

CITY OF NASHUA  
CAPITAL IMPROVEMENTS COMMITTEE

March 7, 2022

Room 208

6:00PM

---

The meeting was called to order at 6:00 PM by Scott LeClair, Chair of the Planning Board and Capital Improvement Committee, via Zoom at 6:00PM, and terms of the virtual meeting were reviewed by the Chair. Mr. LeClair explained the Committee's procedures, stating that the Committee is operating under the Governor's Executive Order via Zoom and explained how public access is available by telephone/Zoom and how to contact City staff in the event that connection is not possible.

**Introduction of Members Present: (Roll Call)**

Scott LeClair  
Charlie Budris  
Bob Canaway  
John Griffin  
Rose Evans  
Larry Szetela  
Ald. Jette  
Matt Sullivan

Staff: Marcia Wilkins

Absent: Ald. Comeau (Alt)

---

**Presentations**

**Airport Authority- Chris Lynch and Joe**

Working with the NHDOT CIP, we did not have their final submission prior to the City of Nashua's CIP deadline for submittals. We had a general idea of what was going to be on it. Just this morning (March 7<sup>th</sup>) we had a meeting and they gave me a revised CIP, rearranging some projects. The project to Rehabilitate/Relocate Taxiway "A" (Alpha), in the meeting it was discussed as a relocation and will have a decision this Friday. What is up on the scene right now is the Rehabilitation part of the package of what I submitted and probably what was going to happen if the FAA was not going to approve the relocation. Why are we relocating the taxiway is because we have the opportunity for some hanger development right now, we have had people give them letters of commitment and letters of intent and that is what the FAA wanted to see. We are taking a serious move in a different direction. If this does go off, if you look at the handouts that I just gave you what we will be doing this year we'll be looking for a design only grant from

the FAA of \$350,000 and NHDOT \$19,444 and City Share of 19,444 as well. It will be a 90%, 5% and 5% split, total cost will be \$388,888.

The other project we have this year will be the Reconstruct Apron "Golf and Foxtrot" that should remain fairly unchanged as it is up there. What's going on here is we have a ramp that has exceeded its useful life you can see cracks in the pavement. Corporate aircraft customers have not wanted to fly into the airport because of the condition of this ramp. This project is a goal this year to get this ramp repaved, most of the traffic into the airport use this ramp it is very important to the City and the State. We have the busiest Airport in the State, in total numbers of movements, and the second busiest in the Northeast. The total cost of the Apron repave is \$4,166,668, with a City Share of \$208,334.

There is a project called Relocate AWOS, FAA put this on this morning, because if they relocate the Alpha Taxiway and develop the hangers they will need to move the Automated Weather Observation System (AWOS). It is possible that this will be an FAA Reimbursable Agreement and if that happens the City will not have to fund it, but if it doesn't the City Share is \$8,333.

In Fiscal Year 2024, the Construction of Taxiway Alpha will begin, and the cost breakdown is FAA \$6,200,000; NHDOT \$344,444; City of Nashua \$344,444; total cost \$6,888,888.

In 2024, Purchase Aircraft Deicing Equipment, there is a new bill available, it's called the bipartisan infrastructure law its where the Federal Government is dumping \$3 billion in total into the FAA system. And as part of bill we are eligible for certain things one that deicing equipment falls on that list it's on the CIP and the AIP, some of the funding may come from this plan, but as it stand now the total cost is \$555,556, with the City Share of \$27,778. This equipment will help with the corporate traffic and allow them to use the Airport without the fear of getting stuck in a storm, and in turn generating more revenue for the Airport.

Reconstruct Apron "Hotel" Ramp, it is a FY2025 project, pavement is in poor condition and exceeded its useful life. The FAA goes through the runways with an index study and they have deemed this ready for replacement. Total cost is \$4,000,000, with a City Share of \$200,000.

FY2025, Replace Air Traffic Control Tower Design Only, the FAA has always put Towers near the bottom of their funding lists, but with the new infrastructure law, they have move the towers up to the top of their list for funding. It will be 100% funded by the Federal Government, there will be no matching share for the City or NHDOT.

FY 2026, Purchase of Snow Removal Equipment – Rotary Broom, Blower & Chassis, these machines are used to clear snow without damaging the runway lights, and is critical for a safe runway. This project would be a 5% share to the City of \$27,778.

FY2026, Replace Air Traffic Control Tower Construction Only, it will be a \$4,500,000 project and with the Infrastructure Bill it is fully funded by the FAA.

FY 2026 New Project for Construction of Terminal Building, in the past FAA held these projects very low on their priority lists but this will be funded by the Bill at 95% from the FAA and 2 ½% split between NHDOT and the City Share of \$94,737.

FY2027 Replace or Remove Hazard Beacons, the FAA will allow some of these beacons to be removed. The FAA will perform a 7046-1 study and determine whether to remove or replace.

FY2028 Acquire Land in RPZ (Runway Protection Zone) the land is on Pine Hill Rd, and the corner of Charron Ave and Pine Hill Rd. Also a stand of trees, tall pines that will be taken down because they are a hazard. This is approximately, \$444,444 total and would be a \$22,222 cost to the City. These numbers are all subject to change.

Rose Evans, I have a question, the H stands for Hotel because that is where they are staying?  
Chris Lynch, That would be nice, but it is the call signs, Alpha, Bravo, Charlie, Delta, Echo, Foxtrot, Golf, Hotel everything has a call letter.

Chris Lynch, They will be submitting more information to the FAA and should have an answer by Friday.

Bob Canaway, first question, relocating the runway sorry taxiway, is around 7.2 million reconstructing it looked like around 4 million, just seems logical that you would move it.

Chris Lynch, I agree and logic doesn't always prevail in discussions with the FAA, and they understand that to, they know that it's in our Master Plan, to the tune of \$400,000. The FAA didn't want to discuss it until they had the hanger development and people interested. But if we don't visit that discussion now the price will be 20 Million Dollars ten years from now.

Bob Canaway, What is the life span of a taxiway?

Chris Lynch, 20 Years. In 2012, they moved the runway and at the same time a lot of the prep work has been done, all the duct is in place for the electrical all lights.

Bob Canaway, Second question is why do we need a terminal building?

Chris Lynch, this became a place holder, if they will reconstruct the tower or possible relocating the tower we believe the 79 Perimeter building will come down.

Rose Evans, Have these funds been obligated by the FAA?

Chris Lynch, No and that's why we wait and wait. All of our funding requests have to be in to the FAA by April 1<sup>st</sup>. Generally we see our grants come in towards the end of the summer, we're at the mercy of the DOT.

### **Communications Division – Bill Mansfield, Radio Systems Manager**

Portable Radios, throughout the City portable radios are assigned to individuals because the work different shifts. Repairs are down considerably because of they have their own radio. This past December 31<sup>st</sup>, Motorola notified us that they would not long be able to repair our radios. There is a possibility that this will be funded this year but we are not sure, but I wanted to keep it on there in case it was not funded. Last year it was on there for 3.5 million, this year it is 3.7 million because of the cost increase that has happened. The plan would be to take the radios from the Police and Fire Fighters that have and replace them and the ones that we'd be taking back we would be filtering them to other departments within the City. We will have an enough surplus with these radios to service other departments throughout the City.

Facility Refurbishment, We have a tower in the South End, West End, and North End of the City. All of these building are over 20 years old. Air Conditioners have been replaced because the equipment needs to be kept at the certain temperature. These buildings have concrete roofs. They have not had any exterior maintenance done to them other than the HVAC has been

replaced. I think they replaced doors about 7 years ago. There is a lot of crud on the siding of these buildings. We are looking to have every unit pressure washed, resealed. The roofs recoated to make them water proof. These units have been infested with ants and they have been chewing the insulation. We've had people go in and kill the ants and they come back. Rodents are a problem as well. We feel that the \$110,000 would cover all three sites to get all that work done.

**Nashua Fire Rescue – Assistant Chief Steve Buxton**

In 2020-2021 we did a Master Plan that identified 40 plus recommendations for Nashua Fire and Rescue improvements. We are currently in the process of developing our strategic plan to priorities these recommendations. Some of these will have costs associated with them and some will not. In the years to come we're hopeful that we will be able to give you an on-track plan. One of the recommendations of the plan, was to make a significant investment into the infrastructure of the Fire Department being that our Facilities.

Our first priority is Fire Station Alerting System PURVIS, this is the way we receive and transmit calls to the Fire Stations and First Responders, along with the notification of the Fire Alarm Center. As you can imagine the City has grown and the volume of calls has grown in the past 12 years from 27,000 calls to 2020 we had 52,000 calls and in 2021 there were 54,725 calls. Calls are any type of business not just emergency (13-15,000), but includes inspections, permits, and anytime we conduct business with the public. All of these calls generate radio traffic, and it is nonstop in all of the Facilities. This creates a "White-wash" and alarm fatigue because every time the bell goes off it may or may not be for them. The last 5 years the radio transmission on an annual basis is just under 300,000.

This is a carryover project, it received an A-2 rating, and we failed to secure funding to make this happen. Change in the Fire Service comes somewhat slow in New England is traditionalist in the nation, so change is extremely slow here.

**Matt Sullivan**, Chief the annual maintenance you identified is that an annual licensing fee?

**Chief Buxton**, This system goes through a process where a call comes in, and goes out computer generated and automated once the companies take over at the incident the dispatcher will take over from there.

**John Griffin**, (in audible), different studies on sleep disorders,

**Chief Buxton**, Yup,

**John Griffin**, I have a lot of friends that are firefighters that have a 24 hour

**Chief Buxton**, Yup

**John Griffin**, I guess it doesn't matter, you never know when there's a fire, so your sleep is disrupted, whether I have 2 10's or 2 14's

**Chief Buxton**, I can tell you when I started in the Fire Service I worked a 24/48 which is a 56 hour work week, and when I came to the City of Nashua I worked 2 10's; 2 14 hours for a 42 hour work week. There is no such thing as an appropriate cycle.

**Deferred Maintenance Project**, You have always been good to us, and given us money to help maintain our facilities. We operate out of 8 facilities, ranging in age from 126 years old to 15 years old that comes with a few challenges, there is a lot of pride and ownership amongst the members and contrary to the Publics belief we do our own maintenance and whatever you take care at your house, 99% of it we are taking care of it at the Fire House. Anything you need a license for is a tough area and a licensed contractor needs to be hired to do that work. This

money helps us maintain anything that happens outside the box, i.e. tree work, electrical, HVAC, Sewer and Drain lines.

I'd like to thank you for your time this evening. Appreciate your support in the past and look forward to it in the future.

### **Police Department – Captain Rob Paige**

We have two projects here tonight for your consideration, that I think will improve the daily operation of the Police Department. They are in order of priority.

The cost associated with the design, building and implementation and maintenance of a CAD/RMS, Computer Aided Dispatch (CAD), Records Management (RMS), Management Information (MIS), and Mobile Data Computing (MDC). Management of Data, Evidence inventory management, case tracking for legal prosecution. Every phone call that comes in is tracked where ever that phone call or incident goes to in our system. Our system is nearing 20 years old, it eliminates our ability to work outside of our perimeter, and if there were a catastrophe our operating system could go down for days, weeks, or months at a time, guaranteed. We would be looking for a cloud based system or hybrid version that would allow our services to continue with little to no obstruction. Our current system has a difficult time integrating with new technology. Even our recently purchased Body Cameras, but we are working through, when you have new technology, and a new technology base it's going to work better. Our current vendor will not add new features or fix our current system, unless they are required to do so by contract, by the State or by Local Laws. We struggle with providing information to the public, and it relies on the retrieval of that information in the old system, which in turn requires interpretation and that frustrates the public. With newer technology, an easier way of sharing, more accurate data and up to date. A committee was formed to assess the current system, to identify the weakness of the current system. They were tasked in seeking new software that will satisfy our needs as a major (inaudible) and I know they have met with several vendors. The Police Departments Information Technology Manager (Name???) can answer questions and can add to... We don't have a lot of pictures, but the estimated cost is between \$500,000 and \$600,000.

IT Manager, I come from a background in the State Police and we worked on a project called GO1, one of a kind project in the State and the Country, what it is, is introducing more modules into the Local RMS and State RMS and then it goes out to Federal Agency. Prior to 2013 you just had data to exchange, after 2013 you have videos, finger prints, pictures traveling over your RMS system, you have other storage requirements you have compliance standards, the current system we are way behind in technology. The Officers on the road need that data, and policing has become very data oriented. The City of Dover, Manchester, Portsmouth, all of the big cities in New Hampshire have already started transforming. Manchester and Dover have already gone to a new RMS system. It's time for Nashua to move on because that is the first this I saw that our officers are really depreciating in data requirements. Questions?

**Bob Canaway**, Is the existing system custom built, home grown?, or is it off the shelf?

**IT Manager**, the current system has been bought out several times by different companies. The core base technology is 1990, that won't work for 2020's. It is outdated and insecure, there is a lot of data that travels out over into the cruisers and the PD, it is dangerous and vulnerable to ransomware attacks.

Bob Canaway, That by itself is reason enough to make the change, and then the new system will be cloud based system? So if the cloud goes down how do you get access?

IT Manager, Yup, so for that there is something called Hybrid system and that is what I recommended, you keep ownership of your data, and you don't give it to someone else. There is a buffering facility that these vendors are providing, and the vendor will show how their system is best, but it is what will keep Nashua's data in their custody, and that can be achieved easily, technology has advanced.

**Rose Evan**, I just have a quick question, I assume the U stands for (inaudible) The URMS System

**Capt. Paige**, RMS System, (correcting Ms Evans)

**John Griffin**, The 5-6 hundred thousand is that a one-time cost?

**IT Manager**, Yes, there will be an annual maintenance cost. Right now we are paying 70,000 plus dollars, to the current vendor and they do nothing.

**Capt. Paige**, just one more project, Security Fencing, Gates and Paving the current parking lot. You have heard this project in the past, the site was built in 1979 most of the fencing is original. Obviously there is a need for high level security around a police department. Access around the site is challenging for officers and staff coming on and off duty. Roadway is one way and is the only way to travel, and at one point is barely wide enough for one lane of traffic. Pot holes are just getting larger and larger, most of the asphalt it about 40 years old, were asphalt lasts about 20 years. Drainage is bad. Total cost of this project is \$447,241 current estimates.

**Bob Canaway**, This has been on CIC for quite some time, this needs to get done, it's an embarrassment. I'm down there every now and then for PAL and drive in there and... it's just embarrassing.

**Capt. Paige**, That's the way it's going to get done, People get tired of seeing out potholes and flooding and everything else... get it done.

**Rose Evans**, plus its wearing out the fleet

**Capt. Paige**, Yes that's just it you get these nice cars, and you hit that pothole to start the day, and it's not doing it any good.

**Bob Canaway**, I'm glad you grouped them together, before they were separate, its security, its maintenance, keeping up with this.

**Capt. Paige**, when you do this type of job you don't pave first, you do the underground work first and then pave, so it made sense to put them together. Thank you for your time.

## **Department of Public Works – Dan Hudson, Dave Boucher (in-person)**

### **Street Department- Jon Ibarra, (via Zoom)**

Top priority is Infrastructure Improvements Citywide, these funds would be used to maintain anything in the right of way that we take care of, whether its drainage, sidewalks, street repairs, curbing, anything infrastructure based.

Second priority would be to upgrade our heating system at the Street Department on Stadium Dr.

Boiler is circa 1978, and we've had to make significant repairs to it annually.

Third priority, is the overhead doors, we actually did receive some 2022 funding and we are in the process and went out to bid, Fimbel Door Company will be replacing 5 of the overhead doors in March. If we have more funding I'm hoping we can do some more overhead door replacement. It's a very corrosive environment down there, doors rust out, tracks and motors that are old. It's just time, if you have any questions I'm happy to answer.

**Scott LeClair**, Jon, How many of the doors got done and how many are left to do?

**Jon Ibarra**, there are 26 doors in the facility, the bid went out to cover 5 doors. We picked the 5 worse ones, but plenty more to do.

**Scott LeClair**, so for the amount requested, how much does that cover?

**Jon Ibarra**, based on what the bid came in this should just about wrap it up, to be honest with you.

**Ald. Jette**, Mr. Ibarra, this may not be within your decisions, you know we are talking about the building at Stadium Dr, its acknowledged that it's in poor condition, and you're talking about overhead doors and new heating system, I think I saw that you need bays to wash the trucks in and the mechanics are still working in pits so you need a more modernized...(inaudible) My concern is the long view is that this whole facility is going to be moved to the Landfill site, a new building will be built on the Landfill site, I'm just wondering does it make sense for us to be spending all this money, it is certainly needed, but does it make sense for us to be spending all this money on something that going to be replaced sometime in the future or does it make more sense to just go build that new building and provide you with the facility that you need?

**Jon Ibarra**, Well, I'm really not in the decision making process, though from a financial perspective if we could just pull the trigger and put up a new street department attached to the new DPW facility, I'd be all for it, but I don't see that happening anytime soon that's a long process and a lot of money, so I would be willing to bet that we will be staying at the Street Department for some time yet.

**Alderman Jette**, Ok Thank you

#### **Solid Waste Department, Darrin Santos Environmental Engineer**

We have three projects, first is the Phase III Zigzag this will extend the bottom liner up vertically and will allow for 2 more years of air space. We are currently work towards Phase 4 but is still several years off. These are the construction cost for it.

Second project is the GPS system to fit on the compactors and dozers. This is something that most commercial landfills have and something we would benefit from. It will help optimize the compaction of the waste the more we compact the more air space we get. This tells us in near real time where more compaction is needed, where we have reached optimal compaction and finally when we are shaping the landfill when were ready to cap it, the GPS coordinates and elevations will help us maximize air space.

Third project is the soil wall, originally designed as the soil wall, it is now the concrete setback wall. The setback from residential areas is 500 feet, and this allows us not to place waste within that setback area. Again to optimize the amount of air space we can get. Questions?

Rose Evans, Just curious what is zigzag construction?

Darrin Santos, the bottom liner is a ball in the ground and then the waste is placed in that and eventually mounded up, so we would take the liner and zig it over the waste and zag it back out, because you can't run the liner vertically like the block wall.

Rose Evans, Thank you

#### **Admin Engineering – Dan Hudson**

We just want to highlight our top three for this year

Taylor Falls and Veterans bridge deck rehabilitation, these are the two bridges we share joint ownership with Hudson New Hampshire. We intend to rehabilitate one bridge over the next two years this will enable more extensive reconstruction efforts in the future. This is a joint project with Hudson, we pay half the cost and they pay half the cost.

Second project is the Annual Street Paving Program, 5 years ago we set about a 10 year paving program and the City approved the first 5 years of that, by bonding 5 years of paving at 7.5 million dollars per year. We are proposing to continue that, 5 year bond to fulfill that 10 year program.

Third is Sidewalks and ADA Improvements Program, currently there is no dedicated funding source for our sidewalks. There are various construction funds that we have but what we are seeking to do is a more robust fund where we can repair and replace just as a sidewalk.

John Griffin, what is the sentiment on spending 7.5 million on paving and not much on sidewalks? Are people just getting frustrated? Status of the sidewalks and the lack there of?

Dan Hudson, We have heard we're doing a lot of good work on the roads, and we're paving the roads, fixing road side issues, putting up signs, fixing ramps, we just can't keep up with the amount of work on the sidewalks. This summer we going to do a full inventory of all the sidewalks, in the process of developing an ADA transition plan, to become more compliant with ADA requirements. We have way more need than funding and this is why we are seeking additional funding.

John Griffin, and does that result of that inventory (inaudible)

Dan Hudson, Very similar, so there are two things, one is condition and where it doesn't meet ADA requirements, but then we will be doing a screening analysis, ok where do we have sidewalks closest to public facilities, schools and other factors that weight in to prioritize that area. That is all part of the assessment process.

John Griffin, Thank you

Alderman Jette, I represent Ward 5, and the biggest complaint that I got during my campaign and after election was West Hollis St traffic and speed of vehicles, and that has only gotten worse, and there is a lot of new development on West Hollis St. When the City proposed to build a new Public Works Building at the Landfill, when asked about the traffic on West Hollis St and what they would do, they said they would put a traffic light. This would create gaps in the traffic so residents would have opportunity to get out of their driveways, and streets on to West Hollis St. but since than every time we talk about it I've been told that we need a study of the West Hollis St corridor from Riverside to the west. So when anyone complains we are told that we need a corridor study and the Director has told me that she needs a corridor study, she really wants a corridor study, so where is the corridor study in these priorities?

Dan Hudson, so it is included in this list, it is a ways down my list it is not my top three. We are aware of the issues on the corridor, we have talked about signals at the Landfill but, the majority of the traffic going to the Landfill is left turns in and right turns out, so a signal may be the best thing to provide those gaps, but that location may not be the best area to have a light. When you turn out to the right, you would not trigger the light. I echo what the Director has said that the appropriate thing to do is a corridor study. Maybe it's not a light, maybe it's a roundabout, and how can you calm traffic to create those gaps. We are aware of the issue, and I would echo the Director and we should have a corridor study.

Alderman Jette, Ok Thank you.

John Griffin, Where is that project, what page in the ...how much

Dan Hudson, we have already talked with an engineering company and we have a scope of work for that, as soon as we can secure funding we're ready. We have a placeholder for future funding, maybe that's a signal, or maybe that's something that we get grant funding to match.

(Inaudible).. definitely on our radar.

### **Parks and Recreations, Bryan Conant**

Third week on the job, I could say all 9 items on the list are worthy, but let's start with First, Holman stadium, we are in the process to talk to some structural engineers to take a look at some repairs that need to take place underneath the stadium. The light poles in the outfield are concerning, The field is in need of replacing its clay surface, upgrades to the irrigation system, the locker rooms could be upgraded, HVAC system, there are failing walls and roofs in the



facility, Paving needs inside and outside to eliminate tripping hazards. There is a maintenance building there that needs to be replaced, when it snows out it snows in the building.

Second, Greeley Park, the roads need to be paved, signage needs to be replaced, fencing that needs to be replaced. The Bandstand, there are speakers and stage improvements that are needed. The Stone House, the roof needs to be replaced, upgrades to the bathrooms inside, and there is a need to look at better lighting and security options within the park, I think that's obvious.

Third, Citywide Parks and Playgrounds Improvements, specifically the playground located behind the Dube Ballfield off of Harris Rd. It is 30 years old, swings need to be replaced and the playground desperately needs to be upgraded. There are hazardous trees there that need to be looked at, trees that can stay that need to be pruned.

Those would be the three items that I would prioritize first, any questions?

Bob Canaway, Congrats on the new job, by the way, in each of these areas you have listed a lot of things that need to be addressed. Are the costs associated with them down payments?

Bryan Conant, Yes that would be a down payment, it's not going to cover everything from what I've seen so far, I have not gotten quotes. The \$300,000 for Holman Stadium is just the beginning.

Bob Canaway, if you can do all of that with these price tags, I think we want you on some other City projects. (Laughter)

Bryan Conant, (laughing), I don't come up with the figures. Nice to meet all of you.

### **Waste Water- Dan Boucher, Superintendent**

First priority, Screening Garage Odor Control Unit, in the facility in the Admin Building we have a "Rag Can" this is the area where we pull all of the debris out of the waste water where it is brought up to ground level put into a rag can and brought out to the landfill. Unfortunately this is inside of our Admin Building, so there is no odor control for this facility so it permeates throughout our offices until we take this out and put a fresh can in. The plan is to take the odors and put it outside, and pass it through an odor control system, because we are in close proximity to a neighborhood we need to be kind to neighborhoods.

Second, Secondary Bypass and Secondary Effluent Flow Meter Upgrade, they currently sit in vaults underground, it's a corrosive environment, and the vaults also contain injection points where we inject chlorine. Historically we have issues with the flow meters they are important to us because they provide information that we report to regulators on a monthly basis. The goal is to take these out of the vaults, there is new technology that flow meters can be placed above ground.

Third, Chlorine Contact Tank/Pump Room Upgrades, we have large tanks at the facility, they are not coated, and they are concrete tanks, water flows through these tanks and mixes before it is released into the river. The tanks are showing wear on the surface, these tanks were expanded in the past prior to my start, they were expanded without a means to clean and inspect the tanks, so this would include a new catwalk to the extended end of the tank. This would eliminate us from having to go into the tanks for cleaning. The Pump Room building, houses chlorine pumps, the piping is old and needs to be reorganized to allow more control in pumping chlorine to where we need it.

The fourth one I have is outside the gates, Annual Sewer Infrastructure Improvements. This is a crucial program to us. We have over 400 miles of Sewer Infrastructure underground, along with 8,000 catch basins and manholes that we maintain for our permit. So what this program does is, it's an annual program. Certain parts of the center of the City, the sewer dates back to the 1800's

This program allows us to CCTV, televise inside the sewer structure and determine if we can do repairs to it or replace it. Also, in this funding, if there are emergency repairs that are needed. Questions?

John Griffin, just a couple, this use to be funded (inaudible)...the difference between the Paving program and this is this funding is based on your waste water fees. This is much needed.

Rose Evans, but in conjunction with paving and sewer construction it supplies an opportunity for the utility companies as well, right? (Continued conversation inaudible)

Dan Hudson, Ya, we do a lot of coordination, we give utilities like a three year tentative look ahead list, where they can screen those streets. When we are screening with CCTV, the last thing you want is a sink hole but it does happen occasional.

John Griffin, and the other thing, it's a big Plant and it's expensive.

Dan Hudson, and these three items like with Bryan, these are down payments as well.

John Griffin, ??? But it's a good plan, and the needs of the City ??

Alderman Jette, I don't know that this is appropriate for this discussion but I noticed along Main St around High St and West Pearl St detect an odor coming from the drains and I'm thinking of the Performing Arts Center and hopefully attracting a lot of people down there and the outdoor dining is there anything that can be done about that. Are you aware of that?

Dan Boucher, Yes I am aware of that, it is a combined sewer system in that area, so you are going to get some odors. Some days are worse than others depending on the temperature. If we start to get complaints we do have a chemical we can spray in there, it lasts not forever but it's a cherry scent, it's the best we can do for now without separation.

Dan Hudson, we are going to look at those basins, and some have hoods that will help to trap some of the odor. But when you get the dry August days and the basin dries out you'll get that odor, but most of the time a hood will help to contain that.

Alderman Jette, Thank you

### **Other Business**


Approval of January 25 Meeting Minutes

Motion to accept by, Alderman Jette, Seconded by, John Griffin, all members voted in favor, the motion passed. Larry, Rose were not at the January meeting and Matt was not present for this vote.

Next meeting is March 14<sup>th</sup>.

### **Adjournment**

Motion to adjourn by Alderman Jette, 7:42 PM. Seconded by Charlie Budris, all members' present voted in favor, the motion passed unanimously.

  
\_\_\_\_\_  
Scott LeClair, Chair

14 MAR 22  
\_\_\_\_\_  
Date