

COMMITTEE ON COMMUNITY IMPROVEMENT

June 7, 2010

6:30 PM

Chairman O'Neil called the meeting to order.

The Clerk called the roll.

Present: Aldermen O'Neil, Ludwig, Shea, Craig, Greazzo

Messrs: T. Clougherty, J. Fleming, D. Williams, B. Dastin, P. Capano,
S. Maranto, L. LaFreniere, J. George, T. Arnold

Chairman O'Neil addressed item 3 of the agenda:

3. Presentation by Jessica Fleming, Parks Planner, regarding Manchester's Trail Network.

Mr. Tim Clougherty, Deputy Public Works Director, stated thank you, Mr. Chairman. With me here tonight is Jessica Fleming, our Parks Planner, and Peter Capano, the new Chief of Parks, Recreation and Cemetery, and they are going to give us a little overview of the City of Manchester Trail Network. With that, I'll turn it over to Jessica and Peter.

Ms. Jessica Fleming, Parks Planner, stated we're going to start off by introducing the entire Trail Network to the Committee. We have four distinct trails in the City of Manchester. The Heritage Trail is about eight miles and runs south to north from Bedford, New Hampshire, along the Merrimack River to Hooksett. The Piscataqua Trail runs east to west from the east bank of the Merrimack River to the Goffstown town line. The Rockingham Recreational Trail is four miles long and runs from Massabesic Lake to downtown Manchester. The South Manchester Rail Trail runs north and south from Perimeter Road at the Airport into downtown. I think it is important to note that all of these trails follow along either abandoned or active railroad corridors and they converge in the downtown area. This makes Manchester very unique in the sense that we can utilize these trails as part of our transportation infrastructure because of the connections it provides. These green areas represent the recreational and park facilities within the City. As you can see, there is a wealth of them along the City's trails that connect active, passive,

recreation, including athletic fields, our ice arenas as well as conservation areas. These areas represent the public schools. We have eight public schools within a quarter mile of the trails. This would provide both students and faculty a commutable route to get to the schools. It also works with the Health Department's initiative to reduce obesity and increase walk-ability within the neighborhood. These blue areas represent the commercial districts within the City. Each one of these trails passes through at least one of the commercial districts in the City. The Piscataqua Trail reaches South Main Street. The Heritage Trail runs through our downtown. The Rockingham Recreational Trail runs through the industrial areas providing commutability for employees who work there. The South Manchester Rail Trail runs through the densest area of our commercial district on South Willow Street. We also have regional destinations. There are three hospitals located in close proximity to the trails. We have seven universities or colleges that are all accessible by the trail. We have destinations for entertainment. All of these areas are going to be very important once the entire network is established. Once the network is established, it will become a destination within itself and areas around these trails will allow for commutability for people who work there as well as people who are using the facilities themselves. Getting closer and on each of these trails, the Heritage Trail is eight miles long, runs north to south along the Merrimack River and it is part of the larger State endorsed Heritage Trail Network. The northern portion of our Heritage Trail also connects to the Granite Trail, which is the proposed trail that is from Salem, New Hampshire, to Lebanon which will help bike-ability in the State. The Heritage Trail connects to a bunch of amenities, mostly the downtown connection. This trail travels through the Millyard, which is always congested with traffic and has parking issues. Once it is complete, it will provide a way to commute on an alternative mode of transportation to the Millyard and other areas. Presently, this trail is also connected to the Piscataqua Trail so these downtown connections are also accessible to people on the West Side without having to take cars or buses. The Riverwalk is the completed portion of the trail. It is about two miles long and it goes from Brooke Street down to Sundial Avenue down by Hesser College. The rest of the trail is incomplete and has limited usability. Portions north of Stark Park as well as portions south are located along the active railroad corridor and in those locations, you would have to propose a trail alongside an active railroad corridor. It has been done in other states as well. It is expensive, but it seems to be necessary in order to complete these sections of trails. These are photos of the completed River Walk. This is in Arms Park looking north. The one below it is the River Walk south of the Merchants Auto Stadium. The one to the right is the completed River Walk along the Millyard from the steps looking south along the Merrimack. The Piscataqua Trail is almost a complete trail. It is two miles total and runs from the east bank of the Merrimack River to the Goffstown line and at the Goffstown line it then connects to the Goffstown Rail Trail. Within the two miles of trail, the destinations are

abundant. Recreational facilities that we have are the West Side Arena, the Piscataqua River Park, Merchants Auto Stadium and residents on the West Side have been known to go to the Fisher Cats game by means of the trail and not actually parking at the facility. It creates an activity within itself. The business districts along this area are also important. South Main Street is a general commercial district, highly congested with traffic. The trail also connects to Kelley Street, which is a great neighborhood commercial district in Rimmon Heights. Also, because the trail connects to the Heritage Trail, the West Side residents, like I said before, have access to downtown Manchester using clean and safe transportation alternatives. Institutions like Catholic Medical Center and West High School and Hesser College are all located within accessible distances from the trail. The Piscataqua Trail, phases one, two and three, are all completed for a total of 1.7 miles. We have hired Hoyle, Tanner and Associates to work on the design of phase four. Phase four includes the rehabilitation or the replacement of the trestle bridge at the Piscataqua River and the 1,500 feet of trail beyond that to get to the Goffstown line. They are scheduled to start this month. The design is scheduled to be completed by late fall or during the winter of 2010. Should we received the appropriate amount of funding, construction will start next spring and the anticipated completion date will be in the fall of 2011. I think it is important to note that even in the completed 1.7 miles of trail, you can walk from one end to the other in a given hour and come across over 100 users of this trail, on both sunny Saturdays and cloudy Fridays. The funding to date, including the Hands Across the Merrimack Bridge, which is the bulk of this project, the City has contributed \$1.8 million. Federal dollars totaled \$1.8 million. State funding included \$1.2 million and there have been private donations raised in excess of \$300,000. These are photos of the completed portions of the Piscataqua Trail. The top left is standing on Parker Avenue, looking north towards Granite Street. The bottom left is adjacent to the West Side Arena, looking west towards the Piscataqua River. The photo on the right is on phase one, looking towards the Hands Across the Merrimack Bridge. You can see the Second Street Bridge fencing. The Rockingham Recreational Trail is the next one. It is 4.1 miles. It runs from Lake Massabesic to Willow Street in downtown. The City owns the railroad corridor from Mammoth Road to Willow Street, but the trail is passable from Massabesic to Mammoth Road. Once it gets to Massabesic, there are plans in place to connect it to a seacoast trail which will get you out to the seacoast. This trail is really different in the fact that you can start in this dense, urban downtown section and end up in a completely rural setting. You can connect to the Friends of the Massabesic Association and their trail networks that run along the Water Works properties and it also provides connections to businesses. Weston School is located very close to the trail. Elliot Hospital is in discussions to provide an easement to allow the trail to run through their property and we also have recreational amenities such as JFK Coliseum along the inner-city portions of the trail. The portion of this trail that is complete is the Peabody Avenue

pedestrian culvert. We have also removed ties to help make the trail passable. There are no paved sections of this trail except for the portions underneath the Peabody Avenue culvert. Once those sections are complete, the usage will increase. In a 15 minute visit at different portions of the trail, I witnessed 18 trail users over a period of 15 minutes. Funding to date on this trail, mostly for the Peabody Avenue Bridge was \$87,000 from the City and \$350,000 of federal funds. These are photos of the Rockingham Recreational Trail. The top left is access by Youngsville Park, looking towards the City. The bottom left is standing behind CVS on Mammoth Road, looking away from the City. The top right is standing on Proctor Road looking towards the City and the bottom right is the new Peabody Avenue pedestrian culvert. The South Manchester Rail Trail is also 4.1 miles long and runs from Granite Street to Perimeter Road. That is the proposed route. It is constructed from Spring Garden Road, which is behind the Shaw's Plaza on South Willow Street to Gold Street, which is at the site of the proposed Super Wal-Mart. An amenity of this trail is that it is through a dense commercial section, which provides an alternative way for residents to access this district. As of right now, residents would either have to get in their cars and deal with Gold Street and South Willow Street traffic or go up and around on Beech Street to access it. This trail would provide them direct access from their homes to the amenities that South Willow Street offers. Also, being in a commercial district, there are a lot of jobs in their area that would be commutable by the trail. This trail is less than a mile paved. The next phase, phase two, which would reach Goffs Falls Road, we submitted a grant for the congestion mitigation and air quality in April. We are waiting to hear whether or not that has been awarded. We should be hearing in August or September. Other pieces that still need to be done are continued planning and development around Perimeter Road and around the Airport and the future connection to the Derry/Windham Trail, which is under various phases of completion. Funding to date on this trail is \$180,000 from the City, \$724,000 of federal money and private money of \$40,000, mostly from the Shaw's development. I also think it is important to note that in a short visit to this trail, I witnessed eight users on it on a cloudy Friday. These are photos of the South Manchester Rail Trail. The first photo is standing on Goffs Falls Bridge, looking south. The photo below it is the Gold Street crossing. The photo on the top right is standing at Gold Street looking south at the Goffs Falls Bridge. The photo below that, even though it is hard to see from here, is the Goffs Falls Bridge looking south towards the trestle that would also have to be rehabilitated. Throughout these past years that I have been here, I have learned of a lot of trail advocates in the City. We had some local groups such as Manchester Moves, Queen City Trail Alliance and the Manchester Regional Trail Alliance, that have brought us to the point of developing the South Manchester Rail Trail. Manchester Moves is currently very active in working with the City to further develop the rest of the trail network. At the State level, there is the Granite State Wheelmen, which is a bicycle advocacy group. There is also the Bike Walk

Alliance of New Hampshire and both of them have served as great resources in supporting our efforts. At the national level, there is the Rails to Trails Conservancy and they have been very proactive in raising funds to secure abandoned railroad corridors for the development of trails and preserving green space. Manchester Moves, again, a very active group in Manchester, was cofounded by Bob Dastin of Sheehan, Finney, Bass and Green, and Dean Williams of the Martinetti Company. Both of them are here today if you have any questions for them. They founded the group in 2008 and to date, they have completed a master plan produced by a local civil engineering firm, Vanesse. This master plan really zooms in on each of the sections of trail and identifies any of the encroachments or obstacles that we may have in completing those trails. It has been very helpful in supplementing our grant applications. Last year they had a public information session at UNH Manchester, presenting their group to the public and have continued to garner political support in our efforts to develop the trails. In their fundraising efforts, they have about 70 paying members to their group and they are about to launch their first major fundraising campaign to raise \$100,000 towards the completion of the Piscataqua Trail. The next step in developing our trail, the next immediate one is the Piscataqua Trail funding...the estimated cost to complete this trail is \$466,000. The total federal dollars awarded through both amendments and a recent TE grant is \$372,800. In order to meet the requirements of these grants, we need to match 20% of the total amount which is \$93,200 and to date, we have only allocated \$23,600. That is when I approached Manchester Moves after not receiving any capital funds for this year and explained to them the situation and they are more than willing to help us privately raise the almost \$70,000 shortfall for the completion of that trail. The next immediate piece would be the South Manchester Rail Trail phase two. Like I said earlier, we would be receiving notice in late summer or early fall of whether or not we get CMAQ funding. The estimated project cost is \$707,750. If we are awarded the CMAQ funding it would be provided through the South Willow Street development fund. The only hiccup on this section of trail would be getting it complete. This next phase of the trail is crucial because it connects to both a school and a whole other neighborhood that would help alleviate traffic congestion along South Willow Street. Our next priority would be the Adopt a Trail Program. Kevin Sheppard and I have had some discussions about how this program would be implemented, mostly mimicking the Adopt a Block Program that is currently used in our Highway Division. This would help to reduce the maintenance burden on the City as well as raise money for continued trail improvements. The Rockingham Recreational Trail and the Heritage Trail both need a little more attention on how we plan to construct both of those trails. A lot of that work can be done over the next couple of years with Highway, Parks and the Conservation Commission Environmental Protection Division. Continuing down, we have programming and public outreach. As these trails get developed, we should use them. The Piscataqua Trail is long enough to have a 5K at this point in time.

There are other events that we could hold on there like relay races, events for kids and families. The increased usage on these trails leads to deterred crime and trespassing. We would like to increase that through programming in the Parks Division. We also need continued local and political support to make sure our politicians have our back when we go for funding to complete these trails. This is what the Piscataqua Trail looked like before we implemented a final trail and the site after it has had drastic improvement. I'll open it up for questions.

Alderman Craig stated thank you very much for the overview. I am someone who frequents these trails often so I appreciate every thing you have done. In the beginning you mentioned that there were four different trails. The work that you have outlined here in terms of next steps, are we doing anything so that they are more connected?

Ms. Fleming replied the connectivity in the trails is definitely the biggest obstacle because they connect in the most dense part of our City. There are conversations to be had with the proposed development at Market Basket. There are conversations to be had along Beech Street and enforcing encroachments that have occurred around the railway corridor. Every step that we take along those lines will help us to improve the connectivity in the downtown area. In the meantime, it is up in the air.

Alderman Craig asked within your plan though, you are working to connect the trails? I do believe that that will increase usage greatly.

Ms. Fleming replied the goal is to connect all of them.

Alderman Craig stated one thing that is very evident to me is that we have trails in the south end, east side and west side in the City, but nothing in the north end. I was wondering if that had played into any of your plans.

Ms. Fleming stated yes, actually I am a north end resident myself and I have tried to utilize the Heritage Trail through Stark Park and along the railway corridor and there are some areas that can be cleared immediately to provide access right now, but the trails in the north end would include along the Heritage Trail mostly accessibility through the Stark Park Master Plan and the current Heritage Trail access, just south of YDC.

Alderman Craig asked so where does that fall within the next steps from the Parks' perspective?

Ms. Fleming replied we need to develop a master plan for that area. It is difficult to do a rail with trail. We need a lot of cooperation from Pan Am who runs that

railway corridor and like I said earlier, the cost to build a rail with a trail and the barriers involved is substantial. With groups like Manchester Moves we can get fundraising efforts started soon to put towards implements like that.

Alderman Craig asked is it necessary that we build the trail on a rail or could we deviate from that?

Ms. Fleming replied the portions that I am thinking of that are north of Stark Park are flanked by wetlands. Building trails through wetlands is difficult, but not impossible. There are other routes that we can look at. We can also look at sharing roadways with bicycles. Like I said, we need to have a clearer master plan for the Heritage Trail especially.

Chairman O'Neil asked would it be possible to get a breakdown of all the phases for all four trails, the cost per phase to date, the funding sources and the estimates moving forward on the uncompleted portions?

Ms. Fleming replied yes.

Chairman O'Neil stated just so we can get a handle on what the sources of funding have been. Again, per phase is important because it could have been one funding source for one phase and another funding source for another.

Ms. Fleming stated the Piscataqua River Trail has already been broken down exactly how you described it. I think moving forward the estimates to complete the trails, even as we stand with our status of completion right now, is about \$23 million.

Chairman O'Neil stated well I don't know what all the phases are so I need that broken down to past, present and future.

Ms. Fleming stated right, I can break that down.

Chairman O'Neil stated the other issue is, I guess it is not an issue, but Alderman Shea brought this up at the last meeting and I don't want to steal his thunder, but it was something that led to the director's request to have this presentation and somehow we have to measure the usage so that we know how many people are actually using the trail and which trails.

Ms. Fleming stated we can definitely implement some activities, especially with volunteers for our trail advocacy groups about who is using the trails for what. Southern New Hampshire Planning Commission could also assist in those studies,

not to mention the counter that I use myself whenever I go on the trails to count the usage.

Chairman O'Neil stated that is something that is going to be very important to the Board, especially when it comes to funding. We need to know who and how many people are using them, not necessarily on a Saturday in June when it is 80 degrees, but how many people are using them on a regular basis is important. We need to come up with that mechanism of how that will happen.

Alderman Shea stated one important issue that I find in any kind of enterprise is money set aside to maintaining these trails properly. We can establish trails, we can designate funding for them, but then how do we establish a fund in order to make sure that these trails are maintained properly? That is a real important issue because that particular issue is not looked at properly when different projects are developed. I think it is very significant and important to know, in the course of different times of the year, when there is damage done where are we going to get the money to maintain these trails so that they don't fall into disarray and they become overgrown as far as different types of plants or trees? I think there has to be some sort of discussion made as far as where the money is going to come from. Is that from Parks or is that a fee that the City is going to have to set aside funding for? Because, there is nothing that is as discouraging as spending literally millions of dollars to have trails and then no money available for these trails to be properly maintained. I think that should be part of whatever discussion that takes place, where the money is going to come from, how much is going to be needed and things of that nature that concern the proper maintenance of these particular trails. I think that is very, very important.

Alderman Ludwig stated thank you for the presentation. I even enjoyed it and I do know a little bit about what is going on out there. I struggled as the director with these projects on occasions because they really didn't go anywhere and it is really very difficult. Alderman O'Neil to my left and Alderman Shea to my right are both alluding to things that in my opinion at least will take care of themselves over time. I think it is going to be difficult to count how many people are using a particular trail especially when it doesn't go anywhere. I have seen the use of the Piscataqua Trail go up exponentially since it has been connected to the West Side Arena for instance. I saw the use of that trail...it wasn't used very much between Second Street and South Main Street before we were able to punch through with Tires, Inc. I think a lot of the issues that are going to be concerned in terms of the usages goes away once they do start to connect.

Ms. Fleming stated if you build it they will come.

Alderman Ludwig stated I see the trail around Livingston Park and Dorrs Pond has very little vandalism on some ridges that were built. They aren't the same kind of trail and I understand that, but in terms of the vandalism and what has happened out there, hopefully nothing will happen now that I am going to say this, but the network of bridgework that was done, which I was not very supportive of at the time because I thought it wouldn't last, but it has lasted, it's beautiful, people are on it all the time. Everybody has a cell phone with them so if anybody is doing damage they are watching out for it...Once these trails start to connect, I know people from downtown...I know one or two attorneys who run on a daily basis who would venture out and run the trail before it was complete. Many are out there running these trails now and they are beautiful. What I would like to see, and I'm not sure if it can happen, when we venture out, I don't know if it the Rockingham Trail that goes out towards Peabody Avenue, is there a way that we can do these so that they kind of connect? In my day, we did a section that didn't go anywhere. I am going to the use the Second Street to South Main Street and I would become very frustrated with the fact that the lights were broken and the benches were vandalized because it didn't go anywhere, so the only people who were using that section were the people in the neighborhood who were only vandalizing, but now that it is connected, I think those problems have gone away. Does the plan follow itself?

Ms. Fleming replied yes, the Manchester Moves plan identifies a lot of neighborhood connections. All the other plans in place, Southern New Hampshire Planning Commission and greening the City Master Plan, also provide connections throughout...not only should a certain phase be complete, but what does it connect to in the surrounding community. Being a runner and a cyclist myself, I can say that loops are beneficial. You don't want to run up and back and you don't want to do it ten times on a 0.8 mile segment of trail. Our next phase of the South Manchester Rail Trail for example, once that is complete in connecting to the Goffs Falls Road sidewalk, it will connect two neighborhoods, Beech Street and Goffs Falls neighborhood, and it will provide a length of trail that will be just shy of two miles in between the two. That will increase usage and get people to where they need to go and also provide those connections so people aren't stuck in this small section of trail with no where to go. In the future, I think we shouldn't pursue tiny sections of trail to be developed. I think we should get that lump sum of money and do it right and do it big and get it done.

Alderman Ludwig stated I think presented that way, the members of the Board of Mayor and Aldermen are going to find it much more palatable to agree to extensions because it seems to be heading in a direction that is going to end in completion. The other thing that I would ask you about, in terms of going through the Massabesic area, where a lot of encroachment has taken place over the years, is there anyway to untangle some of those illegal land use problems before we can

get there? I know some of them that we ran into and I'm going to use the Piscataqua as an example, literally held us up over there for years trying to punch through before the gentleman at Tires, Inc. finally was nice enough to come to an agreement with us. It was awful. Is there any way that those problematic areas can be identified so that when we do receive funds or the Board of Mayor and Aldermen...donations or whatever become involved and we're ready to say we are ready to punch through?

Ms. Fleming replied we have identified all encroachments. All of those encroachments have been identified and as funding becomes available those letters will be sent out with notifications, hopefully with support from the City enforcement.

Alderman Ludwig stated I think that is one of the biggest drawbacks. This Board, as I have seen in the past, has become very frustrated with the fact that what are we spending money on and we don't really see it going anywhere. I think that if they could see that as you've started to do here with this, we have done it before, but people forget and it is nice to show things that are happening...I think they would be far more understanding in term of wanting to provide funds.

Ms. Fleming stated I think the Piscataqua Trail shows the complete example. You had phase one constructed for only such a period of time, that once phase two and phase three were constructed, the trail usage has exploded.

Alderman Ludwig stated absolutely.

Ms. Fleming stated it will be that way without the other trails being developed in the City. The South Manchester Rail Trail, once that Goffs Falls piece is constructed, will see the same amount of increase usage.

Alderman Ludwig stated I would like to thank Manchester Moves because without the involvement of a group like this, sometimes these projects die. It is a wonderful thing that they have picked up on this as a very useful project. You read trade magazines and you want to attract people to Manchester and I read one the other day that said, this isn't a knock on another department, but yes, we want school and police and fire, we have to have them, then they jump to parks. I thought that was an interesting spin because usually we go to the Highway Department, but basically, the article said that we expect all the things that the Highway does like pick up our trash and plow our streets, but when we look to a place that we want to move to we really want to locate our family there, we look to a trail network because if the City is really interested in investing in a network like trails then they are really invested. Sure, they are very ready and willing to give money to have our trash picked up, but don't we kind of expect that? When I sit

here and tell you that when I want to move to my next community, I will look to the kinds of things other than just my trash being picked up and my streets being plowed. I applaud you in your efforts; I applaud Manchester Moves in their efforts and I hope that this Board is supportive of future projects.

Mr. Dean Williams, Co-Founder of Manchester Moves, stated I want to leave you with the idea that we feel it is imperative, absolutely imperative, for future economic development within the City to get these trails connected. We came here about a year ago and said that we were not asking for money and simply informing and showing our passion for what we wanted to do within the City and we are back again, reiterating that point that we are not asking for money. Jessica Fleming has been immeasurable in her ability to decipher the plethora of regulatory minutia in the grants. We have met with the Department of Transportation up in New Hampshire, with George Campbell, and we just had our second meeting with him and his leadership team this past week and they are thrilled with what is going on. They are thrilled to see the results of what is happening with the money that they are funneling down. We are very excited. I know it is frustrating when there are different pieces involved, but I will tell you that one piece in the middle between where Shaw's is on South Beech Street and out to Gold Street is one of the most used parts of the City as far as trail systems are concerned because it connects the three grocery stores and about seven neighborhoods. You see people from age 80 down to babies in carriages. We are here, and we're not going to give up; we're going to keep going, we're going to keep working with Pam Am Railways, we're going to work with the Department of Transportation, we're going to work with the Board of Mayor and Aldermen and we're here to answer any questions and to do whatever we can do to make this happen.

Chairman O'Neil asked Dean, do you have any thoughts on how we measure usage? That is going to be a very important item as we struggle with the local match because everything has a local match to it.

Mr. Williams replied I think that is a very good question and I think the problem with trying to put the cart before the horse is that the trails aren't going to get used in a large way until they do become bigger and better and more connected. We are going to be very excited to see what happens when we get the Piscataqua connected out to Goffstown. I think you are going to see that grow again after it has grown already. We will be willing to help measure, but we are also here to help provide that local match so that it is not going to always be encumbered on the City. We have people in the City who want to get these trails done. We will go out and raise that \$100,000 that we need to complete these next two phases. The engineering study will be done. The construction on the bridge is going to need local match and the remaining part on the Goffstown side of the bridge to the

Goffstown line will need matching grants. As Jessica said, that is about \$70,000 in total. We are going to raise that money. While I certainly appreciate your desire to look for traffic to get the City to raise some of this money, we are here to help as well. We're not here just to ask for money. We are here to ask that you continue to support this initiative. We really believe that it is the right thing to do in the City. I think it will keep our young people here, it will bring people from the surrounding communities into the City and allow our City folk to go out to the surrounding communities. We will work with Jessica and come up with ways to measure and we will be glad to be a part of that as well.

Alderman Craig stated as someone who does frequent the trails, I would recommend that you all head out to a trail and see for yourself the traffic that is out there because obviously depending on the time of day, it varies greatly, but there are a number of people travelling these routes. I would recommend that.

Mr. Bob Dastin, Co-Founder of Manchester Moves, stated I have been a lawyer for 45 years in this community. We hire young lawyers every year. It seems that in the last several years...what is our competition? Our competition is Portland, not Boston. In Boston they pay big bucks. We compete with Portland and guess what Portland has that we don't have? They have a wonderful trail system. These young people who come and interview with us ask what is going on in the community. Not only are they interested in schools, but if we have a trail system. People are flabbergasted. What do you mean do we have a trail system? We are working on one. I'll tell you that that is what makes a community and that is what distinguishes a city like Portland and the City of Manchester. We're working at it. I'm not sure, Dan, if we can ever successfully measure how many people use the trails until we are a little further along, perhaps quite a way along. It is a quality of life thing and that is how we attract people into this community, the quality of life, the trail system. It is a quality of life issue.

Mr. Peter Capano, Chief of Parks and Recreation, stated I wanted to make sure that Manchester Moves got its kudos and it did so thank you, Mr. Chairman.

Chairman O'Neil stated one of the things that we probably should do as the Clerk pointed out is move to set up a CIP fund for this project to accept any private money that comes in.

On motion of Alderman Craig, duly seconded by Alderman Ludwig, it was voted to establish a CIP fund to accept any private donations on behalf of the project.

Chairman O'Neil addressed item 4 of the agenda:

4. Presentation by Kevin Sheppard, Public Works Director, regarding a vehicle locator system.

Mr. Clougherty stated we wanted to take the opportunity to present to you what we are in the process of purchasing, which is an automated vehicle locating system. The main thing that this is going to do is give us the ability to manage our resources more efficiently by putting our equipment and our men to work in the best possible way for the City. AVL is a tool that works real time to track the location and activity of the department's fleet. As you can see here, we have a loader that is plowing snow. Essentially what we will have is mobile units within the vehicles that speak to satellites, either via radio or telecommunication, that will communicate back to a database and we will be looking at a map that will be integrated with our ESRI, or our GIS System. We will have the ability to see where all the vehicles are on a map. The modem will not only track the vehicles' information regarding location, but also certain mechanical activities like speed, RPM, the position of the plow blade, whether the spreader is on or off and whether there is engine trouble. There is a whole host or litany of things that can be tracked via these AVLS systems. You can talk about idle time reports, how long a vehicle has been sitting. Perhaps we have trucks where the engines are started early in the morning during the winter in excess of what they should be. We can look at idle time reports and cut down on some of our potential fuel usage. We will be able to track snow plow routes, sidewalk plow routes and refuse routes to make sure that they are the most efficient. We know that our guys have a lot of experience, but I think everybody has the ability to learn on any given day. This is going to tell us exactly what those routes are. It is going to tell us how long it takes to plow a certain section of the City during a given snow storm. It is going to tell us how long it takes to dissipate a load of salt once they leave the yard, how long it takes them to come back in, how many times he comes back in during any given event and track that vehicle against other vehicles in the fleet to see if we are using too much salt on some of the roadways. It is going to manage employees and vehicles in real time, decrease fuel costs, increase the amount of work that we are doing, the number of jobs performed or deliveries completed and improvement of customer service. We talked about knowing where snow plows are. If we get a call from Mary Smith on Medford Street and she claims that her street hasn't been plowed at all that day, we will have the ability to look up that in fact she is correct that we haven't been by that street yet, but the truck is right around the corner and she should see it within 20 minutes. It is the same thing with refuse packer routes. It will help us to develop better driver safety with real time alerts about speed and with lower fuel usage it will be lower emissions and a lower carbon footprint. We

talked about maintenance costs and operating costs. This will also work with a work order system that we are in the throws of implementing. This system would give us a report that would tell us how many times a vehicle has been to a certain location. It could be a catch basin or a section of pipe, a roadway that we have a drainage problem if we are cutting ice in the winter. We can interface that with the work order system so that we can better utilize our capital resources when we are talking about improvement projects. It will be a reduction in the City's liability. We read a little bit about that crash on Interstate 93 where it was claimed that the State didn't make the road safe. This is going to give us exactly where our plows were and when. We talked about refuse trucks. We will be able to monitor exactly how many times they are using the tips on the toters. We talked about the trash being picked up. We will be able to see, they call it a breadcrumb trail that the vehicles leave as they go on their route. We will be able to track their route and tell exactly where they went and how they did it. Again, the dispatchers and the supervisors will be able to tell exactly where the vehicles are. For example, if an individual calls with a sewer backup we can see where the closest person is and dispatch them as quickly as possible. We will be able to use it to establish mowing schedules and tracking in our Parks Division as well. Getting started with this, we already have a comprehensive GIS mapping system that we have a significant investment in and this mapping will be used as our base map. This mapping also includes our sanitary and storm water infrastructure so we will be able to use these maps to see where our crews are actually working on our different pieces of pipe, storm water and sewer lines. We talked about reports. We can tell how many miles were driven by each vehicle in any given month or any given period and which vehicles drive the most and how many visits to a particular landmark. We were talking about the salt pile, but that could also be the drop off or to a broken catch basin or pipe. We can see how long a vehicle is staying on the job and how long it takes to plow a particular route. As you can probably see and imagine at this point, the information that we are able to gain through this is almost limitless. The GPS tracking units would be installed, to start with, in our refuse packers and some of our plow trucks, which are also used for construction during the summer. It would be phased into other vehicles. The dispatcher as well as some of the superintendents are going to be equipped with a computer and monitor. This is going to be an internet based system so you are basically going to a website to look at it. It is obviously password protected with different hierarchies. We have been working with Information Systems in order to make sure that we are specifying the product properly and training would be part of it. As I mentioned, this AVLS will better position the department to incorporate asset management. The work order system is part of it, and it also allows a comprehensive long term maintenance plan for our infrastructure. We talked about properly directing our capital assets. It will also allow the department to better serve the needs and demands of the residents and improve the response time. The initial capital costs...we are talking with a lot of different vendors.

Right now, they are between \$500 and \$1,200 per vehicle. It is probably going to be somewhere around \$1,000. The monthly monitoring fees, if we are able to use our current radio system, which is not determined as of yet, the monthly costs are zero, but we're anticipating actual monitoring fees between \$10 and \$15 per month for cellular service. With that, I open it up to questions.

Alderman Shea stated thank you, Tim. I like that. How many vehicles are you talking about?

Mr. Clougherty replied it is hard to say exactly how many vehicles we have. Realistically, when we go down to trailers and things like that, we have an excess of 200. The initial capital cost, if we were to do every piece of equipment like that, is about \$200,000.

Alderman Shea stated \$200,000. Are you going to recommend a funding source?

Mr. Clougherty replied we are. We are going to be utilizing the funding source that was afforded through the MER, the Mechanical Equipment and Replacement Fund. We have identified that and we have worked with Planning to make sure that it falls within the categories allowed.

Alderman Shea stated you have other supervisors. Are they going to be able to track the vehicle or the dispatcher? How would the supervisors be involved here?

Mr. Clougherty replied it is basically going to be anybody that we afford access to. It would be password based. Bob Smith, the head of our refuse, we could give him a password that just shows refuse packers. He can look at that and see where all the packers are. During the snow plowing operation, all it is going to show is those vehicles that we associate with snow plowing operations. It is very specific, but it also could be very general. I may be looking at it at certain times to see how many packers we have out, how many six wheelers or how many bobcats. Peter could be looking at it from Parks to see where all the mowers are to see how long it takes to mow XYZ field, things like that.

Alderman Craig asked what is your timing, Tim?

Mr. Clougherty replied we are hoping to have this thing fully up and running by the end of the year, not the entire 200 vehicles, of course. We are going to walk before we run with it to make sure that we are moving forward properly.

Alderman Craig asked can one of the devices be moved from one vehicle to another?

Mr. Clougherty replied it can. They are typically hard wired into the vehicles through the power source and then you would have programming involved because there is an address that is associated with it so you can tie it to a plow truck or loader or sidewalk tracker. It could be moved.

Alderman Shea stated one other question...this is not a union related issue, is it, Tim? In other words, and I'm not suggesting there is, but there wouldn't be any opposition in terms of any issues that might develop from the point of view of people spying on other people. This is okay as far as the guys at Highway are concerned?

Mr. Clougherty replied as far as we are concerned from a management perspective, this is the City's equipment and we have the right to do it. Of course, I think we have all read about other labor organizations taking issue with it. I can't speak to what our own unions' positions would be. We have sat down and we have notified them that these are our intentions and we hope to work with them to make this successful.

Alderman Shea stated that had nothing to do with down in Massachusetts when people were plowing roads and somebody objected...that's not the same kind of system that you are using is it? They had to have some kind of accountability and there was all kinds of opposition. I'm not sure if these were private vendors. There was some problem that I read about in the Globe a while back.

Mr. Clougherty stated I'm not personally familiar with that, but as you can see, the intention of this is to provide a management tool to most effectively utilize our equipment and our labor.

Alderman Shea stated I'm not opposed to it. I'm just saying that we should clarify everything so that everyone is on board. That is what I am venturing my discussion with you about.

Alderman Ludwig asked Tim, I see a lot of benefits listed up here. I can actually think of some more. At what point, before implementation, do we see the cost effectiveness of this whole program? Yes, we finally figured out that by implementing this we can save this against what it cost us to put in. I think the cost of this is more than the \$200,000 that we are bantering around. I could be wrong, but that sounds low to me. You are taking \$1,000 and multiplying it times 200 trucks or whatever.

Mr. Clougherty stated roughly. There are some initial software costs and I mentioned the monthly monitoring. There are costs that are going to be associated with keeping the software up to date, but you are taking single digit thousands of

dollars annually. The \$200,000 is really the initial capital investment associated with putting these things in 200 of our vehicles. You have some that are the Cadillacs out there and you have others that are not as nice and that is why we are going from \$500 to \$1,200. It really depends how far you want to take monitoring of it. Anything that moves can be monitored. Our paint sprayer on our line painting truck, we can monitor when that thing is on and off. We can monitor the belts and the belt speeds on our plows. Anything that can have a contact can be monitored. There is no way I can answer what is going to be most cost effective.

Alderman Ludwig stated I'm not against it. Again, I think it is a good thing if a mechanic sitting at a desk looking at a monitor can see truck five in the north end and he basically knows that a transmission is going to go. Before it does, he will be able to tell that lady or gentleman to shut down. I just wonder what the cost effectiveness of this whole program is. I think it is good. If someone is plowing their driveway in Bedford we should know that. I don't think that is the only problem that we have here. I think there are some other issues. I just wonder what the number is in terms of the overall cost effectiveness of the program before I say that I am going to vote to implement \$250,000 up to \$500,000. I would want to know if it is in our fuel savings. I'm just throwing this out there. I have no clue.

Mr. Clougherty stated I'm hesitant to give you an answer because there is no way I'm going to be able to quantify it three, four, or five years down the road. The vendors come into my office and they tell me that they have seen people pay for these in less than a year. They will tell you that they will guarantee return on investment within three years. I'm not a salesman. They love to throw that out, but those are numbers that can never be quantified. The price of a gallon of gas now is \$2.40 but could be \$3.40 next year. The design temperature and how much snow we get and how much salt we use all come into play when you talk about savings and they are never the same from year to year. It is easy to make statements.

Alderman Ludwig stated in my day and age, I had some people call me asking what truck 11's position was. After some stuttering, the individual would say that he really wasn't sure right now. You have an idea without a \$400,000 system that truck 11 is probably not where he belongs. I wonder if this is much ado about nothing. I think it has good points. Manchester is a fairly large City obviously, but I'm just not sure. I would need to hear more about the overall cost effectiveness. Is there a pilot thing that we are going to do to figure that out? Is there other information from another city or town that says what they did, not a salesman's engineering report, but something more real? It is probably very interesting. That is all I would add, Mr. Chairman.

Chairman O'Neil asked Tim, what year MER are you proposing that this comes out of?

Mr. Clougherty replied 2011.

Chairman O'Neil stated I'm guess that the annual maintenance cost will be borne by the operating budget?

Mr. Clougherty replied it would be.

Chairman O'Neil asked so the hit to MER will be one time?

Mr. Clougherty replied that would be one time.

Chairman O'Neil asked and the vendors have talked to you about payback and how it could be less than one year? Some made the guarantee it could be done in three years. Are there any performance conditions? I'm guessing that you don't necessarily have to go low bid.

Mr. Clougherty stated no, this would be a qualification space selection. The products that they put together and provide are extremely varied. Like I said, we have been working with Info Systems, with Jennie and her folks, they have been sitting at the table with each of the vendors that we have interviewed and I think we have probably received 20 different responses for our request for qualifications. We have sat down with at least half a dozen of them for an hour or longer and gone through the products and what they are proposing. We're confident with what we are going to get at the end.

Chairman O'Neil asked following up on Alderman Ludwig's question about other cities, from those vendors, do they have their products in Worcester, Springfield, or Providence? Do we have that list?

Mr. Clougherty replied we do. We don't have a preferred vendor today. I'm hesitant to say. I have some in mind that are very large, very close to us as well, that have fully implemented the systems. We don't have a specified vendor.

Chairman O'Neil asked have you had a chance to do, not reference checks, but reached out to those communities for feedback?

Mr. Clougherty replied yes.

Chairman O'Neil asked are there any common items that came back where they said they thought one of our...or they underestimated the savings on fuel by

having this. Are there any common items that these communities that have implemented the AVLS can attest to?

Mr. Clougherty replied I can't answer that right now, Alderman. I didn't personally make those phone calls, but we have...I guess to follow up on the effectiveness of the product and the quality of the product. I can certainly look into that.

Chairman O'Neil asked what are the wishes of the Committee?

Alderman Ludwig asked does any other City department have this, Tim?

Mr. Clougherty replied I believe Police and Fire have it.

Chairman O'Neil stated Police doesn't have them. Fire has them.

Mr. Clougherty stated that would be a question for Jennie.

Alderman Ludwig asked so is what you are proposing something that could carry on to a larger level? Could it be expanded if it were purchased for Highway or Parks? Could it be expanded to another City department that was in need?

Mr. Clougherty replied definitely. It is a completely scalable product.

Chairman O'Neil stated I would suggest that if we are going to move forward that we stay within the department that is interested because an issue that came up earlier that both Aldermen Shea and Ludwig touched on was that is never got installed at Police. We have to have clear goals on what we are using them for. They supposedly have helped us in dispatch and response time at the Fire Department. I don't know if the costs justified that.

Alderman Shea stated I just want to know what we need to do tonight in order to move this along. Do we need to make a motion that we give the Highway Department the authorization to continue studying and bring it back to us? Is it informational tonight and therefore they would need something in terms of a motion later on? Tim, what do you want tonight?

Mr. Clougherty replied this presentation was put together for informational purposes only. We weren't under the impression that it required Board approval or CIP Committee approval. We have met with the Mayor on it and he supports it. If the Committee wants to take a vote, we would be happy with that.

Chairman O'Neil stated I would suggest that that would be wise because to be honest with you, it is breaking a little from the use of the MER.

Mr. Clougherty stated that's fine.

Chairman O'Neil stated I don't have a problem with the program as it has been presented. Mr. Maranto had a comment or a question.

Mr. Sam Maranto, Planning and Community Development Department, stated in regards to your question about the funding, if it is the Highway Department's intent to utilize the most recent funding identified in the 2011 CIP, that in fact came back to 2010 CIP in April and the most recent funding in 2010 in MER. I'm not sure if you are talking about next year or the current year to spend the funds.

Chairman O'Neil asked before July 1st or after July 1st?

Mr. Maranto replied we identified MER funding for \$3 million in 2011 CIP. We subsequently amended the 2010 CIP in April and created bonding for that program.

Mr. Clougherty stated it is semantics. It was the 2011 money that was switched to 2010 money.

Alderman Shea stated so often, Tim, you explain this to the CIP Committee, but the other members of the Board really have a very limited amount of information and I wondered if there is some kind of intent on your part to make a formal presentation and then give material to people if they are going to make a decision on this? I think that is the most important thing because we are familiar with what you said tonight. You made a presentation here. Is there some way that that information might be gathered together, presented, and given to the Board of Mayor and Aldermen? That would be my recommendation.

Mr. Clougherty replied sure. We're happy to forward whatever information you would like or make whatever presentations the Committee would like.

Alderman Shea stated whatever presentation you put on tonight, if you could put that together and give it to each of the members of the Board, with your approval, Mr. Chairman, that would be something I would like done.

Mr. Clougherty asked do you want me to just send it along to them?

Alderman Shea replied yes, as well as to us too.

Mr. Clougherty stated we'll work with the Clerk's Office to make sure that gets out.

Chairman O'Neil asked can we get a motion, if the Committee is comfortable, that we recommend moving forward on this program? Or, if you want more information we can hold it for more information.

Alderman Shea replied I think, Mr. Chairman, that he did say that this was for informational purposes only so I don't know if...

Chairman O'Neil interjected I would be more comfortable if we went on record voting for it because of the funding source to be honest with you.

Alderman Shea moved to recommend moving forward on this project, with the funding source coming from the MER line item. The motion was duly seconded by Alderman O'Neil.

Alderman Ludwig asked whatever the number is for implementation for this, was it a part of the 2011 MER? Was it identified as such?

Mr. Clougherty replied the money isn't identified vehicle by vehicle. It is equipment replacement or capital equipment and this is what we are going to be doing when we are going through our new vehicles and retrofitting the older vehicles. We looked at what the life cycle of the bond was and feel that that fits within that funding source.

Alderman Ludwig asked so there is no tie from vehicles to the bond allocation at all? We just authorize \$3.5 million in bonds? I guess I just don't understand. Is this \$200,000 or \$300,000 that we are talking about a part of the \$3.5 million MER allocation?

Mr. Clougherty replied we believe that it would be an allowable expense.

Alderman Ludwig asked but it wasn't a part of it when we talked about it in the budget, Tim.

Mr. Clougherty stated well I don't know that we did talk about it during the budget. We talked about the MER and the MER has a certain pot of money and it talks about, I forget what the numbers are, I think \$2.72 million and \$280,000 or \$2.68 million and \$320,000.

Mr. Maranto stated one was for five years and the other for longer.

Alderman Ludwig asked but this project wasn't identified specifically?

Mr. Clougherty replied no, it wasn't identified specifically.

Alderman Greazzo stated I would like to see some more information from those cities that have this program implemented to see what sort of cost savings we would expect. If it is not worth it, I don't see the point in it.

Alderman Craig stated just picking up with Alderman Ludwig said, I would want to know...I do have the replacement schedule from the MER account so if we use this money for these devices, what won't we be able to purchase?

Chairman O'Neil stated I guess the difference that I see here, if we were doing the program on any of the vehicles being purchased going forward, it would be included as part of the vehicle purchase, but the fact that we are talking about a complete upgrade to the fleet changes things a little bit. That is why I was more comfortable with the Committee voting for it.

Mr. Clougherty stated Mr. Chairman, that is certainly another approach and that is why this funding source really came to mind because we talked about what appurtenances we need with the equipment that we are purchasing. I don't think it could be argued that if we put them on the vehicles that we are purchasing through the 2011 that wouldn't be recognized. Do you understand where I am going with that?

Chairman O'Neil replied yes, I do. I look at it, if you buy a new dump truck now, you are usually buying that with a plow and a sander. It is a given going forward. It is not like we have a fleet of 25 dump trucks and now they are suggesting that we go buy sanders and plows for them. It is included in the purchase. The Fire Department does the same thing. What are the wishes?

Alderman Ludwig stated I'm not ready to vote on this until I know that there is something else that tells me more about what the cost effectiveness of the program is weighed against what it is really going to do. Somewhere that information, to me, has to be out there. It sounds, I'm sure to the general public who are listening, like why in the world wouldn't you be doing this? I'm not going to support this as it stands right now until I know, as Alderman Craig has alluded to, how it is going to affect the overall MER account budget in terms of what isn't going to be purchased because of this. I would like some more information although I am very interested in it. I know this is not new; it has been around for a long time. If it is going to do all the things that are related to saving vehicles from a transmission going down before it really goes down. I heard a plow truck go by my house last winter and said that that transmission was going to blow before he

gets to Smyth Road and it did. Somehow, the driver didn't know that or whatever. I don't know, but it happens. If it was eliminating those kinds of things and stopping those kinds of problems that is something that I think is an interesting program. I don't have enough information.

Chairman O'Neil withdrew his seconding motion to accept this item. Alderman Shea withdrew his motion to accept.

Alderman Greazzo moved to table this item. The motion was duly seconded by Alderman Ludwig.

Chairman O'Neil called for a vote on the motion. The motion carried, with Aldermen O'Neil and Shea voting in opposition.

Chairman O'Neil asked what was your timeline for trying to award a contract on this?

Mr. Clougherty replied we can come back next month.

Chairman O'Neil stated we were probably not meeting in July. We can try to do something towards the end of this month. Were you looking to select and award in July? Was it something that might push out a little bit until August?

Mr. Clougherty replied honestly, Mr. Chairman, we have so much going on that I'll take the extra month and we can wait until August. There is quite a bit of information that is being requested and we do want to make sure that we are getting the information directly from some of these other towns.

Chairman O'Neil stated Tim, it might be helpful if you can set up, I know you and your staff have done quite a bit of work so maybe invite Aldermen from the Committee over to meet and spend some time one on one to get some more detailed information.

Mr. Clougherty stated we would be happy to do that.

Chairman O'Neil stated that can wait until August. As you said, you have an awful lot on your plate right now. How about we leave it to your discretion as to when you would like to have the Aldermen over?

Mr. Clougherty replied I think that would be fine. We would like to get on the August agenda. Thank you.

Chairman O'Neil addressed item 5 of the agenda:

5. Sewer abatement request (304 Manchester Street).
(Note: EPD recommends the abatement be granted in the amount of \$1,547.95.)

On motion of Alderman Shea, duly seconded by Alderman Ludwig, it was voted to approve this item.

Chairman O'Neil addressed item 6 of the agenda:

6. Sewer abatement request (252 Orange Street).
(Note: EPD recommends the abatement be granted in the amount of \$89.52.)

On motion of Alderman Craig, duly seconded by Alderman Ludwig, it was voted to approve this item.

Chairman O'Neil addressed item 7 of the agenda:

7. Sewer abatement request (908 Mammoth Road).
(Note: EPD recommends the abatement be granted in the amount of \$775.85.)

On motion of Alderman Ludwig, duly seconded by Alderman Shea, it was voted to approve this item.

Chairman O'Neil addressed item 8 of the agenda:

8. Communication from Mayor Gatsas regarding CBDG funds.

On motion of Alderman Shea, duly seconded by Alderman Craig, it was voted to receive and file this item.

Chairman O'Neil addressed item 9 of the agenda:

9. Communication from Bruce Thomas, Engineering Manager, requesting approval to complete work as a part of the City's Drain Program as funding becomes available.

On motion of Alderman Shea, duly seconded by Alderman Craig, it was voted to discuss this item.

Alderman Shea stated this is a standard procedure so I would make a motion that we approve the four different areas that have been designated by drainage.

Alderman Craig stated I was just curious if there is a priority list that exists.

Mr. Clougherty stated we do have a list. Priorities sometimes shift year to year depending on how drastic the drainage issues are, but we do have a comprehensive list and it is pretty extensive relative to drainage problems of this nature. We would be happy to provide that to you if you wanted.

Alderman Craig stated that would be great. Are the five properties that are listed here the ones in most immediate need of work?

Mr. Clougherty replied in our opinion, yes.

On motion of Alderman Shea, duly seconded by Alderman Craig, it was voted to approve this item.

Chairman O'Neil addressed item 10 of the agenda:

10. Communication from Leon LaFreniere, Director of Planning & Community Development, requesting that funding sources for several EPD Projects be changed from EPD Enterprises to EPD Bond allocations and for such purpose an amending Resolution has been submitted.

On motion of Alderman Shea, duly seconded by Alderman Ludwig, it was voted to discuss this item.

Alderman Shea stated Leon, you are changing them from Enterprises to bond allocations. I'm not opposed to it, but why are you doing it?

Mr. Leon LaFreniere, Director of Planning & Community Development, replied this is being done to deal with... I had understood that Mr. McNeil was going to be here to speak to this. I don't know where he is.

Mr. Maranto stated if I might, we have done this in the past as well. Basically, the State has a revolving loan program and Tim may be able to speak on it as well, but we need to bond the project up front before we can participate with the State.

Mr. Clougherty stated Mr. Chairman, Fred McNeill is not available this evening. June George is the BSO at our Environmental Protection Division and she can speak to that.

Chairman O'Neil asked June, is there anything you would like to add to Mr. LaFreniere and Mr. Maranto's comments.

Ms. June George, Environmental Protection Division BSO, replied I could not hear everything that they were saying in the back, but it has to do with the State revolving loan fund program. Once that debt becomes due and we finish the project, it has to be transferred into a long term bond debt. That is why we need these in place.

Chairman O'Neil asked we have done this before?

Ms. George replied yes. It has been a while, but, yes.

On motion of Alderman Shea, duly seconded by Alderman Ludwig, it was voted to approve this item.

Chairman O'Neil addressed item 11 of the agenda:

11. Communication from Leon LaFreniere, Director of Planning & Community Development, requesting approval to accept grant funds in the amount of \$319,117 from NH DHHS and \$23,000 from Medicaid, to be used to perform services associated with Health Department programs and for such purpose amending Resolutions and budget authorizations have been submitted.

On motion of Alderman Craig, duly seconded by Alderman Ludwig, it was voted to approve this item.

Chairman O'Neil addressed item 12 of the agenda:

12. Communication from Leon LaFreniere, Director of Planning & Community Development, requesting approval to accept funds in the amount of \$6,000 from NH DHHS, to be used to help support the School Based Dental Services Program and for such purpose an amending Resolution and budget authorization have been submitted.

On motion of Alderman Shea, duly seconded by Alderman Craig, it was voted to approve this item.

Chairman O'Neil addressed item 13 of the agenda:

13. Amending Resolutions and budget authorizations for acceptance of private donations for the following projects: the World Championship Chili Cook-Off, the General John Stark Statue Restoration and the Mammoth Road Subdivision Curbing.

Chairman O'Neil stated I have a question for the Solicitor. Tom, we talked about adding a mechanism for the Rails to Trails in private donations. Would we want to add that here?

Mr. Tom Arnold, Deputy City Solicitor, replied I'm not sure we're ready for that. That is why I hesitate. Yes, it would be a nice place to add it, but I'm not sure we are ready for that at this point.

Chairman O'Neil asked why wouldn't we be ready?

Mr. Maranto replied we need to identify CIP numbers and amending resolutions for that.

Chairman O'Neil asked but can we do that by the time this gets to the full Board on June 22nd?

Mr. Maranto replied correct.

Chairman O'Neil stated try to keep some things moving.

Alderman Craig stated I think during our last Board meeting, Alderman Ludwig requested an account set up as well for another park. Would that be included? I can't remember which park it was.

Chairman O'Neil stated Wagner Park.

Alderman Craig asked can we include that as well?

Chairman O'Neil replied we can. Between now and June 22nd, can we make sure that we have all the accounts that need to be set up, set up and report to the full Board?

Alderman Craig stated I just wanted to confirm one thing as well that all of these amounts that are listed here are private donations and nothing is coming from the City.

Chairman O'Neil replied I cannot answer that question.

Mr. Maranto stated in my understanding, correct. Those numbers are private donations.

Alderman Shea asked once Stark Park, whatever the funding is for that, is done, does the fund then cease to exist or does it continue ad infinitum? In other words, are these funds, once they are enrolled, part of the City government? In other words, once a project is completed does the funding then cease to exist? I'm not sure who I should ask about that.

Chairman O'Neil stated Mr. Arnold, would you answer that please.

Mr. Arnold stated I'm not sure I can directly. Ordinarily, where you have a specific project it has funds and once a project is completed there wouldn't be any more necessity for the fund. However, I'm not sure about some of these that there ever be an intent that the project be completed so to speak.

Alderman Shea stated the ones that I am talking about are completed. They have a definite purpose. In Stark Park, I guess the John Stark Monument that they want to repair...I'm not sure about the park that Ron was talking about once the trees are back or if they purchased trees for the amount of money...those are the kinds of things that I am talking about.

Mr. Arnold stated we would have to look into them. For instance with the Stark Park Statue, I know they have a definite goal, but I don't know if they plan on keeping it to try to solicit funds for future upkeep or renovations. I just don't have the information necessary to answer, Alderman.

Alderman Shea stated this can become...obviously there are five now, but there could be 55 in time. I'm not saying that they aren't worthy and so forth, but somehow or another I think there should be some definition as far as these funds

are concerned. Somebody might come tomorrow and say that they want to raise money for Prouts Park and Mr. Shea comes down and asks to see if this should be part of this. All of these things should have a definite answer. I don't mind if they are going to be on forever or not, but we should be able to tell these people.

Mr. Maranto stated if I may, when we do the budget authorization we generally put a term on there as well.

Chairman O'Neil stated I would entertain a motion to ask the CIP staff to have the resolutions for the June 22nd meeting regarding the World Championship Chili Cook Off, the General John Stark Statue restoration, Mammoth Road subdivision curbing, Wagner Park and Rails to Trails. Is that what we are calling the one that was suggested tonight?

On motion of Alderman Ludwig, duly seconded by Alderman Craig, it was voted to approve this item as amended to include the Rails to Trails Program.

Chairman O'Neil addressed item 14 of the agenda:

14. Communication from Leon LaFreniere, Director of Planning & Community Development, requesting approval to accept additional funding from NH Department of Transportation for the Nazaire Biron Bridge and for such purpose an amending Resolution and budget authorization have been submitted.

Alderman Craig moved to accept this item. The motion was duly seconded by Alderman Ludwig.

Alderman Shea stated I would like to know how much the City is actually going to have to contribute to this repair, if anything.

Chairman O'Neil asked Tim, do you have that information with you? You mentioned earlier that you had a few things going on.

Alderman Shea stated at one time we were suppose to contribute so much and then I think we were told that there was some money that the State was going to give in addition to what they had already given. Are we going to do very well here, Tim?

Mr. Clougherty replied we are going to do very well here, Alderman. If you just bear with me for a minute so I can find it. I have the listing of all of our CIP projects and I do have a breakdown on the bridge. I believe our portion of the funding for the Biron Bridge is about \$55,000.

Alderman Shea stated thank you. That's very good.

Mr. Clougherty stated there are a couple things that fall outside of what the State considers their scope of work on the project. Those would be things outside of the control joints on both the east and west sides, some roadway improvements that we are proposing to do and also some rail improvements that we are proposing to do. Those would be above and beyond that \$55,000. That is about \$235,000.

Alderman Shea stated so what you are saying in essence is that before we are through we will be funding about \$300,000.

Mr. Clougherty stated call it \$300,000 out of...Sam, do you have the total funding on that?

Mr. Maranto replied it is over \$6 million for the project.

Mr. Clougherty stated we are doing very well.

Alderman Shea stated initially we were supposed to contribute...

Mr. Clougherty interjected about \$1.4 million.

Chairman O'Neil called for a vote on the motion. There being none opposed, the motion carried.

Chairman O'Neil addressed item 15 of the agenda:

15. Communication from Matthew Normand, City Clerk, requesting a third vehicle be added to the department complement.

On motion of Alderman Ludwig, duly seconded by Alderman Craig, it was voted to discuss this item.

Alderman Ludwig asked is this another recycled vehicle?

Chairman O'Neil replied it could be whatever we suggest. It doesn't necessarily have to be an old police cruiser. This may have some relevance to the tabled item. If you recall, item 20, we had asked Mr. Sheppard to come back with a recommendation. There is a recommendation from Public Works and Mr. Clougherty can speak on it for item 20 on one vehicle. It was not this vehicle.

City Clerk Matt Normand stated I had talked to Director Sheppard many, many months ago about a third vehicle for the department. His understanding was that before they could even talk about adding a specific vehicle, the fact that we would be going from two to three vehicles needs to be a vote of the Committee. We're not necessarily even talking about a specific vehicle at this point, although we would certainly love that as soon as possible, but for us to even go down that road and look for a vehicle for us, consideration has to be given by the Committee to even allow that third vehicle to be added to the department.

Chairman O'Neil stated traditionally over the years we have a certain number of plates.

City Clerk Normand stated a new plate would have to be issued.

Alderman Ludwig stated but this has a plate.

Chairman O'Neil stated no, it doesn't. We would be approving. I have been here where departments have been fully funded, but they need a vote to get the plate. The motion would be to support them getting the third vehicle. If you figure that one of them is for the courier that leaves two inspectors to use one vehicle which doesn't seem too productive.

On motion of Alderman Ludwig, duly seconded by Alderman Shea, it was voted to approve this item and instruct the department to work with Public Works in identifying a vehicle for the department.

Chairman O'Neil addressed item 16 of the agenda:

16. Communication from Sam Maranto, Planning & Community Development Department, requesting financial support for the Neighborhood Pride Youth Employment Program.

On motion of Alderman Ludwig, duly seconded by Alderman Shea, it was voted to discuss this item.

Chairman O'Neil stated Sam, why don't you try to give the Cliff's Notes version of what we are trying to do here.

Mr. Maranto stated the past four years, using State and CDGB funds, we have run a program, the Neighborhood Pride Program, which essentially hires at risk youth during the summer. Last year we had about 50 kids. We utilized a grant for \$154,000. We did in fact receive a grant for this year back in March; however,

Washington pulled back the funds. It came from the Department of Labor. Right now, they are going back and forth trying to get those funds back and tentatively, the money is going to be approved, but it will probably be approved sometime in late July. As such, we really can't start the program unless we have the funding. I do have an account from 2009 that has \$29,000 of CDGB money. I'm suggesting that we start up the program utilizing those funds. If in fact we don't get the funds from the Department of Labor, it would just be a program with fewer kids for a shorter duration. It is a great program that I think you are all aware of. It is run by Manchester Community Resource Center by Rene Denton.

Chairman O'Neil asked and they will be working in our neighborhood parks?

Mr. Maranto replied yes, they will. The program also had a classroom as well where they trained them with jobs skills and things of that nature. They would be in the parks.

Chairman O'Neil stated no Canal Street this year.

Mr. Maranto stated it hasn't been for two years, Alderman.

On motion of Alderman Ludwig, duly seconded by Alderman Shea, it was voted to approve this item.

Chairman O'Neil addressed item 17 of the agenda:

17. Communication from Leon LaFreniere, Director of Planning & Community Development, requesting extensions of various CIP Projects.

On motion of Alderman Shea, duly seconded by Alderman Ludwig, it was voted to approve this item.

Chairman O'Neil addressed item 18 of the agenda:

18. Discussion relative to the Neighborhood Stabilization Program.
(Note: Communication from Sam Maranto is attached.)

Chairman O'Neil stated we do have a handout. CIP staff put together a nice review of where we are at.

Mr. Maranto stated essentially, this conversation is for information, but I am going to be asking for some votes of support on some of these items. We previously

discussed 335 and 337 Lake Avenue. Those were two empty lots. We have an RFP out which is due next Monday. We have had some good inquiries into it by private and also one non-profit, the Way Home. Essentially, we will be looking for no more than four units to be built there. We are looking to decrease density, have a more pleasing aesthetic property and also allowing for some green space in looking at that project. The next one you recently voted to acquire, 444 Lake Avenue, the so called Odd Fellows Building at 203 Mammoth Road. We have put a proposal out and we will be waiting for those coming in on the 25th of June. The next project I have alluded to this in the past. We have been working with Families in Transition relative to the feasibility of putting a daycare center at 401 Spruce Street. We have had a preliminary walk through with a contractor and he put together a real quick and dirty number, on the third page, of what it would cost to do that project. We recognize because of the amount of money, approximately \$1 million, and I think that is a very conservative number at this time given the way it went through, Families in Transition would most likely be responsible for the majority of those funds. They put a number of \$500,000 down coming from the City, but most likely, I would recommend that we don't go more than \$250,000 or \$300,000 total in assisting them. I feel strongly that they can go out and fundraise those funds. They have already fundraised for their daycare grant, which is a one for one and \$1 million already, and they indicated that they wouldn't have any problem doing that. In that project, they have a number in there that includes building a park on the Cedar Street end of it, which Families in Transition would maintain and take care of. Essentially, the City would have no cost there once it has been built with NSP funds. They also would be expected to be paying taxes that any private entity would be paying and it would also be amendable to adding to our Neighborhood Improvement Program fund which I discussed in the past. Given that this is a significant project, I would like to see if this Board is interested in us continuing to see what the costs would be to move forward with that. They would be a great presence in the Hollows, a great neighbor, and it would be a great opportunity to have a daycare in that area. I'm looking to see if the Board has support here because we need to go out and do some more engineering to develop cost estimates. What is important there, as I have discussed in the past, is that we have deadlines for commitment. At the end of June, the State is looking for a 75% commitment from us and right now we are at about 53%. I have had discussions with them and I told them where we are with our proposals. They can live with the fact that I would like to go back to the Board on the first meeting in July to get approval for when these projects come in. It is critical that we make decisions in the next month of where we are going with these projects. HUD itself is giving us a drop dead deadline of September 30th. If we don't commit the funds by then they will be going elsewhere and probably out of the State of New Hampshire. I'm pretty confident that with the projects we do have that we should have no problem meeting those deadlines provided that we get votes from the Board that are required. In addition to Families in Transition, at

175 Manchester Street, we have transferred that over to New Horizons so that property is complete as far as we are concerned. The Way Home, some of you may be aware that last year the City acquired a building from HUD at 87 Laurel Street for a program they had a foreclosure for \$1 and the vote by the Board was to give that over to the Way Home. That will be occurring in the near future. However, they have come to us and asked quietly about the possibility of accessing some of the NSP funds to do that building over. I have spoken to a couple of contractors in one field and about \$125,000 will be sufficient for that. It is a possibility. If we get into a situation where we need to commit funds, this would basically be a fall back, but my major concern is that the Odd Fellows seems to be the key to the neighborhood upgrade. That building is probably going to go anywhere from \$1.5 million to \$2 million. Presently, after buying all the property that we have, we have about \$1.55 million in total that we have available to commit. Looking at some of the small projects most likely looking at \$500,000 to \$700,000...I talked about leaving us about \$700,000 or \$800,000 for Odd Fellows. We are also looking to access other funds from the State and from HUD, section 108 funds because the Odd Fellows will most likely be a mixed use, meaning residential and other types of use. The Mayor has made some comments about perhaps putting some non-profits in there, which could be possible as well, but again, on June 25th proposals will come to us from developers and we will see where we are there. We are essentially looking to see what they need from the City, how much money they need, if they are going to put money into the program and see if they are also willing to invest in the Neighborhood Improvement Program. Once we get those proposals, I can send them out via email to all of the Committee and you can make comments. I would like to be able to come back to the Board in July so we can get closure on all the projects, again, having that deadline that we need to consider.

Chairman O'Neil asked could you provide a summary of what you just said? You mentioned the committed funds and the uncommitted funds.

Alderman Shea stated I'm in favor of item 18. I'm not sure if that is part of what we are discussing now.

Chairman O'Neil asked what do you need specifically?

Mr. Maranto replied we need to know if the Board supports us tentatively deeding that over to Families in Transition, creation of a daycare, and creation of a park for green space as well, which they will maintain and probably donate \$200,000 to \$300,000 in NSP funds towards. They would fundraise the rest.

Chairman O'Neil asked if we are concerned about getting all the funding out, why wouldn't we increase the grant to them?

Mr. Maranto replied again, depending on the Odd Fellows building. Some of these programs we could use other funds, but the Odd Fellows is the building where I would like to set aside as much as possible in order to get that done. I think that makes the greatest impact in that particular neighborhood by getting that building completed.

Chairman O'Neil stated there will be challenges though on the mixed use including parking and getting Planning Board approval for it.

Mr. Maranto stated speaking about parking...

Chairman O'Neil interjected don't go down there.

Mr. Maranto stated the article in the paper today relative to the school and the potential use of 434 Lake Avenue...I don't know where that came from. It was news to me. That would not be an eligible use.

Alderman Shea stated that is what I was going to ask because I saw that in the paper.

Chairman O'Neil asked did they identify a use? I didn't see the article.

Mr. Maranto replied they said that the school was looking at the building for school administration.

Alderman Shea stated in other words, they are going to have a meeting tomorrow night, I think, and they were suppose to vote on a particular usage, or at least approve the money that we have approved, \$6.2 million at the special meeting last week and then one of the items that was listed in the paper was the Odd Fellows building or 434 was going to be used for administrative offices. That's what it said.

Mr. Maranto stated I have no idea where that came from.

Chairman O'Neil stated if we have to, we can do a quick meeting before the full Board meeting in July just on the Neighborhood Stabilization to review where we are at. I would like to keep the committee engaged in it. If you can summarize what we have committed and what we have available or other recommendations moving forward...the only thing you need tonight is on Families in Transition?

Mr. Maranto replied Families in Transition and if you want us to continue moving towards the daycare.

Alderman Shea stated he needs approval for 18.

Chairman O'Neil stated 18 is all encompassing, Alderman Shea.

Alderman Shea stated it is not listed here. Those items on 18 are not listed I know that.

Chairman O'Neil stated they are listed on the handout. I believe the only one he is asking us to take action on in his memo is 401 Spruce Street and to move forward with the Families in Transition daycare center. I know they had looked at some other facilities, but this would be appropriate use and they are pretty excited about it if the City is interested.

Mr. LaFreniere stated Mr. Chair, we would bring back a complete proposal for the Committee to vote on. What Mr. Maranto is asking for this evening is just basically a sense from the Committee to see if you would like to proceed in that direction.

Chairman O'Neil stated Sam, I know there has been some discussion if the building gets torn down or rehabbed. Is that still open at this point?

Mr. Maranto replied it will be rehabbed. There is a back addition on it which would come down.

Alderman Ludwig asked Sam, Harriman Park goes away?

Mr. Maranto replied no, it does not.

Chairman O'Neil stated that is the parking issue that if he doesn't stay away from he may be looking for another job. He is not supposed to be talking about parking at Harriman Park.

Alderman Ludwig asked so the playground at Harriman Park stays?

Mr. Maranto replied that playground will stay there as far as I know.

Alderman Ludwig asked there is going to be another small passive park developed as a part of this project?

Mr. Maranto replied yes.

Alderman Ludwig asked is that basically for use by the daycare or the general public?

Mr. Maranto replied the general public and Families in Transition would maintain it for us. Instead of having a whole sea of asphalt, we would like to break some of that up and put some green space in there for the neighborhood.

Alderman Ludwig asked will they be working so it gets the same quality of playground material?

Mr. Maranto responded this is one time where we have funding appropriate for what we want to do, Alderman.

On motion of Alderman Shea, duly seconded by Alderman Craig, it was voted to move forward on the recommendation for 401 Spruce Street.

Chairman O'Neil addressed item 19 of the agenda:

19. Discussion relative to the First Time Homebuyers Review.
(Note: Attached are two requests for loan approval.)

On motion of Alderman Shea, duly seconded by Alderman Craig, it was voted to discuss this item.

Mr. Maranto stated again, there are a couple projects in Greater Manchester NeighborWorks for our First Time Homebuyers Program and they are looking for us to give the okay to give out two loans to first time home owners. Consistent with what we have said in the past, we have basically put down what the numbers may be, but no names of who the applicants are.

Chairman O'Neil asked Alderman Shea, is Dix Street your ward?

Alderman Shea replied yes.

Alderman Craig asked could you just refresh my memory on what the overall budget for this program is and how much money we have left?

Mr. Maranto replied we use federal funds. We have two programs: We have a Home Buyer Counseling Program that we generally put \$50,000 towards where anyone who wants to get into this program has to attend and then we generally put anywhere from \$100,000 to \$150,000 annually into the first time home owners.

Additionally, I believe NeighborWorks leverages other funds as well. We generally put \$100,000 or \$150,000 into that program.

Alderman Craig asked how much do we have left this year to allocate?

Mr. Maranto replied I think this was the fourth item.

Alderman Craig asked and it is on a first come first served basis?

Mr. Maranto replied yes. We have \$90,000 left in that.

Chairman O'Neil asked it is \$90,000 after the approval of this?

Mr. Maranto replied yes.

On motion of Alderman Shea, duly seconded by Alderman Craig, it was voted to approve this item.

TABLED ITEM

20. Communication from Kevin Sheppard, Public Works Director, requesting authorization to use FY10 MER bonds and cash accounts to purchase vehicles for departments not currently recognized in the MER Bond program.

(Note: Tabled 5/3/10; A recommendation from the Highway Department is attached.)

On motion of Alderman Shea, duly seconded by Alderman Ludwig, it was voted to remove this item from the table.

Chairman O'Neil stated there is a recommendation from Mr. Sheppard to provide a replacement vehicle. Leon, when we say Building we mean Planning and Community Development?

Mr. LaFreniere replied that would be correct. These would be to replace some of the worst vehicles in our fleet.

Chairman O'Neil stated we had asked Public Works to come back with a recommendation on that.

Alderman Shea moved to accept this item. The motion was duly seconded by Alderman Ludwig.

Alderman Craig asked it is my understanding that the Mayor's office is doing an analysis of the vehicles that are out within in the City and I just want to make sure that before we approve any new vehicles coming in that we have information. I know they have information about which vehicles are going home at night, but are they doing the analysis to see if we have the appropriate number of vehicles out during the day or do we need more?

Chairman O'Neil replied I agree with your comment about the Mayor doing that study. I'm not sure how that is specifically related to this item.

Alderman Craig stated if they are doing the analysis and they find that there are vehicles that are being used that don't need to be...

Chairman O'Neil interjected Leon, can you give us specifically where this one will go?

Mr. LaFreniere replied I can't tell you exactly which vehicle would be replaced. The fleet is aging and we are doing an analysis to determine whether we can reduce our department complement. However, because the MER was shifted to the departments this year in the budget process without any funding following, it is becoming more critical for those small departments who have City vehicles to maintain a fleet that is efficient and doesn't require a tremendous amount of repair to keep in place. In the case of these vehicles, if we have one vehicle that we are able to acquire through this motion, it will replace the worst vehicle in our fleet and if there are two, it will replace the second worst vehicle as well. I can tell you that there will still be plenty of other vehicles in the fleet that should be rotated out if our analysis determines that we can work with a reduced complement.

Chairman O'Neil stated just for clarification, it was my understanding that we were talking about one vehicle. Am I missing something here?

Mr. LaFreniere replied I believe that the request is to utilize the funds. I should probably let Mr. Clougherty talk to it directly, but they have identified, as I understand it, \$35,400 that is available for this purpose. They are proposing, according to Mr. Sheppard's letter, to purchase a vehicle for Building and Health and Building of course is Planning and Community Development. If there are additional monies available after the purchase to stretch it to a third vehicle, that would go to Planning and Community Development. That is the way we have interpreted it. That is what my conversations with Mr. Sheppard were all about.

Chairman O'Neil stated so the recommendation was one for the Planning and Community Development and one for Health.

Mr. LaFreniere stated and a second for Planning and Community Development if there are enough funds.

Chairman O'Neil asked what happened to the Clerk's vehicle?

Alderman Ludwig stated the Clerk's vehicle is a new vehicle, new to the complement. These don't add to the complement. They are replacing vehicles.

Mr. Clougherty stated we looked at the maintenance costs that we have incurred to date on all of the vehicles that are associated with Building, Health, and Clerk's and the three worst, two come from Building and one comes from Health.

Alderman Ludwig asked are they those little pick ups that they drive?

Mr. Clougherty replied I don't have the full break down, but at least two of them at Building are Ford Rangers. Health has a 1998 Windstar van. I think that would be the one that would get replaced. We may have enough for three vehicles is the bottom line, Mr. Chairman.

Chairman O'Neil asked it is your recommendation or the recommendation of your department to purchase one for Planning and Community Development and one for Health and if enough funding is available, purchase a second vehicle for Planning and Community Development?

Mr. Clougherty responded that's correct.

Chairman O'Neil stated and somehow you are going to figure out the Clerk's situation.

Mr. Clougherty stated I can feel the stare going right through me.

Chairman O'Neil stated I think we are okay on this Alderman Craig. I do.

Alderman Craig stated I understand what you are saying about maintenance costs. I guess my only question is, if we are doing this analysis on the number of vehicles that the City uses overall, if we find any vehicles that are not being utilized or not being utilized as they should be, do those vehicles come available and we could allocate those or is the fleet in such a state where we need to replace cars anyway?

Mr. Clougherty replied the latter. We are in year two of a five or six year MER plan and we are just scratching the surface on some of the maintenance costs. I'm

willing to bet that earlier when we went through the C-Tap presentation every single department head would say that they have a car that is costing a car load of money and you are not going to find that extreme excess in vehicles.

Chairman O'Neil stated it would be my observation that we have made some great strides on the light, medium and heavy duty trucks with the MER, but we have a long way to go on the small vehicles and passenger cars. We're running on Crown Victoria's that have gone from Police to two or three other departments.

Mr. Clougherty stated at Highway we have tried to spread the wealth. We have bought things from loaders to dump trucks and pick up trucks and also some smaller sedans to get rid of some of the Crown Vic's that get recycled from Police because while they are cheap...they're free to begin with when they come over from Police...they have big engines that cost a lot of money in fuel and we're typically getting them with 80,000 to 120,000 miles. Once you start fixing them the cost rises substantially. These Ford Rangers are under \$12,000 brand new and they come with six or seven year warranties so the maintenance costs are basically zero, other than preventive maintenance.

Chairman O'Neil called for a vote on the motion. There being none opposed, the motion carried.

Chairman O'Neil stated we may meet quickly before the July meeting if Mr. Maranto has any updates on the Neighborhood Stabilization Program, but that will be it. All the departments were asked to get their paperwork in with the probability that we were not meeting in July as a Committee.

There being no further business, on motion of Alderman Shea, duly seconded by Alderman Craig, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee