

HUDSON, NH BOARD OF SELECTMEN
Minutes of the January 23, 2007 Meeting

1. **CALL TO ORDER** by Chairman Richard J. Maddox in the Selectmen's Meeting Room at Town Hall at 7:00 p.m.
2. **PLEDGE OF ALLEGIANCE** was led by Police Officer Kevin Sullivan.

3. **ATTENDANCE**

Selectmen: Richard J. Maddox, Shawn N. Jasper, Kathleen R. MacLean, Kenneth J. Massey and Benjamin J. Nadeau

Staff/Others: Steve Malizia, Town Administrator; Priscilla Boisvert, Executive Assistant; Cecile Nichols, Town Clerk-Tax Collector; Fire Chief Shawn Murray; Tom Sommers, Town Engineer; Police Department personnel; Lucille Cloutier; Andrea Perreault; Vinnie Russo; Linda Kipnes; NRPC personnel; Doug Robinson, HLN

4. **PUBLIC INPUT**

Employee Longevity Recognition for Tracy Carney for 20 years in the Hudson Police Department. Tracy has worked in the Police Department since January 25, 1987, starting as a Dispatcher. When the Legal Clerk left in 1988, Tracy trained for the position and has been assisting the Legal Division ever since. She is active in teaching RAD (Rape Aggression Defense System) and radKIDS, a program that provides education and training to help prevent the abduction of children. She also volunteers at the blood drives and provides support during the Special Olympics Torch Run. Tracy and her husband, James, a Sergeant with the Weare PD, live in Litchfield with their two children, Brianna, 6, and Logan, 3.

Lucille Cloutier, 33 B Street, Mobility Services Issues. Ms. Cloutier said, pursuant to her phone conversation with Chairman Maddox on January 17, she wanted to know what steps would be taken to improve mobility services for the disabled citizens of Hudson. Upon calling the Selectmen's Office to find out what services are available for Hudson's disabled citizens, she was referred to the Senior Citizens, but she is not a senior citizen. Upon stating this, she was then referred to Kathy Wilson, who kindly gave her the numbers of two agencies to contact—Area Agency of Nashua and the Caregivers. The Area Agency told her that only service the developmentally disabled, not the legally blind, which she is. The Caregivers told her that services are available for doctor's visits and grocery shopping, but is based on income. Nashua Transit Authority has a city list service for the disabled. She called them on two separate occasions and was told the services to Hudson are very limited. The bus only traverses Hudson twice a day—early morning and later in the afternoon—with an added \$1.50 fee for Hudson residents, "per order of the Board of Hudson Selectmen." She was told by Mr. Maddox that the added \$1.50 was never voted on by the Selectmen and not authorized, as such. She discovered that, according to ADA rules, transportation by such a company would be provided on a door to door basis. She asked the Selectmen why it was that those who need the most representation have the least. They need a voice in the community in order to be active, productive members for as long as they possibly can. Through her investigation, it is evident that more education is needed on the aspect of legal blindness. It is a misconception that they are all in the dark. Accurate and easily attainable information should be available. Her, on behalf of all who are legally blind, would appreciate a follow-up and rectification of this issue. She thanked the Board for its attention and she was sure it would be taken care of, ending by saying, "Appreciate what you see today for all of its inherent beauty, for tomorrow you may not see it."

Selectman Massey said the \$1.50 was set by the Board, based on trip costs. He believed the town was subsidizing \$3 of the \$4.50. Ms. Cloutier asked about further services for Hudson residents with disabilities—blindness. Selectman Massey said that was something they'd have to take under advisement and get back to her on. Ms. Cloutier said she wasn't the only one in this situation, but maybe others aren't able to speak up—and it's time someone did. She asked if she would be contacted on this matter. Chairman Maddox and Selectman Massey said yes.

5. **CONSENT ITEMS**

Motion by Selectman Massey, seconded by Selectman MacLean, to receive Consent Items A-D, carried 5-0.

A. **Assessing Items**

Granting of Veterans' Tax Credits (5 Sterling Way; 1A Brackett Lane; 14 Shoal Creek Road; 9 Krystal Drive) and an Elderly Exemption (9 Krystal Drive); Current Use Lien Releases (Sparkling River Condo Site, Map 156/Lots 5-13 through 5-16); and 2006 Abatement (10 Scenic Lane).

B. **Licenses & Permits**

Petition and License for Poles (#4AAGC4 on Wason Rd and #21-927 on West Rd) w/recommendation for approval.

C. **Acceptance of Minutes**

Board of Selectmen's Minutes of January 9, 2007

D. **Calendar**

1/24 Filing period opens
1/24 9:00 a.m. Joint Loss in CD Mtg Rm
1/24 7:00 Sr Council on Aging--BOS Mtg Rm
1/24 7:00 Planning Board in CD Mtg Rm
1/25 7:00 Open Space in BOS Mtg Rm
1/25 7:30 ZBA in CD Mtg Rm
1/25 7:00 Legislative Forum @ Anheuser Busch in Merrimack
1/29 Last day to post the Warrant
2/2 Filing period ends

2/3 9:00 a.m. School District @ Community Center
2/5 6:30 School Board in BOS Mtg Rm
2/6 7:00 Board of Selectmen Workshop in BOS Mtg Rm
2/7 8:30 a.m. Highway Safety Committee in CD Mtg Rm
2/7 7:00 Planning Board in CD Mtg Rm
2/8 6:30 Recreation Committee @ Oakwood Rec Center
2/8 5:30 Sewer Utility Committee in BOS Mtg Rm
2/8 7:30 ZBA in CD Mtg Rm
2/10 9:00 a.m. Town Meeting @ Community Center
2/12 7:00 Conservation Commission in CD Mtg Rm
2/13 7:00 Board of Selectmen in BOS Mtg Rm
2/14 7:00 Planning Board in CD Mtg Rm
2/15 7:00 NRPC in CD Mtg Rm
2/15 7:30 Budget Committee in BOS Mtg Rm
2/19 President's Day Holiday—Town Hall Closed
2/19 6:30 School Board in BOS Mtg Rm
2/20 7:00 Cable Utility Committee in BOS Mtg Rm
2/21 5:00 Water Utility Committee in BOS Mtg Rm
2/21 7:00 Library Trustees in BOS Mtg Rm
2/21 7:00 Senior Council on Aging in CD Mtg Rm
2/22 7:00 Open Space Committee in BOS Mtg Rm
2/22 7:30 ZBA in CD Mtg Rm
2/25 7:00 Legislative Forum at Anheuser Busch in Merrimack
2/27 7:00 Board of Selectmen in BOS Mtg Rm
2/28 7:00 Planning Board in CD Mtg Rm

6. **OLD BUSINESS**

Votes taken after Nonpublic Session on January 9, 2007:

Motion by Selectman Jasper, seconded by Selectman Massey, to seal the Nonpublic Session minutes 1/9/07 carried 5-0.

Motion by Selectman Massey, seconded by Selectman MacLean, to hire Susan Kaempf as a temporary, part-time employee (30 hours per week) to provide office support in the Recreation Department at \$13.00 per hour, effective January 22, 2007, with an ending date of no later than June 22, 2007, as recommended by the Recreation Director, carried 5-0.

Motion by Selectman Massey, seconded by Selectman Jasper, to hire Cynthia May as a contract Town Planner in the Community Development Department, effective January 22, 2007 through June 30, 2007, at a salary of \$41,600, as recommended by the Community Development Director, carried 5-0. (Selectman Massey asked the record to show that the \$41,600 for Cynthia May was being paid by W/S Development.)

Motion by Selectman Massey, seconded by Selectman Nadeau, to adjourn at 10:14 p.m. carried 5-0.

7. **NEW BUSINESS**

A. Otarnic Pond CDBG Grant Administrator

Town Administrator Steve Malizia said the town was awarded the CDBG grant for infrastructure improvements for water and sewer for Otarnic Pond Cooperative. As part of that, the Board authorized individuals to bid on the grant administration, which was duly advertised and direct mailed to interested parties. Two proposals were received--Gerald Coogan and Donna Kerwin Lane--and both are well-qualified. His recommendation was for the low bidder.

Motion by Selectman Jasper, seconded by Selectman Nadeau, to award the bid for the Otarnic Pond infrastructure improvements grant administrator to Donna Kerwin Lane, the low bidder, in the amount of \$14,800, carried 5-0.

B. Amendment #1 to Otarnic Pond Sewer and Water Design and Construction Engineering Services

Town Engineer Tom Sommers hoped the design work would be done for bid in May, with work done this season. The first part of this was before the Board on January 9. The Water and Sewer Utilities both recommend this.

Motion by Selectman Nadeau, seconded by Selectman Jasper, to approve Amendment #1 for the Otarnic Pond Cooperative Sewer & Water Design & Construction engineering services contract with Clough Harbour & Associates in the amount of \$87,700, carried 5-0.

C. South Hudson Water Tank, Site Plan Review

Town Engineer Tom Sommers said he doesn't normally ask that the town forego site plan review regulations, but in this case he is because this is a circular site that has no frontage, and has a very specific purpose to it, so it can't meet any of the zoning criteria. It's a utility and doesn't fit the process they'd normally go through. He thought this had been discussed by the Board of Selectmen, but it hadn't. They are ready to go to construction, but need to address this first—which he didn't realize until the Water Utility meeting. By the Selectmen invoking RSA 674:54, the Planning Board will still do an informal review, but if they were to go through the normal process, the ZBA would have to grant a variance for this. Selectman Massey said that the fault lies with himself for not bringing this to the Board sooner.

Chairman Maddox said he wasn't going to vote in favor of this because they've known about this for a long time and even though it is for a public purpose, the Board should follow the same rules it imposes of everyone else. The abutter should also have their say. Mr. Sommers said there's only one abutter to this. Chairman Maddox said this isn't an emergency and he didn't see the need for this action. Selectman Jasper said, regardless of the timing, this doesn't meet the criteria and it's a waste of time to go through the Zoning Board and Planning Board because this *must* be approved. If the ZBA didn't get a variance for the height or for whatever, the town wouldn't stop the project because it has to be done. The Boards of Selectmen, over the years, have done this numerous times where there is a public need that has to be met, and for the public good, the Board cannot subject itself to the town's regulations. To go forward, it would be a charade, and if they got denied, it would be a charade because they are going to do it. That's why the statute is here. The town cannot meet the requirements, and this is the proper way to go. It still has to go before the Planning Board for review, and they may make some suggestions, and the Town Engineer will take them into consideration and will make the modifications, if practicable. To do anything but invoke the statute would be inappropriate.

Selectman Massey said from the very beginning, they knew everything about the site was not going to be in conformance with the setbacks or the heights, etc., so if they went to the ZBA, they'd only be going through the motions because that board would have no real ability to say no because this is a public necessity. A lot of engineering effort went into finding the appropriate site for this and the hydraulics of the water system are such that this tank has to be at the same elevation as the other tanks in town and this is the only area in the southern end of town that provided the reasonable access and the height. They are not there because they like the site, but because it was the best available to make the hydraulics for the entire system work. And, as Selectman Jasper already pointed out, it will still have to go before the Planning Board and if they see things they would like to have done relative to landscaping, it will make those recommendations. They did the same thing with the booster station that is going up by Stop & Shop. That went before the Planning Board, and as a result, modifications were made to the way the building was constructed and some noise abatement issues were addressed. Ultimately, it was his failure this wasn't brought before the Board sooner.

Selectman MacLean said even if this came before the Board six months ago, Chairman Maddox still might not have voted for it, so they should just get on with this. Chairman Maddox said he still wasn't convinced to vote for this, but he was just waiting for all of them to stop talking.

Motion by Selectman Jasper, seconded by Selectman MacLean, that the Board of Selectmen invokes RSA 674:54 because the property and tank cannot conform to town zoning with respect to use, shape frontage and height, and that Planning Board will be so notified, carried 4-1. Selectman Maddox voted in opposition.

D. Pelham Road Culvert Retaining Wall

Town Engineer Tom Sommers said this was a follow-up to the issue he brought to the Board's attention last October. At that time, he was told that this could be addressed after the budget season was over. This is an amendment to the existing contract with CLD for structural work and inspections that they've been doing for the town. The total amount includes a \$6,750 geo tech fee, which will give them a conceptual design, evaluation and cost estimate so he and Kevin can work together, and then will come back to the Board for a budgeted remedy to this. He expected that would come up in the next budget season. This isn't considered an emergency right now, but it is something they need to be moving forward with to get done. He believed that the Board didn't want to wait until the next budget cycle to do this, but to find the money in the budget and do it now.

Motion by Selectman Massey, seconded by Selectman Nadeau, to approve amendment #1 to the bridge inspection contract with CLD for the Pelham Rd. culvert retaining wall evaluation in the amount of \$17,800 and to transfer funds from account 5555-217 Solid Waste Water Quality Monitoring, to account 5585-225 Engineering Fees, carried 5-0.

E. NRPC Presentation on CTAP (Community Technical Assistance Program) (Taken up after #8.)

F. Acceptance of a \$700 donation from Wal-Mart to the Hudson Police Animal Control Division

Motion by Selectman MacLean, seconded by Selectman Jasper, to accept the donation, with the Board's thanks and appreciation, carried 5-0.

8. OTHER BUSINESS/REMARKS BY THE SELECTMEN

Prioritization of items for discussion at February 6 workshop w/Legislative Delegation

Chairman Maddox said he has asked the Cable Utility to have some wireless mikes available for the Legislators, who will be seated in the front row. As they learned with the Planning Board, having more people than microphones got a little dicey. Hopefully, they will have a wireless they can pass around for the people who are speaking. Three items he'd like to see addressed are the third bridge, the circumferential south, Benson's and the retirement system. Selectman Jasper thought those four items would be sufficient because they are the most critical. He didn't know what the delegation could do with Benson's.

(Start Tape 1-B)

The retirement system will be a major discussion in the legislature this year. The town's hit this year was \$200,000 that the taxpayers had to pay in additional monies to the retirement system, and the employees did not have to pay any more. The onus was on the taxpayers and, long term, they are looking at a \$6 billion problem. Clearly, that can't all be on the taxpayers.

Selectman Massey agreed that those were the key elements for discussion. He finds it incredible that a retirement system that is funded in no small part by the state has no representative on the pension board. The retirement system is made up strictly of non-governmental unions and public service people. The LGC, the NHMA, has forwarded a bill to provide representation from municipalities on that board. That's something they should be asking the Representatives and Senator to get behind. It is incomprehensible to wind up with a pension plan that doesn't have input at the table by the people who are providing the money.

Chairman Maddox said at the workshop, he planned to introduce the Representatives and give them a minute to tell how long they've been on, the committees they serve on, if there is something of particular interest they'd like to put out to the citizens, because they are on cable. The Representatives are this huge body that no one really sees much of. Hopefully, the Board can start a dialogue with this group and make them aware of what the Board of Selectmen are looking for. He went to Webster over the weekend to look at the various bills that have been submitted and their status, and he found it fascinating.

Selectman MacLean reminded people that the filing period begins tomorrow.

Legally blind services issue, brought up during Public Input. Selectman MacLean said people usually turn to government for services, but there are a lot of private organizations that could be contacted. She used to be part of a group at St. John's that could be called if someone needed a ride to a doctor's appointment. They had a phone tree, and people were called, and they were able to help those in need of a ride that way. There has got to be some places like that available. If not, perhaps someone could get something going, if they are made aware that the need exists. A lot of people would be willing to help that isn't funded through taxpayer money. People can call family, neighbors, friends and caring people to get people rallied together to help people who need these kinds of services. She wasn't sure what other services the woman who came before them wanted, but transportation services didn't necessarily have to be provided by the government. People can also contact Catholic Charities for help with all kinds of things. As a town, they should certainly look into seeing what it can do to help those who are legally blind, but there are many people who, if only asked, would love to help. Selectman Nadeau pointed out that the town offers a tax exemption for the blind, through the Assessing Office, which the Board grants on a regular basis.

With regard to the bus service, Chairman Maddox asked the Town Administrator to do some research on what the town pays and about the surcharge. During his tenure on the Board, the Nashua Transit isn't something he's thought much about, outside of budget season. He never really understood what they did for the town. Mr. Malizia said Nashua Transit has been a community grant for a long time, predating his employment with the town. He looked at the funding levels paid to Nashua Transit, going back to 2000, to get an idea of what it was. Every year, the Transit System has come to the town, asking for a grant to provide service to residents of Hudson, on a limited basis. Nashua Transit is not running a bus service in Hudson, but they are providing a demand service for people who have disabilities, i.e., ADA, and when space is available, space for the population over 60. As Nashua Transit's budget goes up, and since the town has worked to keep its budget somewhat level, there has been some differential in the funding—hence the origination of a surcharge to folks who utilize this service. Within Hudson, it's approximately \$2. Because of Nashua Transit's increased expenses, and the town not paying 50% of the funding, there has been a differential, and that has been made up by the surcharge. That documentation has been provided every year, because he has researched it, there has been an extra charge for the people who utilize this service to help pay for the service. The Board didn't formally act on imposing a surcharge, but by implication of the budget that was passed, and the funding the town provided, the reality is that there is a surcharge. Stating it that way may not be accurate, but this is the reality. He spoke with a supervisor in the Urban Programs Department, who said there is a limited service for Hudson. They have some capacity and have provided the town of Hudson with some demand-type service for people with disabilities, which is not age restrictive. They don't have to be over 60, but must have an ADA type of disability. With proper registration and proper notification, they can be provided with some service, such as going to Market Basket, Brooks Pharmacy or to the adult program at Alvirne—pretty much point to point at any place in Hudson, but those people need to register. People need to call the service and would be sent a small packet that needs to be filled out so they know what they are looking at and have someone evaluate if they meet the criteria. It's not a bus service; it's specifically for folks with limited mobility and, when space is available, for the older segment of the population. If someone does not fill out the registration form, service can't be provided. They claim to make every effort to not deny anybody. They try to provide some sort of service, but people have to register first. He has another call in to the Transit people to get an idea of some of the trips being taken in Hudson to get a little more information on the extent of where they are going. The main thrust of this is it's not a bus route. It does not have a fixed route like they do in the City of Nashua, where there are six or seven bus routes, which is well explained on the Nashua Transit web site. They have the capacity right now to provide some service for Hudson and some for Merrimack; this is the not full service they provide in Nashua. If the town wants to pony up more money, they are more than willing to expand the service and maybe have limited bus runs. Right now, the town is paying for a demand type service. Someone can't call up and demand to go somewhere. People have to register and then they try to incorporate people into their runs. It may not be to their liking they don't get picked up at exactly 10:07, but they do try to accommodate folks. They try to work with people, but disabilities gets priority over age because their funding comes from the federal government, which has certain requirements. The fact that they can also provide some sort of service to the older population is a bonus. They are not required to be Hudson's transportation company. It's a demand service that, through the years, the Board has decided on the level of funding, which has created the extra fee that folks who utilize the service have to pay, and if the Board wishes to have an expanded service, or a different service, they would be amenable to talking with the Board, but it would come with a price tag.

Chairman Maddox said in the backup documentation, it shows about 1,400 trips per year for the funding provided by the town. This year, they put in \$17,000. Selectman Massey asked if ADA does not recognize someone legally blind as having limited mobility. Mr. Malizia said he did not know that. He didn't want to speak about any individual, but someone has to fill out the forms before they can be helped. He didn't know if the ADA recognizes legally blind persons as having a disability. He can only say they have to fill out the form.

Selectman Massey said most people re-examine their contributions to charitable organizations at the end of the year. He asked the Finance Director or Town Administrator that when they go through the budget this year for fiscal 2009, they ask each agency that's asking the town to support them to provide an annual report that indicates the amount of money that goes toward administration, versus the amount of money that goes to provide services. The standard rule of thumb is if more than 10% of the cost of the revenues goes to administrative cost, then you're not getting your money's worth, in terms of services. They should look at that for next year with all of the agencies. Chairman Maddox asked Selectman Massey to put that in motion form, so it would be on the record.

Motion by Selectman Massey, seconded by Selectman MacLean, that for the next budget cycle, FY-09, they require all agencies requesting support from the town to provide an annual report, indicating the administrative costs, as a ration of their total cost.

Mr. Malizia asked if the motion included the Seniors. Selectman Massey said yes; they shouldn't exempt any agency that's asking for money. Selectman MacLean asked if Selectman Massey's motion meant charitable organizations, because the Seniors aren't a charitable organization. Selectman Massey said the Board may look at that one separately, but they would want all of the other agencies. The Seniors probably don't file an annual report that talks about this in the context of this conversation. It's the other agencies, primarily out of town, that are providing services to town residents that he is concerned about. Selectman Jasper quoted Selectman Massey, saying, "Act in haste; repent in leisure." Since they are a long way from the budget process, they ought to look at who this would cover and see if there is a better way to define it. The Hudson Historical Society doesn't have any administrative costs, but the town gives them a grant for fireworks. This may be confusing if they put this out now. He supports the idea, but it might be better to do this later for those who have payroll. A lot of the organizations the town gives to does not have payroll. Selectman Massey said Selectman Jasper made an excellent point and, therefore, withdrew his motion. Selectman MacLean withdrew her second. Selectman Massey said between now and the next budget cycle, they should formulate a list of those agencies they would like to see their administrative overhead.

Chairman Maddox asked why not plan to ask a third of the people they give money out to, and have a set of questions for them they can work out at a workshop, such as the number of residents served by a particular agency. Selectman Massey said what got him thinking about this whole concept was the issue of was the money being delivered to the service? When they see an agency that takes 15% of their revenues for fundraising. Are they in business to raise money, or in business to provide services? He thought Selectman Jasper was right.

Mr. Malizia said most of the agencies do send their financial reports, but most people don't want to read them. They do outline their sources of funding and most of them say how many Hudson residents are served. It has been presented in black and white for years, but most of them don't want to read it because it becomes an awful lot to look at. Chairman Maddox said he'd like a better definition from the bus service of what they actually do for the grant provided to them. Mr. Malizia said he left a message with the Assistant General Manager of the Transit to get a better handle on where people are going to get a better feel for the types of demand services they are providing, such as to the day care program or supermarket. Chairman Maddox said they will follow up at a later date with regard to other services, probably ask the municipal association to see if they have a reference of facilities or services that are available that could be made readily available to Hudson citizens. It's probably not a question that has been asked, so they should at least try to find out if there are some resources they can make people aware of.

Selectman Massey said, rather than just limit it to just one aspect of disability, it would be worthwhile to have a complete listing, and then maybe it can be posted on the web site, "Services Available to Folks Who have Special Needs." The Local Government Center could probably provide a wealth of services for all disabled people, and they should include things like the Disable Vets, people over 65 and legally blind, that get the exemptions on their taxes, as part of that program. Selectman MacLean said that list doesn't have to be limited to governmental agencies. Selectman Massey assumed the LGC would include all of the programs, private and public. Selectman MacLean said she was thinking about a group of people from a church starting a program, but that might even be an organization that anyone even knows about unless they are a parishioner in that church. She feels there are a lot of people that would be more than willing to help out. There are people that do that right now, but other people need to know. Chairman Maddox asked if Kathy Wilson was the keeper of that information. Mr. Malizia said they have a list of resources from the welfare administration side of the house that folks can tap into for needs, but not a master list of everyone in town who might possibly do something for someone. He didn't even know how that process would be managed. There are charitable organizations and a network of folks that if someone gets into that, and asks for that type of assistance, they can be helped. He's not sure the LGC is the best resource because they are not local to here, as they are to the central part of the state. There are people and agencies we refer people to, and we can give out that information. Chairman Maddox said Mrs. Cloutier referred to the response she got when she called Town Hall, so that information could be put on the web site or give a list to whomever they want to give that to. He asked if this was something for a follow up discussion, indicating that he received some nods.

Selectman Massey said he had nothing this evening.

Selectman Nadeau reminded everyone that the Hudson Rec Committee was doing Comedy Night on Saturday, February 3 and the theme is Super Bowl. The building opens at 7:30 and the show starts at 9:00. Tickets are available at the Town Clerk's Office, Monday – Friday, or at the Rec Center on Oakwood Ave., and the phone number is 880-1600. It's a good time.

Kudos to the Highway Department, the Police Department and the Fire Department for all their hard work during the last ice storm. There were over 150 calls for wires down, pole fires, transformers blowing, etc. He thanked these employees for their work during this time.

Selectman Jasper said he had nothing tonight.

Selectman Maddox wished Selectman Jasper Happy Birthday.

]Selectman Massey volunteered to post agenda on January 26.

]Additional language included in Article 24 Sewer Utility Capital Reserve Fund (by Attorney Buckley) to clarify the intent, as requested by Selectman Massey. Selectman Massey said when he read the warrant article that said to change the purpose to purchase additional capacity, unfortunately sometimes he gets bogged down with English, and he read that is potentially losing the fact that the current purpose is to buy the expansion of the system and purchasing existing capacity is not that, so he asked the Town Administrator to check with Atty. Buckley to make sure the language was clear, that they were adding to the purpose, not changing the entire purpose. Mr. Malizia read aloud the way the reworded article would read. Selectman Massey moved sending the revised language to the warrant, seconded by Selectman MacLean, but the Chairman didn't think that was necessary because it was already on the warrant, so they withdrew their motion and second.

]Adding to what Selectman Nadeau said earlier, Chairman Maddox said (during the ice storm) he had his scanner on and there were so many calls to so many parts of town. At some point, every piece of apparatus was being used, all going in different directions. Police, Fire and Highway were all very busy, answering calls, cutting down trees, clearing roads, blocking roads, as needed, etc. He thanked all the people who spent a miserable couple of days and nights chasing after the ice storm.

]Chairman Maddox asked the camera operator to pan to the area behind Selectmen Jasper and MacLean so the people at home could see the large pile of paperwork, binders and maps, which was one set of plans for RiverPlace, all of which arrived on Friday afternoon—and, as the Selectmen's liaison to the Planning Board, he was in a quandary.

(Start Tape 2-A)

The plans show something that is not allowed on that parcel. He asked if the Board was interested in having the Planning Board ask for a zoning determination before this gets distributed to get a clarification whether these plans are something the Planning Board will be able to accept, after a month or two of review, and then possibly might not be able to accept them.

Selectman Jasper didn't know if a zoning determination was needed. On the face of it, that type of housing is not allowed in that zone. He supposed they could formalize that, but his understanding is that that's part of the master plan they are honing in on—1.1 million sq. ft., so it's a Planning Board regulation question more than anything else. Do all the proposed uses have to meet zoning in order for it to be accepted, or is there the ability to say, "this is what I'd like to do, but we're not submitting this, so it doesn't matter if it meets zoning because sometime in the future, we can come and ask for that." It seems to him that everyone on the Master Plan would have to meet current zoning. Otherwise, it's nothing more than drawing something on a plan.

Chairman Maddox said that's his concern. Because this is so big, and because it's going to go out for a month and a half or two months, he didn't want, at the end of this, to all of a sudden have this quandary. He was looking to see what the Board wanted to do, inasmuch as he didn't disagree, if it said conceptual at Phase II, but the plans, as he reads them, are as one great big package, and that is all shown on there. If they were to accept that, then they are falling into the same trap or dilemma as before, with something that is shown on a plan that isn't allowed by right in that zone.

Selectman Jasper said, on the other hand, in looking at that land and the number of housing units they put in there, and think they probably couldn't find anything that would be more intensive use, traffic-wise, in that little area, but that's a question for the engineers. If that is almost a worst-case scenario traffic-wise, he assumes, from the Board's standpoint, the biggest thing they are going to be concerned about is the roadway system. If that is a very intense use, even if it's not allowed, at least from the perspective of doing long-term planning, you can say anything other than that is going to generate less trips per day, then it really doesn't matter from a conceptual standpoint. That would be his concern. If they are going to be looking at the global picture of traffic, in total, they need to know the maximum number of trips that are going to be generated.

Selectman Massey said if it isn't written, it never happened. In this case, the corollary is true. If it's written, it has happened. At the September 13 Planning Board meeting, the applicant presented a conceptual plan. At that time, Selectman Massey specifically pointed out to the applicant that what they were proposing in that corner of the property was not a permitted use, based on the elections of the day before, and he asked them to be prepared, when they came with their plan, to show an alternate for what they would be using that for. The fact that they continue to show that it's housing; the fact they continue to know that it requires either a change in the ordinance or a variance, is puzzling to him and, at the very minimum, he would support asking the Planning Department to either, a) that the plan, as presented, is not acceptable in its form and they have to remove that, or b) prior to coming to the Planning Board for plan acceptance, that they are required to go for a variance before the Zoning Board because every time they put this plan in front of everybody, and everybody sees that housing, it becomes indelibly printed in everybody's mind that that's what's going to happen. Until they get it clarified that, as of today, they cannot do what they are proposing, the Board would be falling into the trap of making something appear to be that isn't. It's imperative to ask their representative to at least ask the Planning Board whether or not, in order to bring it to acceptance status, it needs to have a variance, or in its current form, it is unacceptable as a plan. Otherwise, they are going to go down the road and have it indelibly imprinted in everybody's mind that that's what that use is going to be and it will be hard, after the fact, to put the horse back into the barn.

Selectman Jasper said his concern was that if they say it's not allowed and they have to get a variance, they probably know the ZBA isn't going to give them a variance for that. People would be stringing them up all over town, at this point. If they just removed it and showed it as green space for the Master Plan, they know they have a future right to use that, but now they do all the traffic and road planning without the data for that, with no traffic figured in, then they come back in for something they have a right for, and everything done in the 15 years prior to the point of them getting ready to actually do something there, hasn't

been done right. That's a problem he sees with telling them to take it off. The big concern, for whatever they do, there needs to be a maximum trip per day built in. He didn't care if that shows up as housing or an amusement park. The concern is, whatever they do there, when they finally do it, they have to make sure that the trips per day generated are the maximum. It's great if they are less in the long run, but they can't have something go in there that's more, or everything they do from this point forward is going to be based on a false premise. They are smart enough to know that, and Selectman Massey told them they can't do that without a variance or a zoning change, and the only way they are going to do that is to somehow convince the town of Hudson to change the zone there, that it's a good idea. They should focus on trips per day by what's on the plan.

Chairman Maddox said they should have submitted two plans—on for conceptual, that shows what they would like to do, and then they could master plan off that conceptual, but to submit a plan for the Planning Board for acceptance, showing items that cannot be done today, they should not accept. They are going through that now, down that very ugly slope, that it was on the plan three or four different times. When it went across the river, the judge said since they'd seen it all those times, and knew it was going to be on there, it was approved. At this junction, they need to be very cautious, because all of that paper has been delivered and they should ask the question now, rather than later. They want to see everything that's being proposed, but that should be on a conceptual so the Planning Board can clearly see that's Phase II, Phase III, etc., but not wrap it into Phase I and present it.

Selectman Massey said, to pick up on the thread Selectman Jasper is talking about, nobody knows, if the plan gets approved, what the traffic is going to be like when the owners decide what to do at that corner of the property. If it's listed now as green space, when they come before the Planning Board to develop it, they are then going to have to factor in all of the other known quantities at that time, as opposed to the projected quantities, and the Planning Board will be in a much stronger position, at that time, to make a determination as to the appropriate use of that property than they would now on forecasted traffic. He thinks it is important to get clarification early, before that plan is accepted—and acceptance by the Planning Board does not mean that the Planning Board has approved the plan. It simply means the Planning Board has agreed that the applicant has met all of the requirements for submitting a plan for review and approval. If the plan is accepted with those things on there, they will have de facto set up in everybody's mind that at some point down the line, it is a permitted use. As of today, it is not a permitted use; they know that, they were warned of that on September 13 that they needed to come in with Plan B, if they weren't going to go for a variance, so it's not going to be a surprise to them to hear that the Planning Board thinks it's not a valid showing on the plan.

Selectman MacLean said from the beginning, they said they wanted the whole plan in front of them, right from the start. They wanted to see everything so they can get the numbers, so if the applicant knows now that that's not permitted, that it's not allowable, they know it, the town knows it, and the town knows the applicant knows, and the applicant knows the town knows the applicant knows it, and that it is made clear at every meeting. Selectman Massey said when the Planning Board accepts a plan, they are acknowledging that the applicant has met every requirement of the town's site plan regulations and zoning ordinance. This plan, as submitted, does not rise to that level. There is a multi-page checklist that every applicant has to submit when they send in their application. On the first night that the plan goes before the Planning Board, in some cases, the plan is sent back to the applicant because it isn't ready for acceptance. An application, when submitted, is supposed to be complete and in compliance with all site plan and zoning regulations of the town. Selectman MacLean understood that, but it was almost like a Catch 22. They want to go by their own ordinance, but if they do, they might be making more harm in the long run than if they made an exception. Chairman Maddox said that's why they should have submitted two plans—one as a conceptual for the whole Master Plan 400 acres, and Phase I, which is the lifestyle center. They could clearly accept Phase I, because it met zoning.

Selectman Nadeau didn't think the Planning Board should accept the plan the way it is. He asked if it was feasible to do that, asking them to come back with another one. Chairman Maddox said it wasn't prudent for them to speculate. It would be up to the Planning Board to say it wants that to be done. As the Selectmen's representative, he wondered if that's something that should be asked. Selectman Nadeau said they should at least ask. Selectman MacLean said the record is clear; everybody knows it's not allowed. Basically, it is conceptual because every record of every meeting is going to state that this is not allowed. Chairman Maddox asked what part was not conceptual and which is part of the plan? That's the problem they'd fall into.

Selectman Jasper was looking at the plan, trying to find a note, and there isn't one. Even though it says Phase II, it doesn't say conceptual; there's nothing that says they will be back for Phase II. It just lets you know the first phase first, and then the second phase. It appears that by accepting the plan, as submitted, they are asking for approval of those residential 65 and older housing. He didn't think this plan *can* be accepted, as submitted.

Selectman Nadeau asked if Phase I could be accepted, but not Phase II. Mr. Malizia said they would accept "the plan." Selectman Jasper said it indicates site development plans for RiverPlace Phase I, but when they get into the meat of it, Phase II is included, as well, and with nothing in the notes, it appears to be all-encompassing. They've submitted a grid of all the different quadrants, and they are all included. Chairman Maddox said every page has a stamp on their, saying approved by the Planning Board. Selectman Jasper said there is one that shows the units, and it says, "approved by," and there's nothing that talks about conceptual. That's why they have a zoning administrator and staff. It's not ready. Selectman Massey concurred.

Chairman Maddox said, as this will be multi-jurisdictional, the Planning Board is responsible for any new roads that they lay out, but town roads are under the jurisdiction of the Board of Selectmen. Marty Kennedy is going to talk to the Planning Board at its February workshop about RiverPlace and the roads that are tied to that. He asked if the Selectmen wanted Mr. Kennedy to address those 30-plus intersections that are going to be impacted at a Selectmen's meeting. Selectman Massey said yes because it's imperative they instruct VHB to provide the Selectmen with their analysis of the traffic studies that were made at all of the intersections that were identified and provide their recommendations of what is required for traffic mitigation on all town roads that were identified. That should be a very clear directive to VHB, that that is what the town is looking for. They have to do the

same thing with the economic impact report that the developer provided to the town. The Selectmen have to ask VHB to turn that around and look at it from the town's perspective and do a complete economic analysis of the total impact that it will have on the town, not just the 400 acres at Green Meadow.

Selectman Jasper said they should certainly have Mr. Kennedy in to talk to the Board. If it's an accepted town street, the Board of Selectmen is responsible for it. Some Planning Board members have taken that the wrong way. He's heard some people say that as long as it's a town road, they won't worry about it, but that's not the intent. If the Planning Board feels that improvements need to be made on an existing town road, they have to recognize they need to work with the Board of Selectmen. The Planning Board does not have the authority to order anyone to do any work on any existing road, but they certainly can come forward to the Board of Selectmen with any recommendations before the plan is approved and the Board of Selectmen can either accept it or reject it. Chairman Maddox agreed, saying there needed to be a lot of conversations between the boards because, with 30 intersections tied to both boards, everyone needs to be kept in the loop.

It was decided to invite Marty Kennedy to the Selectmen's meeting on February 13th.

NRPC Presentation on CTAP (Community Technical Assistance Program)

Nashua Regional Planning Commission's Steve Williams, Executive Director, and Angela Vincent, Senior Planner and Project Manager for CTAP, were recognized. Mr. Williams said they were present to talk about CTAP. He introduced Ansel Sanborn, the NH DOT Project Manager for CTAP and also one of their newest staff members, Jill Simonetti, who is a Hudson resident. (Ms. Vincent distributed a handout, that explained the CTAP program.) It's a regional effort to support towns with growth issues related to improvements along the I-93 corridor. The DOT has made a \$3.5 million investment in this program for the 26 communities in the corridor. It's expected to be a five year program to help all of them work cooperatively to plan for the growth issues that are going to be occurring over the next number of years in their areas. It is also an innovative strategy for linking land use changes and transportation changes to try to protect and enhance the quality of life in the communities in the corridor and then, on the larger scale, it's a cooperative project to work together on these very difficult issues. Some of the components of the CTAP program are planning tools, analysis, training, education and outreach, specific planning and technical assistance.

NH DOT is addressing concerns that have been raised with regard to the impact on the 26 communities of the improvements to I-93. They also want to allow the communities the opportunity to work together and work within their communities towards a future where the communities' changes and growth are being planned alongside the improvements for the I-93 project, and not simply as a result of the I-93 project, and they also want to develop a model for coordinating land use and transportation projects and community impacts that they can apply in other areas of the state. It's a very innovative program and the first time the NH DOT has attempted anything like this, on this kind of scale, and this is one of the first times something like this has been attempted nationwide. The backup shows a map of the 26 communities of the CTAP region, which were color-coded. CTAP is made up of a broad based group of stake holders—state agencies, NH DOT, DES and Office of Energy & Planning,

(Start Tape 2-B)

environmental groups, like the Audubon Society, to groups that are focused more on economic development, like the Greater Manchester Chamber of Commerce, and groups that are focused more on housing and human service needs. Chairman Maddox has been a part of the CTAP process for the past year, and what they've been focusing on is developing the program for the Year One projects. At one of the early meetings that Selectman Maddox attended, they went through a process where a very broad selection of issues were identified and, since then, the group has been prioritizing the issues they think are most important to tackle in the first year, and there are 13, from now to the beginning of 2008. There is going to be an external communications plan to start getting out the message about CTAP, both to elected and appointed officials in the 26 communities, as well as the public. There is going to be some education, local government cluster workshops, which are opportunities for local governments from all over the 26-town region to come together, related to specific issues to both share their challenges, share some solutions that they may have found, and to receive some education on those issues. There's also going to be a Conservation Commission instituted. They have determined that the towns' conservation commissions can be a very important resource in terms of addressing these issues, but their experience with conservation commissions has been that they are often in need of some specific education itself, with regard to how they can deal with growth type issues, so this will provide some of that education. There is also going to be some specific technical assistance, with local government discretionary accounts. The DOT has provided NRPC with \$15,000 that can be used to provide assistance to Hudson, with the same amount for both Pelham and Litchfield, so they have some flexibility in determining what it is that each town wants to be working on, related to the CTAP project. NRPC is in a position to help do those things, without the need for having a specific contract for payment of out of town funds.

They are also going to be working on a project to improve methods for connecting transportation and land use. They have a very innovative process going on to develop local open space plans and to help communities implementing local open space plans. They are developing an economic strategic planning inventory. There is no economic development organization that stretches all the way across the 26 community region. Many of the communities don't have any economic development assets or organizations at all. The first step in the process to doing economic development planning across the region is to begin to bring together all the resources that are available and can be identified so that the towns can start to see what's out there and get a feeling for what they can be doing in the area of economic development planning.

They are also going to be providing specific technical assistance. The town may have already received copies of the outstanding aerial imagery that the DOT shot recently for all the communities of the CTAP corridor, including Hudson. Those are available through the DOT or NRPC, if anyone would like to get a hold of them. They will be taking those and using them to develop some updated land use and other types of information for all the communities in the region. Selectman Massey asked when the pictures were taken and at what height. Mr. Williams said they were taken in the spring of '05 and are low-level photography, one foot

pixel resolution. You can look at the parking lot at NRPC and tell who was in the office that day because the cars can be identified. It is very high-quality imagery. They are using it as background imagery in a lot of the mapping products they are producing and would be happy to help the town in any way they can to acquire that for the town's own uses.

They will also help the communities with community planning assessments, coming in and working with the Planning Board to assess the various plans and instruments Hudson has in place to deal with growth or plan land use and assess any things that can be done to improve those. They are going to be working on GIS build-out analyses. They've done a very thorough GIS build-out analysis for Hudson, but they are going to be sharing that technology with the other 26 communities. The National Services Network is identification of important natural resources that are needed in the area to maintain a healthy environment. There will be grant writing assistance and regional cooperative initiatives and pilot programs. To date, they've put together the Year One program of projects; they've gotten that funded, and the contracts are in place, so they are ready to move forward. There is a steering committee, which continues to meet to work on developing the scopes for those Year One projects, as well as beginning to plan for Year Two. They've also put together the materials to reach out to the communities, with regard to the discretionary projects. They are among the first RPCs to develop the process for reaching out to the communities, with regard to those things. Tonight is the kickoff of the CTAP program for Hudson. There has been a number of years of effort that has gone into this at the state level and has gone on in the background among staff members of the RPCs and state agencies. That stuff is pretty much done. At this point, the focus is getting out into the communities and start working with the communities to identify community needs and to begin to work to develop these products. He turned the presentation over to Angie Vincent, who is NRPC's point of contact for the CTAP program.

Ms. Vincent reiterated tonight was the jump start of them working at the local level for CTAP with each of the communities. As the move forward, NRPC will be the main contact, as they move forward to identify projects, whether it be to help implement projects, apply for discretionary funds, or to address any local issues with the program. They have a three-step process for the community involvement they will go through during the next five years. Step 1 is to appoint a CTAP subcommittee, made up of representatives from the Board of Selectmen, Planning Board, Conservation Commission, Zoning, Recreation and School Board, so it will be a well-rounded subcommittee. Their goal would be to anticipate the issues with the I-93 widening project and implement projects that will address those issues. They weren't suggesting reinventing the wheel, but to look at existing resources collected so far, valued as characteristics of the community and region that they'd like to sustain.

Chairman Maddox said people at home are listening to this riveting presentation, but probably don't know what they are talking about, and he asked for an explanation of the I-93 widening project, giving a quick history of why they are doing this, and some of that. Mr. Williams said I-93 is one of the earliest interstates that was built in NH, two lanes in each direction, and it's showing its age. It has some maintenance issues, some very serious safety issues and congestion issues, which anyone who has driven on it recently can probably attest to. Plans have been in the works to improve I-93 for a number of years. Ansel was the project manager for the I-93 project in 1990. The plan, at this point, is to reconstruct the roadway from Salem to Manchester, with a four lane in each direction, new interchanges, new ramps, new bridges, etc. When that goes in, that will increase the capacity of the roadway. Experience has been that when a congested highway is substantially improved, there is often growth in the surrounding communities that takes place. The expectation is that when the highway is improved, there will be some increment of growth in the surrounding communities. As part of the Environmental Impact Statement, a study was done that identified the fact that there was going to be natural growth in these 26 communities of about 160,000 over the next 20 years and that with the improvement to the highway, there would be an additional increment of growth of just a little over 40,000. The CTAP program is designed to help those 26 communities deal with the implications of that additional growth that can be expected in the communities.

Selectman Massey asked if they have abandoned the idea of including a commuter rail corridor on that project. Mr. Williams said no, there is a parallel study that is going on, which he is a part of, called the New Hampshire-Massachusetts Bi-state Transit Investment Study that is looking at various transit alternatives, including potentially a rail corridor in the right of way of the I-93 project, as well as a couple of others, and also associated improvements that might need to be made, or changes in the land use that might need to be made in the communities that are going to be most directly affected by that to help support those rail projects. That project is moving forward and he is on the steering committee for it. Their next meeting is in February.

Ms. Vincent the first step with CTAP is for the town to appoint the subcommittee and to start reviewing a lot of the things pulled together over the years, relative to planning. Step two would be to determine how the 13 projects in CTAP can help implement the community's goals and objectives, working with NRPC to identify those growth issues that have been identified over the years, collecting existing planning resources from the master plan, zoning, open space plans, etc.—and the master plan will be a great document because it was just adopted about a year ago, so those growth issues will be fresh in everyone's minds. Another way to keep up on the CTAP program and what it can provide is to attend CTAP workshops. There's one coming up on February 1, and another conference in September, and other events CTAP is going to put on, such as the cluster workshops. They are great opportunities to coordinate with the other communities and see what they are up to and glean some resources from them. Then, too, look at application for discretionary funds that are available on the I-93 web site and NRPC's web site.

Some of the issues that have come up over the past years have been worked on on a regional basis, from looking at schools, impacts to housing, economic vitality, environmental protection, funding and delivery of municipal services, etc. Those are issues that have come up as concerns and have been outlined in the goals and objectives in a document developed through a series of workshops that a lot of the communities have attended over the past year. Those will be kept on the table, and there is a host of others, as well—it's an ongoing list. After looking at all the documents and working with the local land use boards, Step 3 is implementation. The list of potential projects that have been identified so far is not limited.

Ms. Vincent reviewed the time line, hoping the subcommittee members would be appointed by February. The first meeting is scheduled for February 7. March-April 7, collect existing resources; May-July 7, input from local boards on priority actions, based on existing resources; August-October 7, application for discretionary funds for specific projects; October 7 – May 8, 2008 implementation of projects, which is the end of year one.

Mr. Williams said CTAP is going to continue to move forward. They are now holding quarterly committee meetings and one is coming up on February 1, if Chairman Maddox wanted to attend. There is going to be a statewide conference called the Taste of CTAP. In September, they are going to be working on identifying projects for years two through five, and then working on implementing some of those additional projects, as needed, throughout the course of CTAP. More information is available on CTAP by going to nashuarpc.org or to rebuildingi93.com. Those sites will provide a lot of information.

Chairman Maddox said he's worked with Angie in the past, and praised her efforts. Having attended the first four or five CTAP meetings, he found them excruciatingly painful and they were such an ordeal, he stopped going, and appointed Suellen in his place. A 15-minute speech becomes a three hour presentation. Another problem he has with it is they elected an advisory group, and over half of them were not elected officials, but were part of the Audubon Society or the Franklin Institute—all these groups that the DOT is trying to mitigate from doing something against I-93. He found it painful to attend. He'd like to support Hudson in what needs to get done by giving the town the money and let them do what they think they need to do instead of attending 16 dinner meetings. The food is good, but it's not worth going to. Hudson is going to be rather busy with RiverPlace, so the chances of getting a subcommittee together for another meeting, are slim. He hoped someone would volunteer, but had his doubts because it's just another commitment of time. The town needs the traffic count information; they don't need to attend a meeting to find out that some community wants 10 acres of open space within 10 minutes walking distance. That's one of the things that came out at one of the meetings. It's a great idea, but it has ballooned into something way bigger than it needs to be. Give the town the financial support, and let them go on their own.

Selectman Massey said funding is critical, and asked if the corridor funding was secured, or if it was still in question—the roadway, the environmental mitigation, the acquisition of right of way, etc. At what point does the DOT forecast that they are going to be in a position to start this project? The town of Hudson has made zoning and site plan regulations, in no small part, based on the circumferential highway being built, and now 50 years beyond, the town is stuck with certain zoning requirements that were contingent upon the road going through. If they are going to go off and do all these projects because of potential impact from I-93, he didn't want to find out five years from now they are still looking for the funding for it. What's the current status for the secured funding? Mr. Sanborn said the funding is in place. I-93 is probably the highest priority item in the 10-year plan. Two projects are underway, that are part of the I-93 project. There is a bridge project and a parking lot. There are other pieces of it, including an enhanced transit service, which includes refurbishing park and rides and building new ones, as well as building technology into the solution, in terms of intelligent transportation systems to try to better manage traffic, before, during and after construction. There is a lawsuit on the I-93 study. They expect a decision on that within the next several months. Despite the fact that funding is always an issue for a large project such as this, they feel it's in place.

Selectman MacLean thanked NRPC for the presentation. She said if I-93 is going to be expanded, her concern is the added traffic scooting over the Nashua from 111 and 102. The Selectmen's concern is the bridge and the southern part of the circumferential highway that is already needed. Maybe NRPC should be invited to sit in on the workshop with the local Reps because these are Hudson's needs and concerns and if they are involved with the state and DOT, maybe they could kill two birds with one stone. The more people they can get to help, the better off they will be. Another concern is Benson's that they want to talk about, so maybe they've got more people who can help them. They should all be in the same room.

Chairman Maddox said they've heard for a long time now that 111 is at capacity. It's a two-lane road, coming into Hudson. That count has been pretty stable for the last few years and everyone is telling them they can't put more cars on it, unless they are driving at 3:00 a.m. When the widening of I-93 happens, and Exit 3 is now a much bigger interchange, what is that going to do to 111? Those are the kinds of things the town needs answers to. If any of this mall gets approved, then the trucks that are coming up from Boston are going to probably want to go up I-93, a nice new highway, to 111. Those are the kinds of things the town is looking for, and they don't need six meetings to talk about that. They know what the issues are. Only Exit 3 and Exit 4 would come into Hudson. What is the impact of those two roadways? How do they get relief for those issues? That's where he sees Hudson, especially with the potential impact of a huge lifestyle center coming into town. This isn't a bad thing, but it's a long, involved thing. He knows they are trying to be all encompassing. For those of them who go to many, many meetings a month, adding another one, to sit around and go nowhere, is kind of frustrating.

Mr. Williams understood Chairman Maddox's concern with the way the meetings have been staged up to now, and he shares most of those same feelings, and he has been fairly unsparing with Ansel in telling him how he feels and relaying to him the comments that Chairman Maddox has shared, with regard to the way the meetings are run.

(Start Tape 3-A)

He will continue to be involved in the process, but that part is pretty much over for others. At this point, they are at the stage where the rubber meets the road, and they start talking about issues specific to Hudson and how they are going use the resources that are available from the CTAP project to help continue to make changes and meet the needs Hudson has here in the community. One of the things they have done in setting up the CTAP process is to try to make it as flexible as possible because they recognize the needs in Litchfield, Hudson and Pelham and the other 23 communities are all going to be different. Clearly, Hudson was going to have a different set of concerns than everybody else. They want to sit down with the town, in as few meetings as possible, and figure out how to tailor the program to meet Hudson's needs.

Selectman Massey said he'd echo Chairman Maddox's comments. The critical aspect of this whole thing for Hudson is Exits 3 and 4, and the ancillary impact on being able to get across the river, the so-called third bridge. What the town needs to know are the projections for traffic coming westbound off of the exit and the projections going eastbound from Hudson. When the lifestyle center is up and running, they would tend to see more traffic originating from the east, but it's traffic on 111 and 102 and to some extent on 3A that are going to be the real issues for Hudson. They would also want to know what the state's plans are relative to any wetlands mitigation, using Benson's as the mitigation because that will have an impact on what the Selectmen are looking at, relative to the use of a portion of that property.

Chairman Maddox said they might look at the southern portion of the circumferential, making it a two-lane road, much like Albuquerque. Take the traffic that's going to come down 111, whether I-93 is expanded or not, with that, if they would be able to utilize that strip of land to put a town road through to get to 3-A, so they are not cutting through roads that were designed by cows, never intending to take the quantity of traffic that they now have. Those are the kinds of things Hudson is looking for. If Angie is going to get that done in just a few meetings, maybe they will sign back up, but they need to see some progress. Otherwise, it's just another night out. Mr. Williams said no, it's not just another night out. They really want to find specific things they can work on and start, in as few meetings as possible. With regard to RiverPlace, he has a huge file on his conference table because he is getting everything, too, and they are going to be engaged with the town and the other communities in the region.

Chairman Maddox asked what NRPC was looking for as the next step from the Selectmen. Mr. Williams said he'd like to work with the town to get the committee appointed and then begin the process with them. Chairman Maddox suggested asking the Cable Utility to produce a copy of this segment of the meeting and get it off to the Conservation Commission, Planning Board, etc. and see if someone from each body wants to volunteer. Mr. Williams said they'd like to have the group appointed sometime in February, and they can work with whichever town staff the Board chooses. Selectman Massey said, along with the CD, the Board should include a cover letter, explaining what they are looking for. Selectman Jasper said it would be better just to make copies of the handout that was given to the Board this evening for distribution because that explains everything, and see if anyone is interested instead of making several CD's and making them sit through 45 minutes of this. Chairman Maddox said they'd work that out, but since this is the end of January, February might be too aggressive, but he would try. He'll ask the Planning Board tomorrow night if anyone is interested.

9. NONPUBLIC SESSION

Motion by Selectman MacLean, seconded by Selectman Jasper, to enter Nonpublic Session under RSA 91-A:3 II (b) The hiring of any person as a public employee, carried 5-0 by roll call vote.

Nonpublic session was entered into at 9:05 p.m., thus ending the televised portion of the meeting. Any votes taken upon exiting from nonpublic session will be listed on the Board's February 13th agenda. Open session was entered into at 10:10 p.m.

Motion by Selectman Jasper, seconded by Selectman MacLean, to hire Patricia Barry as an Assistant Town Clerk/Tax Collector at \$13.32 per hour, effective January 28, 2007, in accordance with AFSCME Local 1801 Admin & Support Staff contract, as recommended by the Town Clerk-Tax Collector, carried 5-0.

Motion by Selectman Nadeau, seconded by Selectman Jasper, to hire Neal Carter as Deputy Fire Chief of Operations within the Fire Department, an exempt position, in accordance with the Police, Fire and Town Supervisors' Association, Step 4, Deputy Fire Chief, at an hourly rate of \$35.67 effective March 4, 2007, and to Step 5 upon the completion of six months probation, as recommended by the Fire Chief, carried 5-0.

10. ADJOURNMENT

Motion by Selectman Jasper, seconded by Selectman MacLean, to adjourn at 10:12 p.m, carried 5-0.

Recorded and transcribed by Priscilla Boisvert
Executive Assistant

HUDSON BOARD OF SELECTMEN

Richard J. Maddox, Chairman

Shawn N. Jasper, Vice-Chairman

Kathleen R. MacLean, Selectman

Kenneth J. Massey, Selectman

Benjamin J. Nadeau, Selectman