6 percent.

Narrowing in on projected population by age cohort, as shown in Figure 2, like many communities in the State and region, Pelham is forecast to see a decline in the number of children under age 20 between 2010 and 2040. This decrease is estimated to total 241 persons, a change of -6.6 percent. The adult population up to age 64 is projected to remain nearly constant, losing about 42 people, a -0.5 percent change, from 2010 to 2040. All projected growth is in the Town's population age 65+ that is anticipated to grow by 2,667 persons, a 2 percent change.

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

FIGURE 1: POPULATION BY DECADE



Source: 2010 U.S. Census, NRPC, New Hampshire Office of Strategic Initiatives

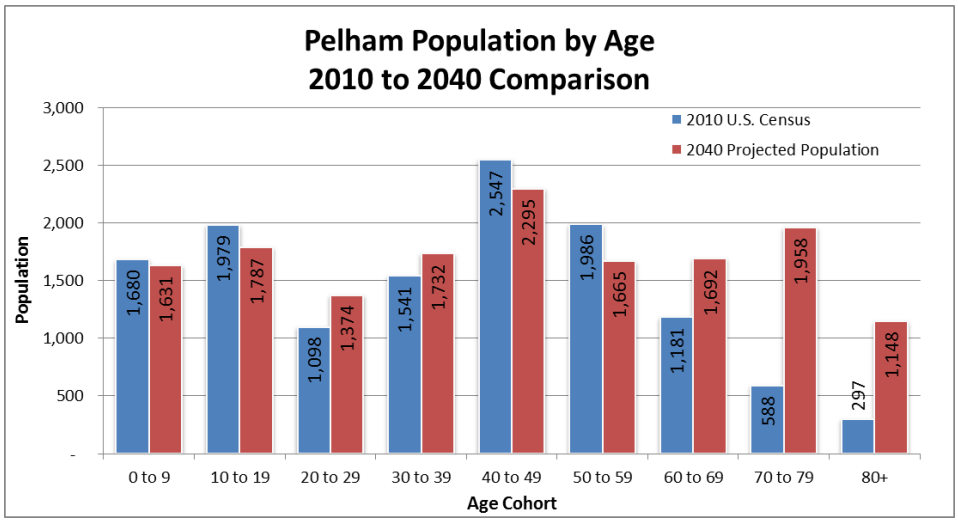
TABLE 1: HISTORIC POPULATION AND FUTURE PROJECTIONS

Historical U.S. Census Population		
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%

OSI Population Estimates		
Year	**Population**	**Annual GR**
2011	12,894	0.0%
2012	12,898	0.0%
2013	12,970	0.6%
2014	13,069	0.8%
2015	13,117	0.4%
NRPC Projections		
Year	**Population**	**Annual GR**
2020	13,905	1.2%
2025	14,357	0.6%
2030	14,723	0.5%
2035	15,063	0.5%
2040	15,282	0.3%

Annual GR: Annualized Growth Rate
Source: 2010 U.S. Census Bureau, Nashua Regional Planning Commission, NH Office of Strategic Initiatives

FIGURE 2: POPULATION BY AGE



Source: 2010 U.S. Census, Nashua Regional Planning Commission

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 2020 to 2026 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 in order 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 in order 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 2020 to 2026 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.

B. 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 One-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 in order 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.

C. 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.

D. 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 2 contains the projects classified by town specific departments as well as the School Department, considered by the Committee in 2020. The information in Table 2 represents all requests for capital projects submitted by each municipal division to the CIP Committee in 2020. 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.

TABLE 2: SUMMARY OF PROJECTS REQUESTED 2020 DATA

ID	Department/Project	Cost Without Debt/Revenue	Starting Year	Financing Method Recommended	CIP Committee Priority Recommendations						
	Starting Year and Priority Recommendations based on Dept. & C.I.P. Committee Review Process				**U**	**C**	**N**	**D**	**F**	**R**	**I**
I.	**ADMIN./GEN. GOVERNMENT**										
A	Municipal Building			Appropriation – Ballot		C					
B	• 20-Year Bond /Bank Note 2002-2022	$1,949,640	2002	Bond Schedule		C					
C	• Town Building Emergency Repair Capital Reserve	$81,932	Existing			C					
II.	**POLICE DEPARTMENT**										
A	Animal Control Shelter	$274,709	2021	1-Year Appropriation			N			R	
III.	**FIRE DEPARTMENT**										
A	Replace Ambulance 2	$275,000	2021	1-Year Appropriation			N				
	• Capital Reserve Withdrawal	($275,000)		Offset Appropriation			N				
B	Replace Engine 1	$630,000	2020	1-Year Appropriation			N				
C	Fire & Police Department Radio System	$625,000	2021	1-Year Appropriation			N				
IV.	**HIGHWAY DEPARTMENT**										
B	3.5-Yard 4-Wheel Drive Loader	$190,000	2020	1-Year Appropriation			N				
C	66,000 GVW 10-Wheel Dump Truck	$225,000	2021	1-Year Appropriation			N				
D	36,000 GVW 6-Wheel Dump Truck	$210,000	2022	1-Year Appropriation			N				
V.	**SOLID WASTE DISPOSAL**										
	No CIP needs at this time										
VI.	**PARKS AND RECREATION**										
	No CIP needs at this time										
VII.	**LIBRARY**										
	Renovations	$56,148	2020	1-Year Appropriation			**N**				
VIII.	**CEMETERY**										
	No CIP needs at this time										
IX.	**SENIOR CENTER**										
A	No CIP needs at this time										
X.	**PELHAM SCHOOL DISTRICT**										
A	Pelham High School Addition					C					
B	• 20-Year Bond/Bank Note 2015-2034	$12,198,775	2015	Bond		C					
C	Memorial School Upgrade/Renovation	TBD	2020	TBD			N			R	
D	PES Asphalt Parking Lot & Roadways	$144,100	2020	1-Year Appropriation			N			R	
E	PES Air Conditioning System	$600,000	2021-22	1-Year Appropriation			N				
F	Memorial School Septic Field Replacement	$85,000	2023	1-Year Appropriation			N				
G	PHS Student Parking Lot Replacement	$121,307	2024	1-Year Appropriation			N			R	
H	Memorial School Boiler Replacement	$120,000	2025	1-Year Appropriation			N			R	
I	Memorial School Roof Replacement	$151,000	2026	1-Year Appropriation			N			R	

E. LISTING AND DISCUSSION OF PROJECTS BY RECOMMENDED PRIORITY

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

No projects were ranked as Urgent in the 2020 – 2026 CIP.

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

I. A. **Municipal Building / Library – Appropriation by Ballot.** Voters approved the conversion of the Ernest G. Sherburne School into a combined municipal facility in 2003. Town Offices and Police Headquarters are located at the former Ernest G. Sherburne School. The new Library, built on the Mills property, is overlooking a new three (3) acre Town Green.

I. B. **Bond Bank Note (Private) – 2002-2022.** Voters approved a 20-year bond for conversion of the Ernest G. Sherburne School into a combined municipal facility in 2003. A new library was built on the Mills property. The town opted for a private institution for favorable rates.

I. C. **Town Buildings Emergency Repair Capital Reserve.** The voters approved starting this Capital Reserve Account in 2004 in order to fund necessary repairs to all the town buildings. This fund will be used to stabilize the tax rate when funding future repairs and additions to Town facilities.

X. A. **Pelham High School Addition – 2015.** 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.

X. B. **NH Municipal Bond Bank Note – 2015-2034.** High school addition and renovation of existing space at the current High School location.

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

II. A. **Animal Control Shelter - 2021.** The current animal control facility is at least 35 years old. Due to its age, numerous key systems have failed or are on the brink of failure. Many of these systems are substandard to begin with and highly inefficient including HVAC, roofing, fencing, electrical and water. The shelter also does not currently include any type of bathroom facilities for staff or volunteers let alone visitors. Furthermore, the shelter does not meet contemporary standards or size for proper sheltering of animals. This project also has a CIP Committee Priority Ranking of N/R, as this need is considered to be necessary but additional research is needed.

III. A. **Replace Ambulance 2 – 2021.** Ambulance 2 is a 2012 Horton ambulance on an International Terastar Chassis. The chassis are no longer manufactured by International and the fire department has reverted to Ford F550 chassis with diesel engines. The department currently operates 3 ambulances on a 12-year cycle. The new vehicle operates for 4 years as the primary response vehicle and then moves to the secondary position where the 2 older vehicles rotate to distribute usage. The ambulances currently raise revenue of approximately $325,000 per year. Ambulance revenues have historically increased over the years along with the EMS call volume. This year we are on track to break over 1,600 total calls with 85% being EMS calls. This project would be a zero-tax impact on the tax rate since the money would be withdrawn from the Ambulance Capital Reserve fund.

III. B. **Replace Engine 1 – 2020.** The scheduled replacement of the Engine 1 in 2020, with the cost of $600,000. Engine 1 will be 23 years old if replaced in 2020. The vehicle was purchased without stainless steel piping which has caused significant corrosion issues. Pipes have already corroded and were replaced. In addition, there have been numerous recurring electrical issues, corrosion to the vehicle body that has needed attention, on board generator failure and significant rusting and rot to the steel subframe that sits between the frame and the body that supports the water tank. In June of 2013, major work was done to the pump to get it to stop leaking water, with the cost of the repair coming to $8,079. In 2014 work was done to the pump gear box that cost $3,500. The age of this vehicle will necessitate constant maintenance to keep it in service and reliability will be an increasing concern. This vehicle has been moved to third-line response.

III. C. **Fire & Police Department Radio System – 2021.** Motorola communications will no longer be serving the fire and police departments' repeaters and receivers because Motorola has declared the product line EOL (end of life) as of 12/31/2020. This equipment provides the transmitting and receiving capabilities of the fire and police departments' radio system. The fire department currently has three repeaters and one receiver, and the police department currently has 2 repeaters and one receiver. Replacing the components one at a time over several years is not feasible because the age of the current equipment will not be compatible with the current infrastructure that is on the market. That means that after 2021 when Motorola deems the fire and police departments' existing equipment EOL, if there should be a failure they may not be able to have it repaired. If this should occur, the fire and police departments would have to replace all the equipment in order to return the radio system since any new equipment will be on a different communications platform. In addition, 2 new receiver sites would be populated for police and fire at an existing tower that is currently pending planning board approval. These new receiving sites will cover gaps in coverage and would delete one existing fire/police receiver site in our current system.

IV. A. **3.5 Yard 4-Wheel Drive Loader – 2020.** This machine will be used to load trucks and stockpile material, which would be much more effective than the backhoes currently being used. The loader will also save money on rental budget for snow removal at the schools and town buildings. The Highway Department is spending $49,000 annually to rent this loader for snow removal. Moving forward, the Highway

department would like to apply those funds to instead purchase the machine. The department would own the loader in 3 years at that rate, and the company that is renting out the loader will apply some of the money already spent by the Highway Department on rental costs towards the purchase price.

IV. B. **66,000 GVW 10-Wheel Dump Truck - 2021.** A lease purchase for a new 66,000 GVW 10-wheel dump truck with plow frames and front and side wing blades, a central hydraulics system with the latest technology unit to control the amount of sand and salt applied to the roads, and a 10yd stainless steel sander. The 66,000 GVW 10-Wheel Dump Truck will replace the Highway Department's oldest truck, a 2005 Freightliner 6-wheeler, and it will be able to haul a load that is equal to 2 loads that the other 6-wheel dump trucks can haul which in turn saves money in fuel and labor cost, as well as time that can be used on other tasks. The lease will also include a full 84-month extended warranty which will reduce the repair budget.

IV. C. **36,000 GVW 6-Wheel Dump Truck - 2022.** A lease purchase for a new 36,000 GVW 6-wheel dump truck with plow frames and front and side wing blades, central hydraulics system with the latest technology unit to control the amount of sand and salt applied to the roads, and a 10yd stainless steel sander. This truck would be replacing a 2010 6-wheel dump truck that was put into service in Dec. 2009. The lease will include a full 84 month extended warranty which will reduce the repair budget.

VII. A. **Library Renovations – 2020**. The current design of the Pelham Library, with open areas on both sides of the stairs, and an open ceiling in the Reading Room, causes noise to reverberate, interrupting quiet areas. The proposed project addresses these concerns by adding glass to the stair areas upstairs (phase 1) and enclosing the Reading Room ceiling (phase 2). Enclosing the Reading Room ceiling has the benefit of increasing the floor space on the second floor by 550 square feet, where it can be used for shelving and added program space.

X. C. **Memorial School Upgrade/Renovation – 2020.** The project proposes to upgrade or replace PMS to meet current student and program needs. 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. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.

X. D. **PES Asphalt Parking Lot & Roadways – 2020.** Cold planning, clean tack coating, and overlay asphalt parking lot and roadways at Pelham Elementary School. The Pelham Elementary School parking lot is beginning to show wear and damage from constant use by both the schools and the community. Most of the parking lot is original to the

school building from 2002 and will be 20 years old when this area is expected to be overlaid. Parking lots are recommended by the state to be replaced or repaired every 15-20 years, depending on their condition. Currently, there is no substrate damage to the asphalt, but if the asphalt is not overlaid as a maintenance process, it will become more porous, resulting in substrate damage and a much costlier repair. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.

X. E. **PES Air Conditioning System – 2021-22.** The project proposes to design, build, and install an air conditioning system at the Pelham Elementary School. Educational research has clearly shown that the environmental conditions of a classroom can have a significant negative affect on learning. For example, the school regularly tests for air-quality conditions to ensure that the air exchange is adequate to keep carbon dioxide levels at a healthy level in classrooms. High levels of carbon dioxide lead to sleepiness and therefore lower levels of student learning. The same has been shown true of high levels of heat in the classroom. Classrooms where temperatures exceed 78 degrees Fahrenheit also create deficits in learning. The total cost of this project is $600,000.

X. F. **Memorial School Septic Field Replacement – 2023.** The project proposes to replace the existing septic system at Pelham Memorial School. The current septic field is showing some preliminary signs of failure and therefore, replacement will be necessary in the near future. This project will be withdrawn should the Pelham Memorial Project be approved at Town Meeting in March 2020.

X. G. **PHS Student Parking Lot Replacement – 2024.** This project proposes to replace the existing porous asphalt student parking lot at the Pelham High School. This parking lot was installed in the summer of 2014. Porous pavement has the ability to drain water directly through it, which eliminates the need for multiple drains. The life expectancy is 10 years, and in 2024 the school system needs to monitor the condition of the porous pavement to make sure that it continues to function as required. When the lot fails to drain the water, the condition of the lot will become unsafe (ice) and will need to be replaced. This item is for future planning purposes to replace the student lot with standard paving asphalt and add appropriate underground drainage. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.

X. H. **Memorial School Boiler Replacement – 2025.** The project proposes to replace the two existing forced hot water boilers at Pelham Memorial with two high efficiency boilers. Replacing the boilers with high efficiency equipment will yield utility savings in future years. The boilers are currently 15 years ld. The state identifies the expected equipment life span to be between 15 and 25 years depending on use. This project plan sets replacement at 21 years; however, the school system will monitor the condition of the system of each year to adjust the timing of this replacement and expected costs. This project will be withdrawn should the Pelham Memorial Project be approved at Town Meeting in March 2020. This project was

ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.

X. I. **Memorial School Roof Replacement – 2026.** This project proposes to replace two areas of roofing at the Pelham Memorial School. The flat roof located above the second story of classrooms was installed in 1986 with the addition and has already exceeded a typical flat roof life span of 15 to 20 years. The school system also has to plan for roof replacement of the gymnasium area. The school system is uncertain of when this roof was originally installed. The café/kitchen area and front hallway had a roof replacement in 2005, so that area is excluded from this project. There are currently no leaks in the gymnasium area roof, but it is showing signs of wear, and while there is no record of installation of some of the current roofing it is estimated to be at least 33 years old at this time and 40 years old at the time of planned replacement. The school system will continue to monitor the condition, timing, and expected costs for this project. This project will be withdrawn should the Pelham Memorial Project be approved at Town Meeting in March 2020. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.

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

No projects were ranked as Desirable in the 2020 – 2026 CIP.

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

No projects were ranked as Deferrable in the 2020 – 2026 CIP.

"R"--Research: Pending results of ongoing research, planning, and coordination.

Several projects listed under Urgent, Necessary, and Desirable above will require additional research, including:

II. A. Animal Control Shelter
X. C. Memorial School Upgrade/Renovation
X. D. PES Asphalt Parking Lot & Roadways
X. G. PHS Student Parking Lot Replacement
X. H. Memorial School Boiler Replacement
X. I. Memorial School Roof Replacement

"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 2020 – 2026 CIP.

F. 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, in order 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 also 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. Future meetings with the Board of Selectman and School Board regarding better long-term planning could result in tax savings.

- APPENDIX A -

PELHAM CIP PROGRAM

Schedule of CIP Projects, 2020-2026, Annual Costs and Revenues

INSERT EXCEL 11x17 SPREADSHEET

INSERT EXCEL 11x17 SPREADSHEET

- APPENDIX B -

PELHAM CIP PROGRAM

Capital Project Worksheet and Submission Form

TOWN OF PELHAM CAPITAL IMPROVEMENT PLAN 2020-2026

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 Project Impact:
(check one)

- ☐ Region
- ☐ Municipality
- ☐ School District
- ☐ _____District
- ☐ Business District
- ☐ Neighborhood
- ☐ Street
- ☐ 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):

Cost Estimate: **Capital Costs** **Impact on Operating & Maintenance**

(Itemize as Necessary) Dollar Amount (in current $) **Costs or Personnel Needs**

$_____ Planning/feasibility analysis ☐ Increases personnel requirements

_____ Architecture & engineering fees ☐ Increases O & M costs

_____ Real Estate acquisition ☐ Reduces personnel requirements

_____ Site preparation ☐ 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 -

2019
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

PELHAM MUNICIPAL FACILITIES
20-Year Bond Schedule

Bond: $5,597,383
Interest Rate: 3.15 to 5.00% (Adjustable Rate)

Year	Principal	Bond Amount Remaining	Interest	Total Cost
2003-04	$277,383	$5,320,000	$212,161	$489,544
2004-05	$280,000	$5,040,000	$203,840	$483,840
2005-06	$280,000	$4,760,000	$195,440	$475,440
2006-07	$280,000	$4,480,000	$187,040	$467,040
2007-08	$280,000	$4,200,000	$178,640	$458,640
2008-09	$280,000	$3,920,000	$170,240	$450,240
2009-10	$280,000	$3,640,000	$161,140	$441,140
2010-11	$280,000	$3,360,000	$151,340	$431,340
2011-12	$280,000	$3,080,000	$141,540	$421,540
2012-13	$280,000	$2,800,000	$131,040	$411,040
2013-14	$280,000	$2,520,000	$120,540	$400,540
2014-15	$280,000	$2,240,000	$109,340	$389,340
2015-16	$280,000	$1,960,000	$98,140	$378,140
2016-17	$280,000	$1,680,000	$86,940	$366,940
2017-18	$280,000	$1,400,000	$75,460	$355,460
2018-19	$280,000	$1,120,000	$63,560	$343,560
2019-20	$280,000	$840,000	$51,520	$331,520
2020-21	$280,000	$560,000	$39,200	$319,200
2021-22	$280,000	$280,000	$26,600	$306,600
2022-23	$280,000	$0	$13,300	$293,300
TOTALS	**$5,597,383**		**$2,417,021**	**$8,014,404**

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	$46,585,000	$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**