

CITY OF WATERTOWN, NEW YORK
WORK SESSION AGENDA
Tuesday, October 13, 2026
7:00 p.m.

This shall serve as notice that a work session of the City Council will be held on **Tuesday, October 13, 2026 at 7:00 p.m.** in the City Council Chambers, 245 Washington Street, Watertown, New York.

DISCUSSION ITEMS

1. Solar Landfill

Presenter:

- Karen Overton, Interim Department of Public Works Superintendent
- Greg Royer, Principal – Energy Solutions, CPL

2. WOTS Update

Presenter:

- Tom Compo, City Engineer

3. Permanently and Totally Disabled Veterans Property Tax Exemption

Presenter:

- Kim Johnston, City Assessor

4. Senior Citizens Property Tax Exemption

Presenter:

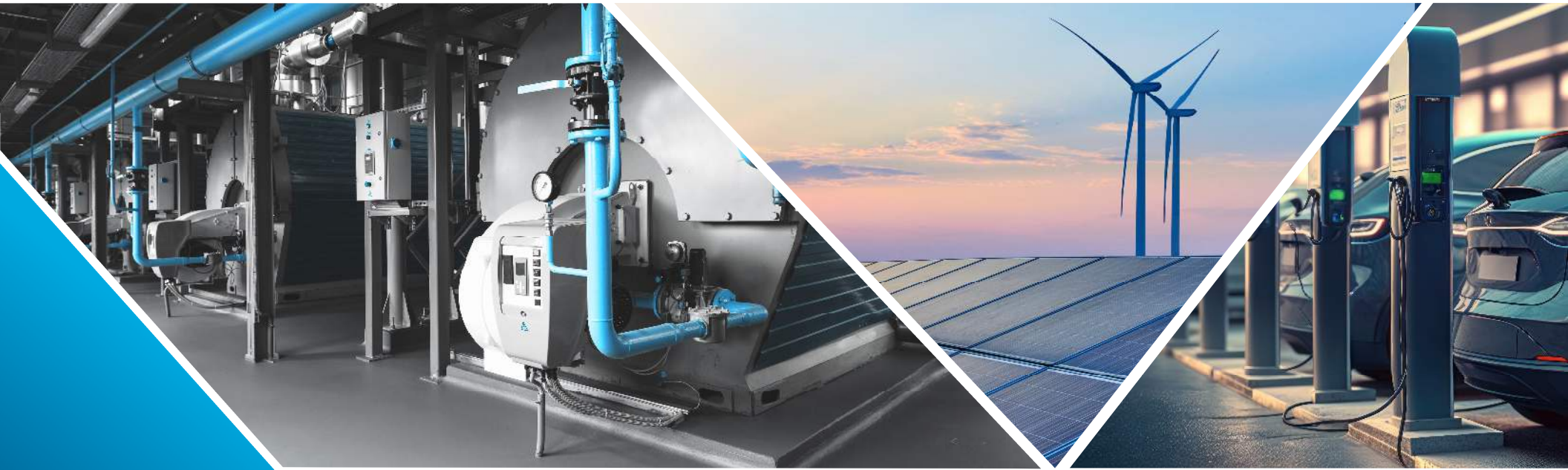
- Kim Johnston, City Assessor

5. Regional Transit Coordination

Presenter:

- Brandi Smith, Transit Director
- Jessica Raymond, Transportation Planner

6. City Manager's Update



City of Watertown

► Landfill Solar, Storage & Microgrid Options

October 13, 2026 – Council Work Session



Agenda

- | | |
|----|--|
| 01 | Preliminary Solar PV Overview (Landfill) |
| 02 | Potential System Options |
| 03 | Preliminary Financials |
| 04 | Battery Storage/Hydroelectric |
| 05 | Introduction to Willdan |
| 06 | Recommended Next Steps |

77.8 acres

Total parcel area

Combined parcels considered in the preliminary assessment

~40 acres

Planning envelope

Conservative developable-area assumption pending survey

11.49 MWdc

Solar direct-current size

Nameplate capacity before inverter conversion

9.48 MWac

Solar alternating-current size

Maximum export rating used in the model

What AC and DC mean

- Direct current (DC) is the combined nameplate rating of the solar modules.
- Alternating current (AC) is the inverter-limited output delivered to the electric system.
- A larger DC array relative to AC output improves annual energy production but may clip some peak output.

Modeled annual production

14,758 megawatt-hours per year

Equivalent to an illustrative 17.8% alternating-current capacity factor. This is an energy-model result—not a utility approval or production guarantee.

Source: Historical CPL City of Watertown Preliminary Photovoltaic Assessment, August 13, 2026.

Why the usable area is limited to about 40 acres



Constraints that reduce the footprint

- Landfill cap integrity and required loading limits
- Leachate collection, gas vents and monitoring points
- Drainage patterns, slopes and maintenance access
- Wetlands and other mapped environmental features
- High-voltage transmission corridor and required clearances
- Setbacks, equipment pads, roads and emergency access

A boundary and topographic survey is the next right step before any array layout is treated as developable acreage.

Three solar sizing scenarios

Conservative

1.60 MWac

~1.94 MWdc

~2,490 MWh/year

Aligned with the preliminary line-section hosting indicator

Moderate

4.29 MWac

~5.20 MWdc

~6,680 MWh/year

Aligned with the preliminary feeder hosting indicator

Full site

9.48 MWac

11.49 MWdc

14,758 MWh/year

Land-constrained maximum used for planning

These scenarios are decision points for utility and economic testing—not commitments to a final project size.

Grid capacity and interconnection may set the ceiling

HISTORICAL CPL FINDINGS

Line section

1.60 MW
preliminary hosting indicator

\$0.65M–\$1.34M
illustrative connection-cost
range

Feeder

4.29 MW
preliminary hosting indicator

\$1.12M–\$2.97M
illustrative connection-cost
range

Substation thermal

8.90 MW
preliminary hosting indicator

\$2.03M–\$6.11M+
illustrative connection-cost
range

What the screen does—and does not—tell us

Hosting maps are preliminary planning tools. Only the utility's formal interconnection process can confirm available capacity, required upgrades, protection changes, schedule and final cost.

How New York's Value Stack estimate works

HISTORICAL CPL FINDINGS

1

Hourly solar production

PVsyst modeled the expected output for every hour of the year.

2

Value Stack components

Hourly energy, capacity, environmental and eligible demand-relief values are applied.

3

Hourly bill credit

Generation is multiplied by the applicable values and summed over each year.

4

Historical screening result

\$1.59M first year • \$1.81M average annual • \$18.55M modeled 25-year value

Important context

The Value of Distributed Energy Resources (VDER) values vary by location, utility, tariff, timing, and project..

Estimated net annual benefit after project costs

HISTORICAL CPL FINDINGS

1.60 MWac**–\$75K to +\$34K****Midpoint: –\$20K**

Smallest grid exposure; limited scale

4.29 MWac**–\$106K to +\$167K****Midpoint: +\$30K**

Moderate risk and potential benefit

9.48 MWac**–\$151K to +\$450K****Midpoint: +\$150K**

Highest upside and widest uncertainty

Why the midpoint can be below the top of the range

The range combines several cost and value cases; the midpoint reflects the center of the modeled outcomes, not the midpoint of gross revenue alone. Interconnection and financing assumptions drive much of the spread.

How battery energy storage could fit

NEW STRATEGIC CONSIDERATION

Potential benefits

- Shift solar output into higher-value hours
- Reduce curtailment when export is constrained
- Support critical loads if designed for safe islanded operation
- Provide grid or wholesale-market services where eligible
- Improve flexibility as City loads and tariffs change

Illustrative 2 MW / 8 MWh screen

Scenario	Gross annual value added	Annualized project cost	Net annual benefit
Lower-cost case	\$345,000	\$300,000	+\$45,000
Midpoint case	\$345,000	\$380,000	-\$35,000
Higher-cost case	\$345,000	\$460,000	-\$115,000

Battery storage does not create feeder capacity; it only helps if dispatch, interconnection and operating rules support the use case.

The City's hydro resource changes the plan

NEW STRATEGIC CONSIDERATION

~40%**Municipal electricity reportedly served by hydro**

City-provided statement; verify against utility and production data

Why this matters

Solar should not be evaluated as a stand-alone generator. The City should optimize hydro, load, solar, storage and tariff structure as one portfolio to avoid overproduction, low-value exports or displaced low-cost hydro energy.

Data needed

- Hourly municipal load
- Hourly hydro production
- Utility bills and tariffs
- Existing allocation rules

Questions to answer

- Which loads receive hydro?
- When is hydro curtailed or exported?
- Where does solar add value?
- Can storage improve dispatch?

Decision output

- Optimal solar size
- Useful storage duration
- Best delivery structure
- Value to City operations

Portfolio optimization should precede a final project size or procurement structure.

One integrated municipal energy strategy

NEW STRATEGIC CONSIDERATION



Optimization objective

Maximize City value while preserving landfill integrity, respecting grid limits, maintaining hydro value and assessing risk and identifying the best management approach.

The preferred solution may be smaller than the theoretical maximum—and more valuable because it is better integrated.

Three ownership and delivery pathways

Developer-led

- Private party develops, finances, owns and operates
- The City may receive lease payments, a share of revenue, or bill credits
- Lower City capital exposure and development burden
- Less control and lower potential upside
- Best when risk transfer and speed are priorities

City-owned

- City finances and owns the energy assets
- Captures more operating and tax-incentive value if eligible
- Greatest control over dispatch, upgrades and operations
- Highest capital, development and performance exposure
- Best only with clear value and operating capability

Hybrid public-private

- City defines outcomes; partner designs, builds and may operate
- Financing and ownership can shift over time
- Can allocate performance and construction risk contractually
- Requires a disciplined procurement and contract structure
- Best when the City wants control without carrying every risk

Compare all pathways using the same technical assumptions, risk allocation and net City value.

Willdan Overview



Turnkey Energy Project Delivery

- **Master Planning:** Holistic approach to identify near-, mid-, and long-term projects
- **Turnkey Design Builder:** Design, Construction, Commissioning, Training and M&V
- **Extensive Energy & Renewable Experience:** Delivered 325,000+ projects nationwide with 9,200 GWh saved

70+
Professional
Engineers
Nationwide

1,600+
Staff

50+ Local
Offices
Nationwide



Takeaway

Willdan is a national company leading the energy transition and building resilient communities.

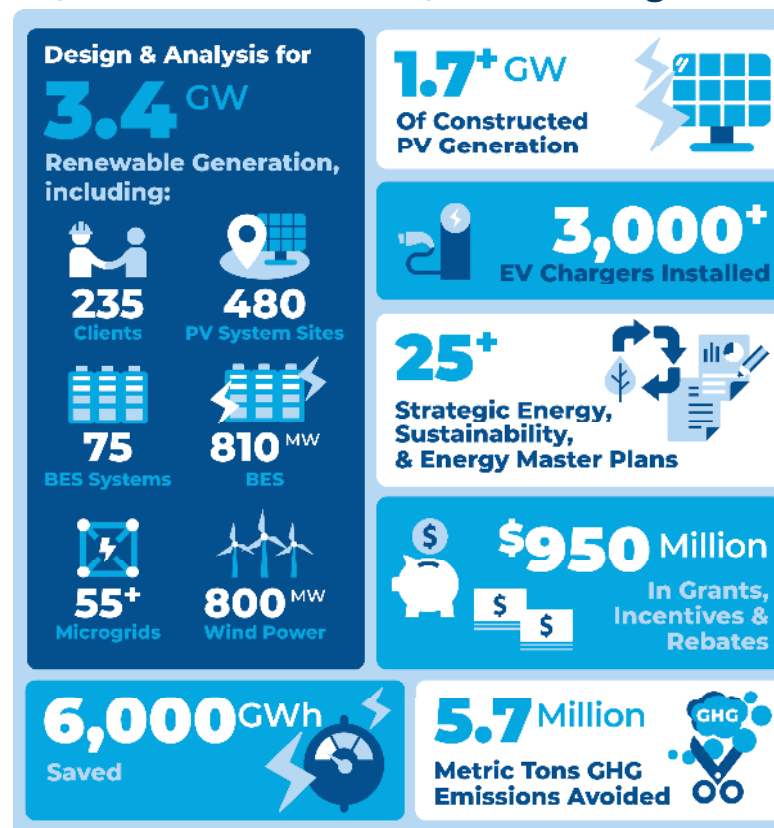
Business Confidential - Willdan

Distributed Energy Resources

Introductions

Willdan has a proven track record of success from planning to design through implementation with renewable generation, EV charging infrastructure, microgrids, fleet electrification, and funding

- **Electric Vehicle Charging Infrastructure** –Planned, designed, or installed over **3,000+ EV Chargers**, including L2 and DCFC
- **Fleets** – Willdan has supported **50+ fleets** with electrification transition, evaluating over **18,600+ vehicles**
- **Renewable Generation** – Developed **3.4 GW** of renewable generation systems for **235 clients**, with **1.7+ GW** of **constructed PV** currently in operation
- **Microgrids and Battery Storage** – Developed **810 MW** of BES systems and **55+** microgrids
- **Funding** – Secured over **\$950M** in incentives, grants and rebates for our clients to implement their energy projects



TAKEAWAY Willdan has deep experience planning and implementing renewable energy projects

Business Confidential - Willdan

Partnership Timeline



Preliminary Assessment (ASHRAE Level III)

NO COST, NO CONTRACT
(12-16 Weeks)

- Site Walks
- Site Interviews
- Identify Scopes of Work
- **Utility Analysis**
- **Subcontractor Engagement & Scope Cost Estimation**
- **Grant, Rebate & Incentive Review**
- Financial and Energy Savings Assessment



Project Development (IGA - Full Design & Engineering)

DEVELOPMENT AGREEMENT
(6-8 Months)

- Contingent Contract Fee
- Negotiated Fee – Based on project size & complexity
- Complete Investment Grade Audit (IGA)
- Finalize Scope Options
- **Full Construction Plans and Competitively Bid Scopes of Work**
- **Develop Local Hiring Plan & Start Outreach**
- Complete M&V Plan
- **Detailed Open Book Pricing**



Project Implementation

CONSTRUCTION CONTRACT
(18-24 Months)

- **Guaranteed No Change Orders**
- Detailed Schedules
- On-Site Willdan Management
- Engineering Team Visits
- Comprehensive Site-Specific Safety Plans
- **Community Outreach & Engagement**
- Extensive Commissioning of Systems
- Detailed Training



Performance Maximization

ONGOING M&V & Maintenance

- **Enhanced Engineering & Energy Modeling Upfront**
- Secure Best Financing Options and Terms due to Enhanced Modeling for BSP
- **No Risk M&V Plan**
 - IPMVP Option “C”
 - Solidifying Long Term Savings for BSP
 - 100% Savings Guarantee
- Finalize Incentives & Rebates

How Willdan could support the City

PROSPECTIVE WILLDAN ROLE



A focused first phase will establish what to evaluate and what the City needs to decide.

- 1 City and Willdan working meeting**

Meet with Willdan's Distributed Energy Resources (DER) team. Review City goals, prior CPL findings and how hydro, solar and storage could work together.
- 2 Initial information package**

Confirm the City's primary point of contact. Gather utility bills, hourly electricity use and hydro production, plus landfill records, available surveys and high-voltage line easements.
- 3 Initial feasibility review**

Willdan reviews the main site and grid constraints and the fit with City operations. Identify the survey, utility discussions and analysis needed first.
- 4 First scope and City decision**

Willdan prepares a defined initial evaluation scope with deliverables, responsibilities, schedule and fee. The City reviews the proposal and decides whether to authorize it.

Outcome: an agreed initial evaluation scope, with clear responsibilities and a City decision on funding.



City of Watertown NEW YORK



Permanently and Totally Disabled Veterans Property Tax Exemption

RPTL § 458-A(11) — CITY OF WATERTOWN



2

WHAT CHANGED?



LOCAL OPTION

City Council may choose whether to adopt the exemption.



ELIGIBILITY

VA must consider the veteran **permanently and totally disabled** as a result of military service.



REQUIREMENTS SIMPLIFIED

Previous additional requirements—including specially adapted housing assistance—were removed.



Each taxing jurisdiction makes its decision independently.



CITY OF WATERTOWN
ASSESSMENT DEPARTMENT





3

WHAT WOULD THE EXEMPTION DO?

QUALIFYING PRIMARY RESIDENCE



100% EXEMPT
FROM CITY REAL PROPERTY TAXES

If adopted by City Council



Qualifying Veteran



Required VA Documentation



Primary Residence



CITY OF WATERTOWN
ASSESSMENT DEPARTMENT





4

POTENTIAL WATERTOWN IMPACT

Current Assessment Roll Data Provides a Starting Point



~142

Current properties with veterans
disability exemptions associated
with 100% disability



\$19.38M

Total Assessed Value



\$12.14M

Current Municipal
Taxable Value



PLANNING ESTIMATE ONLY

Current roll data does not represent guaranteed eligibility
or exact fiscal impact under the new exemption.



CITY OF WATERTOWN
ASSESSMENT DEPARTMENT





WHAT WE KNOW / WHAT WE'RE WAITING FOR



WE KNOW



Local adoption is optional.



Qualifying disability must be **permanent, total** and **service-connected**.



Law applies to assessment rolls with taxable status dates on or after **October 1, 2026**.



City of Watertown taxable status date: **December 1**.



WE'RE WAITING FOR



Final State implementation guidance



Application procedures/materials



Additional administrative direction



Information may be updated as additional State guidance becomes available.



CITY OF WATERTOWN
ASSESSMENT DEPARTMENT





QUESTIONS?



*We're here to provide information
and answer your questions.*



CITY OF WATERTOWN
ASSESSMENT DEPARTMENT





City of Watertown
NEW YORK



Senior Citizens Property Tax Exemption

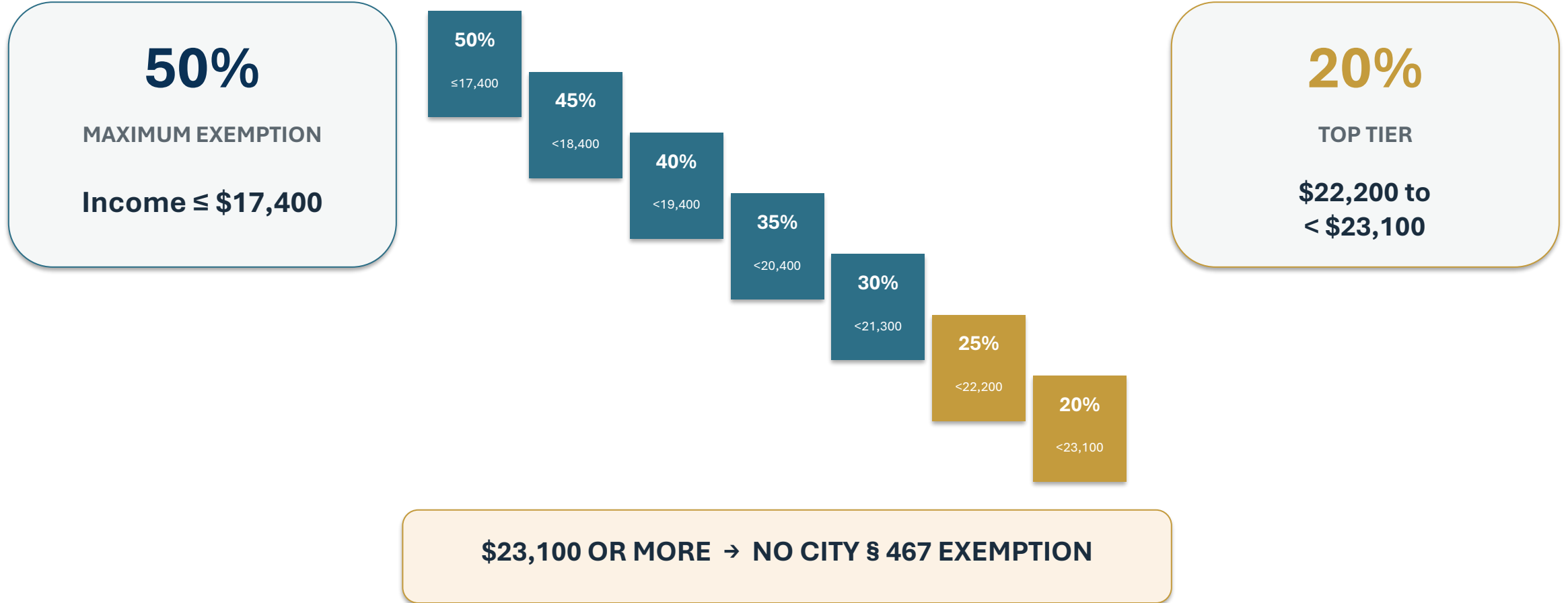
RPTL § 467 — City of Watertown

Income Policy Review



CURRENT CITY EXEMPTION

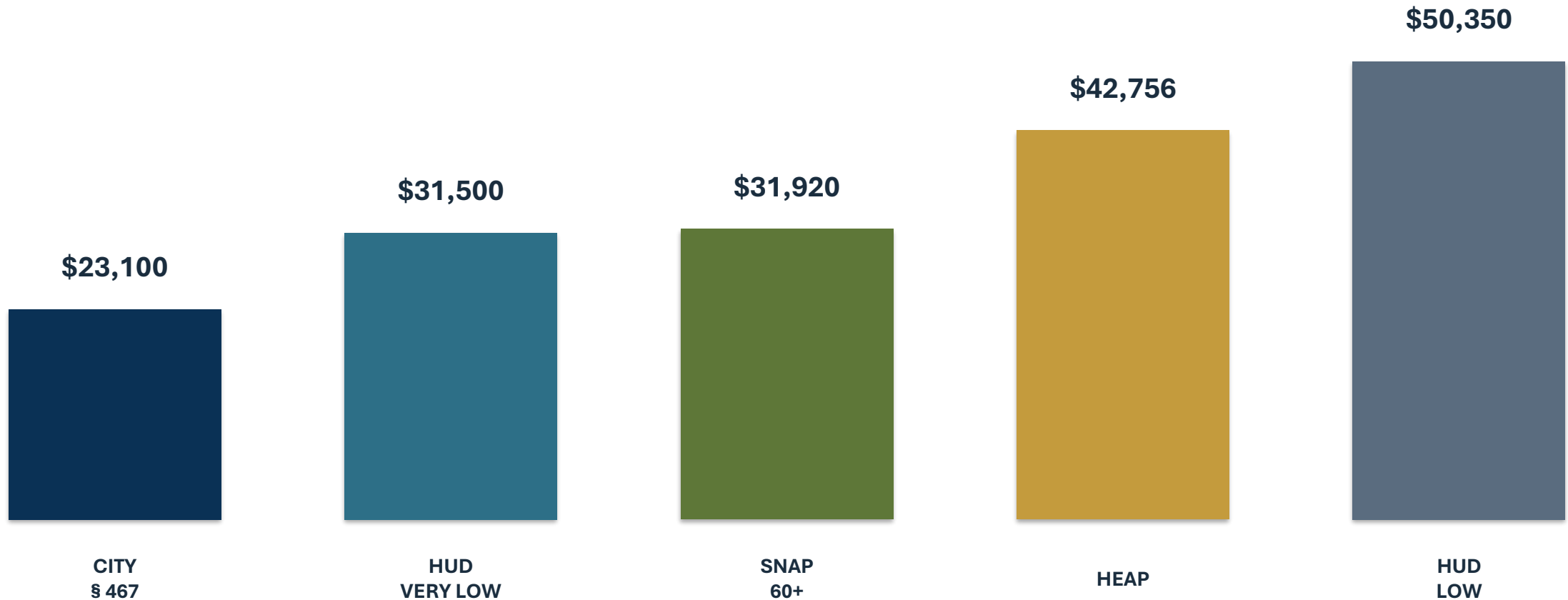
A graduated benefit — not a flat 50% exemption





WHERE DOES \$23,100 SIT?

One-person household income benchmarks



HUD Very Low and SNAP cluster around \$31,500–\$31,920.



TWO PATHS COUNCIL COULD CONSIDER

CURRENT STRUCTURE

\$23,100 ceiling

SOCIAL SECURITY OPTION

**Do not add back Social Security
benefits excluded from FAGI**

Broader change

INCOME CEILING OPTION

~ \$31,500

Keep current Social Security treatment

More limited change

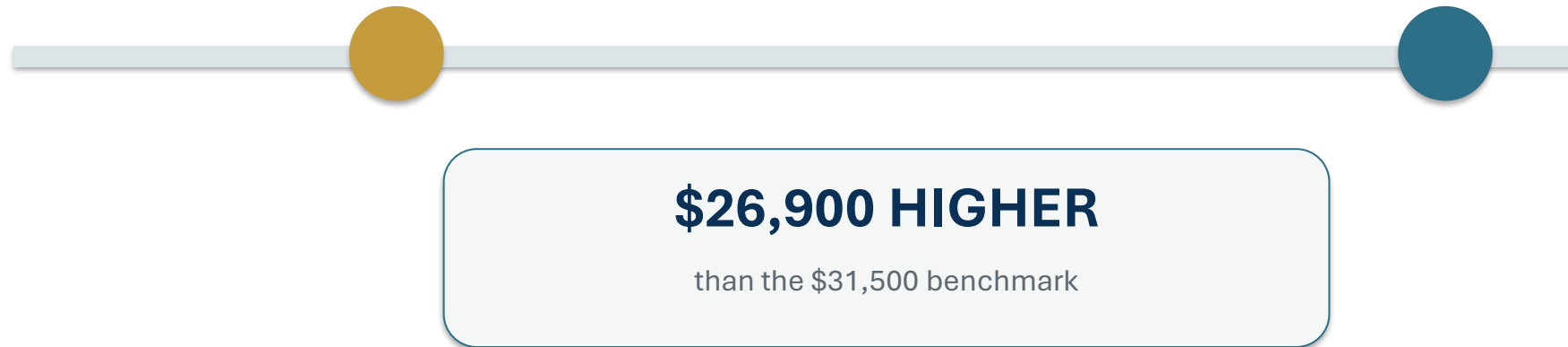
WHY THE NYS LIST IS AN UPPER BOUND

POTENTIAL CITY CEILING

\$31,500

NYS REPORT SCREEN

< \$58,400



The 501-property NYS pool is intentionally much broader than a \$31,500 proposal.

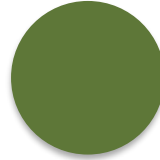
POTENTIAL WATERTOWN IMPACT

A deliberately broad planning ceiling — not a forecast



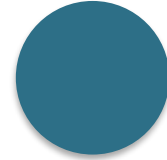
501

NYS-screened
properties



\$48.23M

combined
assessed value



\$24.11M

gross AV if every
property received 50%

NYS screens reported AGI below \$58,400 — this is NOT a \$31,500 impact estimate.

CURRENT SENIOR EXEMPTION BENCHMARK

43

current senior
parcels

\$3.51M

combined
assessed value

\$277,789

reduced taxable AV
if all 43 were at 50%

\$277,789 = taxable assessed value reduction, not tax revenue.



COUNCIL CONSIDERATION

NO CHANGE

\$23,100

Current rules

SOCIAL SECURITY

SS

Broader relief

INCOME CEILING

~\$31,500

Moderate alternative

Two possible changes. Council can choose the level of relief it is comfortable providing.

A NEW SLIDING SCALE

If Council establishes \$31,500 as the upper eligibility limit

50%

MAXIMUM EXEMPTION

**\$24,000
or less**

Current 50% limit:
\$17,400 or less

**Relief continues
through \$31,500**

More than \$24,000 to < \$25,000

45%

\$25,000 to < \$26,000

40%

\$26,000 to < \$27,000

35%

\$27,000 to < \$27,900

30%

\$27,900 to < \$28,800

25%

\$28,800 to < \$29,700

20%

\$29,700 to < \$30,600

15%

\$30,600 to < \$31,500

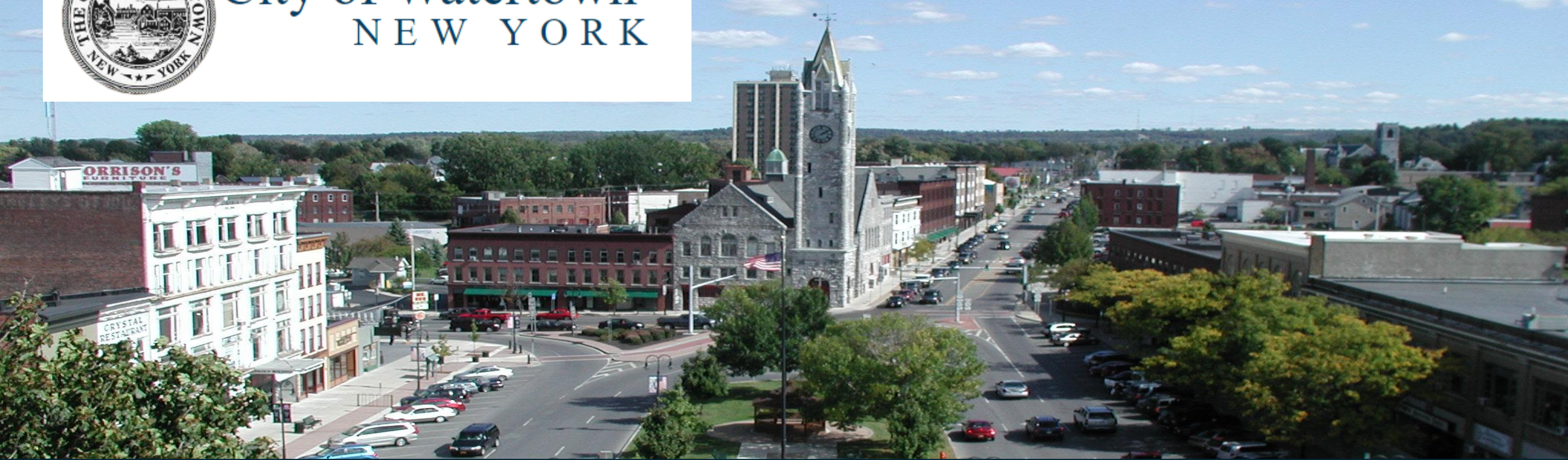
10%

\$31,500 or more

NOT ELIGIBLE



City of Watertown
NEW YORK



CitiBus Planning for the Future

REGIONAL TRANSIT COORDINATION

BRANDI SMITH, TRANSIT DIRECTOR

OCTOBER 13, 2026



A Changing Regional Transit Network

Jefferson County Public Transit began countywide public transportation service in 2026, creating new opportunities for regional connections.

Regional Connections

JCPT connects with neighboring county transportation systems, expanding access beyond Jefferson County.

Local + Regional Service

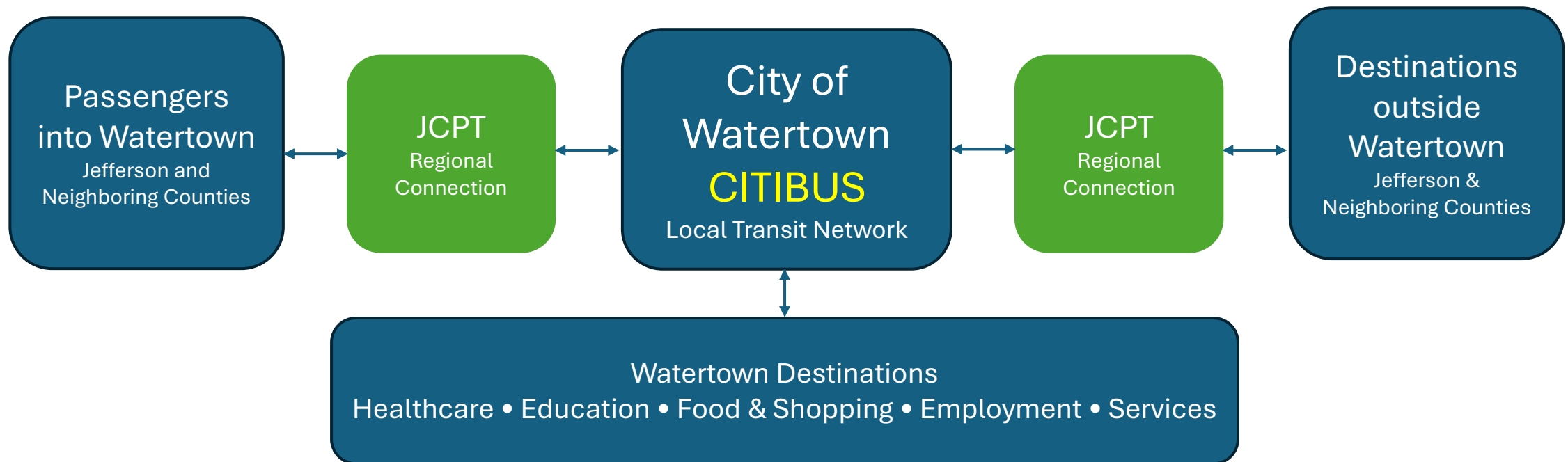
CitiBus and JCPT remain separate transit systems, but coordination can make regional travel easier for passengers.





REGIONAL TRANSIT CONNECTIONS

WHAT EXISTS TODAY





REGIONAL MOBILITY

WHY REGIONAL CONNECTIONS MATTER INTO WATERTOWN

Regional passengers gain access to:

Healthcare

Samaritan Medical Center & other providers

Education

Jefferson Community College

Food & Shopping

Grocery, retail & shopping destinations

Employment & Services

Jobs, government & community services

Brings regional passengers into the City to access local businesses and services.

OUTSIDE WATERTOWN

Watertown residents gain access to:

Healthcare

Providers and specialists outside the City

Education & Employment

Opportunities throughout the region

Social and Community Access

Recreation, cultural events, festivals & community activities

Regional Connections

Access to transportation beyond Jefferson County

Expands transportation options for City residents whose needs extend beyond Watertown.

Transportation needs do not stop at municipal or county boundaries.





Serving Our Community

100,112 PASSENGER TRIPS

Last year

20 - FORMAL PASSENGER COMPLAINTS

October 2025 – September 2026

- **18 of 20** received July – September 2026
15 submitted by one individual

6 - FORMAL OPERATOR REPORTS

Passenger conduct requiring management intervention

A strong transit system listens to passenger concerns while supporting the employees responsible for providing safe, reliable service.





Transportation Planning & Passenger Engagement

PASSENGER SURVEY -

31 Responses as of October 7

• 13 electronic • 18 paper

58%	93%	77%	84%
Satisfied or Very Satisfied	Driver Courtesy Average rating 4.63/5	Rated On-Time Performance 4 or 5/5	Accessibility 4 or 5/5

PASSENGER ENGAGEMENT

Daily Rider Engagement

Riding CitiBus and engaging directly with passengers and operators

Travel Training & Accessibility

Helping passengers understand routes, fares and passes while addressing transportation and ADA barriers

Community Outreach

Engagement with JCC, Summit Senior Living, NRCIL and Emanuel Congregational Church

Passenger Support

Assisting fixed-route and paratransit passengers with transportation needs and access to service

Passenger feedback and direct community engagement help inform future CitiBus planning.





FIXED ROUTE PLANNING

PLANNING FOR THE FUTURE

SYSTEM PERFORMANCE

Routes • Schedules • Reliability • Ridership • Travel Patterns

PASSENGER & COMMUNITY NEEDS

Passenger feedback • Community engagement • Key destinations • Accessibility

SERVICE ALTERNATIVES

Route and schedule alternatives • Service improvements • Regional connections

IMPLEMENTATION PLAN

Prioritized recommendations • Costs/resources • Phased implementation

A stronger local transit system creates a stronger connection to the regional transportation network.





Reviewing the Current Fare Structure

CURRENT BASE FARE

\$1.50

Last increased **July 1, 2009**

Approximately **17 years** at the same base fare



OPERATING COST EXAMPLE — FUEL

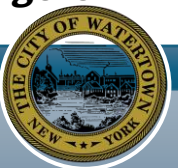
	2008 Benchmark	2026 CitiBus Actual	Change
Gasoline	\$2.66/gal.	\$3.29/gal.	↑ 24%
Diesel	\$3.23/gal.	\$4.73/gal.	↑ 46%

Fare increase under consideration: \$2.00 = 33% increase

Regional Transfers

- JCPT current fare: **\$2.00**
- CitiBus and JCPT are discussing options to make transfers between systems easier
- Transfer structure still being evaluated

The goal is a fare structure that supports a sustainable CitiBus system while making regional travel easier for passengers.





Planning for Future Connections

CURRENT NEEDS

Address limited space, increased traffic, bus movements, passenger safety and accessibility.

FUTURE CITIBUS SERVICE

Plan the transfer location alongside future route and schedule recommendations.

REGIONAL CONNECTIONS

Consider opportunities for easier connections with JCPT and intercity transportation.

LONG-TERM OPPORTUNITY

Create a location that can adapt as transportation options and community needs change.

A well-planned transfer location can improve access to Watertown for residents, visitors, workers and customers throughout the region.



BUILDING A STRONGER CITIBUS

MOVING FORWARD

MODERNIZE LOCAL SERVICE

Use data, passenger feedback and the fixed-route study to guide future routes and schedules.

STRENGTHEN PASSENGER ACCESS

Continue improving accessibility, travel training, technology and passenger engagement.

PLAN FOR THE FUTURE

Address fares, facilities and the transfer site to support a sustainable transit system.

BUILD REGIONAL CONNECTIONS

Continue coordinating with JCPT and other transportation providers to make regional travel easier.

A stronger CitiBus means better local service today and a stronger foundation for regional transportation tomorrow.



Questions?

