

TOWN OF HUDSON

Board of Selectmen



12 School Street · Hudson, New Hampshire 03051 · Tel: 603-886-6024 · Fax: 603-598-6481

HUDSON, NH BOARD OF SELECTMEN

November 26, 2019

7:00 p.m.

BOS Meeting Room at Town Hall

Agenda

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ATTENDANCE
4. PUBLIC INPUT
5. RECOGNITIONS, NOMINATIONS, APPOINTMENTS AND RESIGNATIONS
 - A. Recognition
 - 1) Ceremonial Check Presentation for Unanticipated Aid from the State of NH
 - 2) Proclamation Commemorating Hudson School District SAU 81 Choice Week
6. CONSENT ITEMS
 - A. Assessing Items
 - 1) 2019 Supplemental Tax Bill Pilot Agreement - Map 109 Lot 10 - 300 Derry Road - Southern NH Medical Center
 - 2) 2019 Supplemental Tax Bill - Map 190 Lot 14 - 32 Cross Street
 - 3) 2019 Supplemental Tax Bill - Map 191 Lot 82 - 7 Alpha Street
 - 4) 2019 Property Tax Abatement - Map 183 Lot 35 - 2 Blackstone Drive
 - 5) 2019 Property Tax Abatement - Map 182 Lot 179 - 20 Adelaide Street
 - 6) 2019 Property Tax Abatement - Map 192 Lot 17 - 68 Pelham Road

B. Water/Sewer Items

- 1) Sewer Abatement - S-UTL-20-06 - 157-05; 15 Falcon Drive, w/recommendation to approve
- 2) Sewer Abatement - S-UTL-20-07 -157-058-000; 26 Robin Drive, w/recommendation to approve
- 3) Sewer Abatement - S-UTL-20-08 -147-001-012; 27 Shoreline Drive, w/recommendation to approve
- 4) Sewer Abatement - S-UTL-20-09 -140-035-000; 6 Manny Court, w/recommendation to approve

C. Licenses & Permits & Policies

- 1) Tag Day - Salvation Army
- 2) Raffle Permit - Happy Tails New Hampshire

D. Donations - None

E. Acceptance of Minutes

- 1) Minutes of the November 12, 2019 Meeting

F. Calendar

- 11/26 7:00 Board of Selectmen - BOS Meeting Room
- 11/28 - Happy Thanksgiving - Town Hall Closed
- 11/29 - Town Hall Closed
- 12/03 7:00 Board of Selectmen (Workshop) - BOS Meeting Room
- 12/04 7:00 Budget Committee - Buxton Meeting Room
- 12/05 6:30 Recreation Committee - BOS Meeting Room
- 12/05 7:00 Benson Park Committee - Hudson Cable Access Center
- 12/09 7:00 Budget Committee - Buxton Meeting Room
- 12/09 7:00 Cable Utility - Hudson Cable Access Center
- 12/09 7:00 Conservation Commission - BOS Meeting Room
- 12/10 7:00 Board of Selectmen - BOS Meeting Room
- 12/11 7:00 Planning Board - Buxton Meeting Room
- 12/12 7:00 Zoning Board of Adjustment - Buxton Meeting Room

7. OLD BUSINESS

- A. Votes taken after Nonpublic Session on November 12, 2019
- 1) Motion by Selectman Martin, seconded by Selectman Roy, to hire Thomas Henley for the position of Firefighter/AEMT in the Fire Department at the contracted salary of \$20.55 per hour (step 1). This assignment will be a non-exempt position in accordance with the International Association of Firefighters Local #3154 as per the union contract. carried 4-0.
 - 2) Motion by Selectman Martin, seconded by Selectman McGrath, to hire Ryan DiFranza for the position of Firefighter/Paramedic in the Fire Department at the contracted salary of \$22.51 per hour (step 1). This assignment will be a non-exempt position in accordance with the International Association of Fire fighters Local #3154 as per union contract, carried 4-0.
 - 3) Motion Selectman Martin, seconded by Selectman McGrath, to promote Camera Operator Jacquie Lemay for advancement to the position of HCTV Assistant with a change in pay from the base rate of \$12.50 per hour to the part-time HCTV Assistant rate of \$15 per hour, carried 4-0.
 - 4) Motion Selectman McGrath, seconded by Selectman Roy, to approve the Memorandum of Understanding between the Town of Hudson and the Hudson Police Employees Association adding the position of Part Time Animal control Officer to the bargaining unit and to authorize the Chairman of the Board of Selectmen to sign the Memorandum of Understanding, carried 4-0.
 - 5) Motion Selectman McGrath, seconded by Selectman Roy, to hire Jill Laffin for the position of Executive Assistant to the Board of Selectmen at an annual salary of \$58,000. This is a nonunion, non-exempt position, carried 4-0.
 - 6) Motion Selectman Roy, seconded by Selectman Martin, to deny the request to abate the interest accrued on the past due taxes for Map 204, Lot 006-835, 835 Fox Hollow Drive, carried 4-0.
 - 7) Motion to adjourn at 10:30 p.m. by Selectman Roy, seconded by Selectman Martin, carried 4-0.

8. NEW BUSINESS

- A. Boy Scout Project - Blodgett Cemetery
- B. United States 2020 Census
- C. Water Main Acceptance - Autumn Circle
- D. GIS 3" High Resolution Flyover Agreement
- E. Bullet Proof Vest Capital Reserve Account
- F. Victims of Crimes Act Grant (VOCA)
- G. Conveyance of Easement - 225 & 227 Lowell Road
- H. 2019 BUILD Grant
- I. Proposed Warrant Article - Tax Impact on Ballot
- J. Proposed Warrant Article - Appoint Town Treasurer

K. 2020-2021 School District Warrant Articles

L. Discussion on Town Volunteers

9. REMARKS BY SCHOOL BOARD

10. OTHER BUSINESS/REMARKS BY THE SELECTMEN

11. NONPUBLIC SESSION

RSA 91-A:3 II (a) The dismissal, promotion, or compensation of any public employee or the disciplining of such employee, or the investigation of any charges against him or her, unless the employee affected (1) has a right to a meeting and (2) requests that the meeting be open, in which case the request shall be granted;

RSA 91-A:2 (a) Strategy or negotiations with respect to collective bargaining

THE SELECTMEN MAY ALSO GO INTO NON-PUBLIC SESSION FOR ANY OTHER SUBJECT MATTER PERMITTED PURSUANT TO RSA 91-A:3 (II).

12. ADJOURNMENT

Reminder ... Items for the next agenda, with complete backup, must be in the Selectmen's Office no later than 12:00 noon on December 5, 2019.

5.A.1.

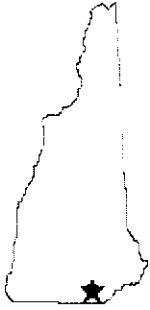
Weissgarber, Lorrie

From: Repulery <repulery@comcast.net>
Sent: Thursday, November 14, 2019 4:06 PM
To: Weissgarber, Lorrie
Subject: Ceremonial Check Presentation

Thank you for scheduling this short presentation on Tuesday 11/26/19 at or shortly after 7:00pm. We have a largish ceremonial check in the high 6 figures to present representative of the Towns municipal aid disbursement. The idea is to show the town how much it is receiving in a graphic manner. Should take much less than 10 minutes, but we will take questions if asked.

Jordan Ulery
Hillsborough 37
Hudson-Pelham

Sent from my iPhone



TOWN OF HUDSON

Office of the Assessor

Jim Michaud
Chief Assessor, CAE
email: jmichaud@hudsonnh.gov
www.hudsonnh.gov



12 School Street · Hudson, New Hampshire 03051 · Tel: 603-886-6009 · Fax: 603-594-1160

TO: Board of Selectmen
Steve Malizia, Town Administrator

November 26, 2019

FROM: Jim Michaud, Chief Assessor

RE: 2019 Supplemental Tax Bill – PILOT Agreement
Map 109 Lot 10 – 300 Derry Road - Southern NH Medical Center

The BOS and Southern NH Medical Center entered into a written PILOT (Payment In Lieu of Taxes) agreement on August, 13, 2013 that allows for a modified property tax assessment, and tax bill, to be issued to Southern NH Medical Center. The 2019 tax rate of \$20.28 is multiplied by 37% to arrive at the modified tax rate of \$7.50. The assessed value of \$2,563,000 is multiplied by 66.67% to arrive at a modified assessed value of \$1,708,752. The attached supplemental tax bill uses those calculations to arrive at the agreed to PILOT bill for this property. This initiative that my office had undertaken represents approx. \$12,815.64 in 2019 tax dollars that the Town would not normally have been eligible for.

Motion:

To approve a supplemental tax bill for the 2019 tax year for Southern New Hampshire Medical Center property located at 300 Derry Road, Tax Map 109 Lot 10 as recommended by the Chief Assessor.

Cc: File

2019SNHMC PILOT Tax Bill Bos Memo

PROPERTY TAX ~~ABATEMENT~~ / SUPPLEMENTAL BILL
TOWN OF HUDSON, NEW HAMPSHIRE

ACCOUNT # 4316 (Finance Acct# 4115) DATE: November 26, 2019

PROPERTY OWNER NAME(S): Southern NH Medical Center
Attn: Scott Cote

PROPERTY LOCATION: 300 Derry Road
MAP / LOT / SUBLOT: Map 109 Lot 10

REASON: Per BOS approved (8/13/13) settlement agreement for a PILOT (Payment in Lieu of Taxes)

TO: PATTI BARRY, TAX COLLECTOR:

PLEASE ISSUE A **SUPPLEMENTAL BILL** FOR **2019** PROPERTY TAXES ON THE ABOVE-REFERENCED PROPERTY.

RECALCULATE AS FOLLOWS:

	<u>PILOT VALUE</u>
LAND	\$256,880
BUILDING	\$1,380,002
YARD ITEMS / FEATURES	\$71,870
TOTAL VALUE	\$1,708,752
EXEMPTION(S)	\$0
NET TAXABLE VALUE	\$1,708,752
NET SUPPLEMENTAL TAX	\$12,815.64

NET SUPPLEMENTAL TAX BILL: \$ 12,815.64

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HUDSON BOARD OF SELECTMEN

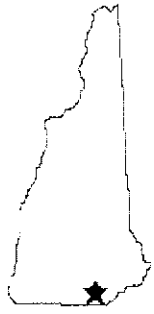
DAVID S. MORIN, CHAIRMAN

KARA ROY, VICE-CHAIRMAN

ROGER E. COUTU

MARILYN E. McGRATH

NORMAND G. MARTIN



TOWN OF HUDSON

Office of the Assessor

Jim Michaud
Chief Assessor, CAE
email: jmichaud@hudsonnh.gov
www.hudsonnh.gov

G.A.2.
11-26-19
PROCESSED
TOWN OF HUDSON, NEW HAMPSHIRE
INCORPORATED 1786

12 School Street · Hudson, New Hampshire 03051 · Tel: 603-886-6009 · Fax: 603-594-1160

To: Board of Selectmen
Steve Malizia, Town Administrator

November 26, 2019

From: Jim Michaud, Chief Assessor

Re: 2019 supplemental tax bill
Map 190 Lot 14 – 32 Cross Street

The attached supplemental tax bill issuance is requested in conformance with the Town of Hudson's sale of this property during the course of the 2019 tax year. The applicable contract terms state that the Town would be sending out a supplemental tax bill once we have our final tax rate, which we now do, and that the number of days in the property tax year that the respective owners have owned the property would be converted to a supplemental tax bill, as attached.

Motion: To approve the issuance of supplemental tax bill for pro-rated 2019 property taxes for Map 190 Lot 14, supplemental bill form as attached, as recommended by the Chief Assessor.

SuppBill2019M1901 14

PROPERTY TAX ~~ABATEMENT~~ / SUPPLEMENTAL TAX BILL
TOWN OF HUDSON, NEW HAMPSHIRE

ACCOUNT # 3813 (Finance Acct# 4101) DATE: November 26, 2019

PROPERTY OWNER NAME(S): Kay's Realty, Inc.

PROPERTY LOCATION: 32 Cross Street
MAP / LOT / SUBLOT: Map 190 Lot 14

REASON: Supplemental bill as per terms of sale of property

TO: PATTI BARRY, TAX COLLECTOR:

PLEASE ISSUE A SUPPLEMENTAL TAX BILL FOR **2019** PROPERTY TAXES
ON THE ABOVE-REFERENCED PROPERTY.

RECALCULATE AS FOLLOWS:

	<u>SUPPLEMENTAL BILL</u>
LAND	\$92,400
BUILDING	\$88,400
YARD ITEMS / FEATURES	\$800
TOTAL VALUE	\$181,600
EXEMPTED VALUE	\$0
NET TAXABLE VALUE	\$181,600
GROSS FINAL TAX	\$2,885.74
VETERAN'S TAX CREDIT	\$0
NET TAX	\$2,885.74

NET SUPPLEMENTAL TAX BILL: \$ 2,885.74

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HUDSON BOARD OF SELECTMEN

DAVID S. MORIN, CHAIRMAN

KARA ROY, VICE-CHAIRMAN

ROGER E. COUTU

MARILYN E. McGRATH

NORMAND G. MARTIN

G.A.3.



TOWN OF HUDSON

Office of the Assessor

Jim Michaud
Chief Assessor, CAE
email: jmichaud@hudsonnh.gov
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To: Board of Selectmen
Steve Malizia, Town Administrator

November 26, 2019

From: Jim Michaud, Chief Assessor

Re: 2019 supplemental tax bill
Map 191 Lot 82 – 7 Alpha Street

The attached supplemental tax bill issuance is requested in conformance with the Town of Hudson's sale of this property during the course of the 2019 tax year. The applicable contract terms state that the Town would be sending out a supplemental tax bill once we have our final tax rate, which we now do, and that the number of days in the property tax year that the respective owners have owned the property would be converted to a supplemental tax bill, as attached.

Motion: To approve the issuance of supplemental tax bill for pro-rated 2019 property taxes for Map 191 Lot 82, supplemental bill form as attached, as recommended by the Chief Assessor.

SuppBill2019M191L82

PROPERTY TAX ~~ABATEMENT~~ / SUPPLEMENTAL TAX BILL
TOWN OF HUDSON, NEW HAMPSHIRE

ACCOUNT # 1067 (Finance Acct# 4101) DATE: November 26, 2019

PROPERTY OWNER NAME(S): Kayla Page
Dillon Dumont

PROPERTY LOCATION: 7 Alpha Street
MAP / LOT / SUBLOT: Map 191 Lot 82

REASON: Supplemental bill as per terms of sale of property

TO: PATTI BARRY, TAX COLLECTOR:

PLEASE ISSUE A SUPPLEMENTAL TAX BILL FOR **2019** PROPERTY TAXES
ON THE ABOVE-REFERENCED PROPERTY.

RECALCULATE AS FOLLOWS:

	<u>SUPPLEMENTAL BILL</u>
LAND	\$88,900
BUILDING	\$93,300
YARD ITEMS / FEATURES	\$9,300
TOTAL VALUE	\$191,500
EXEMPTED VALUE	\$0
NET TAXABLE VALUE	\$191,500
GROSS FINAL TAX	\$2,298.24
VETERAN'S TAX CREDIT	\$0
NET TAX	\$2,298.24

NET SUPPLEMENTAL TAX BILL: \$ 2,298.24

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HUDSON BOARD OF SELECTMEN

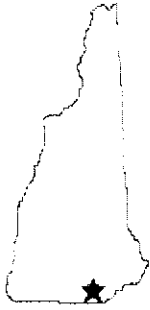
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To: Board of Selectmen
Steve Malizia, Town Administrator

November 26, 2019

From: Jim Michaud, Chief Assessor

Re: 2019 property tax abatement
Map 183 Lot 35 - 2 Blackstone Drive

The property above was approved for a 2019 Veteran's Tax Credit at the BOS meeting of 10/8/2019, after the DRA Form MS-1 was transmitted to the State, thus the credit was not able to be reflected on the final 2019 property tax bill. The attached abatement reflects the application of that tax credit to their property and will be properly abated to the property owner.

Motion: To approve an abatement for 2019 property taxes for Map 183 Lot 35, 2 Blackstone Drive, as attached, as recommended by the Chief Assessor.

2019.Abate2BlackstoneS:

PROPERTY TAX ABATEMENT / ~~SUPPLEMENT~~
TOWN OF HUDSON, NEW HAMPSHIRE

ACCOUNT # 1473 (Finance Acct# 4101) DATE: November 26, 2019

PROPERTY OWNER NAME(S): Brittain II, Robert G. & Jill A.

PROPERTY LOCATION: 2 Blackstone Street
MAP / LOT / SUBLOT: Map 183 Lot 35

REASON: Retrospective vets credit

TO: PATTI BARRY, TAX COLLECTOR:

PLEASE ISSUE AN **ABATEMENT** OF THE **2019** PROPERTY TAXES AND ANY INTEREST ON THE ABOVE-REFERENCED PROPERTY.

RECALCULATE AS FOLLOWS:

	<u>ORIGINAL VALUE</u>	<u>CORRECTED VALUE</u>
LAND	\$83,100	\$83,100
BUILDING	\$182,100	\$182,100
YARD ITEMS / FEATURES	\$0	\$0
TOTAL VALUE	\$265,200	\$265,200
EXEMPTED VALUE	\$0	\$0
NET TAXABLE VALUE	\$265,200	\$265,200
GROSS FINAL TAX	\$5,378.26	\$5,378.26
VETERAN'S TAX CREDIT	\$0	\$500.00
NET TAX	\$5,378.26	\$4,878.26

NET ABATEMENT: \$ 500.00

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HUDSON BOARD OF SELECTMEN

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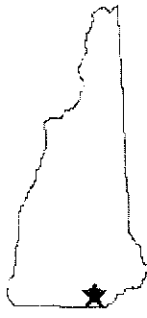
KARA ROY, VICE-CHAIRMAN

ROGER E. COUTU

MARILYN McGRATH

NORMAND G. MARTIN

6.A.5. *Approved 11-26-19*



TOWN OF HUDSON

Office of the Assessor



Jim Michaud
Chief Assessor, CAE
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www.hudsonnh.gov

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To: Board of Selectmen
Steve Malizia, Town Administrator

November 26, 2019

From: Jim Michaud, Chief Assessor

Re: 2019 property tax abatement
Map 182 Lot 179 - 20 Adelaide Street

The property above was approved for a disabled exemption at the BOS meeting of 3/11/2019; the disabled exemption was inadvertently not logged into the system on a timely basis so that they could receive their exemption on their June and November tax bills. The attached abatement reflects the after-the-fact application of that exemption to their property and will clear the Tax Collectors screens of the taxes associated with the exemption, plus any accrued interest, associated with the exemption amount, from the June 2019 tax bill.

Motion: To approve an abatement for 2019 property taxes for Map 182 Lot 179, 20 Adelaide Street, as attached, as recommended by the Chief Assessor.

2019Abate20AdelaideSt

PROPERTY TAX ABATEMENT / ~~SUPPLEMENT~~
TOWN OF HUDSON, NEW HAMPSHIRE

ACCOUNT # 1031 (Finance Acct# 4101)

DATE: November 26, 2019

PROPERTY OWNER NAME(S): Gary S. Milosh

PROPERTY LOCATION: 20 Adelaide Street

MAP / LOT / SUBLOT: Map 182 Lot 179

REASON: adjustment as per memo

TO: PATTI BARRY, TAX COLLECTOR:

PLEASE ISSUE AN **ABATEMENT** OF THE **2019** PROPERTY TAXES AND ANY INTEREST ON THE ABOVE-REFERENCED PROPERTY.

RECALCULATE AS FOLLOWS:

	<u>ORIGINAL TAX</u>	<u>CORRECTED TAX</u>
LAND	\$99,400	\$99,400
BUILDING	\$90,600	\$90,600
YARD ITEMS / FEATURES	\$8,800	\$8,800
TOTAL VALUE	<u>\$198,800</u>	<u>\$198,800</u>
DISABLED EXEMPTION	\$0	-\$105,000
NET TAXABLE VALUE	\$198,800	\$93,800
NET TAX	\$4,031.66	\$1,902.26
LESS June Tax Bill Paid		<u>-\$984.90</u>
	December Amount Owed:	\$917.36

Abated Amount: \$4,031.66 less \$1,902.26 = \$2,129.40

NET ABATEMENT: \$2,129.40

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HUDSON BOARD OF SELECTMEN

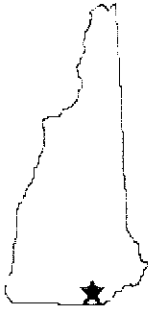
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TOWN OF HUDSON

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G.A.G.
11-26-19
RECEIVED
TOWN OF HUDSON, NEW HAMPSHIRE

12 School Street · Hudson, New Hampshire 03051 · Tel: 603-886-6009 · Fax: 603-594-1160

To: Board of Selectmen
Steve Malizia, Town Administrator

November 26, 2019

From: Jim Michaud, Chief Assessor

Re: 2019 property tax abatement
Town of Hudson - purchased property
Map 192 Lot 17 -- 68 Pelham Rd

The Town obtained the above property by purchase on July 16, 2019. The property is therefore property tax exempt from that date forward, and the attached abatement will clear the tax collector's current screens of any remaining 2019 property taxes that were billed to the property. The prior owner paid their pro-rated share of 2019 property taxes, via the real estate closing transfer process, for the time period during the 2019 tax year that they owned it.

Motion: To approve an abatement for outstanding 2019 property taxes for Map 192 Lot 17 – 68 Pelham Road, as attached, as recommended by the Chief Assessor.

Townpurchased68PelhamRd2019abate

PROPERTY TAX ABATEMENT / ~~SUPPLEMENT~~
TOWN OF HUDSON, NEW HAMPSHIRE

ACCOUNT # 4429 (Finance Acct# 4101) DATE: November 26, 2019

PROPERTY OWNER NAME(S): Town of Hudson, NH

PROPERTY LOCATION: 68 Pelham Road
MAP / LOT / SUBLOT: Map 192 Lot 17

REASON: Town-purchased property mid-tax year

TO: PATTI BARRY, TAX COLLECTOR:

PLEASE ISSUE AN **ABATEMENT** OF THE **2019** PROPERTY TAXES AND ANY INTEREST ON THE ABOVE-REFERENCED PROPERTY.

RECALCULATE AS FOLLOWS:

	<u>ORIGINAL TAX</u>	<u>CORRECTED TAX</u>
LAND	\$291,200	\$291,200
BUILDING	\$0	\$0
YARD ITEMS / FEATURES	\$0	\$0
TOTAL VALUE	<u>\$291,200</u>	<u>\$291,200</u>
TOWN-OWNED EXEMPTION	\$0	\$291,200
NET TAXABLE VALUE	\$291,200	\$0
NET TAX	\$5,905.54	\$0
LESS pro-rated June Tax Bill Paid	<u>-\$1,705.75</u>	
Abatement Amount:	\$4,199.79	

NET ABATEMENT: \$4,199.79

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HUDSON BOARD OF SELECTMEN

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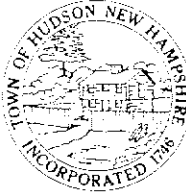
G.B.

Ref. No. 20-02

TOWN OF HUDSON

Sewer Utility Department

12 School Street Hudson, New Hampshire 03051 (603-886-6029)



November 22, 2019

IN ACCORDANCE WITH ORDINANCE 092-13, the Municipal Utility Committee recommends to the Board of Selectmen that the following application(s) for abatement(s) of sewer utility charges be **APPROVED**:

S-UTL-20-06 (11/12/19) Levesque 15 Falcon Dr m/l 157/051 Acct # 5227

Applicant requests abatement of sewer charges on the basis of late filing of an auxiliary meter card used to record outside water use. Request abatement of \$41.67 (35 x 1.1905).

S-UTL-20-07 (11/12/19) Schindler/Brucker 26 Robin Dr. m/l 157/058 Acct # 5077

Applicant requests abatement of sewer charges on the basis of late filing of an auxiliary meter card used to record outside water use. Request abatement of \$98.81 (83 x 1.1905).

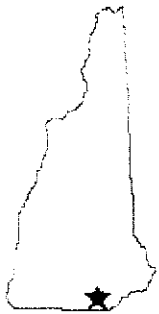
S-UTL-20-08 (11/12/19) Ross 27 Shoreline Dr. m/l 147/001-012 Acct # 6548

Applicant requests abatement of sewer charges on the basis of late filing of an auxiliary meter card used to record outside water use. Request abatement of \$53.57 (45 x 1.1905).

S-UTL-20-09 (11/13/19) Bardsley 6 Manny Ct. m/l 140/035 Acct #4308

Applicant requests abatement of sewer charges on the basis of late filing of an auxiliary meter card used to record outside water use. Request abatement of \$47.62 (40 x 1.1905).

Motion made by Bill Abbott; second by Chelsea Prindiville "to recommend the Board of Selectmen approve the above listed abatements: S-UTL-20-06, S-UTL-20-07, S-UTL-20-08 & S-UTL-20-09 for the reasons given." Motion carried.



TOWN OF HUDSON

Sewer Utility Department

G.B.I.



12 School Street, Hudson, New Hampshire 05051

603-886-6029

APPLICATION FOR SEWER ABATEMENT REQUEST

ABATEMENT # S-UTL-20-06

*****APPLICANT MUST FILL IN THE SPACES BELOW AND SIGN*****

Sewer Acct# 5227 Date: 11/9/19

Name of Applicant Mark Levesque

Name of Property Owner Mark Levesque

Address of Property 15 Falcon Dr

Map/Lot 157-051 Water Source, Metered Yes/No YES Other _____

I/We request an abatement of sewer charges on the property listed above for the bill period

JUL-AUG-SEPT 2019, for the following reason (s): LAME FILING

OF AUXILIARY METER CARD USED TO RECORD OUTSIDE
RENDINGS. REQUEST ABATEMENT OF \$41.67 (35% DISCOUNT)

Signature of Applicant (s): [Signature] Date: 11/9/19

Date: _____

Mailing Address: 15 Falcon Dr Phone # 603 866-4703

****RETURN COMPLETED APPLICATION TO THE SEWER UTILITY OFFICE****

Do Not Write Below This Line – Office Use Only

Date Received 11/12/19 Signed [Signature]

Type of Request: Sewer Rents Capital Assessment _____ Betterment Assessment _____

Total Abatement Amount \$ 41.67 Paid Amount \$ 94.43 (+)

Accounts Receivable Amount \$ 94.43 Refund Amount \$ _____

ABATEMENT PROGRESS REPORT

1. Date of Filing: 11/12/19 Utility Clerk: dlsc

Accuracy check, corrections, and deficiencies: CALLS, WATER READS
* BILL ATTACHED

2. In the event of Lien Fees – Tax Collector Recommendation: _____

Signed: _____

3. Date received by the Finance Director: 11/12/19

Recommendations: OK to abate

Signed: K Carpenter

4. Date Reviewed by Municipal Utility Committee: 11-21-19

Actions and Recommendations taken by the Municipal Utility Committee: _____

Signed: David [Signature]
Chairman

APPROVE

DENY

Recommended Total Abatement Amount: \$ 41.67

Recommended Refund Amount: \$ 41.67

Date of Municipal Utility Committee Action: 11-21-19

5. Action taken by Board of Selectmen: APPROVE _____ DENY _____

6. Date Notification Letter Sent to Applicant: _____

Auxiliary Meter Readings Due 10/10/19

Sewer account number: 5227

Name: LEVESQUE

Address: 15 FALCON DR.

928.30

1. Date: Jul 31, 2019 reading: 82830

2. Date: Aug 31, 2019 reading: 84528

3. Date: Sep 30, 2019 reading: 86337

RCUD
11/4/19

card number: 34

35

TOWN OF HUDSON SEWER UTILITY

12 SCHOOL STREET

HUDSON, NH 03051-4249

Bill#	Bill Date:	Due Date:	Map/Lot	Description	Charges
01299689	10/26/2019	11/26/2019	157-051-000	Usage	\$71.43
Reading Date	Prev Reading	Cur Reading		5/8" flat rate maint	\$23.00

Usage
60

Service Location	Account#
15 FALCON DR	5227

Bill To:

LEVESQUE, MARK E.
LEVESQUE, ELIZABETH
15 FALCON DRIVE
HUDSON, NH 03051

Total Current Charges:

\$94.43

Billing Period

7/01/2019 through 9/30/2019

For billing inquiries, please call (603) 886-6029. Payment can be made at 12 School Street Hudson, NH 03051. Office hours are Monday through Friday from 8:00am to 4:30pm.

The Town of Hudson offers online bill paying. Please visit us at www.hudsonnh.gov for more information.

Sewer usage is based on your water readings. Outside water users- please ask us how you can reduce future sewer bills. The flat rate maintenance charge is based on the water meter size, bedroom count (well users only) or access only.

Interest of 12% per annum is charged on past due amounts. Liens accrue interest at 14% per annum. A notice will be with your bill if you have a sewer lien and is due in addition to your sewer bill. It can be paid online at the Property Tax link.

The provisions of the Federal bankruptcy law may affect the rights of the Town under State law. If you are a debtor in bankruptcy or other person with an interest in the property subject to the sewer charges, the Town: 1) is only acting to maintain the perfection of its statutory lien and is not attempting to collect any delinquent sewer charge debt; 2) will not deliver a deed or impair a debtor's interest in the property without appropriate bankruptcy approval, and 3) will not increase the interest rate on unpaid sewer charges without seeking appropriate bankruptcy approval. If you have any questions about this bankruptcy notice, you may wish to seek legal counsel. Please be advised that the Town cannot provide you with legal advice.

TOWN OF HUDSON SEWER UTILITY

12 SCHOOL STREET

HUDSON, NH 03051-4249

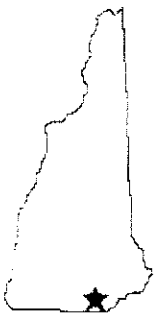
Bill#	Bill Date	Due Date	Map/Lot	Description	Charges
01299689	10/26/2019	11/26/2019	157-051-000	Total Current Charges	\$94.43

Reading Date	Prev Reading	Cur Reading	Usage
			60

Service Location	Account#
15 FALCON DR	5227

LEVESQUE, MARK E.
LEVESQUE, ELIZABETH
15 FALCON DRIVE
HUDSON, NH 03051

TOWN OF HUDSON SEWER UTILITY
P.O. BOX 9572
MANCHESTER, NH 03108-9572



TOWN OF HUDSON

G.B.2.

Sewer Utility Department



12 School Street, Hudson, New Hampshire 03051

603-886-6029

APPLICATION FOR SEWER ABATEMENT REQUEST

ABATEMENT # S-UTL-20-07

*****APPLICANT MUST FILL IN THE SPACES BELOW AND SIGN*****

Sewer Acct# 5077 Date: November 4, 2019

Name of Applicant WILLIS H BRUCKER

Name of Property Owner BRUCKER / SCHINDLER

Address of Property 26 ROBIN DRIVE

Map/Lot 157-058-000 Water Source, Metered Yes / No YRS Other _____

I/We request an abatement of sewer charges on the property listed above for the bill period

JULY - AUG - SEPT 2019 for the following reason (s): LATE FILING OF AN AUXILIARY METER CARD USED FOR OUTSIDE WARMING. REQUEST ABATEMENT OF \$98.81 (83x1.1905)

Signature of Applicant (s): Willis H Brucker Date: 11/04/2019

[Signature] Date: 11/04/19
Mailing Address: 26 Robin Drive Phone # (603) 882-3397

****RETURN COMPLETED APPLICATION TO THE SEWER UTILITY OFFICE****

Do Not Write Below This Line - Office Use Only

Date Received 11/12/19 Signed [Signature]

Type of Request: Sewer Rents Capital Assessment _____ Betterment Assessment _____

Total Abatement Amount \$ 98.81 Paid Amount \$ _____

Accounts Receivable Amount \$ 148.00 Refund Amount \$ _____

ABATEMENT PROGRESS REPORT

1. Date of Filing: 11/12/19 Utility Clerk: dlb

Accuracy check, corrections, and deficiencies: COPY OF CURB, SEWER
BILL & WATER READS ATTACHED.

2. In the event of Lien Fees – Tax Collector Recommendation: _____

Signed: _____

3. Date received by the Finance Director: 11/12/19

Recommendations: OK to abate

Signed: K Carpenter

4. Date Reviewed by Municipal Utility Committee: 11-21-19

Actions and Recommendations taken by the Municipal Utility Committee: _____

Signed: [Signature]
Chairman

APPROVE DENY _____

Recommended Total Abatement Amount: \$ 98.81

Recommended Refund Amount: \$ 98.81

Date of Municipal Utility Committee Action: 11-21-19

5. Action taken by Board of Selectmen: APPROVE _____ DENY _____

6. Date Notification Letter Sent to Applicant: _____

Auxiliary Meter Readings Due 10/10/19

To: DONNA STAFFEN-
Somerset

Sewer account number: 5077
Name: SCHMIDTKE / BRUCKER
Address: 26 ROBIN DRIVE
984

1. Date: Jul 31, 2019 reading: 012.37
2. Date: Aug 31, 2019 reading: 067.47
3. Date: Sep 30, 2019 reading: 067.47

RVD
10/31

card number: 65

83

Bill#	Bill Date:	Due Date:	Map/Lot	Description	Charges
01301228	10/25/2019	11/26/2019	157-058-000	Usage	\$125.00
Reading Date	Prev Reading	Cur Reading		5/8" flat rate maint	\$23.00
				Usage 105	
Service Location		Account#			
26 ROBIN DR		5077			
Bill To:				Total Current Charges:	\$148.00

SCHINDLER, JANE M., TR.
 SCHINDLER REV TRUST
 26 ROBIN DRIVE
 HUDSON, NH 03051

Billing Period
 7/01/2019 through 9/30/2019

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The provisions of the Federal bankruptcy law may affect the rights of the Town under State law. If you are a debtor in bankruptcy or other person with an interest in the property subject to the sewer charges, the Town: 1) is only acting to maintain the perfection of its statutory lien and is not attempting to collect any delinquent sewer charge debt, 2) will not deliver a deed or impair a debtor's interest in the property without appropriate bankruptcy approval, and 3) will not increase the interest rate on unpaid sewer charges without seeking appropriate bankruptcy approval. If you have any questions about this bankruptcy notice, you may wish to seek legal counsel. Please be advised that the Town cannot provide you with legal advice.

Bill#	Bill Date	Due Date	Map/Lot	Description	Charges
01301228	10/25/2019	11/26/2019	157-058-000	Total Current Charges	\$148.00
Reading Date	Prev Reading	Cur Reading		Usage	
				105	
Service Location		Account#			
26 ROBIN DR		5077			

SCHINDLER, JANE M., TR.
 SCHINDLER REV TRUST
 26 ROBIN DRIVE
 HUDSON, NH 03051

TOWN OF HUDSON SEWER UTILITY
 P.O. BOX 9572
 MANCHESTER, NH 03108-9572

Run: 10/31/19 12:11PM

Meter History

Page: 1

Start Date 4/01/2019

Town of Hudson, NH

PrintMeterHist

End Date 12/31/2099

Name: SCHINDLER, JANE

Acct#: 3507177602

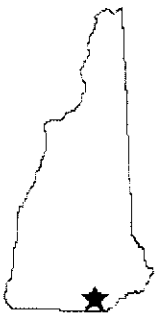
Loc: 26 ROBIN DRIVE

Meter# 93671101

Read Date	Prev Read	Reading	Usage	Est
9/30/2019	1,332	1,346	14	N
8/30/2019	1,275	1,332	57	N
7/31/2019	1,241	1,275	34	N
6/27/2019	1,216	1,241	25	N
5/30/2019	1,206	1,216	10	N
4/30/2019	1,197	1,206	9	N
Meter Total:			149	
Acct Total			149	

105

WATER READINGS



TOWN OF HUDSON

Sewer Utility Department

G.B.3.



12 School Street, Hudson, New Hampshire 03051

603-886-6029

APPLICATION FOR SEWER ABATEMENT REQUEST

ABATEMENT # S-072-20-08

*****APPLICANT MUST FILL IN THE SPACES BELOW AND SIGN*****

Sewer Acct# 6548 Date: 11-12-19

Name of Applicant Susan Ross

Name of Property Owner Susan Ross

Address of Property 27 Shoreline Dr.

Map/Lot 147-001-012 Water Source, Metered Yes/No yes Other _____

I/We request an abatement of sewer charges on the property listed above for the bill period

JULY-AUG-SEPT 2019, for the following reason (s): LATE FILING OF AN AUXILIARY METER CARD USED TO RECORD OUTSIDE WATER USE. REQUEST ABATEMENT OF 53.57. (45X1.1905)

Signature of Applicant (s): Susan Ross Date: 11-12-19

Date: _____

Mailing Address: 27 SHORELINE DR. Phone # _____

****RETURN COMPLETED APPLICATION TO THE SEWER UTILITY OFFICE****

Do Not Write Below This Line - Office Use Only

Date Received 11/12/19 Signed [Signature]

Type of Request: Sewer Rents Capital Assessment _____ Betterment Assessment _____

Total Abatement Amount \$ 53.57 Paid Amount \$ _____

Accounts Receivable Amount \$ 94.43 Refund Amount \$ _____

ABATEMENT PROGRESS REPORT

1. Date of Filing: 11/12/19 Utility Clerk: elisa

Accuracy check, corrections, and deficiencies: COPY OF CMU, BILL
& METER READINGS ATTACHED.

2. In the event of Lien Fees – Tax Collector Recommendation: _____

Signed: _____

3. Date received by the Finance Director: 11/12/19

Recommendations: OK to abate

Signed: K. Carpenter

4. Date Reviewed by Municipal Utility Committee: 11-21-19

Actions and Recommendations taken by the Municipal Utility Committee: _____

Signed: [Signature]
Chairman

APPROVE ✓ DENY _____

Recommended Total Abatement Amount: \$ 53.57

Recommended Refund Amount: \$ 53.57

Date of Municipal Utility Committee Action: 11-21-19

5. Action taken by Board of Selectmen: APPROVE _____ DENY _____

6. Date Notification Letter Sent to Applicant: _____

Auxiliary Meter Readings Due 10/10/19

Sewer account number: 6548

Name: ROSS

Address: 27 SHORELINE DR.
3048.

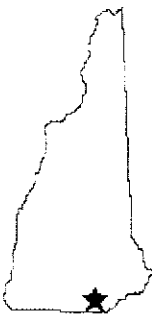
1. Date: Jul 31, 2019 reading: _____

2. Date: Aug 31, 2019 reading: _____

3. Date: Sep 30, 2019 reading: 309358

card number: 32

45



TOWN OF HUDSON

G.B.H.



Sewer Utility Department

12 School Street, Hudson, New Hampshire 03051

603-886-6029

APPLICATION FOR SEWER ABATEMENT REQUEST

ABATEMENT # S-UTL-20-09

*****APPLICANT MUST FILL IN THE SPACES BELOW AND SIGN*****

Sewer Acct# 4308 Date: 11/13/19

Name of Applicant Mike Goss

Name of Property Owner Mike Goss

Address of Property 6 Murray Court

Map/Lot 140-035 Water Source, Metered Yes/No yes Other _____

I/We request an abatement of sewer charges on the property listed above for the bill period

JUL-AUG-Sept 2019 for the following reason (s): LOST FILING

OF AN AUXILIARY METER CARD USED TO RECORD

OUTSIDE WATER USE. REQUEST ABATEMENT OF \$47.62

(40 x 1.1905)

Signature of Applicant (s): Michael Goss Date: 11/13/19

Date: _____

Mailing Address: 6 Murray Court Phone # 603 886 2307

****RETURN COMPLETED APPLICATION TO THE SEWER UTILITY OFFICE****

Do Not Write Below This Line - Office Use Only

Date Received 11/13/19 Signed [Signature]

Type of Request: Sewer Rents Capital Assessment _____ Betterment Assessment _____

Total Abatement Amount \$ 47.62 Paid Amount \$ _____

Accounts Receivable Amount \$ 111.10 Refund Amount \$ _____

ABATEMENT PROGRESS REPORT

1. Date of Filing: 11/13/19 Utility Clerk: dlse

Accuracy check, corrections, and deficiencies: COPIES OF METER CARDS,
BILL & WATER READINGS ATTACHED

2. In the event of Lien Fees – Tax Collector Recommendation: _____

Signed: _____

3. Date received by the Finance Director: 11/13/19

Recommendations: OK to abate

Signed: K. Carpenter

4. Date Reviewed by Municipal Utility Committee: 11-21-19

Actions and Recommendations taken by the Municipal Utility Committee: _____

Signed: Dana Sh...
Chairman

APPROVE ✓

DENY _____

Recommended Total Abatement Amount: \$ 47.62

Recommended Refund Amount: \$ 47.62

Date of Municipal Utility Committee Action: 11-21-19

5. Action taken by Board of Selectmen: APPROVE _____ DENY _____

6. Date Notification Letter Sent to Applicant: _____

Auxiliary Meter Readings Due 10/10/19

Sewer account number: 4308

Name: BARDSEY

Address: 6 MAINE COUN
202.

1. Date: Jul 31, 2019 reading: 220

2. Date: Aug 31, 2019 reading: 235

3. Date: Sep 30, 2019 reading: 242

RCVD
10/30/19

card number: 13

40 AB

Bill#	Bill Date:	Due Date:	Map/Lot
01297081	10/25/2019	11/26/2019	140-035-000
Reading Date	Prev Reading	Cur Reading	Usage
			74
Service Location	Account#		
6 MANNY CT	4308		
Bill To:			

Description	Charges
Usage	\$88.10
5/8" flat rate maint	\$23.00
Total Current Charges:	\$111.10

BARDSLEY, MICHAEL J.
 BARDSLEY, CHRISTINE A.
 6 MANNY COURT
 HUDSON, NH 03051

Billing Period
7/01/2019 through 9/30/2019

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Bill#	Bill Date	Due Date	Map/Lot
01297081	10/25/2019	11/26/2019	140-035-000
Reading Date	Prev Reading	Cur Reading	Usage
			74
Service Location	Account#		
6 MANNY CT	4308		

Description	Charges
Total Current Charges	\$111.10

BARDSLEY, MICHAEL J.
 BARDSLEY, CHRISTINE A.
 6 MANNY COURT
 HUDSON, NH 03051

TOWN OF HUDSON SEWER UTILITY
 P.O. BOX 9572
 MANCHESTER, NH 03108-9572



G.C.I. *Agenda*
11-26-14

TAG DAY SALES Hudson, NH

RSA 31:91
Soliciting Funds

The right to grant permits for soliciting funds for charitable purposes and for the sale of tags, flowers or other objects for charitable purposes shall be vested in the mayor, aldermen of a city or the selectmen of towns.

Instructions to obtain Tag Day Permit:

- 1) Submit a letter to the Board of Selectmen at 12 School Street, Hudson, NH 03051, stating the date, time and location that the collection of funds will take place (or fax to 603-598-6481).
- 2) Indicate how the collected funds will be used/distributed or to whom it will benefit or to whom the funds will be collected on behalf of. Include verification of being properly registered with the NH Attorney General's Office, Division of Charitable Trusts, unless exempt, i.e., governmental subdivisions or religious organizations, who shall provide verification they are the bona fide representative of an exempt entity (RSA 7:19, ct scq).
- 3) Include name, address, phone number and e-mail of a contact person in case there are questions, concerns or if additional information is required.
- 4) Include a signed letter of permission from the establishment where the collection of funds will take place.

For Office Use Only

Organization Seauction Army

_____ Approved _____ Denied by Board of Selectmen on _____

If denied, reason _____

Chairman, Board of Selectmen

Weissgarber, Lorrie

From: Amie Groff <Amie.Groff@USE.SalvationArmy.Org>
Sent: Friday, November 8, 2019 2:33 PM
To: Graham, Donna L
Subject: Tag Day Request
Attachments: hudson request letter - Walmart.docx; Walmart 2018 Agreement - Exhibit A (1).pdf; Fully Executed - The Salvation Army Red Kettle Campaign Agreement - June....pdf

Categories: Red Category

Hello Donna,
I have one more Tag Day request. I have attached the request letter as well as the agreement letter with Wal-Mart. You can mail the request letter back to me at the address listed below.
Thank you!

Amie Groff

The Salvation Army
1 Montgomery Ave.
Nashua, NH 03060
603-889-5151
Amie.Groff@USE.SalvationArmy.org

Handwritten:
~~Donna L~~
Donna L
11/8/2019
2:37

October 27, 2017

To The Town of Hudson Board of Selectmen:

The Salvation Army of Nashua is seeking approval from the Town of Hudson Board of Selectmen to hold our annual kettle campaign this Christmas season. The locations will be at Market Basket, 212 Lowell Rd, from November 13 through December 23, 2017, as well as at Wal-Mart, 254 Lowell Rd, and Sam's Club, 7 Wal-Mart Blvd, from November 24 through December 23, 2017.

The kettle campaign is The Salvation Army's largest fundraiser for the organization. Funds go towards running programs, social services, utility and rent assistance, and food for those in need. The Salvation Army serves those in Nashua, Hudson, and the surrounding towns.

Please contact Amie Groff at 603-889-5151 or amie.groff@use.salvationarmy.org with any questions or concerns, or if any additional information is required.

Sincerely,

Amie Groff
Development and Community Relations Manager



DOING THE
MOST GOOD

Walmart
Save money. Live better.

AGREEMENT

between

THE SALVATION ARMY NATIONAL CORPORATION
A NEW JERSEY CORPORATION,
THE SALVATION ARMY, AN ILLINOIS CORPORATION,
THE SALVATION ARMY, A NEW YORK CORPORATION,
THE SALVATION ARMY, A GEORGIA CORPORATION,
AND THE SALVATION ARMY, A CALIFORNIA CORPORATION

and

WALMART INC., and

SAM'S WEST, INC.

relating to the

2018 and 2019 Red Kettle Campaign

Exhibit A

Notice of Rules for Solicitation and Distribution of Literature Salvation Army Red Kettle Campaign

To be provided prior to the 2018 Campaign and the 2019 Campaign

As part of this year's Salvation Army Red Kettle Campaign, we are happy to provide an area at our facility to support this holiday campaign. This Notice is being given in conjunction with and in reference to the 2018 and 2019 Agreement between The Salvation Army and Walmart Inc., and Sam's West, Inc. This Notice is to be signed by the local Salvation Army Affiliate and kept on file at the local Walmart or Sam's Club.

1. Approved Dates and Times – This Notice is in effect for the Christmas season of the year of execution. The 2018 Campaign shall commence on November 23, 2018 and conclude at the end of the day, December 24, 2018 (the "2018 Campaign Period"). The 2019 Campaign shall commence on November 29, 2019 and conclude at the end of the day, December 24, 2019 (the "2019 Campaign Period" and together with the 2018 Campaign Period, the "Campaign Periods"). Under no circumstance will it be permissible for The Salvation Army to stand kettles prior the start date or following the end date of each of the Campaign Periods. The daily hours during which Salvation Army will be permitted to stand kettles lies within the discretion of the management of the individual Walmart and Sam's Club locations, but will not extend beyond the store's or club's hours of business. On the day after Thanksgiving, Red Kettle workers or volunteers may be asked by local store or club management to stand further away from the entrance and exit doors until the afternoon hours, to allow for safe ingress/egress for Walmart and Sam's Club shoppers. In order to better ensure the safety of shoppers, The Salvation Army workers and volunteers, and Walmart and Sam's Club associates, store and club management have complete discretion to reasonably alter the start and end times on each day of the Campaign Periods, particularly on the day after Thanksgiving.

2. Designated Area – During the Campaign Periods referenced above, the Salvation Army Affiliate may place one (1) Red Kettle and one (1) Red Kettle worker or volunteer outside this Walmart or Sam's Club location in the areas designated by the store or club manager, which will be at least 15 feet from the entrances to and exits from the facility. Walmart and Sam's Club reserve the right to change the designated area if a change is necessary for the safety of shoppers or for the commercial operation of the facility. Workers and volunteers may not solicit or distribute literature inside our facility, including in any lobby or vestibule, at any time.

3. Expectations for Salvation Army Workers or Volunteers – Each Red Kettle worker or volunteer must adhere to the expectations set out in the Agreement with respect to appropriate behavior and appearance; the setting up and manning of the kettle; interaction with Walmart or Sam's Club shoppers; and dealing with inquires or requests from local media. In addition to those expectations, workers and volunteers may not communicate verbally or in writing any message on Walmart or Sam's Club property that contains or depicts violence, obscenities, pornography, gross or gruesome scenes, racial or ethnic slurs, or inflammatory slogans likely to provoke a disturbance. This restriction applies to all forms of oral communications, body gestures, signs, posters, placards, displays, handbills, or written material.

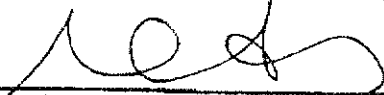
4. Compliance with Direction Given by Walmart and Sam's Club Management – All Salvation Army Red Kettle workers and volunteers must comply with all requests from store and club management – for example, reducing hours, moving kettle locations, not ringing the bell,

etc. Store and club management also have the discretion to remove any worker or volunteer from the premises for violation of any of the rules and guidelines in this Notice and those set out further in the Agreement. At no point should a Red Kettle worker or volunteer attempt to challenge the direction given by the store or club manager, or his or her designee. If issues arise, the worker or volunteer should immediately contact his or her Salvation Army supervisor.

ACKNOWLEDGEMENT

I have read the above rules concerning the solicitation and/or distribution of literature, and I agree to abide by the rules. I agree to inform each participant from my Salvation Army Affiliate of these rules and the need to abide by them. I understand that the failure of any participant to act in accordance with these rules will result in revocation of Salvation Army's authority to solicit during the Campaign Periods.

Name of Local Salvation Army Affiliate: DOVER CORPS NJ



Signature of Representative of Affiliate

MAJOR NESTOR VALVERDE
Printed Name of Representative

11-14-2018
Date



6.C.2. RECEIVED
11-26-19
TOWN OF HUDSON
SELECTMEN'S OFFICE

RAFFLE PERMIT

Hudson, New Hampshire

Name of Organization: Happy Tails NH
Address: 710 Derry Road #10A
Raffle Benefit of: Donation to Humane Society of NH/USA
Date & Time of Raffle: NOVEMBER 19, 2019 - DECEMBER 23, 2019
Raffle to be held at: HAPPY TAILS NH (IN STORES)
Prizes: BASKET FULL OF DOG TOYS, TREATS, CHEWS, & MORE
Date of Ticket Sales: AS SOON AS APPROVED (ESTIMATED 11/27/19)
(must be after date of Board of Selectmen approval)

Applicant's Signature/Address/Phone Number

Jessica Lanfair
Applicant's Signature
JESSICA LANFAIR
Applicant's Printed Name
710 Derry Road #10A Hudson, NH
Address
603 718 8330 / 603 718 9773
Phone Number

Approved on: _____, by

HUDSON BOARD OF SELECTMEN

Chairman _____

Selectman _____

Selectman _____

Selectman _____

Selectman _____

(Fax completed form to 603-598-6481 or e-mail to jweissgarber@hudsonnh.gov, with Raffle Permit in subject line.)

HUDSON, NH BOARD OF SELECTMEN
Minutes of the November 12, 2019 Meeting

G.E.I.
11-26-19

1. CALL TO ORDER - Chairman Morin called the meeting of November 12, 2019 at 6:30 p.m. in the Selectmen's Meeting Room at Town Hall.
2. PLEDGE OF ALLEGIANCE - led by Police Chief Avery.
3. ATTENDANCE

Board of Selectmen: David Morin, Kara Roy, Roger Coutu, Marilyn McGrath, Normand Martin

Staff/Others: Steve Malizia - Town Administrator; Kathy Carpentier, Finance Director; Elvis Dhima, Town Engineer; Robert Buxton, Fire Chief; Patti Barry, Town Clerk/Tax Collector; William Avery, Police Chief; Jess Forrence, Public Works Director; Linda Kipnes, Chairman Sustainability Committee

4. NON-PUBLIC SESSION

Motion by Selectman Coutu, seconded by Selectman Martin, to enter Nonpublic Session pursuant to RSA 91-A:3 II (c) Matters which, if discussed in public, would likely affect adversely the reputation of any person, other than a member of the public body itself, unless such person requests an open meeting. This exemption shall extend to any application for assistance or tax abatement or waiver of a fee, fine, or other levy, if based on inability to pay or poverty of the applicant, carried 4-0 by roll call.

Chairman Morin entered Nonpublic Session at 6:32 p.m., thus ending the televised portion of the meeting. Any votes taken upon entering open session will be listed on the Board's next agenda. The public is asked to leave the room.

Chairman Morin entered open session at 7:02 p.m.

Motion to expend \$5,600 for training for town employees from Board of Selectmen Department by Selectman Martin, seconded by Selectman McGrath, carried 5-0.

5. PUBLIC INPUT

Chairman Morin asked if anyone in the audience wish to address the Board on any issue which the Board has control of at this time

6. RECOGNITIONS, NOMINATIONS, APPOINTMENTS AND RESIGNATIONS

Application:

Carol Ann Viens as a member to the Benson Park Committee

Carol Ann Viens - 46 Highland Street, Hudson, NH. Chairman Morin asked you're looking to get on the Benson Committee. Do you want to tell us a little bit about yourself and why you'd like to get on the committee?

Carol Viens stated I worked all my life. I've been a resident of Hudson for many years and I just retired as of October 31st. I want to keep busy, and I want to be active, and I'd like to do something for the community and give back.

Chairman Morin asked if anybody had any questions. Seeing none.

Motion by Selectman Roy, seconded by Selectman Martin, to suspend the rules and nominate and appoint Carol Ann Viens as a member of the Benson Park Committee with a term to expire 4/30/2022, carried 5-0.

Carly Killmon as an alternate member to the Planning Board

Carly Killmon - 3 Regina Street, Hudson, NH. Chairman Morin asked tell us a little bit about yourself and why you'd like to be on the Planning Board.

Carly Killmon indicated I just moved to Hudson about three months ago from Massachusetts. I'm a quality systems manager and I would like to be on the Planning Committee because I would like to bring any knowledge that I have from previous jobs and help in the community.

Selectman McGrath asked have you attended or watched any of the Planning Board meetings. Ms. Killmon indicated I have read some through today and about a month ago - I read through some of the agenda. Selectman McGrath said you just read the agenda and you haven't seen how they actually perform. Ms. Killmon said I have not. Selectman McGrath suggested before we appoint this lady to the Planning Board that you attend a meeting and just observe how they conduct their business and what they have to do. It's not just a simple task. I would suggest that you do that and if you're still interested come back and we can talk some more. That would be my suggestion. Carly Killmon asked the next meeting is the end of this month. Steve Malizia stated there isn't one this month. It will be the beginning of December. I'm not sure the exact date but it will be the beginning of December.

Selectman Coutu noted according to my calendar there is one the eve of Thanksgiving. Did they cancel that? Mr. Malizia said there isn't one on the eve of Thanksgiving. I think it was on there but there isn't one. Selectman Coutu said Planning Board November 27th at 7 p.m.

Selectman Roy asked do you have any previous experience with Planning Boards or anything like that. Ms. Killmon said I do not. Selectman Roy asked where did you move from. Ms. Killmon indicated Massachusetts - Chelmsford. Selectman Roy asked were you involved in any of the committees or boards for the town there. Carly Killmon stated they had a committee that I had applied for there and it dissolved so I never the fact of.

Selectman McGrath said the other thing I would suggest too, you might want to make an appointment with Brian Groth. He's the Town Planner and you could sit with him and he could give you an idea of what you'd be doing. You have to be able to review plans and there's a whole lot that goes into it. It's not just sitting there making decisions.

Carly Killmon indicated I work for a quality so I have a lot of like project management experience and I was hoping it would be a decent fit. Selectman McGrath said it might lend to that position on the Planning Board but it's an important position. I would prefer that you at least attend a meeting and then talk to the Planner at any time to give him a call. He's in every day of the week generally.

Chairman Morin asked if there were any other questions. What is the Board's wishes?

Selectman Coutu said if I might as the liaison to the Planning Board for the Board, I agree with Selectman McGrath. I think that it's one thing to read an agenda. It's an entirely different process to see how entailed it is and how detailed oriented it is. We're talking about right now we're in the midst of developing a master plan. What the Planning Board does has a lot to do with the vision

that this plan that's evolving is going to bring forth and the Planning Board has to be on board with the vision in order for it to succeed. At the same time, Planning can go in varied directions. The person on this Board who has the most experience on land use is Selectman McGrath. She's done this for countless number of years as a volunteer for the Town of Hudson and served on the Zoning Board of Adjustment. It was difficult for me to acclimate myself to and I've been serving on this Board for 12 years but what we do is altogether different than what Planning does. We deal with municipal management. They deal with specific and detailed land use options. Knowledge of the geography of the town. You just moved into a neighborhood I just moved out of which is a beautiful neighborhood behind Walmart. I wish you the best of luck. That is only one small portion of the geography. I think that heading Selectman McGrath's advice to attend at least one meeting and come here to Town Hall or call Town Hall and make an appointment to meet with the Town Planner Mr. Groth who we have the utmost of confidence in. It would be a whirlwind for you. You'd enjoy it and you'd learn a lot more.

Chairman Morin asked if there were any comments.

Selectman Martin stated we'll bring you back at our next meeting after the Planning Board meeting.

Chairman Morin asked do you think you can attend it. Ms. Killmon said yes.

7. CONSENT ITEMS

Chairman Morin asked does any member of the Board wish to remove any item for separate consideration.

Selectman Coutu said I would ask Mr. Chairman not that we remove an item but that we add an item that came in I believe at the last minute. Mr. Malizia you got an e-mail from I guess he sent it to Donna not knowing that Donna wasn't working for us. Lori Jasper I think she has something very timely. It's a fundraiser for the Junior Woman's Club which I believe is an annual event. Its next week that it is. If there would be no objection, can we add that?

Selectman Martin indicated the raffle will be held at 2 p.m. December 7, 2019. That's the application I'm looking at right here.

Selectman Roy said I don't object to adding.

Selectman Martin said I don't object to adding it either

Selectman McGrath said I don't either and Mrs. Jasper sent out an e-mail this morning and I responded to it and forwarded it to Lorrie thinking that - I couldn't read what she sent. The little ad that she sent. I don't have any objections.

Chairman Morin said we'll add that and anybody want to take anything off if not.

Motion by Selectman Roy, seconded by Selectman Martin, to accept Consent Items a, b, c, d, e, and f with the added on Raffle Permit, carried 5-0.

- a. Assessing Items - None
- b. Water/Sewer Items - None

c. Licenses & Permits & Policies

- 1) Outdoor Gathering Permit - Road Race (Mill Cities Relay)
- 2) Raffle Permit - Junior Woman's Club

d. Donations - None

e. Acceptance of Minutes

- 1) Minutes of the October 15, 2019 Meeting
- 2) Minutes of the October 17, 2019 Meeting
- 3) Minutes of the October 22, 2019 Meeting
- 4) Minutes of the October 24, 2019 Meeting
- 5) Minutes of the November 5, 2019 Meeting

f. Calendar

11/13	6:15	Cemetery Trustees - Rogers Memorial Library
11/14	7:00	Budget Committee - BOS Meeting Room
11/14	7:00	Zoning Board of Adjustment - Buxton Meeting Room
11/18	7:00	Conservation Committee - Buxton Meeting Room
11/19	7:00	Budget Committee - Buxton Meeting Room
11/19	7:00	Municipal Utility - BOS Meeting Room
11/20	6:00	Library Trustees - Hills Memorial Library
11/21	7:00	Budget Committee - Buxton Meeting Room
11/21	7:00	Benson Park Committee - Hudson Cable Access Center
11/25	7:00	Budget Committee - Buxton Meeting Room
11/25	7:00	Sustainability Committee - BOS Meeting Room
11/26	7:00	Board of Selectmen - BOS Meeting Room
11/27	7:00	Planning Board - Buxton Meeting Room
11/28		Happy Thanksgiving - Town Hall Closed
11/29		Town Hall Closed

8. OLD BUSINESS

A. Votes taken after Nonpublic Session on October 22, 2019:

- 1) Motion by Selectman Martin, seconded by Selectman McGrath, to accept the resignation of truck driver/laborer, Louis Pilat, effective October 22, 2019, carried 5-0.
- 2) Motion by Selectman Coutu, seconded by Selectman McGrath, to re-hire John Dowgos and offer the second position to Garrett Leor, as Truck Driver/Laborers, at a rate of \$18.75 per hour (Grade VIII, Step Minimum), in accordance with the Hudson Public Works AFSCME Local 1801 contract, carried 5-0.
- 3) Motion by Selectman Martin, seconded by Selectman McGrath, to promote Lieutenant/Paramedic Kevin Blinn to the position of Captain/Paramedic, a non-exempt position, in accordance with the Police, Fire and Town Hall Supervisors Association, Contract Step 1, with an hourly rate of \$36.5169 effective Sunday, November 3, 2019, as recommended by the Fire Chief, carried 5-0.

- 4) Motion by Selectman Martin, seconded by Selectman McGrath, to promote Firefighter/AEMT Michael Mallen to the position of Lieutenant/AEMT, a non-exempt position, in accordance with the International Association of Firefighters Local #3154, Contract Step 1, with an hourly rate of \$27.57 effective Sunday, November 3, 2019, as recommended by the Fire Chief, carried 5-0.
- 5) Motion by Selectman Martin, seconded by Selectman Roy, to promote Firefighter/Paramedic Kyle Levesque to the position of Lieutenant/Paramedic, a non-exempt position, in accordance with the International Association of Firefighters Local #3154, Contract Step 1, with an hourly rate of \$28.93 effective Sunday, November 3, 2019, as recommended by the Fire Chief, carried 5-0.
- 6) Motion by Selectman Martin, seconded by Selectman McGrath, to authorize the Fire Chief to advertise for two full-time Firefighters (AEMT or Paramedic), carried 5-0.
- 7) Motion by Selectman Coutu, seconded by Selectman McGrath, to hire five full-time Police Officers: Ethan Brodell, Cecelia Ortega, John Pinard, Adam Royston and Victoria Shaw with a starting salary of \$23.68 per hour, each all in accordance with the Hudson Police Employee Association Contract, carried 5-0.
- 8) Motion by Selectman Coutu, seconded by Selectman McGrath, to promote Police Lieutenant David Bianchi to the position of Police Captain at \$97,596.00 in accordance with the Hudson Police, Fire, Town Supervisors Association Contract (Step 5). This elevation in rank would be effective on Monday, November 4, 2019, carried 5-0.
- 9) Motion by Selectman Coutu, seconded by Selectman McGrath, to promote Police Sergeant Steven McElhinney to Police Lieutenant at \$81,225.00 in accordance with the Hudson Police, Fire, Town Supervisors Association Contract (Step 3). This elevation in rank would be effective on Monday, November 4, 2019, carried 5-0.
- 10) Motion by Selectman Coutu, seconded by Selectman McGrath, to promote Police Master Patrol Officer Patrick Broderick to the position of Police Sergeant at \$35.53 per hour according to the Hudson Police Employee Association Contract (Step 5). This elevation in rank would be effective on Monday, November 4, 2019, carried 5-0.
- 11) Motion to adjourn at 9:26p.m. by Selectman Roy, seconded by Selectman McGrath, carried 5-0.

B. Votes taken after Nonpublic Session on November 5, 2019:

- 1) Motion to adjourn at 9:01 p.m. by Selectman Martin, seconded by Selectman Coutu, carried 4-0.

C. 2019 Revised Tax Rate

Chairman Morin recognize Finance Director Kathy Carpentier, School Superintendent Larry Russell and School Business Administrator Karen Burnell. Good evening.

Good evening. Kathy Carpentier stated as you know I came before you on our last week Tuesday, November 5th, to ask for your approval to use \$600,000 of unassigned fund balance to set an approximate tax rate of \$20.17. Subsequently to after that, I was notified by the SAU that they had made a calculation error in the revenues that they had submitted to the Department of Revenue. The Department of Revenue recalculated our tax rate after decreasing the SAU's revenues by \$331,955 which was a \$.11 increase to what I had projected as a tax rate. This is still just .9 percent increase and \$.18 over last year's tax rate. However, I needed to go forward and have the tax bills printed which were printed yesterday and should be in mailboxes by the end of the week and due December 16th. This was a calculation error on the SAU's part and we're here to just inform the public because I had previously said the tax rate was \$20.17. It is actually \$20.28 per thousand. I don't think a motion is necessary but if you have any questions.

Chairman Morin asked what is the process going to be to correct that in the bills.

Kathy Carpentier indicated there was really nothing wrong with the bills. What was submitted to...would you like to speak.

Karen Burnell stated what ended up happening up was when I saw that the tax rate was being at the Selectmen's meeting I looked at your agenda. When I saw the \$.10, I was like that can't be right. I knew something didn't look right. I went to our Finance Director and tried to follow up. For a school district to call the MS24, you revised that at the time when we were setting the tax rate. What ended up happening is as far as it all related to federal funds but in doing that when you increase your federal funds, it reduces the amount of tax impact because it belonged in general fund. This year we are receiving \$331,000 more in federal funds and we did have a public hearing for that. When you're doing the MS24, you have to stay within that budgeted federal funds. What happened was she increased the number when it should not have been. We have talked to Kathy a little bit to make sure that we see it before it gets to you. When I saw it, I actually tried calling Kathy and couldn't get through so I called the DRA and I was like stop. Everybody has to stop and then we all got together to figure out what the issue was.

Chairman Morin asked if there were any questions.

Selectman McGrath asked Kathy looking at the memo that you prepared and gave to us I tried to do some calculations and I'm going to ask you if I calculated correctly. For a \$250,000 home based on the rates that are shown on this memo for the town's portion the tax increase would be \$.01. Ms. Carpentier said correct. Selectman McGrath indicated for a \$250,000 home that would equate to \$2.50. Is that right? Ms. Carpentier said correct. Selectman McGrath indicated for the school the increase is \$.21. So for the same \$250,000 home, that's an increase of \$52.50 in taxes. The State education was a reduction of \$.04 which meant that their rate was down by \$10. The County had no increase. So the overall tax increase is a \$45 increase for a \$250,000 home and of that the Town's portion is - and I want to emphasize this because we get blamed for increases in taxes but our increase is \$2.50. \$2.50 in comparison to \$52.50. I just wanted to make sure that I understood the numbers correctly and that it was stated for the people that are watching this meeting. Thank you.

Chairman Morin asked if there were any other questions.

Selectman Martin asked were the federal funds anticipated to come in low or...Karen Burnell stated because we had received lower the year before, we reduced our budget appropriation but now we've been notified that it was for Title I and Title II that we'll be receiving more funds when we got the notification for this year. We've already had our public hearing to receive those funds.

Chairman Morin asked if there were any other questions. Seeing none. Thank you. I'd ask Ms. Burnell and Mr. Russell to stay at the table for one second if we could. I was going to ask to change the order of business right now but I understand why Lisa Nute's not here yet because she's way down on the list and she's probably going to arrive more for the time it was supposed to be here.

Selectman Martin asked if she was in her office. Chairman Morin indicated I just had Kathy check for me and she wasn't here yet.

J. Fiber Optics Loop Update

Chairman Morin noted IT had a problem. They were running wires from the high school to get that final loop on Robinson Road completed and they found a pipe was crushed. Selectman Coutu would you like to speak on.

Selectman Coutu thought we had a discussion when we were doing the tour. It might not have been you. It might have been Mr. Beals. The contractor knocked over some wires. I don't know about crushing a pipe but knocked over some wires or something and I was told that the contractor was going to make good on whatever damage. I don't know if it's related to anything that IT was doing. If so if they're making good on it, I'm questioning why would we look to approve and expend \$5,020 out of the Capital Reserve Fund to repair it if it was something that the contractor did at Alvirne High School. It should be billed to the school and repaired by the school.

Selectman Roy said just to kind of go back in time. Our IT folks are trying to complete the fiber optic loop and part of it goes through the driveway. There's a conduit under the driveway at Alvirne. When they tried to finish the loop going through there, they discovered that the pipe was crushed. I don't know if that's the same issue that Selectman Coutu is speaking of. When I went there because that portion of that driveway was not damaged at all. I don't know if it was already crushed.

Karen Burnell stated I know that one of the contractors at the high school and I'm not sure on the details, one of the contractors at the high school did knock down a pole which did in turn take down some wires. They're liable for all of that. They replaced the pole and all the costs went to them. If this is part of that, then yes definitely they would pay for that. I'm not sure about if it's the same or not.

Selectman Coutu asked how did they know the pipe was crushed.

Chairman Morin said to Lisa I want to apologize. We had the school here and Selectman Coutu had received some information. I understand you were way down on the list and I apologize. Maybe you can help us a little bit and figure out where this is.

Lisa Nute apologized that I'm not part of the original conversation. Karen Burnell indicated we were not either. Ms. Nute said I don't know what you know already. You may have read in my monthly report that we ended up with some problems. As you know, we are working on the fiber loop to finish that loop between our two data centers. This is necessary also for the Phase II of the radio upgrade that you all have been talking about as well. In October we ran into about a 10 foot piece of compromised conduit. The Department of Public Works assisted me and brought their camera in to see if they could tell what exactly happened in there. They went as far as they could with their equipment which extends about 198 feet. They did in fact run into murky water, sand, and muck which just reiterated what our fiber vendor found that at some point in that section it was compromised and they could not get through but where exactly they couldn't tell. It will be

an additional \$5,000 to fix this. That actually was good news for me. I was expecting it to be a whole lot worse. What they are able to do is take just that one section. Chairman Morin asked to interrupt you real quick so we can all understand where this pipe is located because it seems to be there is some confusion where the pipe is. Lisa Nute asked the damage you mean or this whole. Chairman Morin said the damaged pipe.

Lisa Nute explained on the diagram that I think you all have the picture. There's a section of red right around the corner. This is behind the main building of Alvirne then the book store/school store if you're familiar with the counting area. I think there's a mechanical room or an equipment room as I would call it. I forgot what Principal Beals called it exactly. So we go from that room underground to Derry Road to the pole outside of like the daycare area. Where the conduit kind of takes a turn or an angle is where it appears to be damaged. There's no visible damage like this could have been damaged for several years. We have not experienced any networking issues on the school side or town. We both use the fiber optic that's going through this conduit. As far as we can tell, it's just the conduit itself we need to fix this in order to bring the new fiber through there.

Chairman Morin indicated it is not in the construction area and it's not where the pole came down. I wanted to clarify that and that's why I'm asking. Lisa Nute said no.

Selectman Martin said what you're asking for the \$5,020 from Capital Reserve it's not covered by insurance because we don't know how it broke. Lisa Nute said that's correct.

Larry Russell indicated it might be wear and tear over the years. Lisa Nute said absolutely. It's hard to know how this happened. Mr. Russell said the accident that happened was over by the maintenance shed. That's where it happened.

Chairman Morin apologized for interrupting you. We needed that clarified. That's why we asked them to stay so that we could get that clarified.

Lisa Nute asked do you have any other questions then. We are already taking a piece of the project out of Capital Reserve. You are the agents to expend in that account and I'm just asking for the additional \$5,020 to go ahead and fix that portion.

Selectman Roy asked how long would it take to get it fixed and to finish the project. Lisa Nute said I'm hoping before the snow flies if they're able to do this. At the same time you may have read in the monthly report, we have the exact same problem at Robinson Road. Our DPW went out there with me and he believes they'll be able to fix that. This was a much bigger project than they could take on, more time consuming and they didn't have the resources for this. I will reach out to my vendor tomorrow. If you go ahead and approve this and find out exactly but I'm hopping within a short time they can get back out here and finish it up. They're very close.

Motion by Selectman Coutu, seconded by Selectman Roy, to approve the expenditure of \$5,020 from the IT Capital Reserve Fund for the purchase and repair of damaged conduit to Alvirne High School, carried 5-0.

D. Attendance at the Master Plan Visioning Sessions

Chairman Morin recognized Selectman Roy.

Selectman Roy stated a couple of weeks ago now it came to my attention that Selectman McGrath had sent an e-mail to Mr. Groth the Town Planner about attendance at the Master Plan vision

sessions. I was forwarded the e-mail by a member of one of the committees that was named in the e-mail. Essentially what it says is if you're a member of the Planning Board, the Zoning Board, or the Conservation Commission you should not attend. I have two issues with that e-mail. One is that that was not a consensus of the Board. The way that I read that e-mail is that was what was put out as a member of the select board and that should be followed in that vein. My second issue with that is that we are asking volunteers to give up their right to participate. I just think that goes against the grain of what we stand for and what this country stands for. I have attended both sessions. I was very impressed with the way they were facilitated. There were members of the Budget Committee there. There was a member of the Conservation Commission there. The Chairman attended. There did not seem to be any kind of issue with anybody holding back or being uncomfortable with speaking. In fact after the first session, the Town Planner sent myself and Chairman Morin an e-mail thanking us for attending and that he was happy to see us there. I spoke to Mr. Groth about that and then his thoughts about certain people not attending. He said that was in fact something that he discussed with the gentleman. His name who escapes me from the NH Regional Planning Association. It was a conversation about their experiences with other towns.

Selectman Roy said I for one don't believe that anybody should be cut out of this process. If they have something to say, they should feel free to go there and say that. Again I was wholly impressed with the way that that was facilitated. I don't see a problem with people I guess overwhelming other people from speaking because of their position on a given board. That's what I have to say about that.

Selectman McGrath stated when the Master Plan process was being discussed with Brian actually when we interviewed him. That was one of the questions that was asked. It was asked of all of the applicants whether or not that they would be able to facilitate visioning sessions for a Master Plan update. I've had numerous discussions with him about the process and how it was going to be handled. We met with NRPC Jay Minkarah. Selectman Coutu and I did a public service announcement or I don't know what exactly you'd call it but to encourage residents of the town to attend these visioning sessions. We emphasized and this was part of the discussions with Brian that I've had is that initially I fully intended to attend and participate. When I mentioned that to him, he said he didn't think that might be appropriate to me. I thought about it and I went home and I thought about it some more. I thought you know he's probably right because I have a platform. I have this platform here where I can speak about planning issues or whatever my thoughts are. I'm on the Planning Board as an alternate. I can express myself there and I'm also on the Zoning Board of Adjustment and I can express myself there.

Selectman McGrath indicated the goal of having the visioning sessions was to encourage people that don't participate and don't go to meetings to feel comfortable and comfortable in a session where they weren't going to be lectured to. They weren't going to have to stand up at a podium and present their thoughts and ideas because it's intimidating and that was the goal was to have sessions that were comfortable in a non-confrontational environment. I think that they've succeeded in doing that. I had had a discussion previous to my e-mail to Brian and we talked about that again and I told him that I didn't plan to go and that I had talked to Selectman Coutu and he didn't plan to go either for those reasons. It would be for the residents of this town. I wrote an e-mail and I am going to read it for the record and for the people that may have not read it or heard it but I'm going to read it. So it starts out,

"Hi Brian. At last night's Board of Selectmen's meeting both Selectman Coutu and I both talked about the visioning sessions and encouraged citizens to attend to express their suggestions and visions for the growth of Hudson. We both stated that neither of us will be attendance for these sessions as they are meant for

residents to attend in an informal way without interference by us or any official of the town. Although these visioning sessions are products of the Planning Board in order for them to update Hudson's Master Plan, they are not meant to be a platform for those who serve on land use boards such as Planning, Zoning, or Conservation which may cause them to attempt to steer those in attendance with their thoughts or suggestions. I would encourage those members to have discussions at their board meetings versus attending these visioning sessions and to forward their comments to the Planning Board. I cannot stress enough that these sessions are meant for those in our community that don't have a platform and who need a non-confrontational friendly meeting in which they can express their thoughts and suggestions without interference or bias. Please forward this to the Chairman of Planning, Zoning, and Conservation and encourage them to forward to their members. Thank you. Signed Marilyn"

Selectman McGrath stated I did not sign this and I did not send it with the intention of suggesting in any way shape or form that I was writing for the Board of Selectmen. I sent it for myself. To my personal thoughts. Then he wrote back to me and asked me about participating in the on-line survey. He wrote back and said, "We might want to specify that anyone and everyone is welcome to participate in the on-line survey. Thoughts?" I wrote back yes anyone is more than welcome to participate in the survey and encourage to do so! If it was misunderstood or misstated, I can't control that any more than I can control what's written in the Hudson/Litchfield News. Any more than I can control any thoughts or expressions of thoughts in this meeting.

Selectman McGrath indicated I know that we have difficulty in getting people to come out to meetings and expressing their concerns and I'll give you an example. The workforce housing site plan review. There were comments that were being expressed on social media, complaints about it. People were, again, writing in the HLN that they were concerned about the workforce housing and they mentioned I think to the Chairman of the Planning Board that there were going to be a number of people attending the meeting and they were concerned about having enough space. They moved the meetings to the rec. center to have enough space thinking that a large number of people would show up because of their concerns. Ten people attended that meeting. Ten people for a plan that they were complaining about and yelling about. You can complain all you want to four walls but it doesn't get anywhere if you don't attend a meeting and express yourself. That was the concern for these visioning sessions. If you have it in a room like this where they have to come in, it's intimidating for some people. They don't feel comfortable. They don't feel comfortable expressing their thoughts, their concerns, and their suggestions. That was the process that we wanted to try and follow. I think that they've done a good job. I still do not intend to attend a visioning session. I don't need to. Thank you.

Chairman Morin said I attended both of those. The first one there was no one there. The small groups that we had that day, I personally got a lot of out of it listening to our residents. I didn't see it as a problem whatsoever. Even though we are members of the Board, we still are a resident in this town. We do have our rights as other people do. I can tell you after that first meeting I actually posted something on the Hudson resident's thing making a statement you guys tell us all the time there's problems. This is your chance. At the next meeting, we had 50 people and a lot of the people made the statements that they didn't know. Okay. So that would go back to your meeting about the housing. People don't pay attention. They really don't. That's a problem in this town. I don't know how to fix that. It's in the papers. It's on our website. It's on social media especially if it's somebody's pet peeve. It's there. They don't pay attention.

Chairman Morin indicated the second one went even better and the amount of people, there was nobody worried about myself and Selectman Roy being there. I can tell you that. Nobody cared

that we were there. There was even comments in one group that actually kind of beat up on one of our committees and you should have seen the faces when they realized who one of the people was in their group on that committee. You know what I mean so they don't know. I don't think it was a problem with us being there. I went very well. I have to give credit to Brian and the group because they did an outstanding job and a huge, huge amount of information came from the people that were there. They really did. Nobody held back. I can tell you. We even took a beating on some of the stuff. They did not hold back. I will agree with you that there were some people selling their goods. I agree but that's going to happen at any meeting. I think it was well-worth attended and we got a lot of good information out of it. I personally when I participated, I didn't participate very much I more listened. At times I was asked a question. I answered the question. I thought it was a good thing to take.

Selectman Coutu said Mr. Chairman I'm not going to take up a lot of time. You know how I felt about this diatribe that was spewed out by Selectman Roy. She made it seem as if I attended and participated. She said I attended. I stopped in after a ribbon cutting. Never walked into the hall. I stood outside the hall and talked to the Chairman of the Planning Board and then I left shortly thereafter. I didn't attend. I was curious to see if there was even a meeting because there were so few cars out there. I talked to the Town Planner Brian Groth after having seen this last week and went into a nutty when I saw it. I asked him if he could share with me the language of the letter that you had sent out because I was unaware that you had sent a letter. He assured me he said I can't tell you verbatim. I said was Selectman McGrath trying to discourage people from attending. He said no. That's not what I got from the letter that she was forbidding people to go to the meeting. He said no I didn't get that she was forbidding. It was a suggestion. He said I didn't take anything away from that letter that implied that she was trying to restrict one's ability to go there. What are we going to do? We can't arrest people for going and participating regardless of what committee. I'm glad you read the letter. I'm glad it's successful. We want it to be successful. I have no problem. If you want to be there, you can be there. If Kara Roy wants to be there, that's fine. To not speak to the Town Planner and get the facts before you write something like this about two people you have to work with, probably way too many times in any given year that you have to work with us anyway without checking out the facts.

Selectman Coutu said you know the fact is this. I went on and looked at the online survey. I participated in the online survey. I didn't sign it. I didn't want anybody to think I'm trying to influence them. I didn't get into any long dissertation but if you look at that on-line survey, permeated throughout that entire survey paragraph after paragraph from one person about land conservation. It's sickening they're trying to influence the direction they want this town to go into. You know that's one thing that should have been eliminated allowing people to write their diatribe about what their feelings are and trying to influence people and what direction to go into. That's what I think when we had this general discussion that there was a question about whether or not some of us appearing and trying to - if I was really - well you know how passionate I am about the traffic in town. Well I would bring it up and it would seem like I'd be trying to influence direction. So I said you know that makes sense. I can do an on-line survey and be done with it. Hopefully the people in town will show up. That's all I got to say.

Selectman Roy said I'm just going to stand by what I wrote. The person that received that that brought it to my attention took it as those folks should not attend and I wouldn't go so far as forbidden but it was clear that they would not be welcome and I just think that that's a mistake.

Selectman McGrath asked to add one more thing. The very thing that was trying to be prevented actually happened. That individual not only serves on a land use board but also presented written information to the group that he was participating with at the last visioning session. That's precisely why people get turned off and don't want to attend these things because they're being lectured to.

They're being badgered to support a position that they may not feel comfortable supporting. They may not know enough about it to make a decision or to participate in the discussion. That very thing happened and you know what individual I'm talking about. It's self-serving. It's not for the benefit of the town. It's for his own personal benefit and it's deplorable. So I don't feel the least bit sorry about sending out that e-mail. I certainly didn't try to be offensive. I tried to encourage people to participate in their own land use board meetings having the discussions and the suggestions that they want to present and leave the people alone so that they can feel comfortable. This wasn't meant for the Selectmen not to attend but I because of my three different roles that I have and this Board after talking with Brian, I went home and I seriously I thought about it and I thought I really would like to be going to this. The more I thought about it, I thought it's only fair to let the people that don't participate and don't get that opportunity to be in a meeting where they could say whatever it was they wanted to say without me sitting there and listening and maybe jumping in and offering my two cents. I don't feel the least bit sorry. I don't feel the least bit guilty. I think I did the right thing and others did not.

Chairman Morin said I'm going to end this real quick. There's two things. On the individual we're talking about, you're right and you're wrong. Was information passed on that shouldn't have been? Absolutely. As a resident of this town, they have the right and that's what those meetings are for to get that information out this is what I would like to see. Now did it go too far? That will be determined but they do have the right to voice their opinion. That's what we asked the people to do.

Chairman Morin stated what else kills me about the board is we're talking volunteers. Selectman Roy said it and Selectman McGrath said it. Depending on what issue we're talking about, oh their volunteers we can't touch them. Then another issue well they're volunteers they shouldn't do it. Well we need to determine here are they working for the town or are they volunteers? There's been several issues that we've talked about that well we can't touch them because they're volunteers and we don't want them to go away but because we had this meeting, they wanted to state their opinion well they can't. Well they're going to go away. This Board needs to determine what these people are. Are they working for the town or are they residents volunteering? That's not a discussion we need to have now but we need to think about that.

Selectman Martin asked can we move it to the next meeting so we can move on.

Chairman Morin said if you would like to.

Selectman Martin said I would love to.

9. NEW BUSINESS

A. Public Hearing - Street Acceptance, Laurel Landing

Chairman Morin recognized Town Engineer Elvis Dhima.

Thank you Mr. Chairman. Good evening everyone. Elvis Dhima said the first item for you tonight is a street acceptance. Laurel Landing. This particular road serves about eight (8) single family homes subdivision. It got done last year but because of the paperwork, they were able to finalize it this year. Everyone has signed off - Planning, Engineering, Fire, Police, and DPW and it's ready for acceptance.

Chairman Morin opened the public hearing at 7:52 p.m. Does anyone in the audience wish to speak on this item? Seeing none, I'll close the public hearing at 7:53 p.m.

Motion by Selectman McGrath, seconded by Selectman Roy, to accept Laurel Landing as a town road, carried 5-0.

B. Public Hearing - Street Acceptance, Rebecca Circle

Chairman Morin recognized Town Engineer Elvis Dhima.

Elvis Dhima noted the second item for you tonight is Rebecca Circle. This is a seven lot duplex subdivision. It's been in the works for quite some time. It's in front of you tonight for street acceptance. Police, Fire, Public Works, Planning Board, and Engineering have signed off. This comes with a two-year warranty like the previous one. I'm here in front of you tonight to ask you to accept Rebecca Circle as a town road.

Chairman Morin asked if there were any questions. I'll open the public hearing at 7:53 p.m. Anyone in the audience like to talk on this? Seeing none, I'll close the public hearing at 7:53 p.m.

Motion by Selectman Roy, seconded by Selectman Martin, to accept Rebecca Circle as a town road.

Selectman Martin asked you said these were duplexes. They're separated duplexes. What are they together with a walkway and a roof just over it so you walk outside? Elvis Dhima stated a connected roof in between. The question from the Town Planner we're only for the road.

Selectman McGrath indicated that's going to be a zoning change.

Chairman Morin asked if there were further discussions. Seeing none.

Vote: Motion carried 5-0.

C. Public Hearing - Street Acceptance, Orchard Park Lane

Chairman Morin recognized Town Engineer Elvis Dhima.

Elvis Dhima stated the third item for you tonight is Orchard Park Lane street acceptance. This road serves 11 lot single family subdivision. It's been approved by Engineering, Police, Fire, and Public Works. I'm in front of you tonight to ask you to accept Orchard Park Lane as a town road. This also comes with a two year warranty.

Selectman Roy asked in one place it's referred to as a lane and in another place it's referred to as a drive. Steve Malizia noted it's a lane. We crossed out the bottom line.

Chairman Morin opened the public hearing at 7:55 p.m. Anyone in the audience like to speak on this matter? Seeing none, I'll close the public hearing at 7:56 p.m.

Motion by Selectman McGrath, seconded by Selectman Martin, to accept Orchard Park Lane as a town road.

Selectman Coutu asked Mr. Dhima how many lots did you say this parcel was. Mr. Dhima said eleven. Selectman Coutu asked why does it show 16 am I misreading this. Mr. Dhima indicated I don't have the plan in front of me. I apologize. It could be 16. I apologize. Sixteen homes. Thank you for bringing that up. More houses, yes.

Vote: Motion carried 5-0.

D. Transfer Station Upgrades for FY21 Operational Budget

Chairman Morin recognize Town Engineer Elvis Dhima and Public Works Director Jess Forrence.

Jess Forrence explained during the budget cycle, Public Works brought forward a request of approximately \$40,000 to look at doing some work at the landfill. Mr. Coutu said why don't you go around looking at other communities and see if we can get some ideas and so forth and find a plan or something we could get from them. I invited Elvis along him being an engineer and kind of knowing the ins and outs on some of the stuff they might look at to have to get designed or for us to do. We went to Dover. I went to Merrimack, Londonderry, and a number of places to see what they had. Some of it was extreme and some of it was not quite so much. When we got back, Elvis had contacted an engineering firm. They met us at the landfill and kind of walked through what we were looking to do to get a cost on engineering. They come up with the \$40,000 just for design. That's why we are here tonight. I shook my head as much as you did.

Just to fill in a little bit, Elvis Dhima indicated the scope was to go out and get started with the retaining wall. What we found out from the site visit is that there's a little bit more to the retaining wall. It's the flow of the transfer station. It's what other communities are doing as installing like a master scale out there with its own building trying to recover some of the costs that they're dealing with. The firm that we got specializes in transfer station and they've worked for us in the past. They felt comfortable with putting the official proposal together for \$40,000. This will include a master plan for the transfer station now and in the near future. We don't have to implement all the phases that will come out of this master plan. You can do one phase at a time. You can start with the retaining wall which is the thing that started this whole process and then you can get to other things. Better flow which means better efficiency at the transfer station and also if the Town ever wants to put a scale and start recovering some of the things that get dropped off over there. Basically looking to what other communities are doing and trying to get to the next level.

Chairman Morin asked the State comes in and does inspections. If they come to our landfill, what's going to happen? Mr. Forrence said they'll probably come up with a list of things that we'll have to look at. I don't think we have any violations. They haven't given us anything for us not to comply with. I think that would be the first step them coming in and saying you need to do this. You need to do that. You have to get the setback away from there. We really don't know what they'll say. Just talking and looking at everything, I think we're in pretty good shape for where we are right now. Five years from now, I don't think so.

Chairman Morin said you and I spoke the other day about the scales. That would bring in some revenue to take care some of these problems. Jess Forrence said correct. It depends where this next contract goes whether we continue the way we are. Whether the costs goes up dramatically for some of the stuff, they'll have to get extra dough for to get rid of mattresses, shingles, all the rest of that stuff. I wouldn't say being profitable for the town, I mean just trying to recoup some of the money.

Chairman Morin asked if scales are expensive to put in. Jess Forrence said yes. Expensive to put in and expensive to maintain.

Selectman McGrath stated I read over the information and I got a tour of the dump but the Public Works Director himself. It was interesting to say the least. Reading this over, there were two things that stood out in looking at the actual survey plan. It doesn't show roofing over the area

and that was one of the things that you talked about. That was to prevent any kind of leakage into the ground. Mr. Forrence said we'd look at that with the retaining wall being - give it so it can be done right now. It is not something DES is enforcing but it is coming.

The other thing Selectman McGrath read in the package was that - I forget where I read it - but whoever the author was suggesting that more days be open for the landfill. We just approved a second Saturday of each month starting next year. Do you think that that's going to be enough or do you think that you're going have to go to more days. Jess said the way we're doing it right now I think the second Saturday is going to help out a lot with stacking people. Eventually where it goes and what the needs are, we'll see with the next contract but I think the second Saturday is going to work pretty well for us.

Selectman Roy asked would you use this engineer survey as kind of a phased project. I mean you wouldn't look to do it at all at once correct. We'd pay \$40,000, figure out everything we need to do and then just see what we want to do as time goes on. Elvis Dhima explained we went back and forth and we felt that we can't go wrong with looking at everything that we need. So we're not shooting ourselves in the foot by doing something and then find out that now we can't fit something else in the place. We're also looking to expand not just what we have there but also an additional area where we can put which is going to increase the efficiency of how much you can process. The whole intent was to look at the overall picture from now and in the future. What we do down the road it's completely up to the Board to decide if you want to do just a retaining wall, if you want to do a scale another year, but the whole thing to do a little bit at a time and get in a position to now we're going to start executing a little piece every year without putting the whole project in one year.

Chairman Morin asked if there were any other questions.

Selectman Martin said this budget is now in the hands of our Budget Committee. I don't think this Board has to make a motion tonight. I think this Board just needs to give me a consensus of whether they want me to try to add this during budget deliberations.

Chairman Morin asked what would the Board like to do.

Steve Malizia noted you can certainly do it either way. There was a motion that was written just to make it formal so you could trace it. If you don't want to, a consensus but you need to do something.

Selectman McGrath stated I'll make a motion so that it's clear.

Motion by Selectman McGrath, seconded by Selectman Roy, to request that the Budget Committee add \$40,000 for engineering services related to the transfer station upgrades, to the FY21 budget into Account # 5515-224 Public Works Facility, Building Maintenance.

Selectman Martin indicated this sounds like we're requesting them to do that. Mr. Malizia and Chairman Morin both said we are. Selectman Martin said we shouldn't be doing it in this format. I think the request should come from the Board of Selectmen by its liaison during budget deliberations. Chairman Morin said but it is. We're going to vote on it and you're going to bring it to them. Selectman Martin said no. I should be making the motion to them to add the money and not us making the motion to add the money. Chairman Morin said we're just making a motion that we all agree to approve it. You have to bring it to them and they make the motion. Steve Malizia noted yes that's how I interpreted it. You're not making a motion to put it in the budget. The motion is to request that they put it in the budget. You're the person that would bring it to them.

Selectman Martin agreed. That's why I said it should be a consensus of this Board for me to go forward and make this motion to the Budget Committee. Chairman Morin thought a yes vote is pretty much a consensus. Selectman Martin thought it's the long way around and we could have just looked at everybody. Chairman Morin said if we vote on it, we're done and we can move on.

Vote: Motion carried 3-2. Selectman Martin and Selectman Coutu in opposition.

E. Information and Discussion on Upgrading Street Lights to LED

Chairman Morin recognize Public Works Director Jess Forrence.

Jess Forrence introduced Steve Lieber and John Branagan. They're from Affinity LED Lighting Company. They approached us Steve and I a little bit ago on converting the condensation light bulbs that we have now to LED. There is a cost up front. There is a money saving behind this that I think that once they explain it and I say they explain it, you'll see why we brought it forward this late in the budget cycle. I think it would be worth it.

Good evening. My name is Steve Lieber and I'm the President and founder of Affinity LED. My colleague John Branagan who is the Director and head of business development for our company. We're based out of Dover, New Hampshire. We are not only a turnkey provider for LED street lighting, we're also a manufacturer. All of our lights are built in Dover by US Veterans so we're pretty happy to be employing those who have served proudly our country. We in the State of New Hampshire we have installed more street lights and over 40 communities we have installed more street lights, been competitively selected in more municipalities than all of the competitors combined. We began our business manufacturing in 2015 of the street lights and started in Claremont. I think you've probably seen a lot of our street lights in the State of New Hampshire from Keene, and Claremont, across to the Seacoast - Portsmouth, Dover, Rochester, Somersworth. In this area closest to you I would say probably Milford and Merrimack are the two communities that would be closest for you. We also have the Department of Transportation contract for installing all the highways and turnpikes which is underway currently. So from Canada to Massachusetts and Vermont to Maine, we're changing out most of the lights across the State on the highways as well. We've also recently in the last 18 months entered into Maine when the tariff had changed there. We were selected by the capital city in Augusta and have completed that work just down to the final punch list. We were also selected by the City of Waterville and a dozen other communities so far with many in the works.

Mr. Lieber explained we have a very good relationship with Eversource as a vendor, as a support supplier. We have certainly installed most of Eversource's street lights that have been converted. The Town of Hudson has 1,096 street lights. You're currently spending a little over \$154,000 on your tariff. The tariff is put up by the PUC. It's a combination of not only paying for electricity but you're also paying for the distribution and transmission through Eversource's assets to the street lights.

Selectman McGrath asked to repeat the amount. Mr. Lieber said according to our calculations, you're spending \$154,442 annually. The LED tariff that has been in for some time now for several years based on the new tariff, the town's cost would come down by almost \$83,000. It's a savings of almost 54 percent in terms of cost. From an energy consumption perspective, it's also a reduction of about 72 percent of your energy. That \$82,000 a year equates to \$1.6 million saved across the lifetime of the lights we state is 20 years. The official lifetime is longer than that but we're talking about equipment you're going to have up on your poles lighting your town for the next 20 years. The lights come with a ten year warranty also so a relationship should we be selected by the town. We're in a ten year relationship and we're a local company that everything

is built so it would be serviced out of Dover. We had the pleasure of hosting the Director a few days ago came to see our facility. He wanted to check and make sure we were for real and got to see our manufacturing facility which we're very proud of. We were happy to have him here.

Inside your book, Mr. Lieber explained that we've put together for you is the first section is an introduction of who we are and what we do. We'll explain everything in terms of the cost and the payback. The total cost - we stated the almost \$83,000 in a reduction in annual savings which means your costs will go from \$154,000 down to about \$72,000. The total cost of the project is almost \$284,617. Eversource has unofficially, it's not official until you actually request it in writing, but we know from the process and that the rebate that's available, Eversource has committed \$100,000 of a rebate to that. That would bring you down to a net cost after the rebate of \$184,617 with an \$82,665 savings. This equipment will pay for itself in 2 ¼ years. Very quickly and you're looking at 20 year equipment. The beautiful thing of course about changing out to more energy efficient equipment is it's paying you back. LED street lights are going to pay you back very, very quickly.

Selectman McGrath asked to go over those numbers again. \$284,617 is the overall cost of the entire town. Then exactly \$100,000. Steve Lieber said yes. If we were to run the numbers by the official prescriptive lighting, you'd be entitled to \$109,400. Eversource does put a cap on that and they originally started at a \$50,000 municipal cap but fortunately with so much interest in municipalities across the State, they were willing to double that for municipalities to help to incent to make those decisions by giving not only \$50,000 from a municipal energy efficiency fund but they're also allowing another portion of \$50,000 out of a core fund which is used not only for municipalities but for commercial businesses, etc. across the State.

Selectman McGrath asked is there any federal money available to the towns for incorporating LED lighting. Mr. Lieber said not that we're aware of.

Selectman Roy asked about the \$285,000 you're estimating does that include the removal and disposal of the old lighting. Mr. Branagan said it does. So that's a complete service from we worked with Eversource to get the ledger - the list of lights that you're paying for. That's how we know you have the 1,096 units. We then go out and do a GIS audit. We actually visit every light in town and stand up a map that you can review. We work usually with the Public Works Director and take pictures of each pole, each light, and verify any questions back and forth with Eversource of any missing lights. We then put together a work plan with installers, follow through with assembling a manufacturing list specific lights for your needs and for the locations, and then at the end we recycle with a certified recycler to dispose of the lights. When we're all done, the GIS lighting gets turned over to the community so you'll have that as part of your permanent records of the lights that have been changed. So it's a complete turnkey solution from beginning to end.

Steve Lieber noted that's part of the requirement from Eversource also is to make sure that we as the contractor would be ensuring that the lights have been disposed of because they don't want them being used in any other - if they're inefficient and they don't want them being used. Also to provide you a certificate of disposal for the hazardous material which there is some mercury based materials inside the - particularly the light bulbs in the current lights.

Selectman Coutu asked Mr. Malizia I've played this so many times. Spend a lot up front and save in the end and we never save. Do we have a line item that shows that we spent \$154,000 just for street lighting alone in this town. Jess Forrence said it is. Its right about that number yes.

Selectman Coutu said do we have a line item in the budget and can we verify that that's what we spent. Mr. Forrence didn't think there's an actual line item that says "street lights". Selectman

Coutu said we're paying \$154,000 a year for street lights. Mr. Forrence said for all the lights in the town. Selectman Coutu said for the electricity that goes into those lights. Mr. Forrence said not just the street lights. The line item we have covers all the lights in town whether it be traffic lights. Selectman Coutu asked are they going to change all of those as well. Jess Forrence said no just the street lights they're planning on doing. Selectman Coutu noted \$154,000 is for all of the lights and not just the red, green and yellow. Mr. Forrence said just for street lights.

John Branagan said we had the Eversource engineers review this and verify. I'm sure that your bills can be chased right down to this line item. Whether your general ledger or your - different towns do it different ways but absolutely these numbers are based on the number of lights that we have with the tariff rate. These are unmetered assets. When Steve keeps on referring to the tariff, here in this room if I turn the light switch off the meter spins at a different rate. With street lights, they'll billed on assumption rather than consumption. So we know from Eversource this is what you're being charged. If you have a 70 watt light out on the street, they charge you for that amount. So it's pretty much where we start our proposal is to take the legacy equipment, bring it down to much more efficient lighting so we know that that assumption rate is going to be billed appropriately.

Selectman Coutu said your cost savings is assuming that Eversource will never raise the rates beyond what they already are, correct, for those lights. Using the exact number in your calculations on this sheet here the LED street lighting proposal sheet and shows the savings on the bottom. You're using a number that equates to in total what assume that the rate will never increase for the next whatever number of years you project this out 20 years. Can you guarantee that the utility company won't raise the rates the next 20 years?

Steve Lieber said we would never represent the utility certainly and that the rates would not raise Sir. A couple of things. One is if your costs do go up and we don't know the future but if your costs do go up, your savings actually increase proportionately because this is kind of an insurance policy against the increase in costs. What you're currently paying to give you an example, the tariff states today that Eversource charges you \$129.02 a year for a 50 watt high pressure sodium light and that's billed across 12 months but it's broken down based on hours of darkness and light. It changes monthly - Farmer's Almanac - because we're on assumption. You pay \$129 a year for that light. The new LED tariff has been set based on the following criteria from Eversource. Rather than a stated number per month which equates to \$129, you're going to pay \$3.39 per pole per month. You'll pay a little over 5.15 cents per kilowatt hour per month for the transmission and deliver costs. Then you will also pay for just the normal electricity consumption based on the number of hours and the number of watts. That's a kilowatt hour assumption. That same light that's \$129 currently costs \$60.30 a year. Pretty significant in terms of reduction. It's proportionate pretty much by the wattage because that formula is used. This is part of the tariff that every community under Eversource territory which is the majority of the State pays for their street lighting.

Mr. Lieber said I also just want to bring to note there a couple of things. One of the verifications aside from line item in your budget - one of the verifications that you can do is to take a look at your monthly street light. You get a separate bill for your street lights and to take a look at your monthly Eversource bill for street lights and you'll see that those probably are averaging between \$13,000 and \$16,000 a month based on the seasonality of the hours of darkness.

Steve Lieber explained the last piece is that there is a section with testimonials. One of the testimonials comes from the Director of DPW Mr. St. Pierre from Claremont, New Hampshire. They had projected from their tariff in their inventory a 46 percent savings in electricity. He has stated that have delivered exactly that. Claremont has been almost four years installed. So every

community I think will certainly agree that because the tariff is law, you have to pay those rates. You have no choice and there's no alternatives. Factually anyway, we certainly can guarantee that these savings are going to be there. Changes in the rates either through a negotiated third party electrical contract or increases in rates as time goes by, we don't have any control on that impact but as I mentioned if you run the numbers of an increased cost in electricity without a change in the tariff, certainly if an increase cost in electricity happens you're payback period actually comes faster because its proportionately low.

Selectman Coutu asked does the PUC monitor or have any control over the tariff. John Branagan said they do. The utilities have to file for a new tariff every few years. The last tariff the rate case was filed I want to say three years ago. I don't know when they would bring a new docket in for any changes on that.

Based on your knowledge three years ago, Selectman Coutu stated was the last time Eversource recommended an adjustment that was approved by the PUC. Mr. Branagan stated I would have to look that up to make sure I stated that accurately. That's something we could easily get back to you on. I do know that when most communities switch from what they called an OL - outdoor lighting program to an EOL - efficient outdoor lighting program - switch from mercury vapor to high pressure sodium and metal halite which most communities have now. Then they adopted the LED - the efficient outdoor, the ELED tariff to allow for the changeover to LED.

Selectman Coutu asked if I were to call Eversource assuming I had the permission to call them representing the town but if were to have our Town Administrator who certainly would have that authority, they can give us an exact number of what our tariff is for the town. They will tell us the exact number of street lights that we have in town. Mr. Branagan said that's right. You could request a copy of your ledger. Your Rep. George J. Simaris came and met with us as well as one of their senior engineers. They would be able to tell you the lights, where they're located, and what you're paying. That's how they work. That's how it is.

Steve Lieber said we have a copy of the summary from Eversource that shows that you're currently on EOL. This is actually the inventory Sir that we used to verify. The second verification that happens is now we'll do an investment grade audit to make sure that everything is there. There are times as you're adopting new neighborhoods where lights that may have been installed 20 to 25 years ago perhaps the record that a pole was taken down to open up a place for a street to go in has not made it officially onto the record and that's when this investment grade audit which begins the process of putting together the lighting plan will verify. Today Eversource their data that you're billing, Eversource confirms that they have 1,096. As the contractor for the project, we would go out and verify that with a full GIS audit which would then say here's the real deal and then records, costs, everything adjusts. We do find at times that there are sections of the community. Mallard Point in Merrimack was just something that came to mind that the developer had completed X number of years ago a new neighborhood. It was handed off to the town but it never got it accepted into the record at Eversource so they didn't know that there were X number of decorative lights that now were part of the community.

John Branagan said the lights in that community what happened the first one at the beginning of the road was transferred over as the conveyance happened and the remaining lights just slipped through the paperwork. So in that case, the town had a few more lights at the end of the day but they were their responsibility anyway. We find a few missing, a few extras. Usually it balances out. Eversource is very good with their records I'll say over the years. There's no maleficence occasionally. Lights on neighboring communities the paperwork might have gotten goofed up or after a storm. They're looking for a light on pole #3 and it got put on pole #4 and the records didn't

keep up. These are all things that are easily sorted out and usually the records are pretty close within a few units.

Chairman Morin asked Selectman Coutu if he had anything else. Selectman Coutu said no. I'm doing some numbers because a lot of this sounds like hocus pocus but I'm going to do some numbers. I know I pay \$15 a month to Eversource to light up the entire front of my parking lot which is \$180 a year. Now I'm going to have to calculate that by 1,096 poles and see where we are.

John Branagan said you'll want to take the rated watts to the light that you're paying for it - your parking lot, your business or whatever it is, and see what it's in line with what's out on your roadway. You do have some high horsepower, high wattage lights here which of course can carry a different fee structure. The outdoor OL light rate is a private customer or business customer is going to be different than a municipal rate. So you'd want to look at that as well. Again that's all information that George Lamaris your Eversource Rep. can confirm with you. We have 58 communities in our stable now and we listed all of them as a reference so rather than just taking the word from two guys from Dover, you can also call the other communities that we've changed and make sure that what we're telling you as far as savings in the calculation. We feel really comfortable with our formula.

As John said, Steve Lieber said we are often asked to provide examples of similar projects. We started to name off sort of the favorites. We made a decision consciously about 18 months ago to show them all. Mr. Branagan said (inaudible) Portsmouth, the community of Dover, places like Keene, and places that people recognize. Sugar Hill, New Hampshire with their 40 yards will also tell you what we did.

Selectman McGrath asked you said that over a 20 year period the town would recognize \$1.6 million in savings and yet the warranty for the lights is only ten years. Mr. Branagan said that's \$826,000 during the warranty period.

Selectman McGrath said I glanced through the book. I haven't had a chance to really kind of read it. One of the questions that was popping up in my head and I came across in the book was the brightness of the lights. They're brighter than the lights that we currently have. John Branagan said not necessarily. We use a color temperature that's a warm color temperature - a 3,000k recommended by Dark Sky Association as well as the American Medical Association. What we try to do and how we start our initial quote is look at what's the beginning stage. The one for one relationship if you had a 50 watt high pressure sodium light, our 18 watt light is a perfect takedown or recommendation of both energy savings and the amount of lumens on the ground. LED lights provide a much more directed light. I have a graphic we've shown Jess a photo that was taken. The old high pressure sodium, the legacy lights unfortunately produce a lot of sky glow and a lot of light pollution. Sometimes it's a little bit hard to say how many lumens come out of an old legacy light and how many are going to come out of our light. What we really do again is focus the light on the roadways and where we're trying to light rather than just the old high pressure sodium lights often have a lot of light pollution or sky glow. I wouldn't say that the lights are brighter. The lumen output is a little different. It's a design retrofit to replace your existing light to hit adequate roadway lighting standards especially if there's crosswalks or intersections and then mid-block throughout communities a little bit lower. A little bit dimmer light to best sort of again when we show you the GIS map to best create a lighting plan for Hudson that is neither under lit or over lit. Not trying to suddenly brighten up the community but you also have to be mindful of how you change lights.

Selectman McGrath noted I found it. It's in Claremont, New Hampshire as the last couple of sentences in their testimonial. It says we see a real great improvement in driving through fog and

snow with the 4,000k lights. It's much easier for older drivers. Then I read somewhere else where you mentioned dark skies and that they could see the stars with this type of lighting.

John Branagan said the interesting thing with the City of Claremont, they're one of our first communities that we did a full complete conversion. They were 4,000k. A slightly whiter light than what we recommend today. Actually Clifton Below former PUC Chairman is trying to put forth an ordinance if you will statewide suggestive that 3,000k be the color. Our contract with the NH DOT, we originally signed to do a 4,000k. They came back and actually requested a 3,000k color temperature. It's what we're recommending throughout New Hampshire now.

Chairman Morin asked if there were any other questions.

Steve Lieber indicated there was one other piece that I would like to add. The appearance of brightness which is a little difficult to define, the appearance of brightness I think when communities change over to LED, the streets become brighter because everything is done by optics. It's not just the means by which something is lighting but using an LED like a diode versus a tungsten lamp. The optics are an important part of what happens in street lighting. There's third party testing required with any company, ourselves, out to any other national company that we're required to pass to have third party certified testing and to pass to be able to have our street lights listed under the design lights consortium. Part of that is dark sky means not a single lumen can be pointed above 180 degrees. So above that plane, not a single lumen or it fails. So that's part of the bug ratings. Back up in glare ratings is how LED lighting is rated. I think the biggest difference that most of our communities will see is that there's more light on the street and there's less light shining into people's houses and in the front yards because there's not these glowing balls of light on the street anymore. Now there's these lights that are very efficient and they're directing the light in a pattern more specifically to light up slightly behind the pole but to light up in a horizontal way up and down streets. It is different absolutely and when it rains or snows, you actually see a cone of light coming out of these fixtures. It's kind of magnificent if you take a photograph of it the difference.

Chairman Morin asked if there were any other questions. What would we like to do?

Selectman Martin asked if there was a motion. Chairman Morin said no. That's up to us. Selectman Martin guessed my question to Jess is you have funding in your current budget for this. Mr. Forrence said no.

Steve Lieber stated we have also to offer at arm's length, we have a partnered Municipal Leasing Consultants out of Vermont. We have asked them to provide a tax exempt lease purchase quotation for you. We have documents for all of you that will actually provide - we asked in advance if it was okay if we could go get that quotation. Funding across various communities comes from general fund. Some are bonding. The City of Augusta did a tax exempt lease purchase because the rates are so good today. We have gotten rates for and there's none appropriations clause in there. We've gotten rates today for you for a three year and a four year tax exempt lease purchase from Municipal Lighting Consultants. On a three year lease purchase agreement with your \$82,665 worth of optic savings, you would be paying an annual payment of \$65,000 because you would also apply the rebate over to the financing. You'd be paying \$65,450 one year into the project. So you'll accept all your savings of \$82,000 and then you'll have three payments of \$65,000. You'll be cash positive on your street light operations costs annual operation cost of \$17,200. On a four year, the number goes down a bit on an annual basis and your annual payment would be a little under \$49,880. Again, it's at the end of the year so you've capture your savings and once a year you make your tax exempt lease payment. That would be almost a \$33,000 cash positive savings on an annual basis. That's for four years. On three years, it would

be \$17,000. Then of course you own the lights and then you capture the entire \$83,000 savings from then on. So a quick calculation I think it came in total cost in simple terms, it will cost you about 4 percent in total across three years to save 53 ½ percent in your optics costs on your street lights.

Selectman McGrath thought this is well worth considering. I'm not prepared tonight to make a decision. I think that there's a couple of things that we can do. One thing that I would like to have looked into is whether or not there's any federal funds that would be available to help us convert to LED lighting. There must be something available under the federal government I would think. Then again, it's the feds and you never know what they're going to do. I think it sounds like it would be beneficial for the town. We would recognize a savings and get a \$100,000 rebate but I'd like to give it a little more thought before I make a final decision and I'd like to get a little more information.

Selectman Roy agreed with Selectman McGrath. I'd like to read the book that we were given today. Do a little research and go from there.

Selectman McGrath asked if you can give us those payment plans that you have calculated, I'd like that as well.

Chairman Morin asked everybody in agreement. Thank you very much.

F. Hudson Speedway Practice Date Request

Chairman Morin recognized Ben Bosowski.

Ben Bosowski, 120 Old Derry Road, Hudson. I am the owner and operator of Hudson Speedway. I know this is kind of unorthodox to come in the middle of November to ask for a practice date. Usually I wouldn't do this but I have had a very special touring group that would like to race next year at the speedway. It's a feeder division for the NASCAR All American Wayland Series. Usually they ask for practice time to make sure the cars can handle the track. It's an old surface. It's not quite smooth any more. They just asked for just one practice day to check to make sure everything will work. They're not going to tear it up or tear the cars or anything and make sure that the drivers are safe on the track.

Steve Malizia explained so it says permits expire, race season is obviously over. I don't have the authority to grant that that's why he's at the Board. He would like a practice day with no spectators. It's just simply to practice during a daytime so it wouldn't impede any school or anything like that. The dates were the 17th or the 18th which appears to be a Sunday and a Monday. Either or. Mr. Bosowski said either or. Like I said, they just need five hours and that's it. It's not going to be continuous. It's just a little spurts here and there for whatever they need to test.

Chairman Morin asked it was a Sunday or a Monday. Mr. Bosowski said I actually think I gave you the wrong dates. I was trying to see if I could do it either on a Saturday or a Sunday. Like I said, I think I wrote the wrong dates down. I apologize. Mr. Malizia said it should be the 16th or the 17th.

Selectman McGrath had two questions. The hours. You said five hours but what time? Ben Bosowski said usually it would be under the fall hours which would be from 12 to 5:45 but if it's just 5 hours, it would from 12 to 5.

Selectman McGrath asked what's the noise level going to be. Mr. Bosowski said these cars have

mufflers on them. They would probably be equal to our limited late models which we run at the track this year. So the noise level would still be under the decibel readings that would exceed our limits.

Chairman Morin asked if there were any other questions. Seeing none.

Motion to allow the Hudson Speedway to conduct a touring event practice day on November 16, 2019.

Selectman Coutu thought the motion should also read from the hours of 12 p.m. to 5 p.m.

Motion by Selectman Roy, seconded by Selectman Coutu, to allow the Hudson Speedway to conduct a touring event practice day on November 16, 2019 from the hours of 12 p.m. to 5 p.m.

Selectman Coutu told Mr. Bosowski I'm going to support the motion. I've been by the track. I'm very impressed. You've done a considerable amount of work. I know you're trying to turn it around. I know that the Police Department has told me that you've been working in conjunction with them. Just the fact that the place is cleaned up, I think it's going to become more family attractive than what it had been run down to. I know the previous owner who I knew very well was getting on in age and then unfortunately he came down with an illness and passed as a result of it. You had an opportunity to acquire the track. I'm impressed. I hope you keep up the work and keep renewing and conditioning the park so it is a more family friendly environment and atmosphere and that you continue to work cooperative with our Police and Fire Departments.

Ben Bosowski said I definitely will. Thank you.

Vote: Motion carried 5-0.

G. Approval to Acquire a Police Vehicle with Drug Forfeiture Funds

Chairman Morin recognize Police Chief William Avery and Sergeant Lamarche.

Thank you Mr. Chairman and members of the Board. Chief Avery introduced Sergeant Roger Lamarche. He'll be presenting the vehicle.

Sergeant Lamarche stated we are seeking the approval of the Board. We're going to purchase a SWAT van to replace the current existing van we have. The current van we have now is a 2008 Chevy Express Van. It was outfitted very appropriately at the time to outfit the four members of the SWAT team. Since then, we've grown to 8 members of the Police Department for the Southern NH Special Operations Unit. In addition to kind of outgrowing that vehicle, there are some safety issues and when Chief Avery took over for the agency, he absolutely made it one of his priorities to make sure the officers were safe. Safety is paramount. The concerns and the safety issues we have with the current van are not only unsafe seating for everybody to be in that vehicle but as it is right now, we carry equipment on racks and in rifle bags that are just loose in the back walkway of the van. It is not safe if we do happen to have the privilege of being in a crash. It's not going to be pleasant.

Sergeant Lamarche indicated what we are seeking, we have a quote for a 2020 Ford 350 van. It's a mid-height roof. It's an all-wheel drive vehicle. It's going to get us through all inclement weather. It will make us accessible to any of the calls that we do have given our location in New England. That's based on a contractual price for government pricing. I have a non-official quote of up fitting it for \$3,000 with the necessary minimal lighting that we require in response for

emergencies and to also keep that equipment secure so it is not going to be an issue for any of the occupants in the vehicle. It is going to be shipped as a 12 passenger van but most likely will be outfitted to be an 8 passenger van. We'll have that option if ever needed to transport 12 people.

Selectman McGrath asked and my first question and if it's not an appropriate question just say so. How often is the SWAT vehicle used? Sergeant Lamarche indicated we use it for every call out. We use it twice a month for our monthly training. The 2008 vehicle we have now has less than 20,000 miles on it. It's very operable. The agency intends on keeping it and using it for another responsibility. If you recall, Officer Emmons did use it as his vehicle to drive to the middle school when he was assigned in that assignment. That was the only time it really got regular mileage. Other than that, it's been garaged most of the time. The use of it, it stays parked most of the time. We use it every time we have training. As part of our monthly standards for CALEA accreditation exercises is to inspect the vehicle for readiness. That's something that we have to make sure the vehicle is going to go and is ready to go, and it's always in a state of readiness so that we're prepared and use it appropriately. Selectman McGrath noted thankfully we don't have to use it all that often. Sergeant Lamarche said no. We're very fortunate.

Selectman McGrath said the other question that I've had and this is based I think on a previous vehicle that we talked about is the bullet proof glass. Is this going to be equipped with any of that? Again if I'm asking inappropriate questions...Sergeant Lamarche said it's not an inappropriate question, it's a great question. That vehicle is not going to be outfitted to be a bullet resistant vehicle. We do currently have the bear cat on the team that's housed in Derry and we do have access with our relationship with other teams. If we need more than one bear cat or an armored personnel carrier, we'll have access to that. The intention of this vehicle is to transport all the Hudson members. There have been times in the past where our van was utilized for special details up at the airport for dignitary protection. It's a covert van. It's not going to be marked up. They're not going to realize it's a SWAT van until you see the members pouring out of it at a call.

Selectman Martin asked can I drive it. Chief Avery said most certainly.

The only thing Chief Avery added is that again the van will be purchased by not with tax dollars. This will be purchased from drug forfeiture money that we have in our account and it will be outfitted with drug forfeiture money. As you know, the Southern NH Regional SWAT Team will be partaking and does partake in drug raids quite often. So we will be utilizing the funds out of that account. The other van will be used in our Detective Division.

Chairman Morin asked if there were any further questions. Seeing none.

Motion by Selectman Coutu, seconded by Selectman McGrath, to waive the bid process and approve the purchase of a 2020 Transit Wagon from Colonial Ford in the amount of \$40,220.25 with funds to come from the Police Forfeiture Fund to replace the SWAT van, carried 5-0.

H. Phase 1 of the Town-Wide Radio System Upgrade

Chairman Morin recognized Fire Chief Robert Buxton and Police Chief Bill Avery.

Good evening Mr. Chairman and members of the Board. Chief Buxton indicated tonight before you is the costing for the Phase I of the radio process program that we had been working with the Board on for the last six months or so. Phase I comes in at a total of \$659,000 which is actually under budget currently. That is less than the total amount in the Capital Reserve Fund. We're looking to secure funding for \$659,000. That will cover the consoles, the consolets which are backups, the desk sets, and the channel gateways which basically merges the frequencies back

and forth. We're looking to get that accomplished. This is a sole source project. What does that mean? That means that we're buying from Motorola directly. There's no third party vendor in the middle. So we're asking you to waive the bid process also.

Chairman Morin asked if there were any questions for the Chiefs. Seeing none.

Motion by Selectman Martin, seconded by Selectman McGrath, to waive Chapter 98-7 Bidding Procedure of the Hudson Town Code for the purpose of completing phase 1 of the town of Hudson Radio Communication System upgrade, carried 5-0.

Motion by Selectman Martin, seconded by Selectman McGrath, to authorize the Town of Hudson Fire Department to award the purchase phase 1 of the Town of Hudson Radio System upgrade to Motorola Solutions with funding to be taken from the Communications Equipment and Infrastructure Capital Reserve Fund in an amount of \$659,000, carried 5-0.

Before you leave, Selectman McGrath mentioned to both Chiefs in case you haven't seen this. In the south end of town - and I've been driving by this sign for the last several weeks - at the New Life Christian Church on Lowell Road. They had a sign up there for approximately two weeks praying for the police officers. This week it's prayers for the firefighters. So I thought you both should know that.

I. Rivier University Student Intern Sponsorship

Chairman Morin recognized Fire Chief Robert Buxton.

Chief Buxton explained Mr. Chairman and members of the Board, we've been approached by Rivier University out of Nashua to see if we'd have interest in hosting an intern this spring. The student's major is public health and homeland security. Approximately 175 hours of voluntary internship work so there's no costing to us. They would work within the Operational Division and be managed by Deputy Chief Tice. Incident management mitigation and emergency management along with working on a Capstone topic regarding cancer prevention within the fire service. So again 175 hours of labor, 14 hours a week at no cost to us so we bring this program forward for consideration.

Selectman Coutu asked are we going to have that person vetted before we bring him in. Chief Buxton asked what do you mean vetted by background check. Yes there will be a background check on that.

Motion by Selectman Martin, seconded by Selectman McGrath, to sponsor a Rivier University volunteer student internship with the Hudson Fire Department starting in January 2020, carried 5-0.

K. Sustainability Committee - Warrant Article Proposal (Energy Efficiency Capital Reserve Fund)

Chairman Morin recognized Sustainability Committee Chairman Linda Kipnes. Good evening.

Good evening. Linda Kipnes stated I'm proposing this warrant article as a way to hopefully get some money to do some energy projects. This is not a specific project but would be a start to a fund for any department who wanted to do some energy efficiency in their building.

Selectman McGrath asked how did you come up with the number of \$25,000. Ms. Kipnes said that was approximately the cost of replacing the lights in Town Hall that I have proposed before. So I thought that would be a good place to start. That would be enough to do a medium size project.

Chairman Morin asked would this fund be the street lights we just had. Could that be used for that too? Is that what you're looking to do or do you specifically want to keep it in the town buildings. Linda Kipnes said buildings or building or properties. I don't know how to word it so it could be anything that the town is for. It could help with traffic lights, street lights, or whatever. Buildings, properties and any of the bills that the town pays.

Chairman Morin asked if there were any further questions.

Selectman Roy indicated it's more of a procedural question. I thought you had to set up the fund before you could put money in..Steve Malizia said we're establishing it. That's what the article is for. Selectman Roy thought initially there was no money put it in. Mr. Malizia said to establish it you have to put something in it. Sometimes people put \$1 but that's useless.

Chairman Morin asked if there were any further questions.

Motion by Selectman Roy, seconded by Selectman Coutu, to forward a warrant article to establish an Energy Efficient Capital Reserve Fund to the warrant.

Selectman Martin commented I commend you for all your hard work that you do in this town regarding energy. We're an individual that wears so many hats in this town, I can't thank you enough for working so hard for this town. Thank you very much.

Vote: Motion carried 5-0.

L. Petition Warrant Article - To Expand Ranger Town Forest

Chairman Morin recognized Town Administrator Steve Malizia.

Steve Malizia stated this is the first petitioned warrant article we've received. It's pretty self-explanatory. You can read it but in essence it's looking to designate a parcel of land at Map 169, Lot 003. I think I've included a map for your information as Ranger Town Forest. As you are well aware last year, there was a section of our piece of land that became the Ranger of Town Forest. This article would add to that forest. This piece of land appears to have been deeded to the town by a developer who developed I believe the Villages at Barretts Hill and gave this land to the town. Basically on their deed referenced that this land was for the circumferential highway. So that was what the intention was. This is above 111. I did talk to the attorney. This is a valid warrant article that needs to go to the warrant. You can either recommend it or not recommend it. Should it pass, our attorney recommends that we probably have to go to court to find out is this legitimate. Can we actually build a highway if it ever came to that? I don't know. He doesn't know right now. He'd have to see what happens.

Chairman Morin asked shouldn't we find out before we...can't do that huh. Steve Malizia said because again you really are sort of stuck. You have a legitimate warrant article that has to go forward.

Selectman Coutu didn't think Mr. Chairman you can go to the court and ask him to adjudicate something that might happen. Adjudicate an action that already took place.

Chairman Morin said again if this passes, we have to go to court to make sure that if the highway goes through we can use that property. That may not happen either. You see what I'm saying. Selectman Coutu said we may be forfeiting our right to the highway.

Steve Malizia stated one of the things that our attorney says is if the article gets passed, he would recommend a petition to Superior Court for declaratory judgement to clarify whether the classification of the property as forest restricts future development of the land for the circumferential highway. In his words, "I do think any such lawsuit would be relatively simple and straightforward, not terribly expensive and really asking the court for an order to stick in our file should the issue ever come up in the future. Right now we have no plan to do anything. We'd be hard pressed to probably do anything other than get some sort of declaratory judgement that would...

Selectman Coutu asked has anybody consulted with DOT. Mr. Malizia asked who is anybody. Selectman Coutu said anybody from our town. Well I know this is a petition warrant article but I think now we need to - from my perspective - somebody needs to talk to DOT. Our Town Engineer would be more than likely and say listen we stand a chance of being jeopardized here. What if the bond holders want to build this highway? Mr. Malizia noted we own this. Selectman Coutu said I know we own this right now but if the voters give it - we don't get a declaratory judgement if this should pass and the bond holders say look we're building this highway here. Mr. Malizia noted there shouldn't be any bondholders in this piece of land. We own it. Selectman Coutu asked isn't it part of the circumferential highway property.

Chairman Morin stated it's deeded that way. Steve Malizia said it's on the potential path of the highway. It was given to us. We own it. Unlike all the other parts south which we do not own, the State owns. We own this piece. This is our piece. To ask DOT, I'm not sure what the answer what we're trying to ask them. Selectman Coutu said the bondholders have a stake here. Chairman Morin said not with this one they don't. Selectman Coutu said not they don't but they want this piece of land to go to and this guy donated it for that purpose. Chairman Morin indicated that's why we have to go to court if this passes to get that stipulation that if the highway is ever built, the land will come out of the town forest and go back to the highway.

Selectman McGrath thought we have two options. We have to send it to the warrant one way or another because it's a petitioned article but we can send it with a motion not to recommend it. The reason for not recommending it is because there is a cloud on the deed the land was donated with the intention that it be used for the circumferential highway if and when that ever gets built. If we need to vote on this tonight, that would be my motion is to not recommend it, send it to the warrant with a recommendation not to approve and for those reasons.

Motion by Selectman McGrath, seconded by Selectman Martin to not recommend the petition warrant article to expand the Ranger Town Forest.

Selectman McGrath commented as you know I'm not in favor of the proposed circumferential Hudson boulevard project that's being discussed or contemplated. However I'm one person. I'm one vote. It may come to the point where I'll come around to agreeing to that project because of the traffic concerns. I don't know what the future is going to hold. However we can't tie the town into a knot because we get something like this and we know what the land was donated for and it was specifically mentioned in the deed.

Vote: Motion carried 4-1. Selectman Roy in opposition.

M. Town Clerk/Tax Collector Salary

Chairman Morin stated as we started discussing last week, we had a brief discussion on an increase in the Town Clerk/Tax Collector's salary. We deferred it to tonight. That would be part of the step raises we have. We just made the changes to the step raises that are already in place. Does anybody have any questions or comments?

Selectman Martin said my question is in reading this, the Town Clerk/Tax Collector was appointed in July of 2007 as the Town Clerk. Mr. Malizia said yes by the Board of Selectmen and then I think she subsequently ran and was elected. Selectman Martin said she was elected the following year in '08 and several times after that if I'm not mistaken. Mr. Malizia said it's a three year term so yes it would be several times after.

Chairman Morin noted the amount of changes that have taken place in that.

Selectman Martin didn't deny any of that. Just as time goes by, you forget how long they've been there.

Steve Malizia said I just put the annual salaries so you can see there were many years where there was stagnation. There was no warrant article. There was nothing. The Board did graciously forward a warrant article to put a salary range on. It's just a question of is the current Tax Collector with all this experience on the correct step. You have a range. You can certainly adjust that if you'd like.

Chairman Morin said this is again just like we've tried to do with the other employees in town and keep them at a rate that's comparable so we can keep our people.

For clarification, Selectman Martin noted she's an elected official and not an employee. I want to make that clear.

Selectman McGrath said just so I understand. The proposal is to bring her to the year 6 level this time around and then next year looking at year 8.

Selectman Roy believed you're correct. That's the way I read it last time.

Selectman McGrath was in full agreement. We've got someone that has done an outstanding job in that department. I can't say that they like going in there but then they do go in there, they're treated with respect and dignity and pleasantness. I'm all in favor.

Motion by Selectman McGrath, seconded by Selectman Coutu, to increase the Town Clerk/Tax Collector's salary to Step 6 and then to Step 8, carried 5-0.

N. Sale of Tax Deeded Property - 16 Campbello Street

Chairman Morin recognized Town Administrator Steve Malizia.

At your meeting on the 8th, Steve Malizia stated you approve the sale of town owned tax deeded property located at 16 Campbello Street by sealed bid. The invitation to bid was mailed to four abutting property owners. It was advertised in the HLN, on HCTV, on the town web, and the Facebook pages. We received three sealed bids. They were opened by the Town Clerk on November 1st. We got a high bid of \$10,101. I am recommending that you take the high bid.

Motion by Selectman McGrath, seconded by Selectman Roy, to sell Town owned tax deeded property located at 16 Campbello Street, Map 165, Lot 028, to the high bidder, Richard Suter of 12 Campbello Street, Hudson, NH for \$10,101, carried 5-0.

O. Citizens Traffic Advisory Committee

Chairman Morin recognized Selectman Coutu.

Selectman Coutu said we need to move on this.

Chairman Morin said we have people. There is actually three people that have unofficially met but we set a committee of five and they only have three and we've had nobody else come forward.

Selectman Roy believed a committee of six I believe and there's three on so there's quorum. Even if they met, they couldn't accomplish anything.

Chairman Morin said they just got together and talked. They've asked and forwarded an e-mail that we reduce it so they can start their work.

Selectman Coutu noted we've only had these three people. One is Timothy. The one that moved out of the area I believe. Mr. Malizia didn't know if she moved out of the area. She was appointed and then she resigned. Selectman Coutu thought she moved out of the area. So Jim, Grace and Tim are the members. Other than just putting it on Facebook...Mr. Malizia stated we've advertised it. We've put it on our web page. Other than that, I'm not aware that we've done anything else. Selectman Coutu thought considering this could be a key component of what we can do how we approach the traffic woes. I'm starting to go up roads I've never been on just to try to get away from traffic and people are finding them before I did. It's all over this town. People are taking short cuts everywhere. What's the matter Commissioner is that you I see in front of me all the time? Now you want to drive the cruisers too. Selectman Martin said we all found the roads before you. You don't get out often. Selectman Coutu said I get out. I just didn't think they were as packed as they are out there. There's a lot of traffic going through our town. People are taking shortcuts in private neighborhoods apparently.

Selectman Coutu thought this is a vital commission. I appreciate Mr. Battis sending us this on October 26th. We're going to take some action. I agree with him. I don't know if any member of the Board of Selectmen would like to serve as a voting member of the committee. That adds one more.

Steve Malizia recommended that you take the membership from 6 to 5. You have a liaison but the 6 to 5 allows you to have 3 people as the quorum. Selectman Coutu said why don't we do that. I agree with that. I think we should bring the membership down to 5. It should be an odd number anyway and then let's try to put out on our pages. Dave you have a lot of readership because you put out a lot of information relative to the history of the Fire Department and what not. I know a lot of people read your material and not so much mine. You should put stuff out there. I will do it on my page and ask anyone who's interested to serve on this committee to apply for it. We probably could pick up a couple of people.

Chairman Morin asked we're going to do the town sites too right. Mr. Malizia said we did. They're already on the town sites. Chairman Morin said I missed that part. I just didn't want us being the criers for the town anymore.

Motion by Selectman Coutu, seconded by Selectman Martin, to reduce the Citizens Traffic Advisory Committee from six members to five members, carried 5-0.

P. Revenues and Expenditures Through October 31, 2019

Chairman Morin recognized Town Administrator Steve Malizia.

Steve Malizia indicated we are one-third of the way through the year so 33 percent. Noting really major to report on the expenditure side. Things seem to be tracking well. Again we encumber so if things look askew, it's because we encumber a trash contract. We encumber a legal contract so it does tend to inflate the numbers at the beginning but that's because things are encumbered and not actually spent. On the revenue side, autos are a little bit ahead. They're at 34.4 percent and continue to be a strong revenue for the town. Interest is right around 31.9 but again that fluctuates and that's not a straight line. The ambulance at this point we're still counting ambulance. We're at 24 percent but we're missing a month. At this point through October, we're off to a good start.

Chairman Morin asked if there were any questions. Seeing none.

10. REMARKS BY SCHOOL BOARD

Diane LaMothe - Good evening. Thank you for having me. We all know as of Friday both budgets the town and school budgets were submitted to the Budget Committee for review. I believe both of them are available on line. I am happy to say that plans for full day kindergarten will move forward in FY2021 and we want to be very clear and transparent about that. On the first page of our budget overview, it's clearly stated that full day kindergarten is in the proposed budget. That's very important that we state that.

Also I'd like to thank the members of the Board and anyone else who is able to attend the tour and informational session for the CTE center which is well on its way through construction and also of Alvirne High School to have an understanding of the layout of the school. I'm sure that more tours and information sessions will be available if there is an interest. Superintendent Russell would be happy to do so. That's all. Thank you.

11. OTHER BUSINESS/REMARKS BY THE SELECTMEN

Selectman McGrath - I don't have anything more to add but I do have a question. What's the cost of the full day kindergarten? Ms. LaMothe indicated it is \$963,000. Most of that is salaries and benefits and recurring costs.

Selectman Coutu - Diane I attended the tours both of them and I gave me a better understanding of what's going on. I appreciate all the work in the Palmer CTE center. I'm a strong advocate of expanding the availability of job opportunities for our youngsters who are not going to go on to college. The trades are bursting at the seams. They can't seem to find enough employees so we're going in the right direction with expanding our trades program at Alvirne High School. I'm still digesting the tour that we did relative to the proposed improvements to Alvirne High School itself and I appreciate Mr. Beals and the Superintendent for each conducting a portion of the tour. Mr. Beals did the CTE center and the Superintendent did the high school. So I appreciate that.

I just want to say Mr. Chairman aside from that, I want to thank you in particular for agreeing to co-host the fundraiser for the food pantry this year with me. We were successful in that we raised

a considerable amount of money for the food pantry. We didn't reach our goal but we did well and you told me tonight that there were more donations coming in that can be attributed to the telethon. I know that tomorrow morning if the person is listening and they probably do watch Selectmen's meeting, that person know I will be calling you in the morning. I'll be making arrangements to go to your house and pick up I believe 6 or 7 boxes full of toys that they were able to donate. I'll bring those to the food pantry tomorrow because they'll be there tomorrow. They're there every day. We did very well. I want to thank Selectman Martin - the Commissioner of all things. You were given that title at the telethon. For you and your daughter Jen for coming in and working with us. Selectman McGrath I know you would have been there. I know that you were under the weather. I was glad to see you this evening. I said before you came in she's probably not going to be here. She's not feeling well. I know you would have been there. Kara I know you had a prior commitment and it was well in advance of us telling you when the exact date of the telethon. The citizens out there who called in, who came in, the organizations that were very generous to us this year. I appreciate it. I had one of the pizza parlors text me the next day and say oh no did I miss it. I said all right we had enough pizza thank you. So we did. We had vendors who provided food for us. The ladies at the food pantry were there all day. They worked. Everybody got put to work this year that showed up. Gary Gasdia and the Scouts. He had quite a few scouts. They loaded the truck up with the toys that we did get, brought those down to the food pantry. It was a much better coordinated effort this year. The timing was a little off but I'm sure adjustments will be made in future years. When it ain't broke, don't fix it. I'm a strong adherent of that. Again thank you so much. I had fun as usual. You make it fun.

Selectman Roy - The only thing I have is that the Master Plan visioning sessions continue. The next iteration will be November 20th from 7 to 9 at the Hudson Middle School; November 23rd from 10 to noon at Hills Garrison. This iteration they'll have the results of the on-line survey and what they did in the last two sessions. They'll start to kind of hone in and target what we want to put in the Master Plan. I encourage everyone to attend and have their say in what direction they want this town to go in.

Selectman Martin - I'm glad they were brief because I have a whole notebook to talk about here. It's more than 10 pages. Just be ready. No. I want to thank you for Sunday. It was a great day. I really enjoyed Sunday at the telethon. Good pizza. I'd be going to Mike's Pie. That's some good sauce right there. My daughter really enjoyed herself as well. She enjoyed those chocolate chip cookies. I know she did.

We got budget on Thursday and we start deliberating the schools budget. That's who we start with. I have a few warrant articles in front of me that I just want to throw out. We don't have to talk about it. You don't have to give me an answer but at some point we're going to need a vote. So probably by the next meeting. Obviously collective bargaining is not in front of us. There's a warrant article. Warrant Article 1 is the high school renovation in the amount of \$17,550,000. There's the operating budget in the amount of \$56,712,644 with the default budget being \$54,226,858. Then I'll copy these in and send them to you guys so you can read it. There's a warrant article 5 for a fund balance retention to retain the year end unassigned general fund in the amount to exceed in any fiscal year 2.5 percent of the current fiscal year's net assessment. Then warrant article 6 is a partial roof replacement at Hudson Memorial School in the amount of \$300,000. I'll make copies of these. I'll forward them to Steve and he can distribute them out from there. By the next meeting at least because we're going to be going through the school's pretty quick. I'm going to need a consensus of how you guys want me to vote.

Selectman McGrath noted you mentioned the roof replacement for Memorial School. Wasn't that on the CIP? I think that they listed several roof replacements on the CIP. Diane LaMothe indicated it was on the CIP. Selectman McGrath noted it needs to come off the CIP if you're budgeting for

it this year. Selectman Roy indicated it's on the 2021 budget. Selectman McGrath remembered looking at the CIP and there were I think 3 or 4 roof replacements. I just had a discussion with someone about that other day.

Selectman Martin noted if anybody wants to come down and be entertained, come on down. We're here Thursday in this meeting room at 7 p.m. It will be very entertaining so come on down and join us.

Selectman Morin - All I got also is the telethon and you pretty much covered everything. I again want to thank everybody that helped us out and everybody in this room helped us out one way or the other and I appreciate that. We did fairly well and next year you and myself will be hosting it again and we will move on and make what needs to be changed and get it done.

12. NONPUBLIC SESSION

Motion by Selectman Roy, seconded by Selectman Martin, to enter Nonpublic Session pursuant to RSA 91-A:3 II (b) The hiring of any person as a public employee; (c) Matters which, if discussed in public, would likely affect adversely the reputation of any person, other than a member of the public body itself, unless such person requests an open meeting. This exemption shall extend to any application for assistance or tax abatement or waiver of a fee, fine, or other levy, if based on inability to pay or poverty of the applicant; and RSA 91-A:2 (a) Strategy or negotiations with respect to collective bargaining, carried 5-0 by roll call.

Chairman Morin entered Nonpublic Session at 9:25p.m., thus ending the televised portion of the meeting. Any votes taken upon entering open session will be listed on the Board's next agenda. The public is asked to leave the room.

Chairman Morin entered open session at 10:27p.m.

Motion by Selectman Martin, seconded by Selectman Roy, to hire Thomas Henley for the position of Firefighter/AEMT in the Fire Department at the contracted salary of \$20.55 per hour (step 1). This assignment will be a non-exempt position in accordance with the International Association of Firefighters Local #3154 as per the union contract, carried 4-0.

Motion by Selectman Martin, seconded by Selectman McGrath, to hire Ryan DiFranza for the position of Firefighter/Paramedic in the Fire Department at the contracted salary of \$22.51 per hour (step 1). This assignment will be a non-exempt position in accordance with the International Association of Fire fighters Local #3154 as per union contract, carried 4-0.

Motion Selectman Martin, seconded by Selectman McGrath, to promote Camera Operator Jacquie Lemay for advancement to the position of HCTV Assistant with a change in pay from the base rate of \$12.50 per hour to the part-time HCTV Assistant rate of \$15 per hour, carried 4-0.

Motion Selectman McGrath, seconded by Selectman Roy, to approve the Memorandum of Understanding between the Town of Hudson and the Hudson Police Employees Association adding the position of Part Time Animal control Officer to the bargaining unit and to authorize the Chairman of the Board of Selectmen to sign the Memorandum of Understanding, carried 4-0.

Motion Selectman McGrath, seconded by Selectman Roy, to hire Jill Laffin for the position of Executive Assistant to the Board of Selectmen at an annual salary of \$58,000. This is a nonunion, non-exempt position, carried 4-0.

Motion Selectman Roy, seconded by Selectman Martin, to deny the request to abate the interest accrued on the past due taxes for Map 205, Lot 006-835, 835 Fox Hollow Drive, carried 4-0.

13. ADJOURNMENT

Motion to adjourn at 10:30p.m. by Selectman Roy, seconded by Selectman Martin, carried 4-0.

Recorded by HCTV and transcribed by Donna Graham, transcriptionist.

David S. Morin, Chairman

Kara Roy, Vice-Chairman

Roger E. Coutu, Selectman

Marilyn E. McGrath, Selectman

Norman G. Martin, Selectman

8.A.

Weissgarber, Lorrie

From: R P <romanprovencher620@gmail.com>
Sent: Thursday, November 14, 2019 6:41 PM
To: Weissgarber, Lorrie
Cc: Mary Ellen Gannon; Tom Hueber
Subject: Request to be on Agenda
Attachments: Blodgett Cemetery.pptx

Hello, my name is Roman Provencher from Troop 20 and I wish to be on the Agenda for the Board of Selectmen to present my project idea which is to improve Blodgett Cemetery by building a sign and an online database. I need the town's approval in order to start it and my anticipated completion date would be by March 2020. I have been working with Mel Gannon who is on the Cemetery Committee and she will be at the Board of Selectman meeting with me. if I am approved to go before the board.
I have attached a PowerPoint presentation with more details about the project.

Thank you,
Roman Provencher
romanprovencher620@gmail.com
tel:(603) 438 4728

BY: ROMAN
PROVENCHER

BLODGETT
CEMETERY
HUDSON, NH

Blodgett Cemetery Eagle Scout Project

Introduction

Hello, My name is Roman Provencher and I am a Boy Scout from Troop 20 in Hudson, NH. I am currently working on becoming an Eagle Scout, and in order to achieve this I will need to do a community service project. My goal is to finish this project by March 2020, and if I do this, I will be the youngest one in my troop to get Eagle Scout. I hope you will consider my project and I am looking forward to helping improve Blodgett Cemetery.


Thank you,

Roman Provencher

Scoutmaster Roman Provencher

(603) 438-4728

(Available weekdays from 4-8 PM)



Requirements

These are the requirements for the project as stated on the ww.scouting.org website:

1. The

2. The



The Project

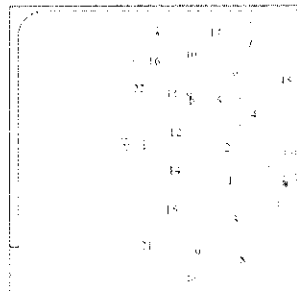
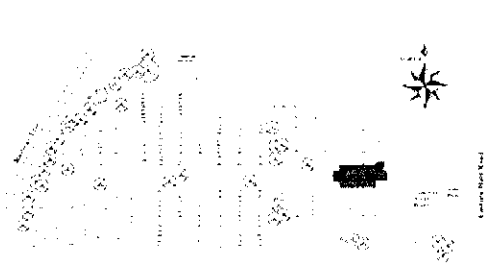
I would like to create an online database and a sign at the entrance of the Blodgett Cemetery and create a website with an online database. The website will have a map of the cemetery, a list of names and their gravesites, and the history of Blodgett Cemetery.

Online Database

Map

Sign

Online Database/Map/Website



<<< Examples of map

Description: A map of all the graves and physical features of the cemetery. This will also include the names of the people buried at the cemetery.

Why will it benefit the cemetery?

The map will make it much easier for families to find their loved ones.

This will also make it easier to keep track of who is buried at the cemetery.

Expected Costs \$0.00

Sign

Description: Build a sign for the entrance of the cemetery.

How will the sign benefit the community?

It will benefit the community by providing visual signage for visitors and people passing by. Will provide information to the community about the history of the town. The sign can display the year the cemetery was first open and closed:

Blodgett Cemetery
Hudson, NH
(1749-1982)

Cost and Materials: Free. I will do a fundraiser to cover the cost of materials. I will donate my time and the materials to build the sign.

Conclusion

Thank you for taking my project into consideration.





TOWN OF HUDSON
Office of the Town Administrator
12 School Street
Hudson, New Hampshire 03051

8.B.

Handwritten signature
11/20/19



Stephen A. Malizia, Town Administrator – smalizia@hudsonnh.gov – Tel: 603-886-6024 Fax: 603-898-6481

To: Board of Selectmen

From: Steve Malizia, Town Administrator

Date: November 20, 2019

Re: United States 2020 Census

Attached please find a Power Point presentation on the upcoming United States 2020 Census. Brendan Drew, from the US Census Bureau, will be in attendance to brief the Board of Selectmen on the upcoming 2020 Census and answer any questions Board members may have.

Should you have any questions or need additional information, please feel free to contact me.

**Shape
your future
START HERE >**

United States®
**Census
2020**

Brendan F. Drew
Partnership Specialist
New York Regional Census Center

U.S. Census Bureau

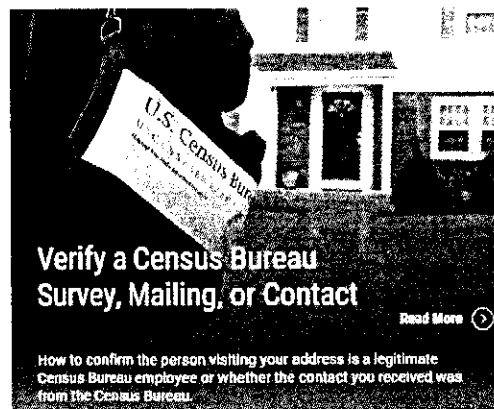
Largest statistical agency in the U.S.

Leading source of quality data about the nation's people, places and economy conducting more than 130 Census Bureau Surveys and Programs

- Demographic Programs
 - Decennial Census
 - American Community Survey
 - Current Population Survey
 - American Housing Survey
- Economic Programs
 - Economic Census (Years ending in 2 & 7)
 - Census of Governments (Years ending in 2 & 7)

Survey Awareness

- Are you in a Census Bureau Survey?
 - <https://census.gov/programs-surveys/surveyhelp.html>
- Address Canvassing – 2020 Census In Field Operation
 - Census Employees are working to update Census maps, using laptop computers in many communities across the country
 - August – October 2019
- Report Suspected Fraud to [1-800-923-8282](tel:1-800-923-8282)
 - You can also visit: <https://2020census.gov/en/avoiding-fraud.html>



How to verify a mailing is from the Census Bureau
If you receive a mailing from the Census Bureau, you should check the return address. The return address should be the Census Bureau's mailing address. If you are unsure, you can call the Census Bureau at 1-800-923-8282 for more information.

How to identify a Census Bureau field representative
If you receive a visit from a Census Bureau field representative, you should check their identification. The representative should have a photo ID and a name tag that says 'U.S. Census Bureau'. If you are unsure, you can call the Census Bureau at 1-800-923-8282 for more information.

How to identify a phone call from the Census Bureau
If you receive a phone call from the Census Bureau, you should check the caller ID. The caller ID should be 1-800-923-8282. If you are unsure, you can call the Census Bureau at 1-800-923-8282 for more information.

The 2020 Census

Count everyone once, only once and in the right place.

- Increasingly diverse and growing population
 - 330 million people
 - Over 140 million housing units
- Mandated by Article 1, Section 2 of the U.S. Constitution
- Conducted every 10 years ending in zero since 1790
- Representation and Funding

The Census is Safe, Easy, & Important!

2020 Census – It Is Important

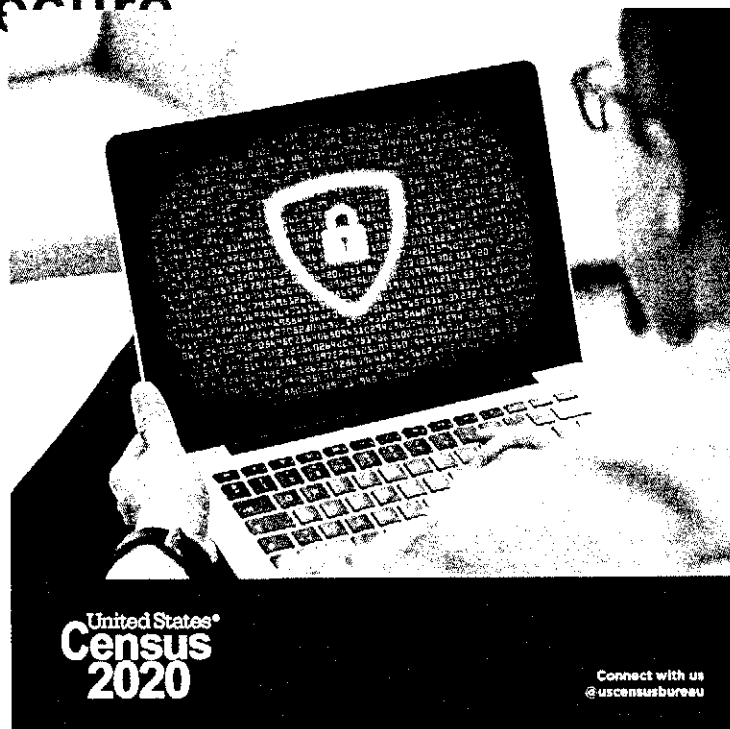
- Determines the number of seats each state has in the U.S. House of Representatives
- Defines congressional and state legislative districts, school districts and voting precincts
- Determines the annual allocation of **\$675 billion dollars in federal funding**
- Medicaid, SNAP, Hwy Planning, Section 8 Housing, Special Education Grants, S-CHIP, Title I Grants, National School Lunch Program, WIC, Head Start, Foster Care, Health Center Programs
- Provides insight to governments, business and community planning groups for planning purposes

Provides population benchmarks for nearly every other United States survey

2020 Census – It Is Safe

- Private information is never published, including names, addresses (including GPS coordinates), Social Security Numbers, and telephone numbers.
- The Census Bureau collects information to produce statistics. Personal information collected by the Census Bureau cannot be used against respondents by any government agency or court.
- Census Bureau employees are sworn to protect confidentiality for life.
- Violating Title 13 is a serious federal crime. **Violators are subject to** severe penalties, including a federal prison sentence of up to **five years, a fine of up to \$250,000, or both.**

Cybersecurity—Your Data Are Safe and Secure



Cybersecurity Focus

- From the beginning when a respondent answers to the end when the data products are released, data are encrypted, safe, and secure.
- Follow industry best practices to protect our networks from external threats and secure data inside the network.
- Advanced ability to continually identify, protect, detect, respond, and recover from possible cyber threats.
- Continuously improve our security posture.

2020 Census – It Is Easy

- Four ways to respond in 2020
 - Online
 - Phone
 - Paper
 - Personal Visit by Census Employee
- Name, age, DOB, race and origin, Hispanic origin, relationship, gender, tenure, operational questions (pop count, name, phone number, overcount, undercount)

We will never ask for:

- Your full social security number.
- Money or donations.
- Anything on behalf of a political party.
- Your full bank or credit card account numbers.

Language Support

LANGUAGE SUPPORT ONLINE, BY PHONE, BY MAIL, AS WELL AS ADVERTISING

**12 languages
(in addition to English):**

- Spanish
- Chinese
- Vietnamese
- Korean
- Russian
- Arabic
- Tagalog
- Polish
- French
- Haitian Creole
- Portuguese
- Japanese

99%

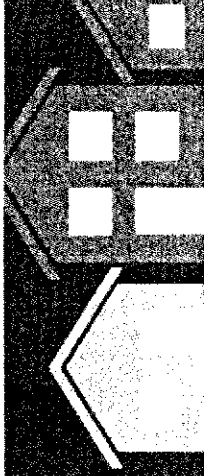
English plus these 12 languages cover 99% of all U.S. households.



Overview of Non-English Language Support

Internet Self-Response	Census Questionnaire Assistance	Language Guides (Video and Print) Language Glossaries Language Identification Card	Paper Questionnaire & Mailing Materials																																																												
<p>12 Non-English Languages</p> <p>Respondents will be able to toggle between the languages within the instrument.</p> <ul style="list-style-type: none"> Spanish Chinese Vietnamese Korean Russian Arabic Tagalog Polish French Haitian Creole Portuguese Japanese 	<p>12 Non-English Languages</p> <p>There is a separate phone number for each language. This information is included in the mailing materials.</p> <ul style="list-style-type: none"> Spanish Chinese (Mandarin and Cantonese) Vietnamese Korean Russian Arabic Tagalog Polish French Haitian Creole Portuguese Japanese 	<p>59 Non-English Languages</p> <p>Video and print language guides will be available online. Glossaries provide key terminology to bilingual staff. Language Identification Card expanded to 59 languages (50 in 2010). <i>Language listed below are in order of need (top to bottom, left to right).</i></p> <table border="0"> <tr> <td>Spanish</td> <td>Italian</td> <td>Khmer</td> <td>Tamil</td> <td>Croatian</td> </tr> <tr> <td>Chinese</td> <td>Farsi</td> <td>Nepali</td> <td>Navajo</td> <td>Bulgarian</td> </tr> <tr> <td>Vietnamese</td> <td>German</td> <td>Urdu</td> <td>Hungarian</td> <td>Twi</td> </tr> <tr> <td>Korean</td> <td>Armenian</td> <td>Romanian</td> <td>Hebrew</td> <td>Lithuanian</td> </tr> <tr> <td>Russian</td> <td>Hindi</td> <td>Telugu</td> <td>Malayalam</td> <td>Yoruba</td> </tr> <tr> <td>Arabic</td> <td>Ukrainian</td> <td>Burmese</td> <td>Swahili</td> <td>Czech</td> </tr> <tr> <td>Tagalog</td> <td>Bengali</td> <td>Punjabi</td> <td>Yiddish</td> <td>Igbo</td> </tr> <tr> <td>Polish</td> <td>Greek</td> <td>Lao</td> <td>Indonesian</td> <td>Marathi</td> </tr> <tr> <td>French</td> <td>Amharic</td> <td>Hmong</td> <td>Serbian</td> <td>Sinhala</td> </tr> <tr> <td>Haitian Creole</td> <td>Somali</td> <td>Albanian</td> <td>Tigrinya</td> <td>Slovak</td> </tr> <tr> <td>Portuguese</td> <td>Thai</td> <td>Turkish</td> <td>Ilocano</td> <td>American Sign Language</td> </tr> <tr> <td>Japanese</td> <td>Gujarati</td> <td>Bosnian</td> <td>Dutch</td> <td></td> </tr> </table>	Spanish	Italian	Khmer	Tamil	Croatian	Chinese	Farsi	Nepali	Navajo	Bulgarian	Vietnamese	German	Urdu	Hungarian	Twi	Korean	Armenian	Romanian	Hebrew	Lithuanian	Russian	Hindi	Telugu	Malayalam	Yoruba	Arabic	Ukrainian	Burmese	Swahili	Czech	Tagalog	Bengali	Punjabi	Yiddish	Igbo	Polish	Greek	Lao	Indonesian	Marathi	French	Amharic	Hmong	Serbian	Sinhala	Haitian Creole	Somali	Albanian	Tigrinya	Slovak	Portuguese	Thai	Turkish	Ilocano	American Sign Language	Japanese	Gujarati	Bosnian	Dutch		<p>Spanish</p> <p>Bilingual mailing materials and questionnaires will be sent to addresses in bilingual tracts.</p> <p>Mailings will include instructions on responding via Internet or phone in 12 non-English languages.</p> <hr/> <p>During Nonresponse Followup enumerators use:</p> <ul style="list-style-type: none"> • A bilingual handheld instrument (English/Spanish) • Bilingual materials (English/Spanish) • Instructions to respond online or by phone in 12 non-English languages • Language Identification Card
Spanish	Italian	Khmer	Tamil	Croatian																																																											
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How the 2020 Census will invite everyone to respond



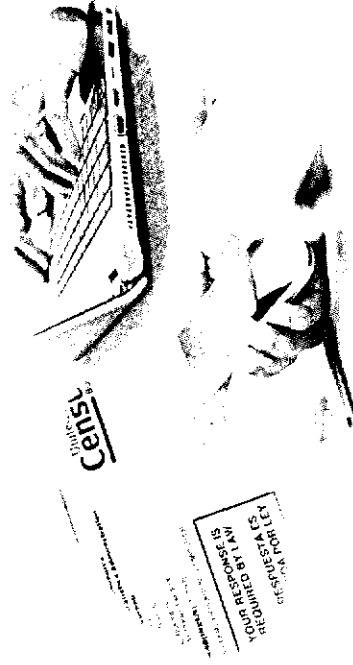
WHAT WE WILL SEND IN THE MAIL

On or between Your'll receive:

March 12-20	An invitation to respond online to the 2020 Census. (Some households will also receive paper questionnaires.)
March 16-24	A reminder letter.
If you haven't responded yet:	
March 26-April 3	A reminder postcard.
April 8-16	A reminder letter and paper questionnaire.
April 20-27	A final reminder postcard before we follow up in person.

Every household will have the option of responding online, by phone, or by mail.

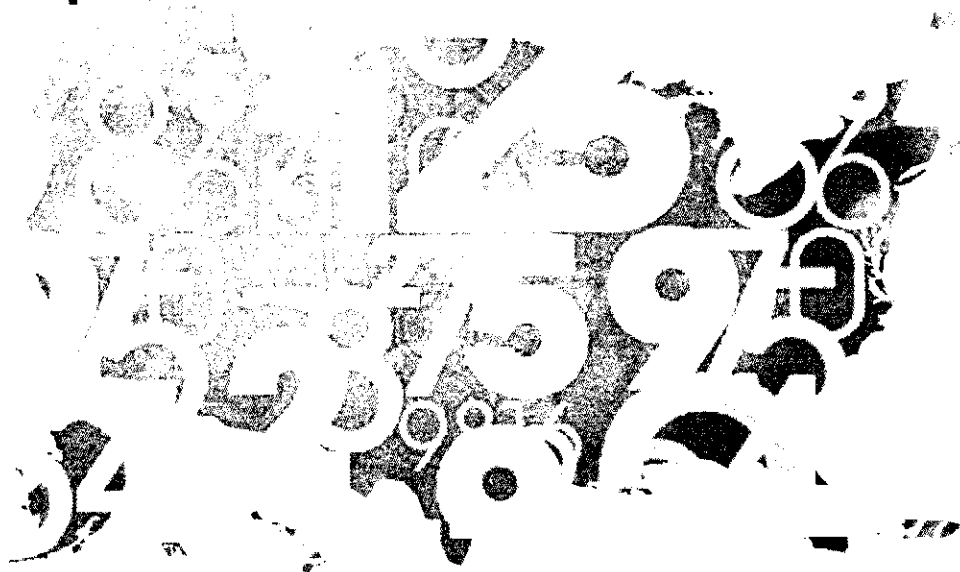
Every household that hasn't already responded will receive reminders and a paper questionnaire.



Shape
your future
START HERE >

United States
Census
2020

The Census is Safe, Easy, & Important!



Two ways you can help today as a trusted voice in the community.

- 1) Sharing the message that the Census is Safe, Easy, & Important
- 2) Promoting our 2020 Census Jobs!

<https://2020census.gov/jobs>

2020 Census Jobs

Earn extra income while helping your community.

Positions

Enumerators

Recruiting Assistants

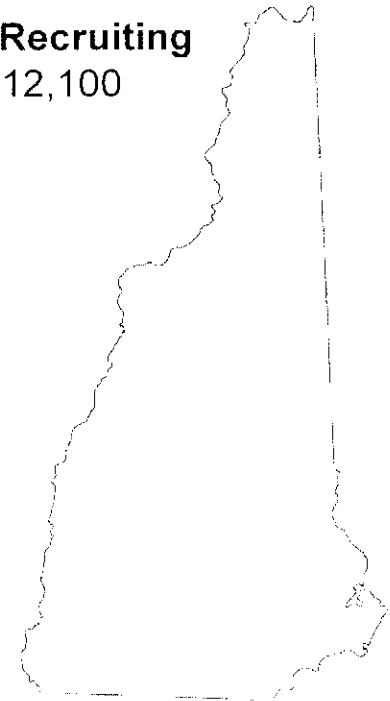
Census Field Supervisors

Office Operations Supervisor

Apply now at <https://2020census.gov/jobs>

There are a limited number of office manager positions remaining in our field offices. Interested applicants should apply through www.USAJobs.gov

2020 NH Recruiting
Goal: 12,100



Key Milestones for the 2020 Census

- August 2019 – New Statistics in Schools classroom activities available online www.census.gov/schools
- January 2020 – Advertising campaign begins
- March 2020 – Group Quarters (GQ) Enumeration begins
 - Includes college dormitories, prisons, nursing homes, service-based locations (homeless shelters, soup kitchens, mobile food vans) and homeless count
- **Mid-March 2020** – Public can begin responding online at www.2020census.gov
 - Replying by mail or phone will also be an option
- April 1, 2020 – Census Day
- Mid-May 2020 – July 2020 – Census takers go door to door
- December 31, 2020 – Tabulate Data and Release Census Results

Complete Count Committee

What is a Complete Count Committee?

A group of government and community leaders who come together to raise awareness about the 2020 Census and motivate their community members to respond.

Who should be on the Complete Count Committee?

Elected leaders, school department, libraries, workforce development, immigrant organizations, faith-based leaders, senior services, community development and housing, community-based organizations, veterans services, higher education, business, media (not an exhaustive list).

How do we get started?

Appoint a chair; identify the individuals/groups to include; plan a kick-off meeting; form subcommittees to be dedicated to specific areas of need.

The 2020 Census Phases



Local governments and community leaders throughout the nation participate in activities highlighting the message that the 2020 Census is imminent and that it is easy, important and safe to participate.

- Education Phase – 2018 - 2019
- Awareness Phase – January – February 2020
- Motivation Phase – March – May 2020
- Reminder Phase – May – July 2020
- Thank You Phase – Starts July 2020

Next Steps

How WE support Partners

- Promotional Materials
 - Flyers (general and targeted)
 - Posters
 - In-language
- Content
 - Sample message for email or blog
 - Drop in articles
 - Social media content and links
 - Graphics

www.census.gov/partners/2020-materials

- Partnership presence
- Connecting Partners with other partners

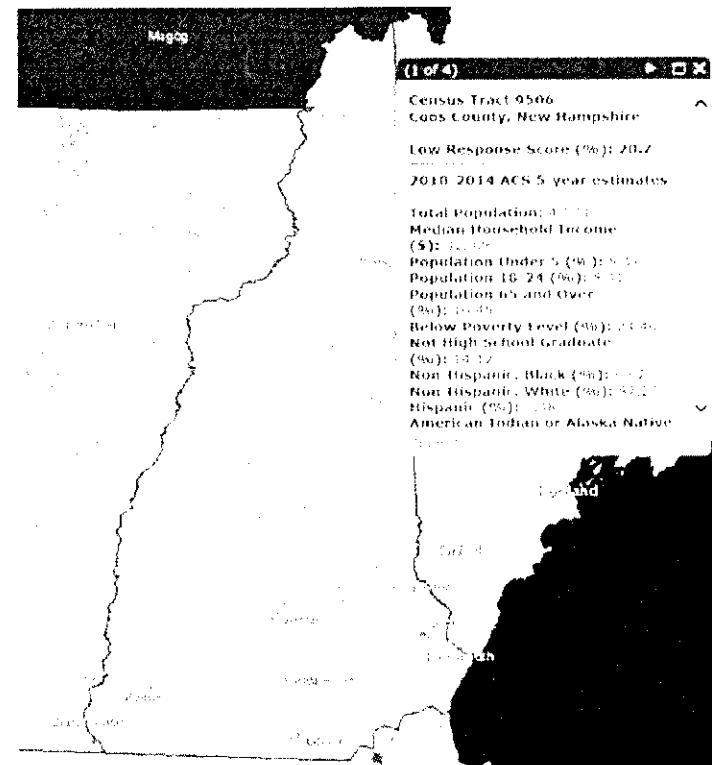
What YOU can do now!

- Share job recruitment information
- Start the Census conversation
Safe, Easy & Important
- Become a partner
- Start or join a Complete Count Committee (CCC)
- Identify opportunities to include Census messaging, materials, or invite Census staff to your event

Response Outreach Area Mapper (ROAM)

www.census.gov/roam

- Developed to identify hard-to-survey areas
- Provides a demographic and socioeconomic characteristic profile using American Community Survey (ACS) estimates
- Low Response Score (LRS) is a metric to predict the percentage of households who will not self-respond to the Decennial Census
- Darker census tracts are harder to survey than lighter census tracts



Response Outreach Area Mapper (ROAM)

Manchester NH: Census Tract 15, Hillsborough County, NH

Low Response Score (%): 31.8

Total Population: 2,732

Median Household Income (\$): 31,141

Population Under 5 (%): 9.15

Below Poverty Level (%): 32.49

Not High School Graduate (%): 30.62

Non-Hispanic, Black (%): 10.51

Non-Hispanic, White (%): 53.26

Hispanic (%): 24.41

Foreign Born (%): 31.92

No One in Household Age 14+ Speaks English "Very Well" (%): 17.82

Population 5+ Who Speak English Less Than "Very Well" and Speak

Spanish (%): 12.13

Renter Occupied Housing Units (%): 91.82

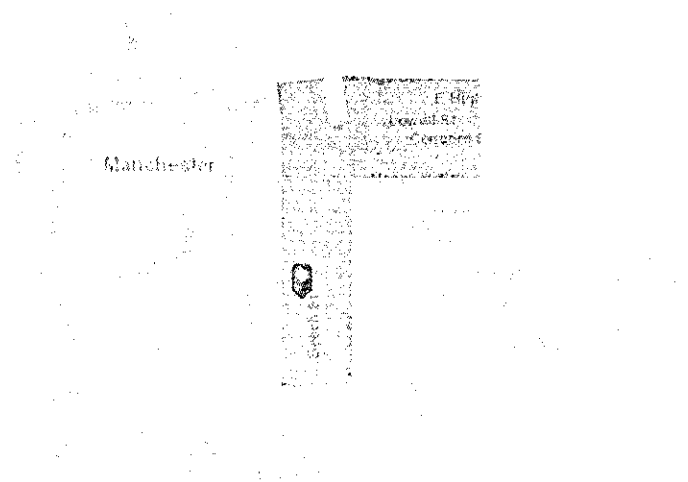
Family Occupied Housing Units with Related Children Under 6 (%): 43.97

Population 1+ Who Moved From Another Residence Within the Last Year

(%): 29.21

Vacant Housing Units (%): 19.90

2020CENSUS.GOV



Shape
your future
START HERE >

United States
Census
2020

Data Dissemination Program

- Free Resource to YOU
- Opportunities to teach the public how to access our data
 - Data Presentations
 - Data Access Workshops and Training Sessions
 - Webinars
 - Data and Survey Inquiries
- All tools and data available at www.census.gov
 - American FactFinder
 - Census Business Builder
 - My Congressional District
 - OnTheMap

Subscribe and learn more:
www.census.gov/academy



<https://www.youtube.com/watch?v=LXJz7ZfzAuM>

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Contact Us

Partnership Program

Phone: (212) 882-2130

Email: new.york.rcc.partnership@2020census.gov

Website: <https://www.census.gov/partners/2020.html>

Census Jobs

Field & Office Job Opportunities

Website: www.2020census.gov/jobs

Office Managerial Job Opportunities

Website: www.usajobs.gov

Website: www.census.gov/about/regions/new-york/jobs.html

Data Dissemination Program

Email: census.askdata@census.gov

Phone: 1-844-ASK-DATA

Website: www.census.gov/data/training-workshops.html



TOWN OF HUDSON

Engineering Department

12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-594-1142



8.c. *Signatures*
11/21/19

INTEROFFICE MEMORANDUM

TO: Steve Malizia, Town Administrator
Board of Selectmen

CC: Board of Selectmen

FROM: Elvis Dhima, P.E., Town Engineer 270

DATE: November 21st, 2019

RE: Autumn Circle - 8" Water Main Acceptance.

Mr. Malizia,

The Engineering Department has received the Notice of Water Main Acceptance for the above. Construction of the water mains was done by multiple contractors and inspected by the Town Engineer.

The current owner, Pearson Hudson NH, LLC, has provided the Engineering Department with an as-built plan of the water line extension, which has been reviewed and approved by the Town Engineer and Public Works Director. In addition, we have received copies of the results of pressure testing and bacteria testing of the water main, with all criteria meeting the local standards. The water main will become the property of the Hudson Water Utility and will be subject to one year warranty once accepted.

The water main subject to acceptance includes the following:

1. Installation of 1,900 linear of 8 inch.
2. Installation of two fire hydrant.

Motion:

To accept the water line as recommended by the Town Engineer, DPW Director and Municipality Utility Committee.

"NOTICE OF WATER ACCEPTANCE"

1. The water line as described herein:

Project Name: Autumn Circle Contractor: Bob Pace

Owner: Pearson Hudson NH, LLC

Street and Station (Location): Webster St., Hudson, NH

Has been inspected and tested and is in compliance with the Town of Hudson requirements for water construction (inspection and test report on file with the DPW).

2. Portions which are Public Water are described as (attach legal documentation) and are so dedicated as such:
See attached

3. Portions which are Private Water are described as: None

4. The following sites/lots/units which have "accessibility" are: (list by Tax Map & Lot #'s)
Tax Map 128, Lots 8-1, 8-2, 8-3, 8-4, 8-5, 8-6, 8-7, 8-8, 8-9 and 8-10

Access fees for these lots/sites are to be assessed as of _____ (Date)

Steve Vazza, Manager of
Pearson Hudson NH, LLC

5. I, _____ (owner), state that the above-described water(s) has been constructed in accordance with the requirements for water construction of the Town of Hudson, and I further understand and accept the conditions set forth by the Town of Hudson for Public and Private Waters and accessibility.

[Signature] _____ Date 11/12/19
Owner

6. In accordance with the above stipulation and description, this water is recommended for acceptance.

ELVIS SHIMWA, PE _____ Date 11/14/19
Town Engineer or Authorized Agent

[Signature] _____ Date 11/14/19
DPW Director or Authorized Agent

7. In accordance with the above stipulations and descriptions, this water is hereby recommended for Acceptance by the Municipal Utility Committee and is subject to all rules and regulations and fees of the Hudson Water Utility.

[Signature] _____ Approved at meeting of: _____
MUC Chairman Date 11-21-19

8. Water Accepted by Water Utility and Town of Hudson _____ Approved at meeting of: _____
Board of Selectmen Chairman Date



7A

TOWN OF HUDSON

Engineering Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-594-1142

INTEROFFICE MEMORANDUM

TO: Municipal Utility Committee
FROM: Elvis Dhima, P.E., Town Engineer
DATE: November 14th, 2019 *EJD*
RE: Autumn Circle - 8" Water Main Acceptance.

Mr. Chairman

The Engineering Department has received the Notice of Water Main Acceptance for the above. Construction of the water mains was done by multiple contractors and inspected by the Town Engineer.

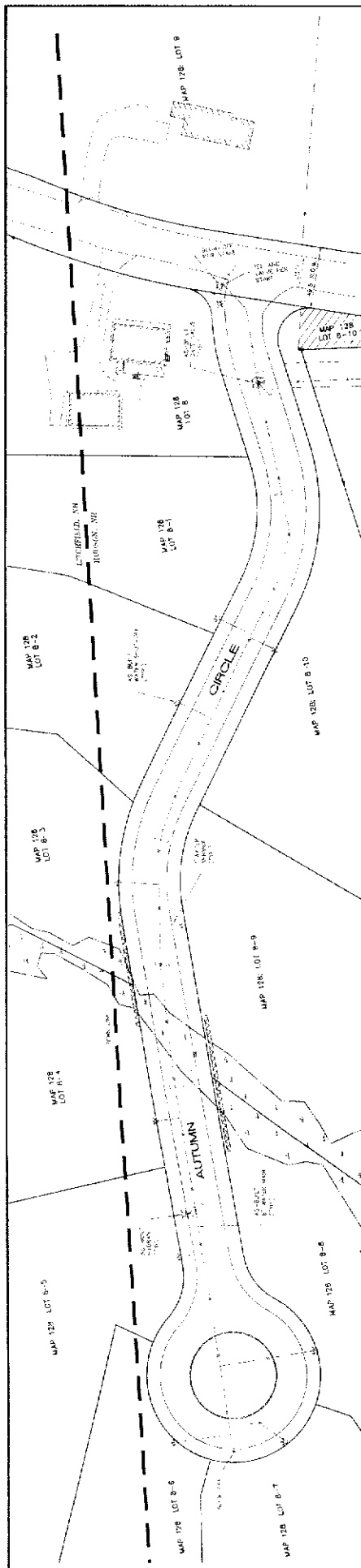
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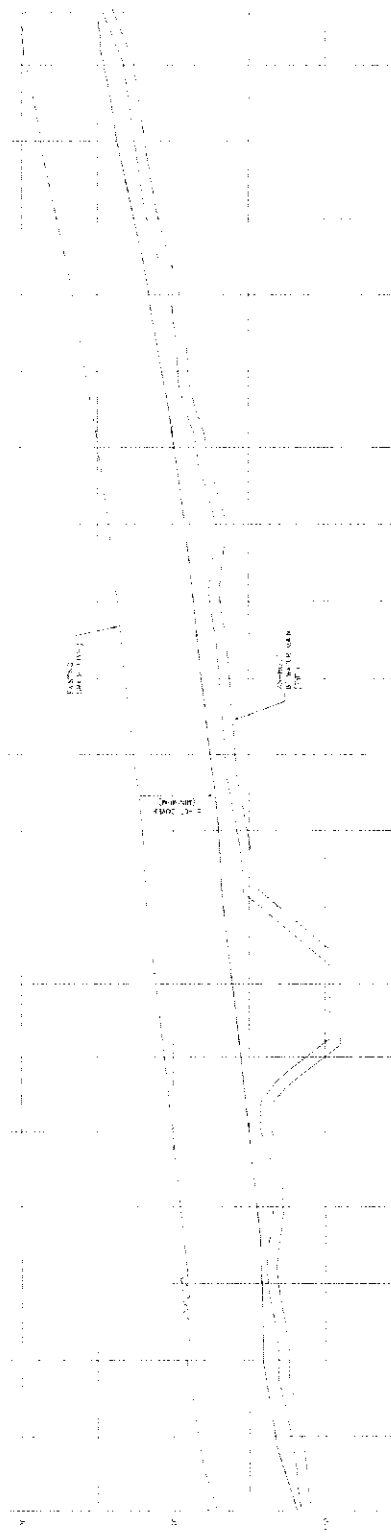
1. Installation of 1,900 linear of 8 inch.
2. Installation of two fire hydrant.

Motion:

To recommend to BOS the water line acceptance



WATER MAIN AS-BUILT PLAN
SCALE: 1" = 40'



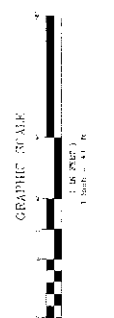
STATION	ELEVATION (FEET)
0+00	75.0
1+00	76.0
2+00	77.0
3+00	78.0
4+00	79.0
5+00	80.0
6+00	81.0
7+00	82.0
8+00	83.0
9+00	84.0

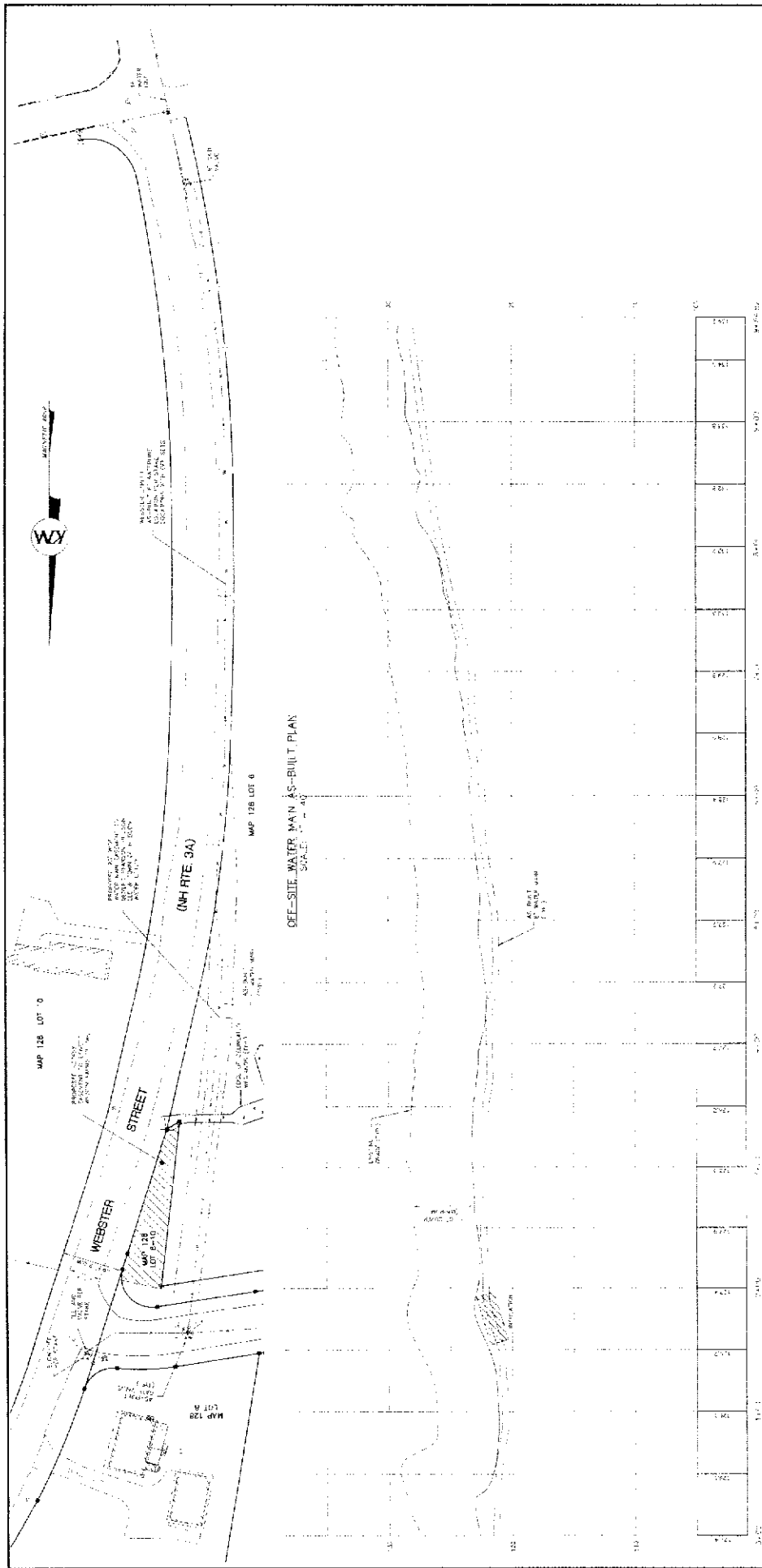
WATER MAIN AS-BUILT PLAN & PROFILE
AUTUMN CIRCLE
 300 WEDDISTER STREET
 LUDLOW, NEW HAMPSHIRE
 SET & OPENED AS SHOWN
 DATE: SEPTEMBER 12, 2018
 PROJECT NO. 18-0328
 SHEET 1 OF 2

NOTES
 1. SEE ALL NOTES ON MAP 128 LOT B-1 THROUGH B-10 AND MAP 128 LOT 9.
 2. SEE ALL NOTES ON MAP 128 LOT B-1 THROUGH B-10 AND MAP 128 LOT 9.
 3. SEE ALL NOTES ON MAP 128 LOT B-1 THROUGH B-10 AND MAP 128 LOT 9.



NO.	DATE	REVISIONS
1	09/12/18	ISSUED FOR PERMIT
2	09/12/18	ISSUED FOR PERMIT
3	09/12/18	ISSUED FOR PERMIT
4	09/12/18	ISSUED FOR PERMIT
5	09/12/18	ISSUED FOR PERMIT
6	09/12/18	ISSUED FOR PERMIT
7	09/12/18	ISSUED FOR PERMIT
8	09/12/18	ISSUED FOR PERMIT
9	09/12/18	ISSUED FOR PERMIT
10	09/12/18	ISSUED FOR PERMIT





WATER MAIN AS-BUILT PLAN & PROFILE

AUTUMN CIRCLE

300 WEBSTER STREET
HUDSON, NEW HAMPSHIRE
LOT 9 (SEWER OF RECORD)
44 2009 (28) 0014-001447

HITCHFIELD ENGINEERING & ARCHITECTURE, INC.
 1125 WASHINGTON ST.
 HITCHFIELD, VERMONT, 05750
 TEL: (802) 498-2000
 FAX: (802) 498-2001
 DATE: 11/27/2009 11:20:11

BEVINGTONS PROJECTIONS, INC.
 1077 Engineering Lane Farmington, Connecticut 06030
 PO Box 5701, 400 State Street, Farmington, CT 06030
 TEL: (860) 271-0800
 FAX: (860) 271-0800
 DATE: 11/27/2009 11:20:11

HUDSON MAPS LOTS 8 & 9
 HITCHFIELD MAPS LOTS 11 & 12
 PROJECT NO: 18-016-3 SHEET 2 OF 2

GRAPHIC SCALE
 (1 IN. = 40 FT.)
 1 inch = 40 ft.

NORTH ARROW

BEVINGTONS ENGINEERING & ARCHITECTURE, INC.
 1077 Engineering Lane Farmington, CT 06030

OFF-SITE WATER MAIN AS-BUILT PROFILE

SCALE: 1" = 4' (VERT)

1. THE PROFILES ARE SUBMITTED AS INFORMATION ONLY. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE DATA FROM THE ORIGINAL RECORD DRAWINGS.
 2. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE DATA FROM THE ORIGINAL RECORD DRAWINGS.

490 East Industrial Park Drive
 Manchester, NH 03109
 www.nelsonanalytical.com
 (603)622-0200

NH ELAP Accreditation #NH1005
 Maine State Certification #NH01005
 Vermont State Certification #VT1005
 Maine Radon Certification # ME17500

Report of Analysis

Customer: Underground Testing & Services
 Client Sample ID: Underground Testing & Service
 Laboratory ID: 119052116.01
 Sample Matrix: Drinking Water
 Sample Location: Webster Street, Hudson, NH

Date Collected: 05/17/2019 12:00 PM
 Collected By: UTS
 Date Received: 05/17/2019 01:04 PM
 Temperature Rec'd °C: 41R

Parameters	Results	Acceptable Level	Units	Date Analyzed	Test Method	Test Type	Test Remarks
Total Coliform Bacteria	Absent	Absent	/100mL	05/17/2019 14:00	SM 9223B	Primary	Within EPA Standard
E. coli Bacteria	Absent	Absent	/100mL	05/17/2019 14:00	SM 9223B	Primary	Within EPA Standard

Test Types: EPA Primary: Regulated by the EPA as a health related parameter
 EPA Secondary: Aesthetic parameter - not regarded as a health concern

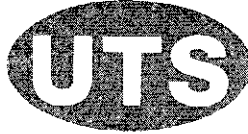
Respectfully Submitted 
 Andrew Nelson, Laboratory Director



Nelson Analytical Lab is a "Service Provider" under the state of New Hampshire. The report of analysis may not be relied on in any way, either directly or indirectly, without written approval from Nelson Analytical Lab. Results reported herein are only valid for the specific sample(s) analyzed and are not intended to be used for any other purpose. Nelson Analytical Lab is currently accredited by the New Hampshire Environmental Laboratory Program, the Vermont Laboratory Accreditation Program, and the Maine University Field Station Program. For a list of approved methods, please visit the website listed below. Sampling methods as the lab is accredited by the relevant agency for each sampling location. EPA standards for pH, T, turbidity and color are not to be tested immediately after the collection. Samples tested for pH and turbidity are not to be analyzed for the other parameters. Samples will be analyzed to comply as closely as possible with the same day they are received. A future report will be provided if a future report is required. The method used for turbidity is not a standard method. For more information, please visit the website listed below. Nelson Analytical Lab is a "Service Provider" under the state of New Hampshire. The report of analysis may not be relied on in any way, either directly or indirectly, without written approval from Nelson Analytical Lab. Results reported herein are only valid for the specific sample(s) analyzed and are not intended to be used for any other purpose. Nelson Analytical Lab is currently accredited by the New Hampshire Environmental Laboratory Program, the Vermont Laboratory Accreditation Program, and the Maine University Field Station Program. For a list of approved methods, please visit the website listed below. Sampling methods as the lab is accredited by the relevant agency for each sampling location. EPA standards for pH, T, turbidity and color are not to be tested immediately after the collection. Samples tested for pH and turbidity are not to be analyzed for the other parameters. Samples will be analyzed to comply as closely as possible with the same day they are received. A future report will be provided if a future report is required. The method used for turbidity is not a standard method. For more information, please visit the website listed below. Nelson Analytical Lab is a "Service Provider" under the state of New Hampshire. The report of analysis may not be relied on in any way, either directly or indirectly, without written approval from Nelson Analytical Lab. Results reported herein are only valid for the specific sample(s) analyzed and are not intended to be used for any other purpose. Nelson Analytical Lab is currently accredited by the New Hampshire Environmental Laboratory Program, the Vermont Laboratory Accreditation Program, and the Maine University Field Station Program. For a list of approved methods, please visit the website listed below. Sampling methods as the lab is accredited by the relevant agency for each sampling location. EPA standards for pH, T, turbidity and color are not to be tested immediately after the collection. Samples tested for pH and turbidity are not to be analyzed for the other parameters. Samples will be analyzed to comply as closely as possible with the same day they are received. A future report will be provided if a future report is required. The method used for turbidity is not a standard method. For more information, please visit the website listed below.

WATER LINE PRESSURE TEST
UNDERGROUND TESTING AND SERVICES, INC.

809 Back Mountain Road
Goffstown, NH 03045
Tel/Fax (603) 497-5549
Cell (603) 759-4088



Client: _____ Project Name: _____

Address: _____ Location: _____

Test Date: _____ Water System: _____

Diameter of Main: _____ Length of Main: _____

Time Start: _____ Time Finished: _____

Static Pressure: _____

Diameter of Main: _____ Length of Main: _____

Test Requirements: _____ PSI for _____ Hrs.

Allowable Leakage Loss: _____ OZ. for _____ Hrs.

Actual Loss: _____ OZ. for _____ Hrs.

Inspector: _____

Hydrostatic Pressure Test: _____ Passed _____ Failed

Approved by: _____ Date: _____

UTS Operator: _____ Date: _____

Chlorination Requirements: _____ Gallons of _____ % Solution.

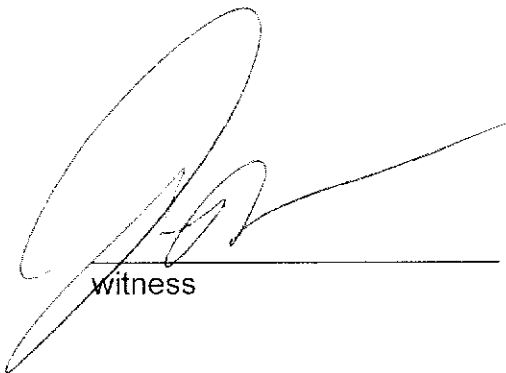
Results and Comments: _____

HOLD HARMLESS AGREEMENT

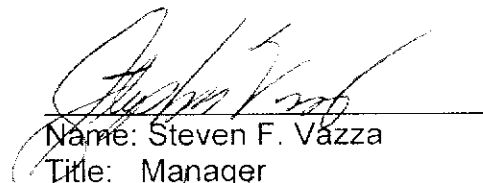
Pearson Hudson NH, LLC, a New Hampshire limited liability company with its principal office at 169 D.W. Hwy, Nashua, NH 03060, in consideration of the review and acceptance by the Town of Hudson, New Hampshire of that certain water line pertaining to the development known as Autumn Circle located in Hudson, Hillsborough County, New Hampshire; said water line located as shown on that certain "Water Main As-Built Plan & Profile: Autumn Circle" prepared by Keach-Nordstrom Associates, LLC, dated September 12, 2019 and last revised on revised 10/15/19 (the "Plan"), hereby agrees to hold the Town of Hudson harmless with regard to any digging or damage to the roadways or utilities within the Auburn Circle development in connection with the maintenance and repairs to the water mains dedicated to the Town of Hudson within the roadway as shown on the Plan. This Hold Harmless Agreement shall remain in effect indefinitely or until the roadways have been accepted by the Town of Hudson.

Dated: October 12, 2019

Pearson Hudson NH, LLC



witness



Name: Steven F. Vazza
Title: Manager
Date: 11/12/19

RETURN TO:
Andrew H. Sullivan, Esq.
24 Eastman Avenue
Bedford, NH 03110

WATER LINE EASEMENT

[Autumn Circle: 300 Webster Street, Hudson, NH 03051]

Now, therefore, consideration paid, PEARSON HUDSON NH, LLC, a New Hampshire limited liability company of 169 D.W. Hwy, Nashua, NH 03060 the (“Grantor”), for valuable consideration received, grants and conveys with Warranty Covenants to the Town of Hudson, a New Hampshire Municipal Corporation with offices at Town Hall, 12 School Street, Hudson, Hillsborough County, State of New Hampshire, the TOWN, a non-exclusive easement in, over, under and through a certain tract of land situated in the Town of Hudson, Hillsborough County, State of New Hampshire; being the same as that certain “20-foot wide water main easement to benefit Pearson Hudson LLC & Town of Hudson Water Utility” located within and through “Autumn Lane”, so-called, located on the westerly side of NH Rte 3A (aka “Webster Street”) , in Town of Hudson, County of Hillsborough and State of New Hampshire; said easement area shown on a plan entitled “Water Main As-Built Plan & Profile: Autumn Circle” prepared for Pearson Hudson NH, LLC, dated September 12, 2019, last revised 10/15/19, and prepared by Keach-Nordstrom Associates, Inc. and on file at the Town of Hudson, New Hampshire. Being recorded at the Hillsborough County Registry of Deeds as Plan No. _____.

The purpose of this conveyance is to grant an easement to enable the Town of Hudson to layout, construct, build, install, maintain, repair, improve, remove, replace and/or rebuild a water line through Autumn Circle from NH Rte 3A for the transportation of water and to provide access thereto.

Grantor reserves the right to grant easements within and over the easement area granted herein and to make improvements within and over the easement area, provided such additional easements and improvements shall not unreasonably interfere with or will interfere with the Town of Hudson’s exercise of its right under this easement deed.

The town, its employees, and its agents have the right to enter and leave the easement area with workers, equipment and materials in order to inspect and survey the easement and to carry out the easement purposes.

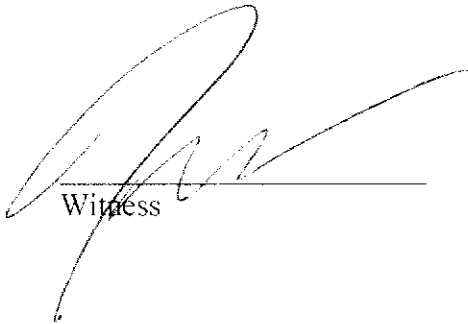
The rights, conditions, restrictions and duties created by this deed shall run with the land and shall accrue to and be binding on the successor's-in-interest, heirs, and assigns of the GRANTOR and the TOWN of Hudson.

Excepting and reserving to Grantor such easements of record affecting said Autumn Circle.

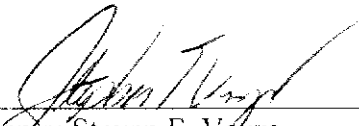
Being a portion of the real property conveyed to Grantor by deed of Vigeant recorded on June 29, 2016 in Hillsborough County Registry of Deeds at Book 8870, Page 2292 on

Witness our hands this 2 day of October, 2019.

GRANTOR: Pearson Hudson NH, LLC



Witness



Name: Steven F. Vazza
Title: Manager
Date: 10/12/19

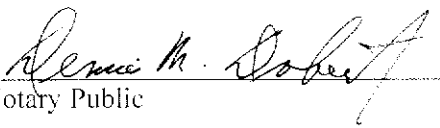
dent match.

ACKNOWLEDGMENT

STATE/COMMONWEALTH OF: MASSACHUSETTS


COUNTY OF: NORFOLK

The foregoing instrument was acknowledged and signed under oath, before me, the undersigned officer on this 12th day of NOVEMBER, 2019, by Steven F. Vazza, identified by his Massachusetts driver's license, to be the same.



Notary Public
Name:
My Commission Expires:

/seal/


DENNIS M. DOHERTY
Notary Public
Commonwealth of Massachusetts
My Commission Expires
August 22, 2025

An easement in, over, under and through a certain tract of land situated in the Town of Hudson, Hillsborough County, State of New Hampshire on the western side of Webster Street, abutting Autumn Circle, so-called; being the same as that certain "20-foot wide water main easement to benefit Pearson Hudson LLC & Town of Hudson Water Utility" located within and through "Autumn Lane", so-called, located on the westerly side of NH Rte 3A (aka "Webster Street"), in Town of Hudson, County of Hillsborough and State of New Hampshire; said easement area shown on a plan entitled "Water Main As-Built Plan & Profile: Autumn Circle" prepared for Pearson Hudson NH, LLC, dated September 12, 2019, last revised 10/15/19, and prepared by Keach-Nordstrom Associates, Inc. and on file at the Town of Hudson, New Hampshire. Being recorded at the Hillsborough County Registry of Deeds as Plan No. _____.

Excepting and reserving to PEARSON HUDSON NH, LLC and its predecessors such easements of record affecting said Autumn Circle.

Being a portion of the real property conveyed to PEARSON HUDSON NH, LLC by deed of Vigeant recorded on June 29, 2016 in Hillsborough County Registry of Deeds at Book 8870, Page 2292.

8.D. *Alvarez*
11-20-19



TOWN OF HUDSON

Engineering Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

TO: Steve Malizia, Town Administrator
Board of Selectmen

FROM: Elvis Dhima, P.E., Town Engineer

DATE: November 14th, 2019

RE: GIS 3 Inch High Resolution Flyover Agreement.

RECEIVED
NOV 15 2019

The Town of Hudson has been presented with an opportunity to complete a high resolution (3 inch resolution) aerial mapping of the entire town this spring at a considerable savings. The 3 inch resolution is the best imagery available for the civilian use.

These savings would be possible because our GIS consultant, Quantum Spatial, is preparing a flyover contract for the state of New Hampshire and we could greatly benefit from this contract if we piggy back onto that contract. Typically, a flyover costs approximately \$35,000 if done on individual basis.

The last time the Town conducted a flyover was in 2017, when we paid \$19,900 for a 4 inch resolution flyover through the same approach and discount. Planning Board has approved an expenditure from Planning Board Tax Map Updates to offset \$13,500 on October 23th 2019 meeting.

I have listed some of the benefits, if the Board approves this project.

Pros

1. High resolution 2020 images will be beneficial to all departments, including Police, Fire, Public Works, Engineering, Planning, Zoning and Assessing.
2. High resolution 2020 images will be beneficial to all public users in Town, including residential, commercial and industrial users.
3. High resolution 2020 images will be purchased at 50 % reduction in price.
4. High resolution 2020 images will be beneficial to Planning and Zoning Board.
5. Funds will come from Planning Board Tax Map Account 1312-505 in the amount of \$13,500, Water Utility account 5592-252 in the amount of \$5,000, and Sewer Utility account 5562-252 in the amount of \$5,000.

This expenditure is supported by Assessing, Fire, Public Works, Police, Planning, Zoning and Engineering Department.

First Motion:

To waive the bid process and sole source this work to Quantum Spatial for the following reasons:

- 1. They have provided similar services in 2017, at a discount.**
- 2. They are currently hired by State of New Hampshire to provide aerial services.**
- 3. They are providing the service at a significant discount.**

Second Motion:

To proceed with the contract to fund the GIS high resolution aerial flyover using Planning Board Tax Map Update Account 1312-505 in the amount of \$13,500, Water Utility Account 5592-252 in the amount of \$5,000 and Sewer Utility Account 5562-252 in the amount of \$5,000.

Third Motion:

Not to take action at this time.



TOWN OF HUDSON
PLANNING BOARD

NOTICE OF RECOMMENDATION



12 School Street

Hudson, New Hampshire 03051

603/886-6008

October 24, 2019

Board of Selectmen
12 School Street
Hudson, NH 03051

On Wednesday, October 23, 2019, the Hudson Planning Board heard the following item:

- A. Request to Release Tax Map Update Funds for 2020 Aerial Imagery Flyover by Elvis Dhima, Town Engineer, dated October 15, 2019.

Concerning the subject matter presented before the Planning Board, you are hereby notified of the following action:

The Planning Board moved to recommend to the Board of Selectman the release of \$13,500.00 from Tax Map Update Fee Account 1312-505 for the 2020 aerial flyover in accordance with the written request for same from the Town Engineer (please see attached memo from Town Engineer, Elvis Dhima, dated 15 OCT 2019).

For specific discussion relative to this decision, please consult the public minutes recorded during this Hearing.

Signed: Brian Groth Date: 10/24/19
Brian Groth
Town Planner

cc: Elvis Dhima, Town Engineer

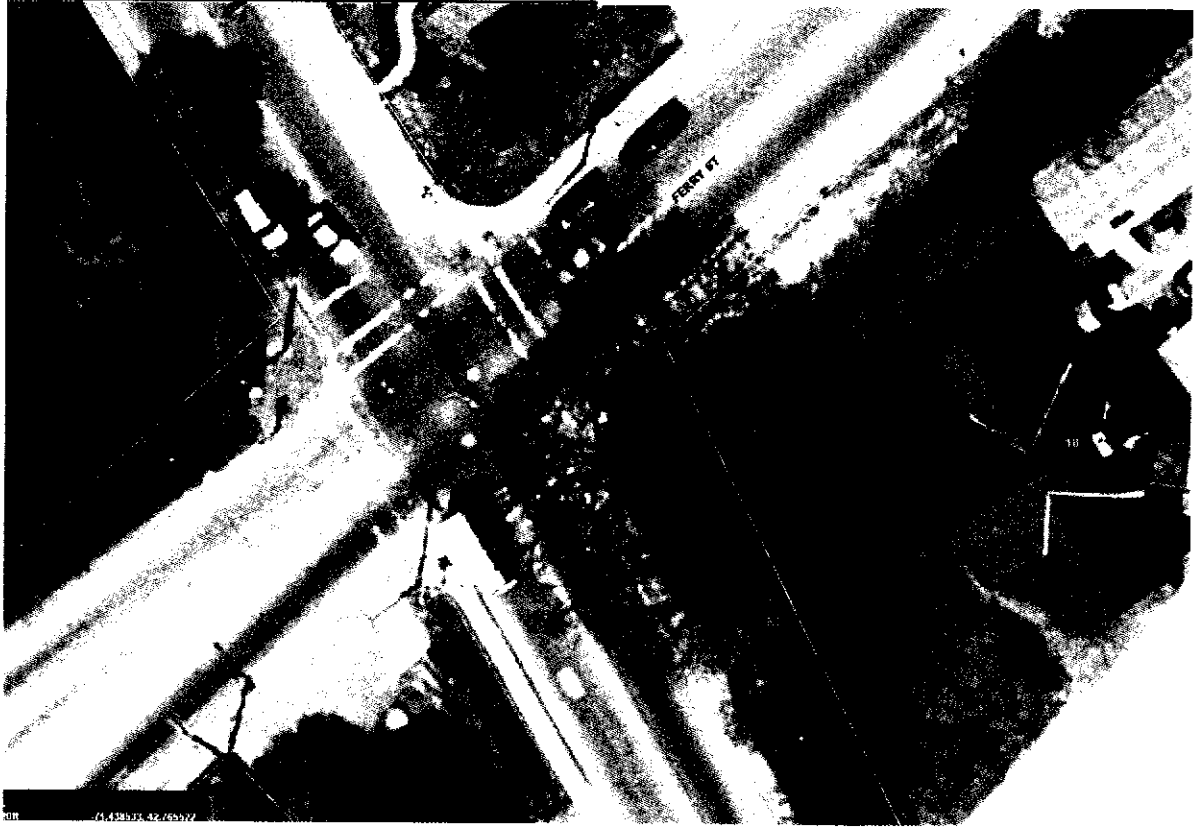
6 inch Resolution Image (Library & Ferry)



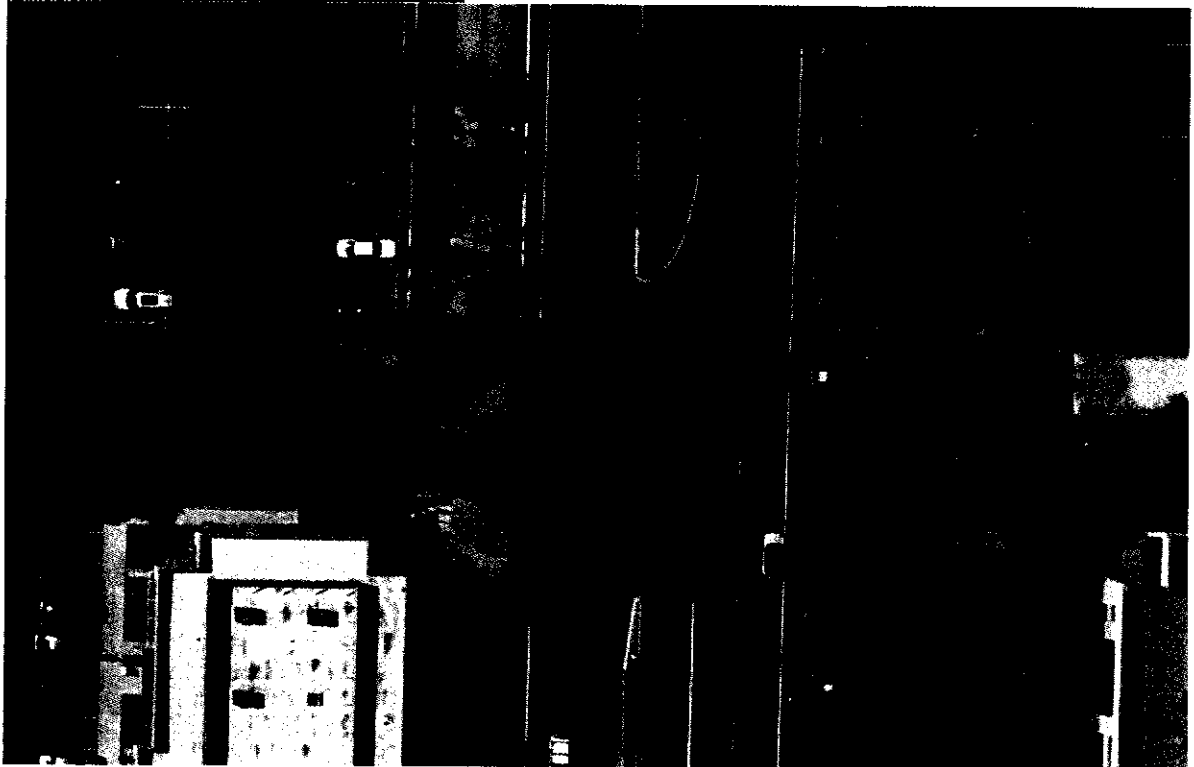
3 Inch Resolution Image (sample)



6 Inch Resolution Image (Library & Ferry)



3 Inch Resolution Image (sample)





November 7th, 2019

Town of Hudson
ATTN: Elvis Dhima – Town Engineer
12 School Street
Hudson, NH 03051

RE: 2020 Quote for Hudson, NH Orthos

Dear Mr. Dhima,

Thank you for considering Quantum Spatial in providing you with a quote for Hudson, NH digital orthophotos. This request for quote is to acquire, produce and deliver a 3in digital orthophoto solution. Based on this request please find our scope understanding, an initial flight line, ground control layout and quote.

Scope Understanding:

Location: Hudson, NH

Project Area: 32.5mi²

Aerial specs:

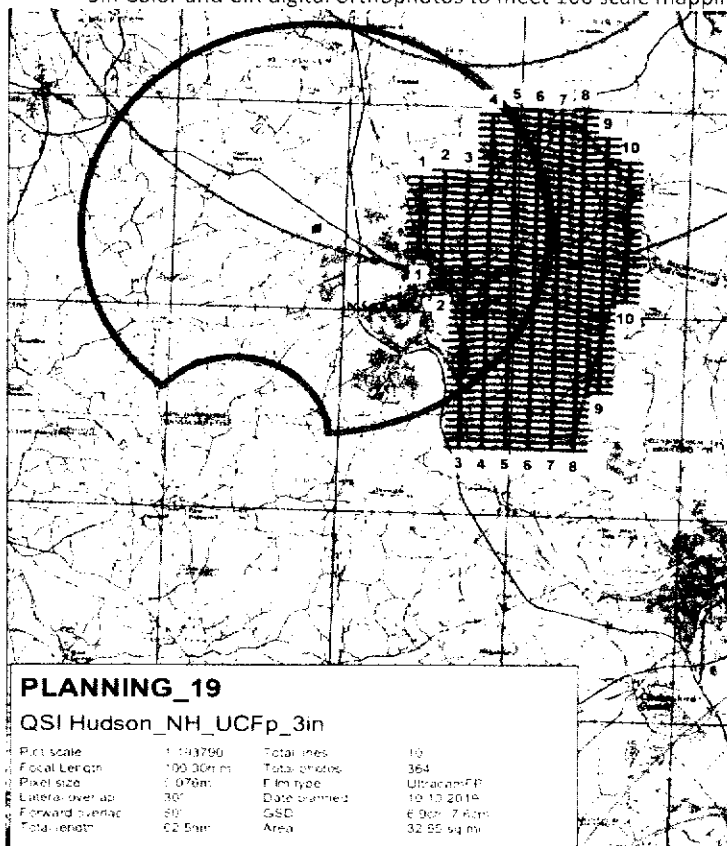
3in (7.5cm) 4 band imagery

Ground Control: Suitable for digital orthophoto generation.

FAAT and Ortho DEM: processing suitable for orthophoto generation.

Orthophoto specs:

3in Color and CIR digital orthophotos to meet 100 scale mapping*



Proposed 3in flight line collection



November 7th, 2019

* 3in imagery is suitable for 50 scale mapping. Based on existing database Quantum Spatial is not proposing this mapping scale. If the Town is looking for this accuracy specification please let us know.

Quote:

3in Digital Orthophotos

Includes 14 ground control points (or use of existing control).

Price: **\$23,500.00**

Quantum Spatial anticipates a ~4 month timeline from Spring aerial collection to digital orthophoto delivery.

References and full specification details can be furnished upon request.

Sincerely,

Drew Meren

Drew Meren, GISP, Account Manager
45180 Business Ct. Suite 800 Sterling, VA 20166
Work: 703-471-4510 x239 **Cell:** 703-919-8038
Email: dmeren@quantumspatial.com

Signature for Notice to Proceed

Company: Town of Hudson, NH
Name: Elvis Dhima

Signature: _____

Date: _____



TOWN OF HUDSON

Engineering Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

FROM: Elvis Dhima, P.E., Town Engineer

DATE: March 6, 2017

RE: GIS Ortho Images History

1998- 2004

- Full start-up of Town's GIS system, full deed/plan/research re-tax mapping of the entire Town as the 1st step towards GIS implementation. Aerial photography done in spring of 1998, 1 foot pixel resolution imagery, East Coast Mapping was the contractor for the aerial photography as well as the entire project, total cost of the entire project at \$222,562, this project established our base map layer and included planimetrics. Planimetrics has not been updated since 1998.
 - Planimetric feature extraction involves the creation of maps that show only the horizontal position of features on the Earth's surface, revealing geographic objects, natural and cultural physical features, and entities without topographic properties. Topographic features not captured such as roads, buildings, and bodies of water that are visible and identifiable on aerial photographs can be compiled into map features through photogrammetric surveying procedures.

2005 –

- This aerial photography is at 6" pixel resolution imagery; collected in the spring of 2005
- Cost was \$24,820 + some costs involved in "knitting" it into our GIS layers, vendor was Aerial Map & Survey.

2010 –

- This aerial photography is at 6" pixel resolution imagery; collected in the Spring of 2010
- Received from NHDOT
- Cost= Free for the data, some costs involved in "knitting" it into our GIS layers; originally this was to cost us \$9,000 and the Planning Board at the time did agree, unanimously, to take that

whole \$9,000 out of the "Planning Board's Tax Map Update Account" (BOS unanimously agreed as well), it ended up not being needed.

2013 –

- GIS Implementation Services agreement with CDM-Smith , redevelop interface to the standards of the day, to match software configurations, conversion to Geodatabase formats and the like, 1st time since 1998
- Cost = \$11,000, Planning Board at the time did agree, unanimously, to take that whole \$11,000 out of the "Planning Board's Tax Map Update Account", BOS agreed as well

2015 –

- GIS Services agreement with CDM Smith, Gas System GIS Migration, WebGIS Updates, , Fire Alarm System integration layer
- Cost = \$9,000, source – utility accounts

2015 –

- Aerial photography at 1 foot pixel resolution imagery received for free from UNH-GRANIT, NHDOT paid for the aerial photography of the whole state; Cost was free except for some implementation costs in "knitting" the data together into our GIS layers.

2017 -

- Aerial photography at 4" resolution

TOWN OF HUDSON

8.E. *Agenda 11-26-19*

Police Department

Partners with the Community

1 Constitution Drive, Hudson, New Hampshire 03051
Voice/TTY (603) 886-6011/Crime Line (603) 594-1150/Fax (603) 886-0605



William M. Avery, Jr.
Chief of Police



Captain Tad K. Dionne
Operations Bureau

Captain David A. Cayot
Administrative Bureau

RECEIVED
NOV 26 2019

To: The Board of Selectmen
Steve Malizia, Town Administrator

From: William M. Avery, Chief of Police *WMA*

Date: 20 November 2019

Re: Agenda Item – 26 November 2019

Scope:

The Police Department would like to meet at the next scheduled Board of Selectmen meeting on Tuesday, 26 November 2019 for permission to withdraw money from the Bullet Proof Vest Capital Reserve Account to purchase a replacement Bullet Proof Vest from the Fiscal Year 2020 Police Budget.

Motion:

To accept the Police Department's request to utilize funds in the amount of \$1,235.00 from the Bullet Proof Vest Capital Reserve Account to purchase one (1) replacement Bullet Proof Vest at \$1,235.00 per vest. The Bullet Proof Vest is on a 5 year cycle and has expired.



Capital Reserve/Trust Funds

Fiscal Year 2021

Date of Creation	Fund	Department	Name of Trust	MV Balance 6/30/2019	Budgeted Additions FY20	Anticipated Withdrawals FY20/21	FY20/21 Projected Balance before Expenditures	Agents/ Authority to Expend	Town Proposed FY2021
19-Aug-94	GF	5750-450	Ambulance CRF	57,119			57,119	Vote	
13-Feb-99	GF		Benson's Land CRF	89,555			89,555	BOS	
12-Mar-13	GF	5940-450	Communications Equip & Infrastructure	772,873		(773,000)	(127)	BOS	
13-Mar-01	GF		Conservation Land CRF	693,386			693,386	Vote	
16-Jun-94	GF	5940-450	Employees Earned Time	831,202			831,202	BOS	
14-Mar-00	GF	5730-450	Fire Apparatus CRF	215,216		(170,000)	45,216	Vote	
11-Mar-08	GF	5730-450	Fire Apparatus Refurb & Repair CRF	178,495			178,495	BOS	25,000
08-Mar-11	GF	5730-450	Fire Equipment CRF	78,705			78,705	BOS	
11-Mar-08	GF	5410-450	Future Property Revaluations CRF	184,014	15,000		199,014	BOS	15,000
14-Mar-06	GF	5330/5677	Information Services CRF	165,533		(93,063)	72,470	BOS	
14-Mar-17	GF	5060-450	Library Improvements CRF	1	25,000		25,001	Vote	25,000
11-Mar-14	GF	5045-450	Major Repair to Town Buildings CRF	173,869		(25,728)	148,141	BOS	
18-Mar-95	SF	5564-450	Nashua WWT CRF	3,584,811			3,584,811	BOS	
13-Mar-07	GF	5630-450	Police Bullet Proof Vest Repl CRF	61,980		(3,705)	58,275	BOS	
13-Mar-07	GF	5630-450	Police Duty Weapons Repl CRF	42,950			42,950	BOS	
09-Mar-10	GF/CC	5586-450	Pond Reclamation CRF	57,188			57,188	BOS	
12-Mar-02	GF	5810-450	Rec Facility Land Purchase CRF	191,448			191,448	Vote	
11-Mar-14	GF	5810-450	Recreation Equipment CRF	1,700			1,700	BOS	
11-Mar-14	GF	5824-450	Recreation Field Construction CRF	1,233			1,233	BOS	
28-Nov-97	SF		Sewer Capital Assessment	8,479,767			8,479,767	BOS	
16-Sep-95	SF	5564-450	Sewer Pump Repair CRF	162,365			162,365	BOS	
14-Mar-06	GF/SF	5554/5562-450	VacCon Truck Replacement CRF	260,199	30,000		290,199	Vote	30,000
12-Mar-02	WF	5592-450	Water Utility Improvement CRF	3,275,139			3,275,139	BOS	
12-Mar-02	WF	5592-450	Water Utility Capital Repair CRF	511,536		(155,000)	356,536	BOS	
08-Mar-16	WF	5592-450	Water Utility Infrastructure & Capital CRF	120,745		(90,000)	30,745	BOS	
				20,191,030	70,000	(1,310,496)	18,950,534		95,000
			BOS = Board of Selectmen						
			Trustees = Trustees of the Trust Fund						
			Vote = Town Meeting Vote				SF 12,226,943		
			LIB = Library Trustees				WF 3,662,421		



PURCHASE ORDER

(Pending Posting Process)

PO No: **POL20198**

Date: 11/20/2019

Dept. Of: Public Safety, Police

Job No:

Ship Via: Standard Shipping

Terms: Standard Terms

Comment: per MPO Megowen

TO: Ben's Uniforms
20 Main Street
Amesbury, MA 01913

Contact:

Vendor ID: B00736 (978) 388-0471

1099 Eligible: No

BILL TO: Town of Hudson, NH
1 Constitution Drive
Hudson, NH 03051-4249

SHIP TO: Town of Hudson, NH
1 Constitution Drive
Hudson, NH 03051-4249

Attention:

Requested By: skimball

ITEM	DESCRIPTION	QTY	PRICE	TOTAL
1	Armor Level IIIA Bullet Proof Vest	1.0000	1,235.0000	1,235.00
Debit Account No: 01-4210-5630-319-000		Desc: Police Patrol, Uniform Purchases		
			Total	1,235.00

Department Head

Board of Selectmen

Finance Director

Board of Selectmen

Town Administrator

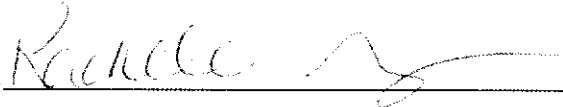
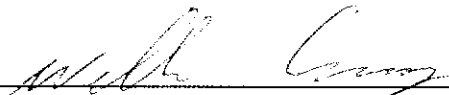
Board of Selectmen

Chairman, Board of Selectmen

PURCHASE REQUISITION

VENDOR: <u>Bens Uniform</u> <u>20 Main Street</u> <u>Amesbury, MA 01913</u> PHONE: <u>800-255-2367</u> FAX: _____	DEPARTMENT NAME: <u>Hudson Police Dept.</u> PURCHASE ORDER #: _____ DEPARTMENT NUMBER: _____ COMMODITY NUMBER: <u>11/7/19</u>
----------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------

ITEMS TO BE PURCHASED	QUANTITY	UNIT PRICE	TOTAL
Point Blank Vest: AXiiiA (Replacement Vests for <i>Genovese</i>)	1	\$1,235.00	\$1,235.00
TOTAL:			
TOTAL PURCHASE			\$1,235.00

REQUESTED BY:  _____
 SUPERVISOR APPROVAL: _____
 APPROVED BY:  _____
William Avery, Chief of Police

DATE: 11/7/19 _____
 DATE: _____
 DATE: _____

8.F.

Agenda
11-26-19

RECEIVED
NOV 26 2019
TOWN OF HUDSON

To: The Board of Selectmen
Steve Malizia, Town Administrator

From: William M. Avery, Chief of Police *WMA*

Date: 14 November 2019

Re: Agenda Request – 26 November 2019

Scope:

The Police Department would like to meet at the next scheduled Board of Selectmen meeting on Tuesday, 26 November 2019 to request approval to apply for a Victims of Crimes Act Grant (VOCA) to help with funds for our Comfort Dog Program and Victim Witness Advocate Position. Applications for the Victims of Crimes Act Grant must be submitted by 02 December 2019 with an award range from \$5,000 to \$15,000. This is a no match grant through the Attorney General's Office and the Department of Justice.

Recommendation:

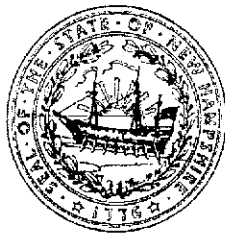
The Police Department is requesting authorization to apply for the Victims of Crimes Act Grant.

Motion:

To authorize the Hudson Police Department to apply for the Victims of Crime Act Grant through the Attorney General's Office and the Department of Justice in the estimated amount range of \$5,000 to \$15,000.

RECEIVED
10/21/2019

State of New Hampshire Department of Justice



**Victims of Crime Act (VOCA) Funding
Competitive Grant Request for Proposals (RFP)**

State Fiscal Years 2021-2022

Release Date: October 21, 2019

Application Due: 4:00 p.m. December 02, 2019

Solicitation # 2020VOCA01

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Part 1. Purpose

- 1.1 In 1984, Congress passed the Victims of Crime Act (VOCA), which established the Crime Victims' Fund. The Fund is used to compensate victims for their crime-related losses, and to support organizations providing direct services to victims of crime. These services include personal advocacy, emergency shelter, safety planning, support groups, transportation, material goods, courtroom advocacy, and many other life-changing and life-saving services. The Fund is comprised wholly of criminal fines, penalties, and forfeitures; there are no taxpayer dollars in the Fund. The US Department of Justice, Office for Victims of Crime (OVC) administers the Fund via VOCA Assistance and VOCA Compensation Grants to the States.
- 1.2 The New Hampshire Department of Justice (The Agency) administers these programs on the state level. VOCA funds are distributed to eligible agencies to maintain programs providing direct services to victims of crime and their families. Domestic violence shelters, sexual assault crisis centers, mental health centers, child advocacy centers, civil legal assistance and other nonprofit and government agencies employ VOCA-funded personnel to provide advocacy and support services to crime victims and their families. VOCA-funded programs assist victims and survivors of domestic violence, sexual assault, child abuse, elder abuse, stalking, bullying, trafficking, assault, homicide, vehicular homicide, robbery, and other crimes. For more information about the Crime Victim's fund visit <http://www.ovc.gov/about/victimsfund.html>.
- 1.3 Congress increased VOCA funding to states beginning in Federal Fiscal Year 2015, creating an opportunity to address unmet needs in this state, by soliciting applications for funding from entities who provide assistance to victims of crime.
- 1.4 As a result of the increased funding and the need for a collaborative approach to allocating funding, the New Hampshire Crime Victims Fund Steering Committee was created. One of the first recommendations of the committee was to create a Victim Services Needs Assessment. Stakeholders were interested in learning the statewide challenges that Victims of Crime experience and understanding of the funding priorities. Surveys were completed by victims and stakeholders. Data collection took place online and by telephone from January to May 2019.
- 1.5 This grant solicitation requires applications for one or all of the top three priorities that were highlighted within the results of the Victim Services Needs Assessment. Those priorities are Legal Services, Mental Health Services, and Housing Assistance. Within these priorities, applicants are also encouraged to address other needs or emerging trends that were outlined in the results of the Victim Service Needs Assessment. Some of those additional needs are addressing transportation for victims, access to services for minority

populations, access to victim services for older adults, and outreach and messaging that markets the available services.

- 1.6 You can review the Victim Services Needs Assessment survey results at:
<https://www.doj.nh.gov/grants-management/index.htm>
- 1.7 **This Request for Proposals is a targeted solicitation to provide Legal Services, Mental Health Services, and Housing Assistance** for projects or programs to begin no earlier than July 1, 2020 through June 30, 2022.

Part 2. Allowable and Unallowable Activities

2.1 **Allowable** VOCA Activities include, but are not necessarily limited to, the following:

- 2.1.1 Services which respond to the immediate emotional and physical needs (excluding medical care) of crime victims such as crisis intervention; accompaniment to hospitals for medical examinations; hotline counseling; emergency food, clothing, transportation, and shelter; and other emergency services that are intended to restore the victim's sense of security. This includes emergency legal assistance such as filing restraining orders and obtaining emergency custody/visitation rights when such actions are directly connected to family violence cases and are taken to ensure the health and safety of the victim and secondary victims.
- 2.1.2 Services and activities that assist the primary and secondary victims of crime in understanding the dynamics of victimization and in stabilizing their lives after a victimization such as counseling, group treatment, and therapy. This includes the evaluation of mental health needs, as well as the delivery of trauma-informed and evidence-based treatment.
- 2.1.3 Assistance with participation in criminal justice proceedings. These services may include advocacy on behalf of crime victims; accompaniment to criminal justice offices and court; transportation to court; childcare or respite care to enable a victim to attend court, notification of victims regarding trial dates; case disposition information; and assistance with victim impact statements.
- 2.1.4 Special services needed to assist crime victims with managing practical problems created by the victimization such as acting on behalf of the victim with other service providers, creditors, or employers; assisting the victim to recover property that is retained as evidence; assisting in filing for compensation benefits; and helping to apply for public assistance.
- 2.1.5 Personnel costs that are directly related to providing direct services, such as staff salaries and fringe benefits, and the costs of training and/or supervising paid and volunteer staff.

- 2.1.6 Skills training for staff, to be used exclusively for developing the skills of direct service providers, including paid staff and volunteers, so that they are better able to offer quality services to crime victims. This may include, but is not limited to, training to create more trauma-informed programs and services. Training materials and training related travel are also allowable activities.
- 2.1.7 Trauma-informed and evidence-based counseling, mental health services, and alternative therapies (equine and art therapy) provided to victims of crime.
- 2.1.8 Contracted services when required for the provision of direct services to victims, such as interpretation or translation services.
- 2.1.9 Operating costs, including supplies, printing and postage; administrative time, and information technology infrastructure costs to maintain crime victims' records and complete VOCA-related reports and statistics, including evaluation costs.
- 2.1.10 Public presentations in schools, community centers, or other public forums, if designed to identify crime victims and provide or refer them to needed services, including presentation materials, brochures, and newspaper articles.

2.2 Unallowable VOCA Activities include:

- 2.2.1 Lobbying (to seek to influence a politician or public official on any issue; including issues that arise from your position).
- 2.2.2 Research and Studies; except for project evaluation.
- 2.2.3 Participation in active investigation or prosecution of criminal activities (except for provision of victim assistance services (emotional support and advocacy only)).
- 2.2.4 Capital Expenses.
- 2.2.5 Land or Property Acquisition.
- 2.2.6 Compensation for victims of crime (except otherwise allowed by VOCA rules).
- 2.2.7 Medical Care (except as otherwise allowed by other provisions in VOCA rules, see above allowable activities for some of those exceptions, ie. mental health care).
- 2.2.8 Management (Executive Directors, Board Members and Administrators) Salaries and expenses.
- 2.2.8 Fundraising.
- 2.2.9 No food or beverage can be provided to staff with VOCA funds.
With an approved travel budget, meal per diem is allowable.

2.3 All services and activities proposed must be allowable under VOCA's Federal Program Rule, 28 CFR Part 94. <https://www.federalregister.gov/documents/2016/07/08/2016-16085/victims-of-crime-act-victim-assistance-program>

Part 3. Minimum Requirements

- 3.1 Eligible applicants for VOCA Assistance subgrants are public or nonprofit organizations, including faith-based organizations, and including combinations of such organizations that provide direct victim services to victims of crime in New Hampshire.
- 3.2 Eligible Applicants must be able to demonstrate the following:
- a. Provide a matching contribution of 20% cash or in-kind match.
 - i. (New Programs must demonstrate that 25% or more of their financial support comes from non-federal sources.)
 - b. Use of Volunteers. (unless waiver is obtained from The Agency.)
 - c. Have a demonstrated record of effective services. This includes having the support and approval of its services by the community, a history of providing direct services in a cost-effective manner, and financial support from other sources.
 - d. Promote coordinated public and private efforts within the community to aid crime victims.
 - e. Assist victims in applying for Victim Compensation Benefits.
 - f. Comply with Federal grant regulations.
 - g. Maintain Civil Rights information and United States Code of Federal Regulation Title 28, sections 35, 38, 42 and 54.
 - h. Comply with State Criteria.
 - i. Provide services to victims of federal crimes on the same basis as victims of state/local crimes.
 - j. Provide VOCA funded services to victims at no charge. (Unless waiver is obtained from NH Department of Justice.)
 - k. Maintain confidentiality of client-counselor information.

Part 4. Calculating the Project Match of 20%

- 4.1 Match is calculated by dividing the federal VOCA amount requested by 4. The Match plus the VOCA award is the Total Project Amount.

For a requested award amount of \$50,000: $\$50,000/4=\$12,500$.

\$12,500 is the Match.

$\$12,500+\$50,000= \$62,500$ is the total project cost.

Part 5. Project Period

- 5.1 Awards will be made for up to two years from July 1, 2020 to June 30, 2022. Applicants are allowed to apply for a specific period of time less than two years, within the period specified above.

Part 6. Funding Availability to Priority Areas

- 6.1 This funding is available above and beyond current VOCA funds received by subrecipients. The State of New Hampshire Department of Justice (“the Agency”) announces a solicitation to award VOCA funding. The total amount of funding available is \$2,000,000.
- 6.2 Projects that propose statewide projects can apply for a maximum of **\$600,000**
- 6.3 Projects that propose regional or local projects can apply for **\$5,000-\$250,000** with awards at the top of that range being a rare exception for large geographical or population-dense areas.
- 6.4 This Request for Proposals solicits proposals for the following programs:

6.4.1 Legal Services

- Civil legal services provided to victims of crime for legal needs that arise from their victimization

6.4.2 Mental Health and Alternative Therapy

- Programs to cover the cost of trauma-informed and evidence-based counseling, mental health, (including but not limited to, substance-abuse treatment so long as the treatment is directly related to the victimization) or crisis treatment services for victims of crime.
 - Crisis treatment services are mental health services that are immediately available to individuals who are experiencing a mental health crisis, including Emergency or Incident Response Teams. Teams that provide a shared community vision for victims’ of crime and secondary victims’ well-being and an investment by each agency to engage in communication and follow through for a system wide network of providers dedicated to mitigating the effects of exposure to violence and crime of children; specifically addressing intervention of additional adverse childhood experiences (ACEs).
- Therapy provided to victims of crime such as equine, art and other alternative therapy.
- Program comfort or emotional support dogs – studies show that specially trained dogs can have a calming effect with victims who have experienced crisis or trauma in their lives.

6.4.3 Housing for Crime Victims

- Housing needs provided to victims of crime are required to demonstrate the need for services or housing are a direct result of a crime victimization. In the program design portion of the application, please describe in detail how that correlation will be made if your application will include housing or transitional services.

6.5 All three priority areas **require** 10% of the budget to be allocated to enhancing accessibility and outreach to victims so that they are aware of the services available to them. We are especially interested in reaching populations that are most vulnerable, marginalized and/or those who traditionally have barriers to accessing services such as language, racial or ethnic minority populations. Demonstrate how this requirement will be met in the budget narrative.

6.6 Funds awarded as result of this RFP must create, improve, or enhance victim services in one of the listed priority programs. Funding will begin on July 1, 2020 or upon approval of the Governor and Executive Council, whichever is later, and expire on June 30, 2022. The applicant is permitted to apply for more than one category of funding in the same application. Regardless of the amount of categories for which the applicant is applying, the funding cap remains at the amounts referenced in part 6.2 and 6.3.

Part 7. Schedule of Events

7.1 The following table provides a Schedule of Events for this RFP through contract negotiations. The Agency reserves the right to amend this Schedule at its sole discretion and at any time through a published Addendum.

7.2	EVENT	DATE	LOCAL TIME
	RFP Released to Proposers/Applicants	10/21/2019	
	Conference call for applicant questions: United States: +1 (317) 219-4036 Access Code: 325124	11/01/2019	10:00 AM
	Applicant Inquiry Period Ends	11/11/2019	4:00 PM
	Final Agency Responses to Applicant Inquiries	11/22/2019	5:00 PM
	Applicant Submit Proposals/Applications	12/02/2019	4:00 PM

- 7.3 A public conference call will be held on November 1, 2019 at 10:00 a.m. Parties interested in applying can call in for a question and answer period. This is optional. The call in number is: (317) 219-4036
Access Code: 325124

Part 8. Proposal Inquiries

- 8.1 All inquiries concerning this RFP, including but not limited to, requests for clarifications, questions, and any changes to the RFP, shall be submitted via email to the following RFP designated Points of Contact:

TO: Tanya.pitman@doj.nh.gov

CC: grants.apps@doj.nh.gov

- 8.2 Inquiries must be received by the Agency's RFP Points of Contact no later than the conclusion of the Applicant Inquiry Period (see Schedule of Events section, herein). Inquiries received later than the conclusion of the Applicant Inquiry Period shall not be considered properly submitted and may not be considered.
- 8.4 The Agency intends to issue official responses to properly submitted inquiries on or before the date specified in the Schedule of Events section, herein; however, this date is subject to change at the Agency's discretion. The Agency may consolidate and/or paraphrase questions for sufficiency and clarity. The Agency may, at its discretion, amend or cancel this RFP on its own initiative or in response to issues raised by inquiries, as it deems appropriate. Oral statements, representations, clarifications, or modifications concerning the RFP shall not be binding upon the Agency. Official responses by the Agency will be made only in writing by the process described above.

Part 9. Grant Application Process

- 9.1 To apply for this VOCA Assistance subgrant, please use the application form found at <http://www.doj.nh.gov/grants-management/funding-availability.htm>. Applications are due by e-mail at grants.apps@doj.nh.gov, on or before 4:00 PM on December 02, 2019.

Part 10. Selection Criteria and Award Process

- 10.1 Awards will be made based on a competitive scoring process and are subject to the approval of the Attorney General and the Governor and Executive Council. NHI Department of Justice Grants Management staff will conduct an initial review of all

applications for eligibility. An evaluation team of The Agency staff and one or more member(s) from outside The Agency will review and score all eligible applications.

The applicants are not guaranteed to be awarded the exact amount that they applied for. The eligible applicants may be awarded an amount less than that applied for, in the event:

- any proposed costs are unallowable by program rules or state and federal grant funding guidelines. Such proposed cost not allowable by program rules or grant funding guidelines will be removed from the budget prior to award;
- the 20% matching contribution has not been clearly demonstrated,
- any proposed services and activities are unallowable (see Part 2, Paragraph 2.1); or
- the evaluation team determines an amount more equitable. If the total amount of funding applied for by all eligible applicants, who receive more than 70 points, is more than two million dollars, the evaluation team will equitably distribute all available funding among these eligible applicants, using scores and amount of funding applied for.

10.2 Scoring Values:

Problem Statement – 20 pts

Program Design and Implementation – 40 pts

Sustainability and Evaluation Plan – 10 pts

Budget Detail – 20 pts

Budget Narrative – 10 pts

- 10.3 Bonus points will be awarded when two or more agencies collaborate to provide a multidisciplinary approach within a geographic region of NH to address any or all of the three priority areas indicated in part 6 above. (up to 5 bonus points)
In this instance, the application shall be submitted by a lead agency and the budget should include funding for additional collaborating agencies under the contractual line of the budget.
Bonus:
Agency Collaboration ++5 pts.

The NH Victims Needs Assessment Survey highlights the need for more consistent linkages to services and navigation of the health and social service systems. This subgrant is an opportunity to collaboratively design services at the local or regional level, to support emerging and /or new innovations that improve and enhance victim access to services through a variety of cross-sector victim service partnerships. For instance, this

may include community and faith-based organizations, victim service providers, criminal justice agencies, and regional public health networks. We are especially interested in reaching the populations that are most vulnerable, marginalized and those who traditionally have barriers to accessing services.

- 10.4 The highest scored applicants will be recommended for funding to the Attorney General, until the total of two million dollars has been awarded or there are no additional qualified applicants to consider. Awards are contingent upon approval of the Attorney General and the Governor and Executive Council. Successful applicants will be notified by January 17, 2020 of the amount of funding, if any, that will be awarded to the applicant for the period of July 1, 2020 through June 30, 2022.

Part 11. Subrecipient Requirements

- 11.1 Successful Applicants must meet the following requirements before the Agency may enter into a Grant Agreement. The Agency will provide technical assistance in completing these requirements if needed, after notification of selection and prior to receipt of award.
- 11.1.1 Applicants must obtain a **DUNS** (Data Universal Numbering System) number prior to submitting an application. <http://fedgov.dnb.com/webform>
- 11.1.2 Applicants are required to register, and renew annually, with the System for Award Management (**SAM**). <https://www.sam.gov/sam/>
- 11.1.3 Certifications: The following Certifications must be signed and included with the VOCA Grant Agreement, if awarded:
- Certification regarding debarment, suspension, ineligibility, and voluntary exclusion.
 - Certification of need for waiver of Volunteer Hours Requirement (if applicable)
 - Certification of need to accept Program Income (if applicable).
 - Certification of Compliance with the Equal Employment Opportunity Plan (EEOP) Requirements.
- 11.2 If selected for funding, successful applicants (“subgrantees”) must meet the following requirements as a condition of reimbursement and continued funding:
- 11.2.1 Subgrantees will be required to file **quarterly expenditure reports** and to provide back-up documentation upon request.
- 11.2.2 Subgrantees will be required to file **quarterly and annual performance reports** online through the Office of Justice Programs, Performance Measurement Tool “OJP PMT” and Subgrant Award Report “SAR”.
- 11.2.3 NH Department of Justice will conduct regular **desk reviews** and **biennial on-site monitoring visits** with all subgrantees.

11.2.4 Reimbursement to Subgrantees for allowable expenses will be contingent upon the Subgrantee's adherence to the Program Guidelines and Conditions, which may be verified through desk reviews or on-site monitoring.

Part 12. Additional Terms

- 12.1. RFP Addendum -The Agency reserves the right to amend this RFP at its discretion, prior to the Proposal submission deadline. In the event of an addendum to this RFP, the Agency, at its sole discretion, may extend the Proposal submission deadline, as it deems appropriate.
- 12.2. Public Disclosure - Pursuant to RSA 21-G:37, all responses to this RFP shall be considered confidential until the award of a contract. At the time of receipt of proposals, the Agency will post the number of responses received with no further information. No later than five (5) business days prior to submission of a contract to Governor & Executive Council pursuant to this RFP, the Agency will post the name, rank or score of each proposer.

The content of each Proposer's Proposal shall become public information upon the award of any resulting Contract. Any information submitted as part of a response to this request for proposal (RFP) may be subject to public disclosure under RSA 91-A. In addition, in accordance with RSA 9-F:1, any contract entered into as a result of this RFP will be made accessible to the public online via the website Transparent NH (<http://www.nh.gov/transparentnh/>). Accordingly, business financial information and proprietary information such as trade secrets, business and financials models and forecasts, and proprietary formulas may be exempt from public disclosure under RSA 91-A:5, IV. If you believe any information being submitted in response to this request for proposal, bid or information should be kept confidential as financial or proprietary information; you must specifically identify that information in a letter to the agency, and must mark/stamp each page of the materials that you claim must be exempt from disclosure as "CONFIDENTIAL". A designation by the Proposer of information it believes exempt does not have the effect of making such information exempt. The Agency will determine the information it believes is properly exempted from disclosure. Marking of the entire Proposal or entire sections of the Proposal (e.g. pricing) as confidential will neither be accepted nor honored. Notwithstanding any provision of this RFP to the contrary, Proposer pricing will be subject to disclosure upon approval of the contract. The Agency will endeavor to maintain the confidentiality of portions of the Proposal that are clearly and properly marked confidential. If a request is made to the Agency to view portions of a Proposal that the Proposer has properly and clearly marked confidential, the Agency will notify the Proposer of the request and of the date the Agency plans to release the records. By submitting a Proposal, Proposers agree that

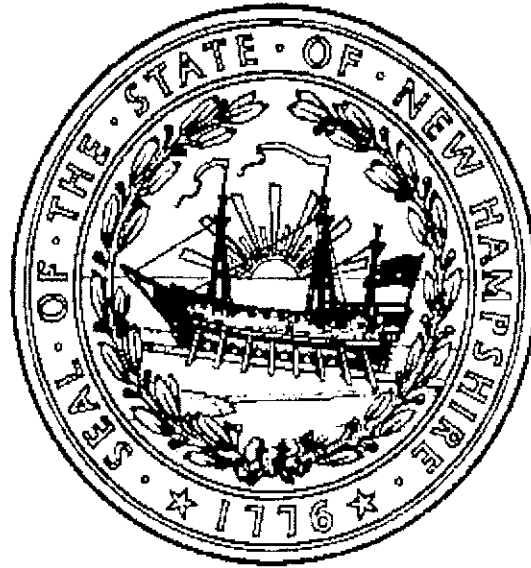
unless the Proposer obtains a court order, at its sole expense, enjoining the release of the requested information, the Agency may release the requested information on the date specified in the Agency's notice without any liability to the Proposers.

- 12.3. Non-Commitment - Notwithstanding any other provision of this RFP, this RFP does not commit the Agency to award a Contract. The Agency reserves the right, at its sole discretion, to reject any and all Proposals, or any portions thereof, at any time; to cancel this RFP; and to solicit new Proposals under a new acquisition process.
- 12.4. Ethical Requirements - From the time this RFP is published until a contract is awarded, no bidder shall offer or give, directly or indirectly, any gift, expense reimbursement, or honorarium, as defined by RSA 15-B, to any elected official, public official, public employee, constitutional official, or family member of any such official or employee who will or has selected, evaluated, or awarded an RFP, or similar submission. Any bidder that violates RSA 21-G:38 shall be subject to prosecution for an offense under RSA 640:2. Any bidder who has been convicted of an offense based on conduct in violation of this section, which has not been annulled, or who is subject to a pending criminal charge for such an offense, shall be disqualified from bidding on the RFP, or similar request for submission and every such bidder shall be disqualified from bidding on any RFP or similar request for submission issued by any state agency. A bidder that was disqualified under this section because of a pending criminal charge which is subsequently dismissed, results in an acquittal, or is annulled, may notify the department of administrative services, which shall note that information on the list maintained on the state's internal intranet system, except in the case of annulment, the information, shall be deleted from the list.
- 12.5. Agency Rights - The Agency reserves the right to waive minor or immaterial deviations from the RFP requirements, if deemed to be in the best interest of the State.

Part 13. Contact Information

- 13.1 From the date of release of this RFP until an award is made and announced regarding the selection of a Proposer, all communication with personnel employed by or under contract with the Agency regarding this RFP is forbidden unless first approved by the RFP Points of Contact listed in the Proposal Inquiries section, herein. Agency employees have been directed not to hold conferences and/or discussions concerning this RFP with any applicant during the selection process, unless otherwise authorized by the RFP Points of Contact. Questions related to this request for grant proposal should be sent to the RFP Point of Contact Tanya Pitman, VOCA Administrator, at Tanya.Pitman@doj.nh.gov or (603) 271-1261.

STATE OF NEW HAMPSHIRE



DEPARTMENT OF JUSTICE

Victims of Crimes Act (VOCA)

State Fiscal Year 2021-2022 VOCA Application

Solicitation# 2020VOCA01

Victims of Crime Act
Section 1: General Information

Agency Name: _____

Grant Starting Date: _____ Ending Date: _____

DUNS #: _____ SAM Expiration: _____

Total Federal Funds Requested \$ _____ Yr. 1 \$ _____ Yr.2 \$ _____

Chief Elected Official/Head of Agency:

Name: _____ Title: _____

Address: _____

Telephone: _____ E-mail: _____

Project Director

Name: _____ Title: _____

Address: _____

Telephone: _____ E-mail: _____

Financial Officer

Name: _____ Title: _____

Address: _____

Telephone: _____ E-mail: _____

Certification Required:

As the signing authority for this grant project, I hereby certify that I have read and understand the documents included in this application.

Signature of signing authority: _____ Date: _____

SUB-GRANT APPLICATION INSTRUCTIONS

Program Description

The main objective of the VOCA grant is to support programs providing direct services to crime victims. The VOCA program is designated to be used to assist victims with their crime-related losses, and to support organizations providing direct services to victims of crime. These services include personal advocacy, emergency shelter, safety planning, support groups, transportation and material goods, courtroom advocacy, and many other life-changing and life-saving services.

Priority Areas

Please see the Request for Proposal (RFP) linked to this application for additional specific instructions and requirements. The RFP identifies victim services in Legal Services, Mental Health Services, and Housing Assistance as targets for this application.

Selection Criteria

(12 point-font with 1-inch margins and page numbered)

Section 2: Narrative (10 page limit)

Problem Statement (20 Points)

This section should describe the nature and extent of the problem to be addressed and improvements needed to address the problem. The description of the problem should be supported by an analysis of statistical information and/or other factual information or relevant literature. The purpose of this section of the Application Narrative is to develop a clear, concise picture of the problem or gap in services or benefits that will be addressed using grant funds

Project/Program Design, and Implementation (40 Points)

This section should provide a detailed description of the proposed solution to your above problem statement. Please detail the services/activities your program will provide including the staff requirements to meet your projected services. Include project goals, objectives, and the activities that will ensure goals are accomplished. Goals and objectives outlined in this section should be clearly defined and quantifiable. Each goal should be fully described along with its accompanying objectives, activities, and performance measures. Goals should represent general statements of the desired results or outcomes of the project. Goals should be both realistic and achievable. Activities are performed to accomplish the objectives; they are the key operational elements of the project and must be specific and measurable. Describe in detail the applicant's capabilities for financial management in the oversight of federal grant funds.

Sustainability and Evaluation Plan (10 Points)

As federal funding is generally considered 'seed money', successful applicants should include a description of how they intend to continue efforts initiated through this request at the conclusion of the grant period. Recipients are encouraged to leverage other grant funding and existing resources already in the community to help in strengthening and sustaining the proposed program. Explain applicant's plan for sustainability of the proposed project should federal VOCA funds no longer be available. Applicants should also develop a plan for evaluating their programs to determine success or failure. Finally, applicants must describe a process through which required grant related data can be gathered and reported to the New Hampshire Department of Justice.

Section 3: Budget

Budget Detail (20 points)

A separate budget detail for each year of the two-year grant must be provided. If a budget detail is only included for one year then the project will only be funded for one year. The budget for each year will be treated independently. Budgeted funds will only be carried forward from year one to year two of this funding under limited circumstances and if funds remain available.

Federal Funds for VOCA programs must be used to **supplement, not supplant, existing subgrantee programs and services**. Supplanting means that if an entity is currently paying for specific services with local funding, they cannot request federal funds to pay for that same service. Applicants may request funding to pay for an enhancement to that service, however only the enhancement will be eligible for funding and the original services must remain locally funded. VOCA funds may only be used to support allowable VOCA activities. The VOCA grants require a matching CASH and/or IN-KIND contribution of 20% of the Total Budget (Total Budget equals the Federal amount requested plus the match amount). All funds designated as match are restricted to the same uses as the grant funds and must be expended within the grant period. Match must be identified in a manner that guarantees its accountability during an audit. NOTE: Funds from other Federal sources may not be used to meet the match requirement.

The formula for calculating the required match is:

Award Amount / 80% Federal Share = Adjusted Project Costs

Adjusted Project Costs x 20% Recipient's Share = Required Match

Federal award amount of \$350,000, required match would be calculated as follows:

$$\text{\$350,000} / 80\% = \text{\$437,500}$$

$$\text{\$437,500} \times 20\% = \text{\$87,500 Required Match}$$

You must attach a copy of your most recent independent or single audit. Audits will be taken into consideration when scoring the budget category. The budget worksheet is provided. Please review and follow the directions in the provided budget worksheet.

5. Budget Narrative (10 points)

The budget narrative should provide the justification for the expenses itemized in the

budget. For each of your budget categories, provide a brief narrative explaining and justifying the itemized expenses. For example, for the Personnel category, list the personnel, their program job functions, and any pertinent explanatory information. Include job descriptions and resumes of all personnel requested to be funded by this grant. Include a breakdown of the source (whether value of In-Kind or Cash) and the amount of your proposed matching funds and an explanation of the In-Kind Match and how its cash value was calculated.

Please note that for this specific grant application 10% of the budget is required to be allocated for enhancing accessibility and outreach to victims so that they are aware of the services available to them. The applicant must demonstrate the use of 10% of their budget for enhancing accessibility and outreach to victims. Outline how this will be accomplished in this section.

APPLICATION CHECKLIST

Please be sure that the following sections are completed and returned with your VOCA grant application. Please include a completed copy of this checklist in your application.

Documents/Attachments due with the application:

- _____ **General Information Cover Page (Section 1)**
- _____ **Application Narrative (Section 2)**
- _____ **Budget Detail and Narrative (Section 3)**
- _____ **Independent Audit**
- _____ **Single Audit, if applicable**
- _____ **IRS 990 (non-profits)**
- _____ **Application Checklist**
- _____ **Resume and job descriptions of grant funded staff**

Please submit your completed application electronically
to NHDOJ by December 02, 2019 at 4:00 PM to:

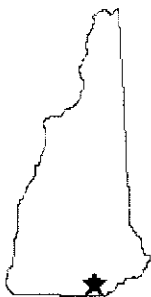
Grants.Apps@doj.nh.gov

If you have any questions regarding this application kit or the application process, please contact
Tanya Pitman within the allowed applicant inquiry period at:
(603) 271-1261 or email: Tanya.Pitman@doj.nh.gov

For general grant information you may access our webpage at
<https://www.doj.nh.gov/grants-management/index.htm>

Thank you for your interest in providing services to Victims of Crime in New Hampshire.

8.6. *Logan*
11-26-19



TOWN OF HUDSON

Planning Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

TO: Steve Malizia, Town Administrator

FROM: Brian Groth, Town Planner *BJG*

DATE: November 21, 2019

RE: Conveyance of easement at 225 & 227 Lowell Road

RECEIVED

11/21/19

TOWN OF HUDSON
PLANNING DEPARTMENT

On November 6, 2019, the Planning Board approved a site plan application for a site generally known as 225 & 227 Lowell Road, site at the corner of Flagstone Drive and Lowell Road. The approved site plan calls for a shopping center known as "Flagstone Crossing" with two buildings comprising 17,900 square feet of office, retail & restaurant uses. One of the conditions of the approval is:

4. The Planning Board accepts the conveyance of an easement for the land along Lowell Road required for the Town's addition, construction and maintenance of an on-ramp lane to the Sagamore Bridge in lieu of payment of the Impact Fee, pursuant to §334-74.9, with the condition that said conveyance is accepted by the Board of Selectmen.
5. Should the conveyance not be executed per condition #4 above, a cost allocation procedure (CAP) amount of \$58,891.00 shall be paid prior to the issuance of a Certificate of Occupancy.

§334-74.9 "Credits" of the Zoning Ordinance authorizes the Planning Board to accept the conveyance of land or other capital facilities in exchange for the Impact Fee owed by a development. The following is an excerpt from my Staff Report:

Impact Fee Credits: ROW exchange

As discussed at the previous meeting, the applicant is proposing to donate the land required for the Town's CMAQ road project as a credit to the Impact Fees owed by this development. The Impact Fee for this project is \$58,891. The applicant estimates the value of the land to be conveyed to the Town to be \$83,333, at a rate of \$18.68 per square-foot, and based on their purchase price. It should be noted that NH DOT typically uses an estimate range of \$20-\$25 per square foot in land acquisitions scenarios such as this, and the Town's CMAQ project consultant (VHB) estimated a cost of \$22.50 per square-foot in their ROW acquisition cost.

Town Counsel has advised the Planning Board to decide whether or not to utilize the "Credit" provision of the Zoning Ordinance and if so, if the benefit of the exchange meets or exceeds the Impact Fee owed. Should it pass, the matter moves onto the Board of Selectmen for their approval of receipt of the land.

If approved, the site plan approval motion should contain a condition that the Board of Selectmen accept the land and/or easement.

Seeing that the value of the conveyance exceeded the Impact Fee owed as estimated by the applicant and the Town's consultant, the Planning Board accepted this exchange as a credit. If the Board of Selectmen decides to not accept this conveyance, the applicant must pay the Impact Fee of \$58,891.00 prior to the issuance of a Certificate of Occupancy, and the Town will need to purchase the land from the applicant in order to proceed with its CMAQ project. Therefore, staff of the Planning and Engineering Departments recommend the acceptance of this conveyance.

Please note that the easement cannot be executed until the plan has been recorded with the Hillsborough County Registry of Deeds. Last, the easement has been reviewed, revised, and approved by, Town Counsel.

Motion: To accept the conveyance of an easement for land required for the Town's CMAQ lane-addition project at Lowell Road and the Sagamore Bridge from RH Flagstone, LLC.



**TOWN OF HUDSON
PLANNING BOARD**

NOTICE OF APPROVAL

12 School Street

Hudson, New Hampshire 03051

603/886-6008



November 8, 2019

Owner or Applicant: THE LANNAN COMPANY
 7D TAGGERT DRIVE
 NASHUA, NH 03060

On Wednesday, November 6, 2019, the Hudson Planning Board heard subject case SP# 09-19, "Flagstone Crossing Site Plan".

LOCATION: Lowell Rd. /Flagstone Dr., MAP 222/LOTS 003, 004, 005, & 006

You are hereby notified of the subject plat presented before the Planning Board and the following action:

The Planning Board moved to accept the site plan application for Flagstone Crossing, 225 & 227 Lowell Rd., Map 222/Lots 003, 004, 005, & 006, at the October 23, 2019 Planning Board Meeting.

APPROVED WAIVERS:

1. §275-8(4) – Parking Space Dimensions (Approved October 23, 2019)

The Planning Board moved to grant the requested waiver of §275-8(4) – Parking Space Dimensions - based on the testimony of the Applicant's representative, the Board's discussion, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

2. §275-8(6) – Off-Street Loading Spaces (Approved October 9, 2019)

The Planning Board moved to grant the requested waiver of §275-8(6) – Off-Street Loading Spaces - based on the testimony of the Applicant's representative, the Board's discussion, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

3. §276-11.1(22) – Landscape Buffers (Approved October 9, 2019)

The Planning Board moved to grant the requested waiver of §276.11.1(22)– Landscape Buffers - based on the testimony of the Applicant’s representative, the Board’s discussion, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

4. §276-8(7) – Landscaping Requirements (Approved October 9, 2019)

The Planning Board moved to grant the requested waiver of §276.11.1.B.22 – Landscaping Requirements - based on the testimony of the Applicant’s representative, the Board’s discussion, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

5. §275-8.C(2) – Parking Calculations (Approved November 6, 2019)

The Planning Board moved to grant the requested waiver of §275-8.C(2) – Parking Calculations - based on the testimony of the Applicant’s representative, the Board’s discussion, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

The Planning Board moved to approve the application to merge lots by Richard Wheeler for Tax Map 222/Lots 003, 004, 005, & 006.

MOTION TO APPROVE:

The Planning Board moved to approve the site plan application for Site Development Plans for Flagstone Crossing; prepared by Bohler Engineering, 352 Turnpike Rd., Southborough, MA 01772; prepared for The Lannan Company, 7D Taggart Drive, Nashua, NH 03060; consisting of 16 sheets, notes 1-30 on sheet 2; dated September 30, 2019, last revised October 31, 2019; subject to, and revised per, the following stipulations:

1. All stipulations of approval shall be incorporated into the Development Agreement, which shall be recorded at the HCRD, together with the Plan.
2. Prior to the issuance of a final certificate of occupancy, a L.L.S. certified "As Built" site plan shall be provided to the Town of Hudson Land Use Division, confirming that the site conforms to the Planning Board approved site plan.
3. This plan is subject to final engineering review.
4. The Planning Board accepts the conveyance of an easement for the land along Lowell Road required for the Town’s addition, construction and maintenance of an on-ramp lane to the Sagamore Bridge in lieu of payment of the Impact Fee, pursuant to §334-74.9, with the condition that said conveyance is accepted by the Board of Selectmen.

5. Should the conveyance not be executed per condition #4 above, a cost allocation procedure (CAP) amount of \$58,891.00 shall be paid prior to the issuance of a Certificate of Occupancy.
6. Construction activities involving this plan shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No exterior construction activities shall occur on Sunday.
7. Active and substantial development will have occurred when:
 - A. The construction entrance is installed,
 - B. The existing buildings have been demolished,
 - C. Erosion control measures are in place, as applicable, and
 - D. The rough grading has been completed.
8. The easement described in condition #4 shall be reviewed favorably by Town Counsel.

Signed: *Brian Groth* Date: 11/2/19
 Brian Groth
 Town Planner

cc: Bohler Engineering
RDB Holdings, LLC
Corner Lot, LLC
RDale Holdings, LLC
Hol-BRI, INC.

**Donation, Acknowledgement, and
Release of Agency Obligation to
Appraise and offer Just Compensation**

PROJECT NAME: Hudson

FEDERAL PROJECT NO.: X-A004(742)

STATE PROJECT NO.: 41754

PARCEL NO.:

OWNER(S): RH Flagstone, LLC

We acknowledge that we have been informed of the right to receive just compensation based upon an approved appraisal. Notwithstanding, we desire to donate the right of way (land and/or rights therein) for the project stated above and as shown on the ~~Right of Way plan~~ ^{Lot Consolidation Plan} entitled Lot Consolidation date 10/29/2019, on file at Hillsborough County Registry of Deeds Plan, 225 & 227 Lowell Rd & 2 Flagstone Drive, and release the

From their obligation to provide an appraisal and offer of just compensation for the real property interests needed for the above referenced project. This donation to the _____ and is made without coercive action of any nature.

Executed this _____ day of _____, 20 _____.

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me on the _____ day of _____, 20_____, by _____
[name(s) of person(s)]

Notary Public/Justice of the Peace My
Commission expires: _____

OR IF EASEMENT IS FOR A CORPORATION USE LANGUAGE BELOW:

RH Flagstone, LLC
[TYPE COMPANY NAME ABOVE IN CAPS]

BY: _____

TITLE: Richard G. Lannan, Manager

STATE OF NEW HAMPSHIRE, HILLSBOROUGH SS _____ A.D., 20 _____.

On this _____ day of _____, 20____, before me, _____ the
Undersigned officer, personally appeared, Richard G. Lannan, who acknowledged as
being the [title] Manager of [name of corp] RH Flagstone, LLC, and that as such
[title] Manager, being authorized so to do, executed the foregoing
instrument for the purposes therein contained, by signing the name of the ~~corporation~~^{company} as [title]
Manager

IN WITNESS WHEREOF I have hereunto set my hand and seal.

Notary Public/Justice of the Peace

My commission expires: _____

Return to:

EASEMENT DEED

RH Flagstone, LLC, a New Hampshire limited liability company with its principal office at 7D Taggart Drive, Nashua, Hillsborough County, New Hampshire 03060 ("Grantor")

for consideration paid, grants to

Town of Hudson, a New Hampshire municipal corporation with offices at 12 School Street, Hudson, Hillsborough County, New Hampshire 03051 ("Grantee")

with **WARRANTY COVENANTS**, the following easements along the easterly boundary of Grantor's property located on the westerly side of Lowell Road in Hudson, Hillsborough County, New Hampshire:

1. Roadway Easement. The perpetual right and easement to lay out, install, construct and maintain, and permit use by the public, of a public roadway for the passage of vehicular and pedestrian traffic, together with associated slopes, embankments, and drainage facilities, within the easement area shown as "Proposed 14' Wide Access Easement" on a plan entitled "Lot Consolidation Plan, The Lannan Company, 225 & 227 Lowell Road, & 2 Flagstone Drive, Lot 3, 4, 5 & 6, Map 222, Town of Hudson, Hillsborough County, State of New Hampshire" prepared by Control Point Associates, Inc., Date: 10-29-2019, Scale 1"=20', recorded with the Hillsborough County Registry of Deeds as Plan #____, and more particularly bounded and described as follows:

Beginning at a concrete bound at the northeasterly corner of Grantor's premises at the southeasterly intersection of Lowell Road and Flagstone Drive, thence

1. South 01° 37' 40" East along the westerly side of Lowell Road, a distance of three hundred nine and 25/100 (309.25) feet to a point at the southeasterly corner of Grantor's premises at land of the State of New Hampshire; thence

2. South 82° 51' 07" West along land of the State of New Hampshire, a distance of fourteen and 07/100 (14.07) feet to a point; thence

3. North 01° 37' 40" West a distance of three hundred twenty-eight and 07/100 (328.07) feet to a point on the southerly side of Flagstone Drive; thence

4. South 40° 20' 25" East along the southerly side of Flagstone Drive, a distance of twenty-two and 39/100 (22.39) feet to the point of beginning.

The purpose of this Roadway Easement is to effect an easement for travel in favor of the public, by vehicles and foot, over the easement area and to dedicate the Roadway Easement as a public road to become part of Lowell Road which lies adjacent to the easement area, to include an on-ramp lane to Sagamore Bridge Road.

The Town shall have all rights granted to a municipality with respect to a dedicated public way. Without limitation to the foregoing, the Town shall have the right to construct, replace, maintain and repair within the Roadway Easement a public road and drainage installations, slopes and embankments as may be related to such public road.

2. Construction Easement. During the course of construction of the public roadway described above, and during any future reconstruction, repair, replacement or maintenance of the public roadway, Grantee shall have the right to enter upon a strip of land ten feet (10') in width along the entire westerly boundary line of said Roadway Easement with persons, equipment, machinery and vehicles necessary for the construction, reconstruction, repair, replacement and maintenance of the public roadway. Provided, however, Grantee shall immediately upon completion repair and replace all landscaping and shrubbery that is damaged within the Construction Easement area or any other landscaping and shrubbery adjacent thereto that becomes damaged during such construction, reconstruction, repair or maintenance, and shall return all damaged areas to their prior condition.

Meaning and intending to convey easements over property acquired by Grantor under deeds of Corner Lot, LLC; RDale Holdings, LLC; and RDB Holdings, LLC, recorded with the Hillsborough County Registry of Deeds in Book ____, Page __; Book __, Page __; and Book __, Page __, respectively.

Dated this ____ day of _____, 2020.

RH Flagstone, LLC

By: _____
Richard G. Lannan, Manager

Witness

STATE OF NEW HAMPSHIRE
COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me this _____ day of _____
_____, 2020 by Richard G. Lannan, Manager of RH Flagstone, LLC, a
New Hampshire limited liability company, on behalf of the company.

Justice of the Peace/Notary Public

Lannan, Flagstone Drive, Hudson \ Easement, Hudson



TOWN OF HUDSON
Office of the Town Administrator
12 School Street
Hudson, New Hampshire 03051

8.H. *Malizia*
11-20-19



Stephen A. Malizia, Town Administrator - smalizia@hudsonnh.gov - Tel: 603-886-6024 Fax: 603-598-6481

To: Board of Selectmen
From: Steve Malizia, Town Administrator
Date: November 19, 2019
Re: 2019 BUILD Grant

As you are all aware, the Town of Hudson applied for a 2019 Better Utilizing Investments to Leverage Development (BUILD) grant in the amount of \$25,000,000 for the construction of the southern section of the Circumferential Highway. BUILD grant awards have been announced by the US Department of Transportation and Hudson was not awarded a 2019 BUILD grant. I am attaching a list of the BUILD grants that were awarded for your information. I am also attaching a proposed warrant article to bond the southern section of the Circumferential Highway for the Board of Selectmen's consideration. Should the Board vote to forward this article to the 2020 Warrant, the following motion is appropriate:

Motion: To forward a Warrant Article to the 2020 Warrant to Bond the Southern Section of the Circumferential Highway.

Should you have any questions or need additional information, please feel free to contact me.

Fiscal Year 2021

Warrant Article W

Bond the Southern Section of the Circumferential Highway

Shall the Town of Hudson vote to raise and appropriate the sum of \$45,000,000 for the design, engineering and construction of the southern section of the Circumferential Highway from NH Route 3A to NH Route 111, and authorize the Board of Selectmen to accept a BUILD grant or grants of up to \$25,000,000 from the Federal Government and/or any other federal, state, or other aid which may be available for said project; and further authorize the Board of Selectmen to issue not more than \$45,000,000 of bonds or notes for the balance of the project costs in accordance with the Municipal Finance Act, (RSA Chapter 33) (no more than this bond may be issued for the project without further authorization of the voters of the Town of Hudson) and authorize the Board of Selectmen to issue, negotiate, sell and deliver such bonds and notes and to determine the rate of interest thereon and the maturity and other terms thereof; and further raise and appropriate the additional sum of \$961,563. for the first year payment on the bond and authorize the Board of Selectmen to take any other action necessary to carry out this vote or pass any other vote relative thereto?

(3/5 ballot vote required)

NHMBB New Hampshire Municipal Bond Bank

Town of Hudson

July 2020 Bond Sale

30 Year Estimated Schedule - Level Principal

2019 Assessed Valuation: \$3,143,960,767

Date Prepared: 11/21/19

Interest Start Date 181 Days 07/14/20

First Interest Payment: 02/15/21

Net Interest Costs: 4.25% We expect the interest rate for July 2020 to be much lower than 4.25%.
We use 4.25% to be conservative for budgeting purposes.

Debt Year	Period Ending	Principal Outstanding	Principal	Rate	Interest	Total Payment	Fiscal Year Total Payment	Assessed Valuation	FY-Est. Tax Rate Inc.
	2/15/2021				\$ 961,562.50	\$ 961,562.50	\$ 961,562.50	\$ 3,143,960,767	\$ 0.31
1	8/15/2021	\$ 45,000,000.00	\$ 1,500,000.00	4.25%	956,250.00	2,456,250.00			
	2/15/2022				924,375.00	924,375.00	3,380,625.00	3,143,960,767	1.08
2	8/15/2022	43,500,000.00	1,500,000.00	4.25%	924,375.00	2,424,375.00			
	2/15/2023				892,500.00	892,500.00	3,318,875.00	3,143,960,767	1.05
3	8/15/2023	42,000,000.00	1,500,000.00	4.25%	892,500.00	2,392,500.00			
	2/15/2024				860,625.00	860,625.00	3,253,125.00	3,143,960,767	1.03
4	8/15/2024	40,500,000.00	1,500,000.00	4.25%	860,625.00	2,360,625.00			
	2/15/2025				828,750.00	828,750.00	3,189,375.00	3,143,960,767	1.0*
5	8/15/2025	39,000,000.00	1,500,000.00	4.25%	828,750.00	2,328,750.00			
	2/15/2026				796,875.00	796,875.00	3,125,625.00	3,143,960,767	0.99
6	8/15/2026	37,500,000.00	1,500,000.00	4.25%	796,875.00	2,286,875.00			
	2/15/2027				765,000.00	765,000.00	3,061,875.00	3,143,960,767	0.97
7	8/15/2027	36,000,000.00	1,500,000.00	4.25%	765,000.00	2,265,000.00			
	2/15/2028				733,125.00	733,125.00	2,998,125.00	3,143,960,767	0.95
8	8/15/2028	34,500,000.00	1,500,000.00	4.25%	733,125.00	2,233,125.00			
	2/15/2029				701,250.00	701,250.00	2,934,375.00	3,143,960,767	0.93
9	8/15/2029	33,000,000.00	1,500,000.00	4.25%	701,250.00	2,201,250.00			
	2/15/2030				669,375.00	669,375.00	2,870,625.00	3,143,960,767	0.91
10	8/15/2030	31,500,000.00	1,500,000.00	4.25%	669,375.00	2,169,375.00			
	2/15/2031				637,500.00	637,500.00	2,806,875.00	3,143,960,767	0.89
11	8/15/2031	30,000,000.00	1,500,000.00	4.25%	637,500.00	2,137,500.00			
	2/15/2032				605,625.00	605,625.00	2,743,125.00	3,143,960,767	0.87
12	8/15/2032	28,500,000.00	1,500,000.00	4.25%	605,625.00	2,105,625.00			
	2/15/2033				573,750.00	573,750.00	2,679,375.00	3,143,960,767	0.85
13	8/15/2033	27,000,000.00	1,500,000.00	4.25%	573,750.00	2,073,750.00			
	2/15/2034				541,875.00	541,875.00	2,615,625.00	3,143,960,767	0.83
14	8/15/2034	25,500,000.00	1,500,000.00	4.25%	541,875.00	2,041,875.00			
	2/15/2035				510,000.00	510,000.00	2,551,875.00	3,143,960,767	0.81
15	8/15/2035	24,000,000.00	1,500,000.00	4.25%	510,000.00	2,010,000.00			
	2/15/2036				478,125.00	478,125.00	2,469,125.00	3,143,960,767	0.79
16	8/15/2036	22,500,000.00	1,500,000.00	4.25%	478,125.00	1,978,125.00			
	2/15/2037				446,250.00	446,250.00	2,424,375.00	3,143,960,767	0.77
17	8/15/2037	21,000,000.00	1,500,000.00	4.25%	446,250.00	1,946,250.00			
	2/15/2038				414,375.00	414,375.00	2,360,625.00	3,143,960,767	0.75
18	8/15/2038	19,500,000.00	1,500,000.00	4.25%	414,375.00	1,914,375.00			
	2/15/2039				382,500.00	382,500.00	2,296,875.00	3,143,960,767	0.73
19	8/15/2039	18,000,000.00	1,500,000.00	4.25%	382,500.00	1,882,500.00			
	2/15/2040				350,625.00	350,625.00	2,233,125.00	3,143,960,767	0.71
20	8/15/2040	16,500,000.00	1,500,000.00	4.25%	350,625.00	1,850,625.00			
	2/15/2041				318,750.00	318,750.00	2,189,375.00	3,143,960,767	0.69
21	8/15/2041	15,000,000.00	1,500,000.00	4.25%	318,750.00	1,818,750.00			
	2/15/2042				286,875.00	286,875.00	2,105,625.00	3,143,960,767	0.67
22	8/15/2042	13,500,000.00	1,500,000.00	4.25%	286,875.00	1,786,875.00			
	2/15/2043				255,000.00	255,000.00	2,041,875.00	3,143,960,767	0.65
23	8/15/2043	12,000,000.00	1,500,000.00	4.25%	255,000.00	1,755,000.00			
	2/15/2044				223,125.00	223,125.00	1,978,125.00	3,143,960,767	0.63
24	8/15/2044	10,500,000.00	1,500,000.00	4.25%	223,125.00	1,723,125.00			
	2/15/2045				191,250.00	191,250.00	1,914,375.00	3,143,960,767	0.61
25	8/15/2045	9,000,000.00	1,500,000.00	4.25%	191,250.00	1,691,250.00			
	2/15/2046				159,375.00	159,375.00	1,850,625.00	3,143,960,767	0.59
26	8/15/2046	7,500,000.00	1,500,000.00	4.25%	159,375.00	1,659,375.00			
	2/15/2047				127,500.00	127,500.00	1,786,875.00	3,143,960,767	0.57
27	8/15/2047	6,000,000.00	1,500,000.00	4.25%	127,500.00	1,627,500.00			
	2/15/2048				95,625.00	95,625.00	1,723,125.00	3,143,960,767	0.55
28	8/15/2048	4,500,000.00	1,500,000.00	4.25%	95,625.00	1,595,625.00			
	2/15/2049				63,750.00	63,750.00	1,659,375.00	3,143,960,767	0.53
29	8/15/2049	3,000,000.00	1,500,000.00	4.25%	63,750.00	1,563,750.00			
	2/15/2050				31,875.00	31,875.00	1,595,625.00	3,143,960,767	0.51
30	8/15/2050	1,500,000.00	1,500,000.00	4.25%	31,875.00	1,531,875.00			
					=====	=====	=====	=====	
TOTALS		\$ 45,000,000.00			\$ 29,649,062.50	\$ 74,649,062.50	\$ 74,649,062.50		

* When budgeting the first years interest payment, take the total bond amount x 5% / 2 = estimated interest amount for 2/15/21.

Please show all warrant articles related to this project to bond counsel prior to submitting them to DRA. If you need a list of approved bond counsels, please let us know and we will provide one.



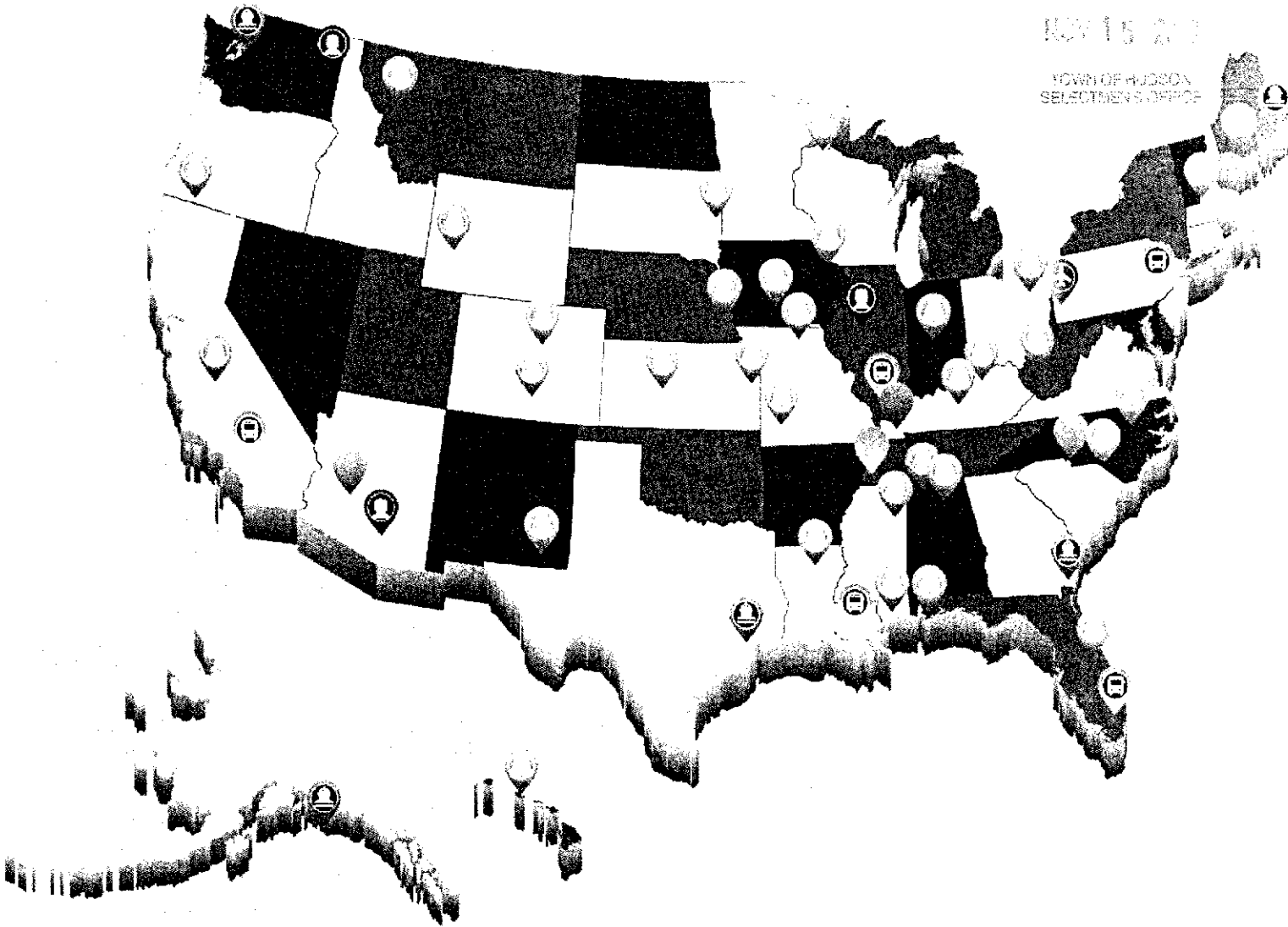
BUILD Grants

Better Utilizing Investments to Leverage Development
Transportation Discretionary Grants Program

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TOWN OF HUDSON
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BUILD 2019 AWARDS

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Waterway Village Multimodal Access Project</u>	Alabama	\$14,404,831	Rural
<u>Additional Lanes on US-72 (Florence Boulevard) Project</u>	Alabama	\$14,880,000	Rural
<u>Blake Bottom Road Widening Project</u>	Alabama	\$9,268,804	Urban
<u>Petroleum and Cement Terminal Project</u>	Alaska	\$25,000,000	Urban
<u>Phoenix Sky Harbor Northside Rail Expansion Project</u>	Arizona	\$24,000,000	Urban
<u>Inland Port Arizona Improvement Project</u>	Arizona	\$15,373,698	Rural
<u>GROW LIFE: Growing Regional Opportunity With Leveraged-Infrastructure Fleet Expansion</u>	California	\$8,683,480	Urban
<u>Veterans Boulevard Interchange, Extension, and Grade Separation Project</u>	California	\$10,540,582	Urban
<u>I-70/Picadilly Interchange</u>	Colorado	\$25,000,000	Urban
<u>Colorado Military Access, Mobility & Safety Improvement Project</u>	Colorado	\$18,350,000	Rural
<u>International Cargo Terminal Modernization Project</u>	Florida	\$20,000,000	Urban
<u>The Underline Multimodal Mobility Corridor</u>	Florida	\$22,360,552	Urban
<u>The Orange County Local Alternative Mobility Network Project</u>	Florida	\$20,000,000	Rural
<u>Ala Moana Boulevard Elevated Pedestrian Walkway</u>	Hawaii	\$20,000,000	Urban
<u>Southern Illinois Multi-Modal Station (SIMMS)</u>	Illinois	\$13,986,000	Rural
<u>The Underpass Project at Uptown Station</u>	Illinois	\$13,000,000	Rural
<u>I-65 Mobility and Access Project</u>	Indiana	\$16,000,000	Rural
<u>Central Iowa Water Trail: Phase 1 Dam Mitigation and User Access Project</u>	Iowa	\$25,000,000	Urban
<u>Northwest Arterial/John Deere Road Corridor</u>	Iowa	\$5,452,023	Rural
<u>Interstate 35 & 119th Street Interchange Reconfiguration Project</u>	Kansas	\$10,000,000	Urban
<u>Northwest Business Corridor Truck Route Road Improvements</u>	Kansas	\$6,506,686	Rural
<u>BUILD US 460</u>	Kentucky	\$10,200,000	Rural

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Paducah Riverfront Infrastructure Improvement Project</u>	Kentucky	\$10,400,000	Rural
<u>Heartland Parkway</u>	Kentucky	\$9,800,000	Rural
<u>Plank-Nicholson Bus Rapid Transit</u>	Louisiana	\$15,000,000	Urban
<u>Monroe Street Corridor Project</u>	Louisiana	\$17,191,530	Rural
<u>Station 46 Bridge Replacement Project</u>	Maine	\$25,000,000	Rural
<u>Lubec Safe Harbor</u>	Maine	\$19,650,000	Rural
<u>Conley Terminal Container Storage and Freight Corridor</u>	Massachusetts	\$20,000,000	Urban
<u>Interconnecting Gulfport</u>	Mississippi	\$20,460,000	Urban
<u>MS 182/MLK Corridor Revitalization Project</u>	Mississippi	\$12,655,840	Rural
<u>Grant Avenue Connect Parkway</u>	Missouri	\$20,960,822	Urban
<u>East Locust Creek Reservoir (ELCR) Improvements</u>	Missouri	\$13,459,009	Rural
<u>Mullan BUILD: Proactively and Collaboratively Building a Better Missoula</u>	Montana	\$13,000,000	Rural
<u>120th Street Improvements</u>	Nebraska	\$16,960,000	Urban
<u>Vermont-New Hampshire Route 119 Bridge Project</u>	New Hampshire and Vermont	\$12,000,000	Rural
<u>US 285 Safety and Resilience Project</u>	New Mexico	\$12,500,000	Rural
<u>Transportation Accessibility, Safety and Connectivity (TASC) Project</u>	North Carolina	\$15,000,000	Rural
<u>I-95 Resiliency and Innovative Technology Improvements</u>	North Carolina	\$22,500,000	Rural
<u>Silicon Shores East-West Connector Road</u>	North Carolina	\$13,609,131	Urban
<u>US Route 30 Freeway Extension Project</u>	Ohio	\$18,000,000	Rural
<u>Southern Oregon Corridor Resiliency and Congestion Relief Project</u>	Oregon	\$15,500,000	Rural
<u>PIT Cargo Building 4 Intermodal Freight Transfer Facilities Development Project</u>	Pennsylvania	\$18,690,047	Rural
<u>PATCO Franklin Square Station Reopening Project</u>	Pennsylvania	\$12,580,000	Urban
<u>Washington Bridge Rehabilitation and Redevelopment Project</u>	Rhode Island	\$25,000,000	Urban
<u>Ashley River Crossing</u>	South Carolina	\$18,149,750	Urban

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Bridging the Interstate Divide</u>	South Dakota	\$18,677,630	Urban
<u>Memphis Innovation Corridor</u>	Tennessee	\$12,000,000	Urban
<u>Shepherd and Durham Major Investment Project</u>	Texas	\$25,000,000	Urban
<u>Multimodal Corridor Expansion and Improvement Project</u>	Texas	\$18,000,000	Rural
<u>Mills to Maritime Property Acquisition</u>	Washington	\$15,500,000	Urban
<u>Rail-Truck Transload Facility Project</u>	Washington	\$11,300,000	Rural
<u>I-64 Widening: Nitro to St. Albans Project</u>	West Virginia	\$20,000,000	Rural
<u>Old Odanah Road (County A) and Bear Trap Road Project</u>	Wisconsin	\$2,376,808	Rural
<u>Dry Piney Creek Wildlife Habitat Connectivity</u>	Wyoming	\$14,544,000	Rural

Waterway Village Multimodal Access Project

Rural

APPLICANT/SPONSOR: City of Gulf Shores

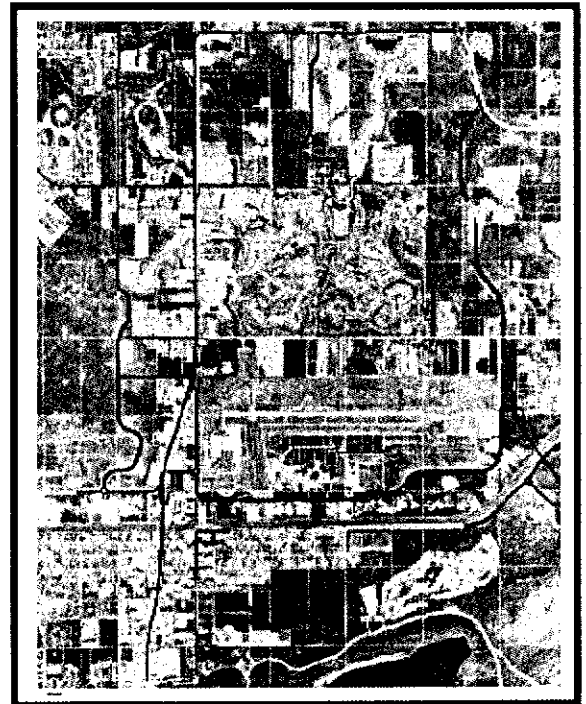
BUILD GRANT AWARD: \$14,404,831

TOTAL PROJECT COST: \$23,000,000

PROJECT LOCATION: Baldwin, Alabama

PROJECT DESCRIPTION:

The project constructs approximately two miles of a third southbound lane on State Highway 59 between County Road 8 and Alabama State Highway 180, constructs a new pedestrian bridge over the Gulf Intracoastal Waterway, constructs shared-use paths along State Highway 59 from 20th Avenue to County Road 4, expands County Road 6 from a two-lane roadway to a divided four-lane boulevard with dedicated cycling lanes and a shared-use pedestrian path access, and adds new two lane roads, cycling lanes, and sidewalks.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will provide improved access to multiple transportation options for the Gulf Shores area, including the new medical center complex and free-standing emergency medical center, enhancing residents' quality of life and improving healthy lifestyles. Reconstructing the facilities will result in long-term lower maintenance costs and will increase traffic capacity by adding alternative transportation facilities. This project will reduce congestion and vehicular traffic, which will reduce oil and energy consumption and greenhouse gas emissions.



U.S. Department
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Additional Lanes on US-72 (Florence Boulevard) Project

Rural

APPLICANT/SPONSOR: Lauderdale County Commission

BUILD GRANT AWARD: \$14,880,000

TOTAL PROJECT COST: \$19,850,000

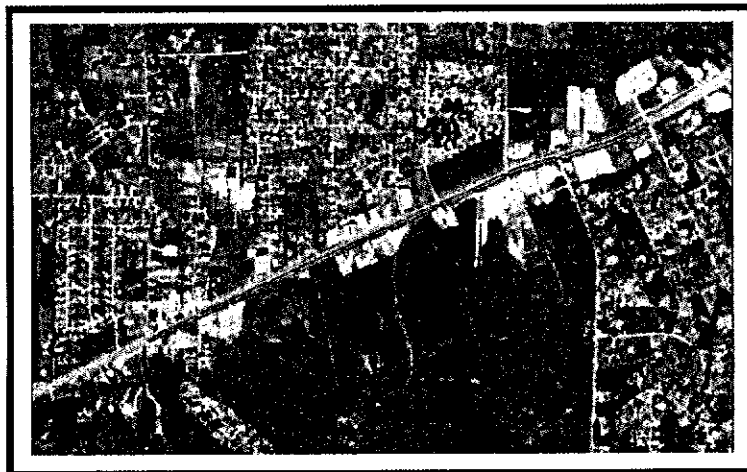
PROJECT LOCATION: Florence, Alabama

PROJECT DESCRIPTION:

This project will expand an approximately 1.5-mile stretch of US-72 (Florence Boulevard) from a 4-lane divided highway to a 6-lane divided highway, adding a lane in each direction and adding concrete curb and gutters.

PROJECT HIGHLIGHTS AND BENEFITS:

This project demonstrates safety by increasing capacity and reducing conflict points throughout the roadway corridor, reducing the potential for injuries and fatalities. The project advances economic competitiveness because the inland port facilities that will benefit from the project are a hub for storing and shipping agricultural products in the region. The addition of curbs and gutters and another lane in each direction will improve the current infrastructure and help decrease the amount of routine maintenance, addressing the state of good repair criterion.



Blake Bottom Road Widening Project

Urban

APPLICANT/SPONSOR: Madison County Commission

BUILD GRANT AWARD: \$9,268,804

TOTAL PROJECT COST: \$11,586,005

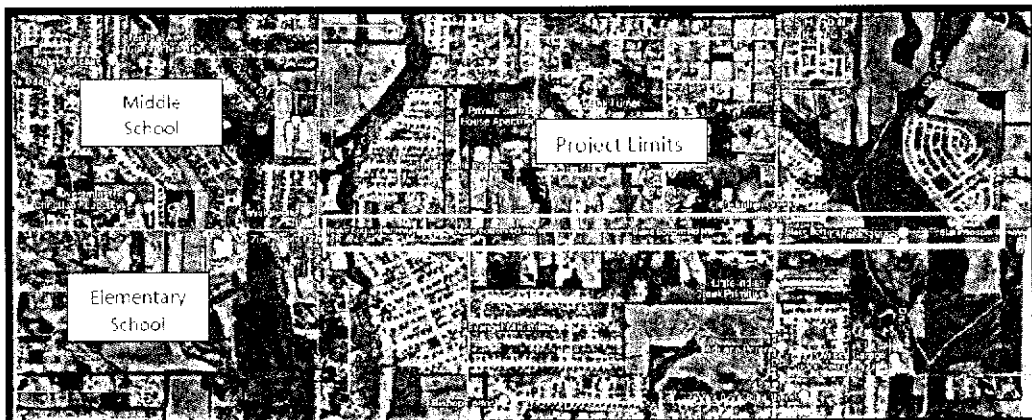
PROJECT LOCATION: Madison County, Alabama

PROJECT DESCRIPTION:

The project will widen approximately 2.5 miles of Blake Bottom Road from 2 lanes to 5 lanes from State Route 255 Interchange to Jeff Road.

PROJECT HIGHLIGHTS AND BENEFITS:

By adding a travel lane in each direction, drainage improvements, and sidewalks, the project seeks to reduce crashes and more safely accommodate traffic increases expected from the separate State Route 255-Blake Bottom Road Interchange project currently underway. The project aligns with quality of life by improving connections to businesses, churches, schools, retail shops, and neighborhoods along the corridor, as well as research parks and employment destinations along State Route 255. The project promotes innovation through the installation of fiber cable at the intersection of Blake Bottom and Indian Creek Road, which will enable deployment of a camera monitoring system that allows for traffic incident management.



Petroleum and Cement Terminal Project

Urban

APPLICANT/SPONSOR: Port of Alaska

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$171,578,584

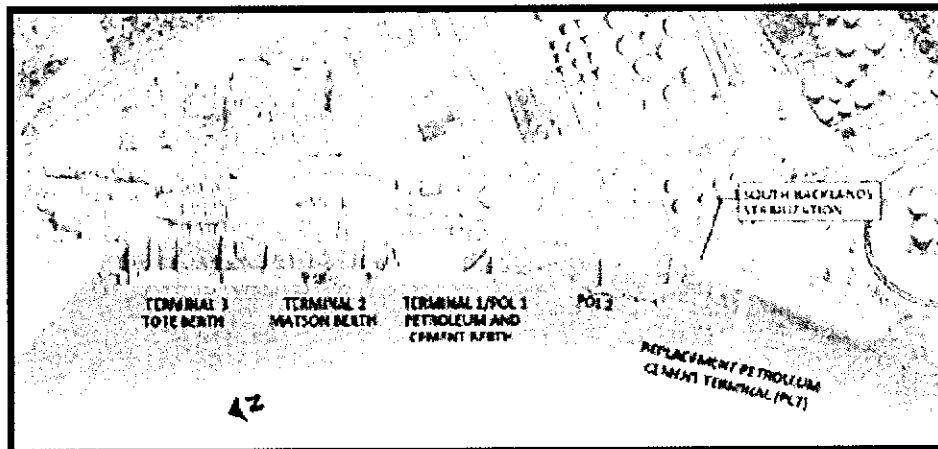
PROJECT LOCATION: Anchorage, Alaska

PROJECT DESCRIPTION:

The project will construct a new petroleum and cement marine terminal to replace an aging facility, including a pile-supported trestle and platform, piping, and fuel and cement transfer equipment.

PROJECT HIGHLIGHTS AND BENEFITS:

The new terminal will support transmission of refined petroleum and cement from bulk shipping carriers to onshore pipelines and storage facilities at the Port of Alaska, in Anchorage. The project leverages safe transfer of fuel and cement from ships to transport by rail, heavy truck, and existing buried pipelines. Transportation by rail car and pipeline reduces the number of fuel and cement trucks on the highway, which results in reduced risks to other traffic on the highways, as well as vehicle emissions. Additionally, the port will use a new, hi-tech hose tower for fuel transfers, and a new dock loader system for cement transfers that have been designed to withstand a severe earthquake and reduce the possibility of release of hazardous materials.



Phoenix Sky Harbor Northside Rail Expansion Project

Urban

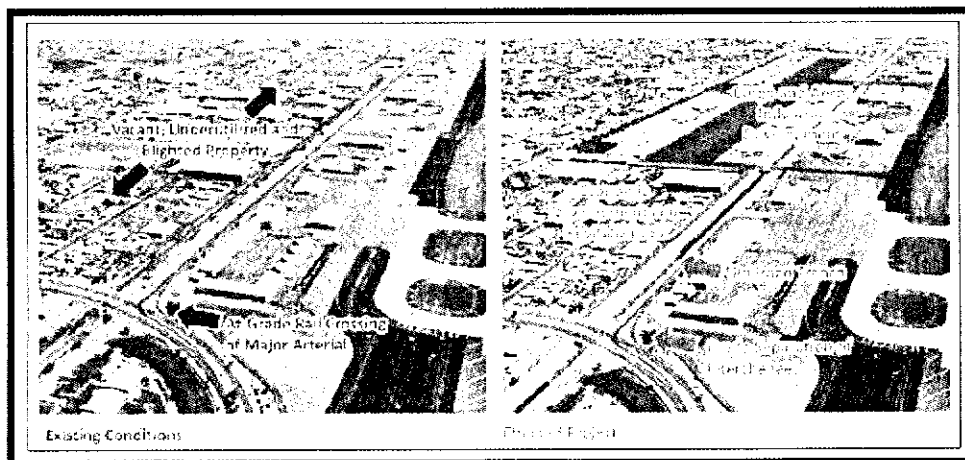
APPLICANT/SPONSOR: City of Phoenix
BUILD GRANT AWARD: \$24,000,000
TOTAL PROJECT COST: \$239,057,522
PROJECT LOCATION: Phoenix, Arizona

PROJECT DESCRIPTION:

The project will construct an approximately 2.3-mile-long trench to lower the freight railroad tracks and eliminate five at-grade railroad crossings on the North side of Phoenix Sky Harbor Airport. 24th Street will extend over the trench to provide new, grade-separated access between Air Lane and points north.

PROJECT HIGHLIGHTS AND BENEFITS:

The project enhances safety by closing multiple at-grade crossings and converting another to a grade-separated crossing along this corridor, eliminating the risk of crashes between trains and motor vehicles. The project enhances economic competitiveness by helping to reduce congestion and delays at the 24th Street crossing, which currently handles approximately 16,000 vehicles per day. The project is supported by a broad array of stakeholders in the area, a result of strong regional partnerships between the public and private sectors.



Inland Port Arizona Improvement Project

Rural

APPLICANT/SPONSOR: Pinal County

BUILD GRANT AWARD: \$15,373,698

TOTAL PROJECT COST: \$18,073,699

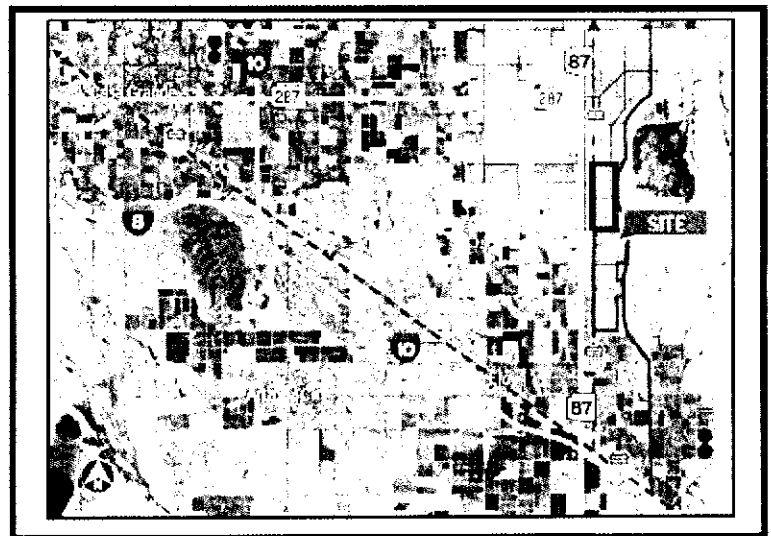
PROJECT LOCATION: Florence, Arizona

PROJECT DESCRIPTION:

This project will make improvements to State Route (SR) 87 in proximity to the intersection at Houser Road; improvements at the Houser Road and Hanna Road railroad crossings; improvements on Hanna Road from SR 87 to Vail Road, and on Houser Road from SR 87 to Vail Road; and the addition of a fire lane on Houser Road. These improvements are intended to support the construction of an approximately 2,700-acre inland port.

PROJECT HIGHLIGHTS AND BENEFITS:

Safety benefits are realized from reduced truck traffic and highway relief. The project will reduce life-cycle costs and support state of good repair. Improving the intersection will lead to an enhanced quality of life for the drivers along this corridor. The project will facilitate new and substantial opportunities for the residents of Coolidge and Pinal County and will reduce commute times for residents, improving safety and overall quality of life.



GROW LIFE: Growing Regional Opportunity With Leveraged-Infrastructure Fleet Expansion Project

Urban

APPLICANT/SPONSOR: Antelope Valley Transit Authority

BUILD GRANT AWARD: \$8,683,480

TOTAL PROJECT COST: \$14,014,352

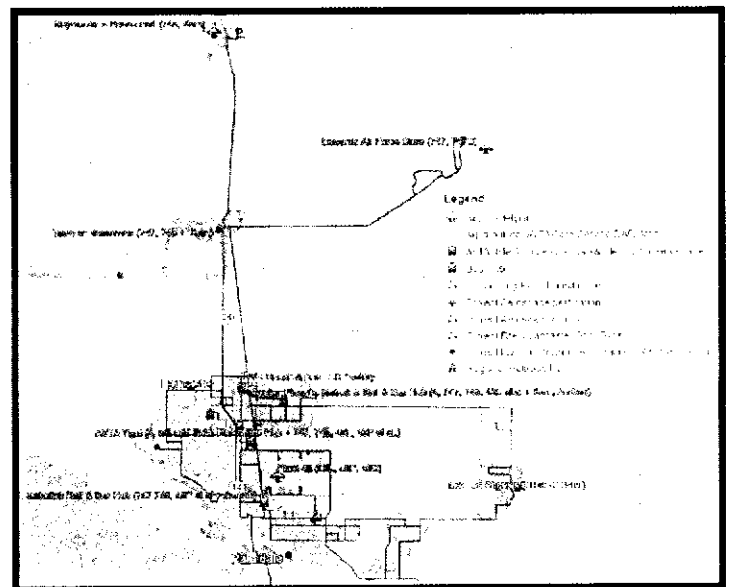
PROJECT LOCATION: Lancaster, California

PROJECT DESCRIPTION:

The project will purchase approximately eight 40-foot and twelve 30-foot zero-emission, battery-electric transit expansion buses as well as their corresponding chargers.

PROJECT HIGHLIGHTS AND BENEFITS:

The use of battery-electric buses helps reduce adverse environmental impacts. Many of the buses will be used to service new transit locations, directly increasing transportation choices for commuters in the Antelope Valley. Given the distances covered (approximately 30-plus miles), several of the new routes will directly reduce trips that otherwise would have been made in single-occupancy vehicles, further enhancing environmental gains as well as access for lower-income populations.



U.S. Department
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Veterans Boulevard Interchange, Extension, and Grade Separation Project

Urban

APPLICANT/SPONSOR: City of Fresno

BUILD GRANT AWARD: \$10,540,582

TOTAL PROJECT COST: \$71,663,764

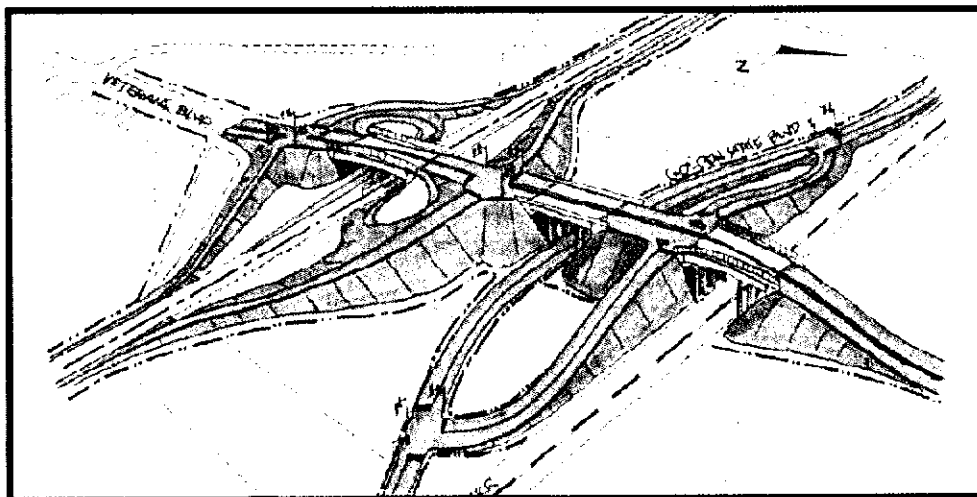
PROJECT LOCATION: Fresno, California

PROJECT DESCRIPTION:

The project will include the construction of a new interchange at State Route (SR) 99, with a grade separation over the realigned Golden State Boulevard; a northern extension of Veterans Boulevard to Herndon Avenue; a multipurpose trail; and installation of adaptive intelligent transportation technology for traffic synchronization.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves economic competitiveness and quality of life by connecting nearby rural communities to essential services and economic opportunities. The project also supports the efficient movement of freight and people by making connections to a critical segment of the nation's freight network along SR-99. The project will install state-of-the-art ITS fiber-optic infrastructure and Adaptive Traffic Signal Control Technology (ASCT) along Veterans Boulevard, fostering a safer multimodal transportation system for vehicles, pedestrians, cyclists, freight haulers, rail commuters and rail freight transport.



I-70/Picadilly Interchange Project

Urban

APPLICANT/SPONSOR: City of Aurora

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$56,600,000

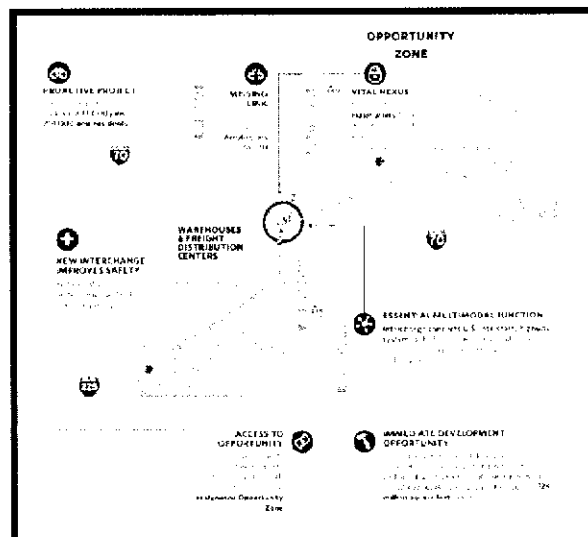
PROJECT LOCATION: Aurora, Colorado

PROJECT DESCRIPTION:

The project will realign Picadilly Road and construct a new bridge over I-70 as well as a diverging-diamond interchange. The project also removes an existing partial interchange at Colfax Avenue, and adds signalized intersections and auxiliary lanes within the project area.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will replace the current Colfax Ave interchange, which has ramps that are not up to modern design standards. The ramp reconfiguration is expected to eliminate 2 crashes per year. The project will provide rural communities with improved access to job opportunities. In its role in the "Colorado Aerotropolis" will support job growth in the area by easing congestion and reducing congestion-related emissions in an area where the number of jobs is expected to increase from 10,000 to 74,000 by 2040. The bicycle and pedestrian path through the diverging-diamond interchange will provide safe and accessible infrastructure for the northeast Denver metro area and will improve safety and quality of life for non-motorized users.



Colorado Military Access, Mobility & Safety Improvement Project

APPLICANT/SPONSOR: Colorado Department of Transportation

BUILD GRANT AWARD: \$18,350,000

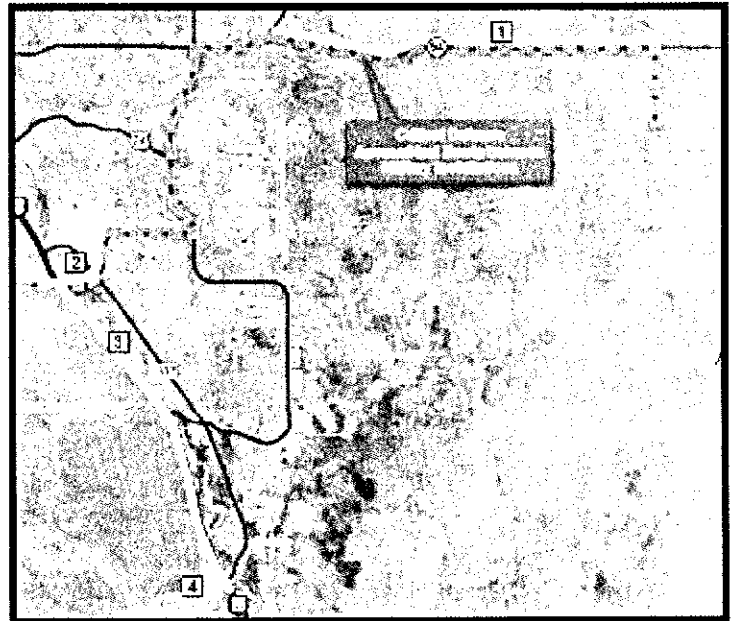
TOTAL PROJECT COST: \$127,400,000

PROJECT LOCATION: Colorado Springs, Colorado

Rural

PROJECT DESCRIPTION:

The project consists of four components to improve safety, mobility, and connectivity along corridors that connect several military installations: 1) improvements on an approximately nine-mile section of SH 94 from US 24 to Enoch Road; 2) widening approximately 1.5 miles of South Academy Boulevard from the I-25 interchange to the Milton Proby Parkway approach; 3) approximately 7.5 miles of improvements on I-25 from South Academy Boulevard to the Santa Fe Avenue exit 4) realigning and widening Charter Oak Ranch Road.



PROJECT HIGHLIGHTS AND BENEFITS:

Safety improvements such as median barrier and wider shoulders will reduce the number of crashes and fatalities, particularly on I-25 and SH 94. The project improves state of good repair by replacing two bridges at the end of their design life, repaving deteriorating pavement, and implementing drainage and structural improvements to help facilitate long-term maintenance of infrastructure assets. By adding passing lanes, increasing capacity, and constructing safety and mobility improvements, the project will generate travel time savings for corridor users. The project increases access and improves connectivity to military installations that collectively serve as major employment destinations and drivers of the state and local economy, creating economic competitiveness benefits. The project is expected to adopt an innovative approach to explore and deploy innovative contracting delivery methods that expedite the start of construction, and/or accelerate overall project completion, aligning with the Department's innovation criteria.



International Cargo Terminal Modernization Project

Urban

APPLICANT/SPONSOR: Jacksonville Port Authority

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$72,700,000

PROJECT LOCATION: Jacksonville, Florida

PROJECT DESCRIPTION:

The project will reconstruct and modernize approximately 100 acres of the SSA Marine cargo terminal on Blount Island across six phases. In addition to repaving, the project will improve stormwater management, install new lighting, signage, and other utilities.

PROJECT HIGHLIGHTS AND BENEFITS:

Repaving the container yard will restore the terminal to a state of good repair, with long-term maintenance supported by port-generated revenues. The project benefits from a strong public-private partnership, with a broad array of stakeholders collaborating to support and deliver the improvements. During construction, the terminal will continue to handle container, roll-on/roll-off, breakbulk, and general cargoes, with a significant increase in capacity once the project is completed. The project will result in operating efficiencies which enhance economic competitiveness.



The Underline Multimodal Mobility Corridor Project

Urban

APPLICANT/SPONSOR: Miami-Dade County Dept. of Transportation and Public Works

BUILD GRANT AWARD: \$22,360,552

TOTAL PROJECT COST: \$69,941,592

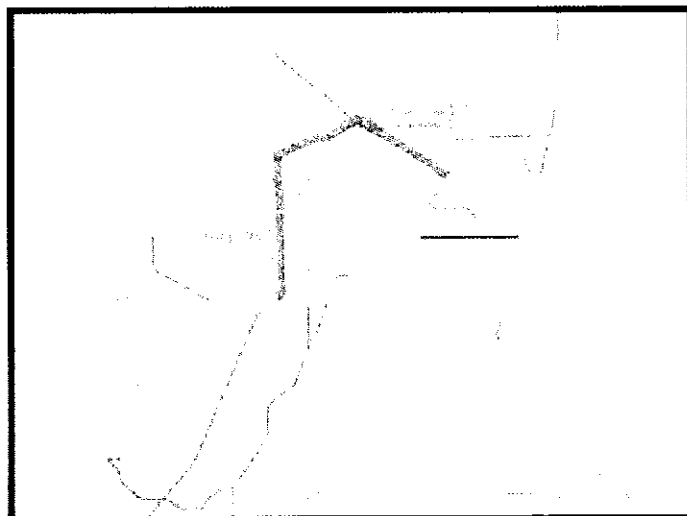
PROJECT LOCATION: Miami, Florida

PROJECT DESCRIPTION:

The project will fund the design and construction of enhancements to a 10-mile corridor including separated bike and pedestrian facilities, lighting, wayfinding, and intersection safety improvements.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves economic competitiveness and quality of life because it will improve multimodal access to 8 Metrorail stations and bus terminals allowing for increased ridership and is anticipated to serve 8,600 trips per day. It addresses the partnership criterion because it has been developed primarily through coordinated non-profit advocacy and private contributions, and has substantial support from public and private entities.



The Orange County Local Alternative Mobility Network Project

Rural

APPLICANT/SPONSOR: Orange County

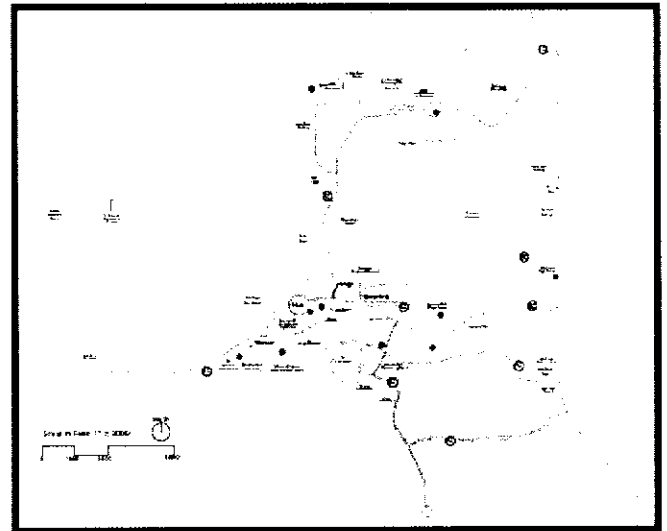
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$40,009,169

PROJECT LOCATION: Orlando, Florida

PROJECT DESCRIPTION:

This project, located in south Orange County at Lake Nona, a 17-square-mile innovative "Wellbeing Community" adjacent to Orlando International Airport, will construct shared mobility lanes; dedicated rights of way (ROW); recovery zones for user equipment repairs, rest, and hydration; sheltered waiting areas; upgrading of existing pedestrian and bicycle paths; naturally shaded and streetscaped environments; wayfinding; a transit hub; autonomous vehicle infrastructure facilitating local adoption of AVs.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will help reduce vehicle miles, injuries, and fatalities on community roads through safer infrastructure and use of alternative transportation modes. Additionally, the proposed project provides for a new bridge dedicated to these uses which will eliminate pedestrian, biker and autonomous riders from crossing a main intersection, further improving safety. The County and local economy will benefit from permanent jobs the proposed infrastructure projects will bring. This project places an emphasis on quality of life through alternative transportation that fosters energy efficiency practices, such as walking, bicycling and transit. This project reduces the size of the impervious area which reduces the amount of storm water runoff and pollutants for this location and contributes to environmental sustainability. Partnerships on the project are demonstrated by the City of Orlando, the development company, BEEP advising on AV infrastructure, and FDOT.



Ala Moana Boulevard Elevated Pedestrian Walkway Project

Urban

APPLICANT/SPONSOR: Hawaii Department of Transportation

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$30,000,000

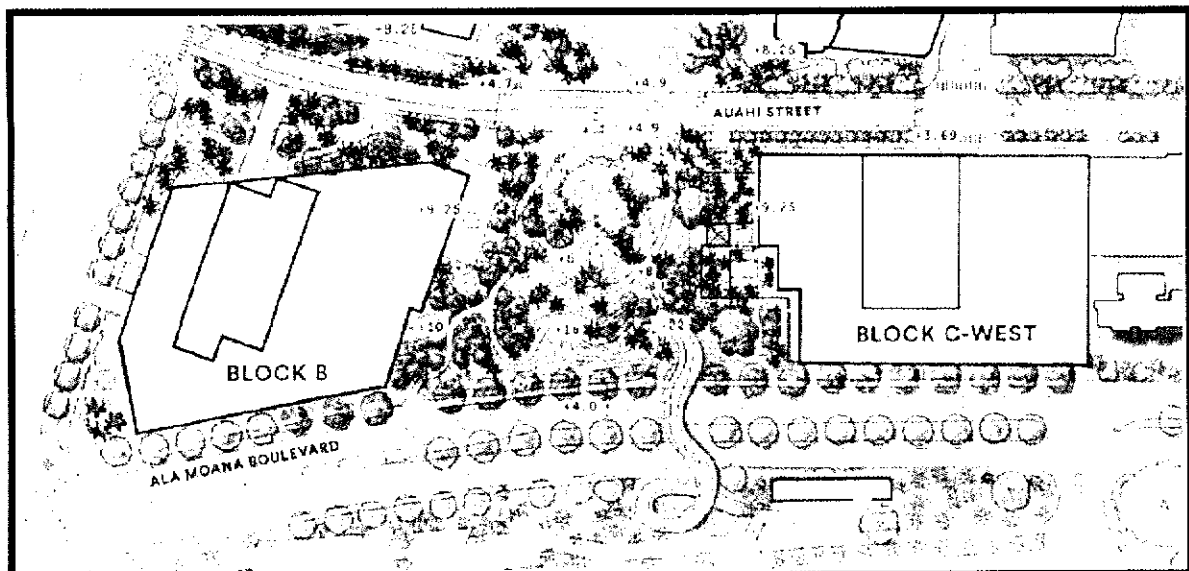
PROJECT LOCATION: Honolulu, Hawaii

PROJECT DESCRIPTION:

The project will build a new, elevated pedestrian walkway over Ala Moana Boulevard to remove pedestrian traffic out of the existing at-grade intersection.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide a safe and efficient way for pedestrians to cross over the busy highway and reduce vehicle-pedestrian accidents at this intersection, where there is currently no elevated walkway over the existing state highway. The project will support quality of life by providing an increase in transportation choice for pedestrians and improving connectivity to jobs and other critical destinations.



Southern Illinois Multimodal Station (SIMMS) Project

Rural

APPLICANT/SPONSOR: City of Carbondale

BUILD GRANT AWARD: \$13,986,000

TOTAL PROJECT COST: \$17,482,500

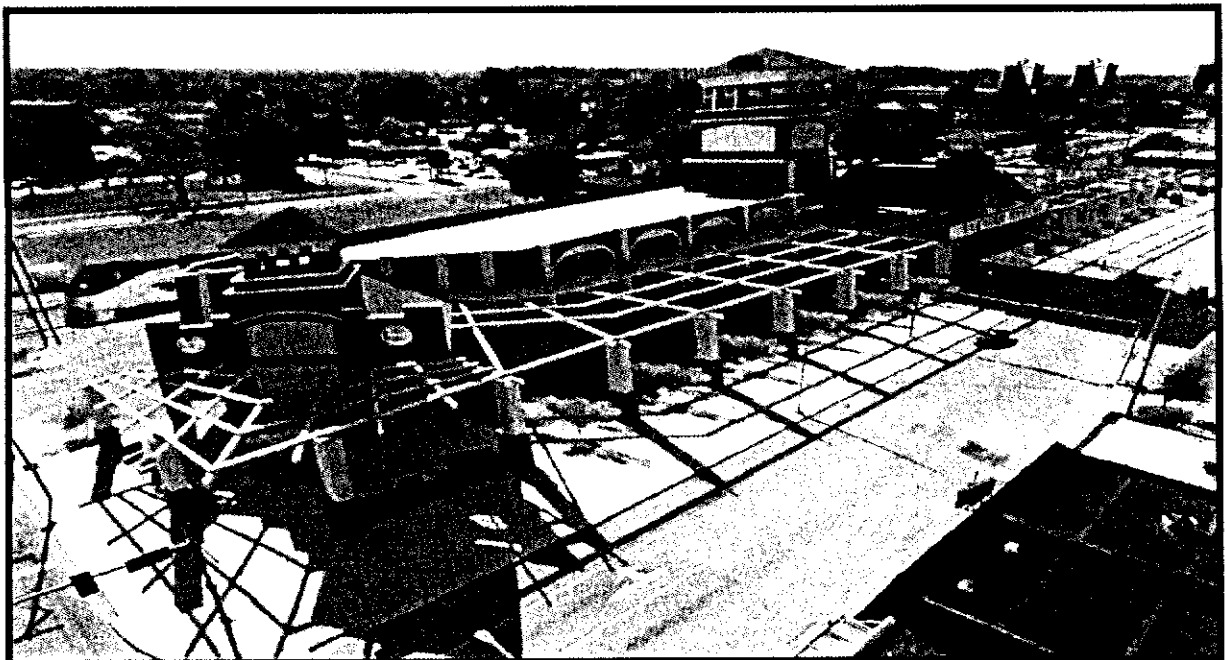
PROJECT LOCATION: Carbondale, Illinois

PROJECT DESCRIPTION:

The project will fund the design and construction of a new multi-modal transportation center in downtown Carbondale as well as the demolishing of the existing Amtrak station.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide transit users direct access between modes and to all platform waiting areas and sidewalks without having to cross streets, rail lines, or busy parking lots, further reducing the risk of crashes and injury.



The Underpass Project at Uptown Station Project

Urban

APPLICANT/SPONSOR: Town of Normal

BUILD GRANT AWARD: \$13,000,000

TOTAL PROJECT COST: \$22,692,120

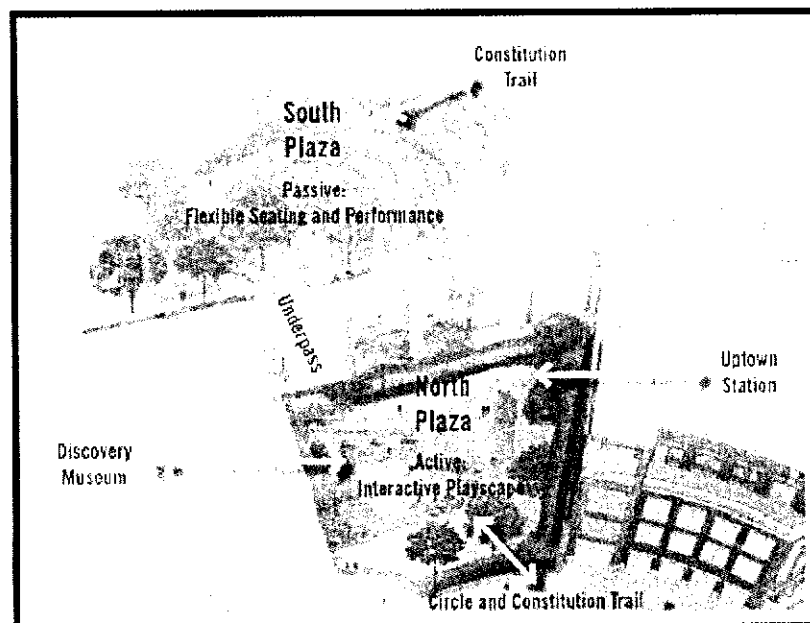
PROJECT LOCATION: Normal, Illinois

PROJECT DESCRIPTION:

The project will design and construct a pedestrian, bicyclist, and passenger underpass as well as a second boarding platform on the south side of the tracks at the Uptown Normal Intermodal Passenger Rail Station.

PROJECT HIGHLIGHTS AND BENEFITS:

The creation of the underpass will provide a safer, more efficient, grade-separated route for pedestrians and cyclists moving between the Uptown neighborhood and the greater Bloomington-Normal area. The project will also provide safe, direct access to a second passenger boarding platform at Uptown Station. This project improves transportation connections and fosters redevelopment and investment opportunities in the underserved Uptown South area.



I-65 Mobility and Access Project

Rural

APPLICANT/SPONSOR: Indiana Department of Transportation

BUILD GRANT AWARD: \$16,000,000

TOTAL PROJECT COST: \$50,600,000

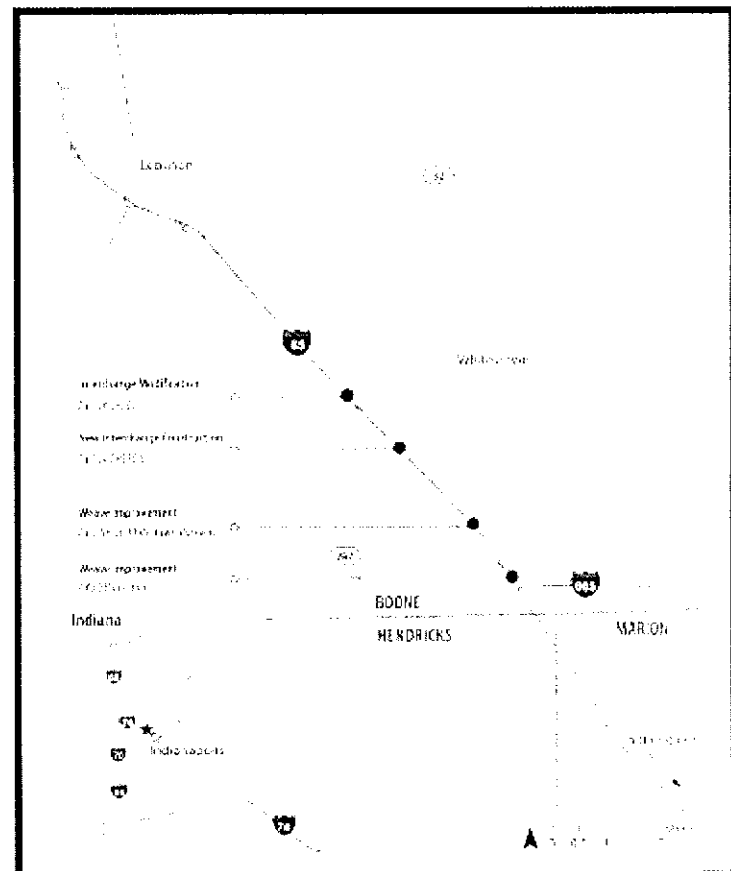
PROJECT LOCATION: Boone County, Indiana

PROJECT DESCRIPTION:

The project will construct a new interchange and reconstruct an existing interchange along I-65 as well as modify ramps to north/southbound exits to Whitestown Parkway and I-865 in Boone County, Indiana.

PROJECT HIGHLIGHTS AND BENEFITS:

The construction of the interchange will improve safety by reducing roadway crashes from the construction of the new interchange. Modernizing this major rural transportation corridor will ensure that reliable and efficient transportation for a fast-growing region is maintained into the future. The project will improve the condition of the I-65 infrastructure in Boone County and ensure that existing interchange asset limitations do not threaten network efficiency, mobility, and access for goods and people. In addition, the combined investments of the I-65 Mobility and Access Project are expected to extend the life of the existing Whitestown Parkway interchange as an asset, and reduce the need for a new or modified interchange at that location.



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Central Iowa Water Trail: Phase 1 Dam Mitigation and User Access Project

Urban

APPLICANT/SPONSOR: Des Moines Area Metropolitan Planning Organization

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$31,250,000

PROJECT LOCATION: Des Moines, Iowa

PROJECT DESCRIPTION:

The project will fund the first phase of a multi-phased project that will mitigate a dangerous low-head dam at Scott Avenue to help facilitate a water recreational trail, and enhance three additional access points along a 5-mile stretch of the Des Moines River within the City of Des Moines, Iowa.

PROJECT HIGHLIGHTS AND BENEFITS:

The project replaces low-head dams with a series of smaller dam drops that maintain the body of water upstream while eliminating dangerous recirculating currents. The project facilitates access to outdoor recreational activities through trails, and increases environmental sustainability by stabilizing streambanks, reducing stormwater runoff, and facilitating safer fish passage. The project will utilize innovative financing with the public-private partnership, and all phases of this project have received a wide range of public-private support from businesses, environmentalists, user groups, and public-safety first responders.



Northwest Arterial/John Deere Road Corridor

Rural

APPLICANT/SPONSOR: Dubuque County

BUILD GRANT AWARD: \$5,452,023

TOTAL PROJECT COST: \$10,545,029

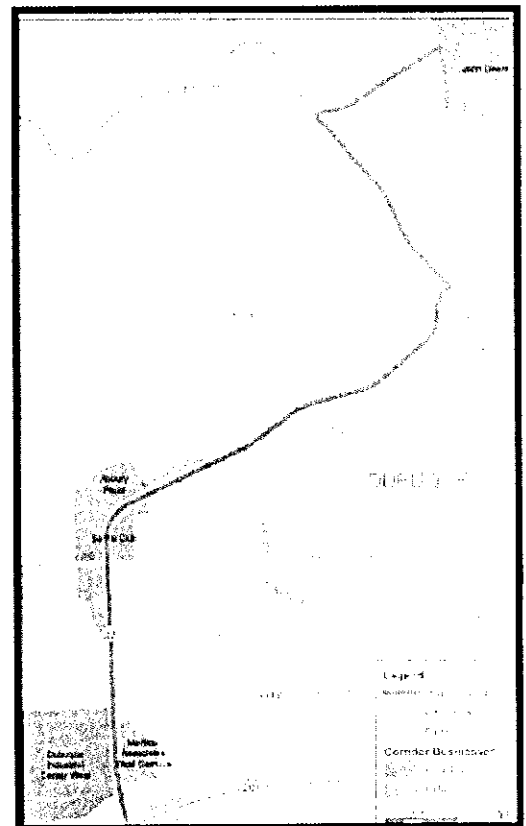
PROJECT LOCATION: Dubuque, Iowa

PROJECT DESCRIPTION:

The project includes a series of roadway repairs, intersection improvements, and a trail extension on the northwest side of Dubuque, Iowa including resurfacing, rehabilitating, and reconstructing approximately 3.1 miles of the Northwest Arterial, adding signalized intersections at W. John Deere Road and U.S. 52 and W. John Deere Road and S. John Deere Road, adding turn lanes at the Peru Road and S. John Deere Road intersection, adding southbound lane on S. John Deere Road from W. John Deere to South of Peru road, and constructing a new multi-use trail to connect the John Deere factory with the Heritage Trail.

PROJECT HIGHLIGHTS AND BENEFITS:

Approximately 3.1 miles of the Northwest Arterial will be brought into a state of good repair through resurfacing, rehabilitation and minor reconstruction. The installation of signalized intersections will reduce the risk of crashes between cars and trucks accessing the John Deere manufacturing plant. Repairs to the Northwest Corridor will reduce congestion on neighboring routes and improve travel times through the area, while the new southbound lane on S. John Deere will help alleviate a bottleneck caused by slow-accelerating trucks exiting Peru Road. The new multi-use trail will connect into the existing trail network and provide a new commuting option for workers at the John Deere facility.



U.S. Department
of Transportation

Interstate 35 & 119th Street Interchange Reconfiguration Project

Urban

APPLICANT/SPONSOR: City of Olathe

BUILD GRANT AWARD: \$10,000,000

TOTAL PROJECT COST: \$25,400,000

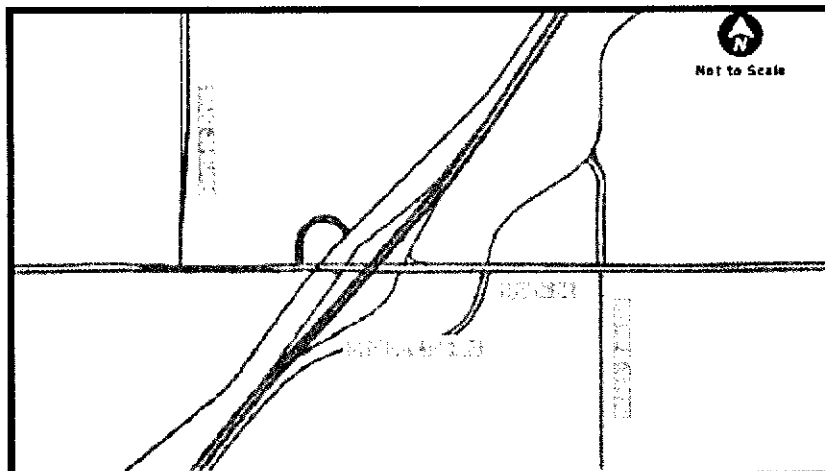
PROJECT LOCATION: Olathe, Kansas

PROJECT DESCRIPTION:

The project will construct a diverging-diamond interchange, make intersection improvements adjacent to the interchange, add travel lanes on 119th Street, and additional turn lanes on I-35 exit ramps.

PROJECT HIGHLIGHTS AND BENEFITS:

The project is a major northeast-southwest two-way link to job opportunities for Olathe residents and regional workers, including nearby rural workers, seeking the high-quality technology, light industrial, and retail jobs the city offers. The project will reduce congestion by adding capacity that prevents queuing on the I-35 mainline, producing significant travel time savings for these users.



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Northwest Business Corridor Truck Route Road Improvements

Rural

APPLICANT/SPONSOR: Ellis County Board of Commissioners

BUILD GRANT AWARD: \$6,506,686

TOTAL PROJECT COST: \$10,787,131

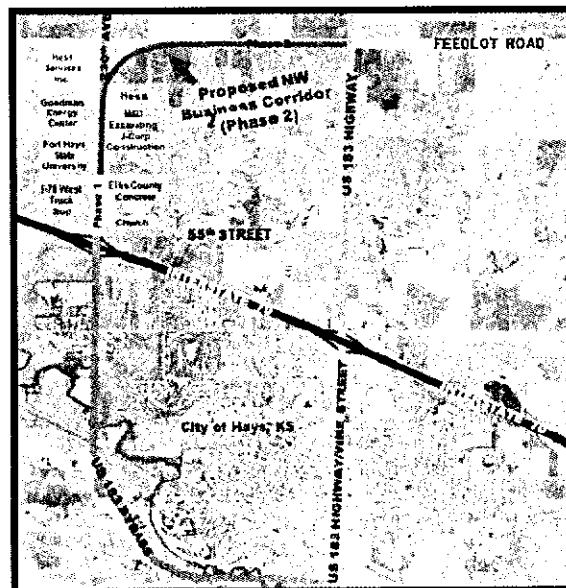
PROJECT LOCATION: Hays, Kansas

PROJECT DESCRIPTION:

This project will reconstruct approximately four miles of 230th Avenue and Feedlot Road and construct a new curved section on new alignment where they meet. The project will extend the current US 183 Bypass around the City of Hays in western Kansas.

PROJECT HIGHLIGHTS AND BENEFITS:

The project builds on efforts to enhance safety on US 183 through central Hays, which is adding roundabouts at critical intersections to reduce speeds and potential conflict points. While the roundabouts will be able to accommodate large trucks, the BUILD project will provide a more attractive route for trucks traveling North-South along US 183, further enhancing safety. Through paving a stretch of gravel road, the project will also improve access to multiple existing commercial and industrial developments northwest of Hays.



BUILD US 460

Rural

APPLICANT/SPONSOR: Bourbon County Fiscal Court

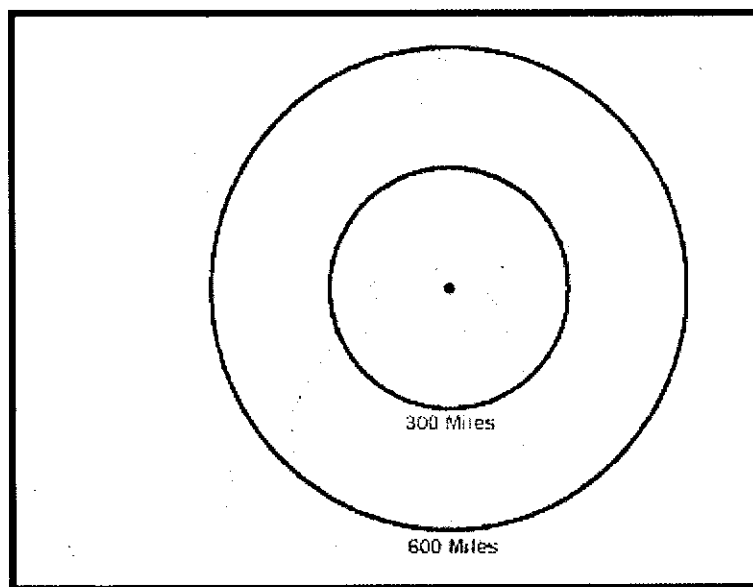
BUILD GRANT AWARD: \$10,200,000

TOTAL PROJECT COST: \$17,318,000

PROJECT LOCATION: Paris, Kentucky

PROJECT DESCRIPTION:

The project will reconstruct approximately 6.3 miles of US 460 from Russell Cave Road to US 27 Bypass to widen narrow driving lanes, add shoulders, construct recoverable sideslopes, remove obstructions to increase clear zone, reconstruct crest vertical curves to improve sight distance, and construct turnouts allowing slow moving vehicles to temporarily exit the traffic stream.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will restrict the roadway to reduce collisions in an area that has a higher injury/fatality rate than the national average. Because of the vehicle mix that travels the road, including farm equipment, trucks, and school buses, widening the road and shoulders is crucial for passenger safety. This project will provide a more direct, efficient route between businesses in Paris. By reconstructing US 460, the roadway will be made more durable for the anticipated truck traffic and take burden off of US 27 and US 62, which currently serve as the long-way for trucks to travel from Paris to Georgetown.

Paducah Riverfront Infrastructure Improvement Project

Rural

APPLICANT/SPONSOR: City of Paducah

BUILD GRANT AWARD: \$10,400,000

TOTAL PROJECT COST: \$11,492,296

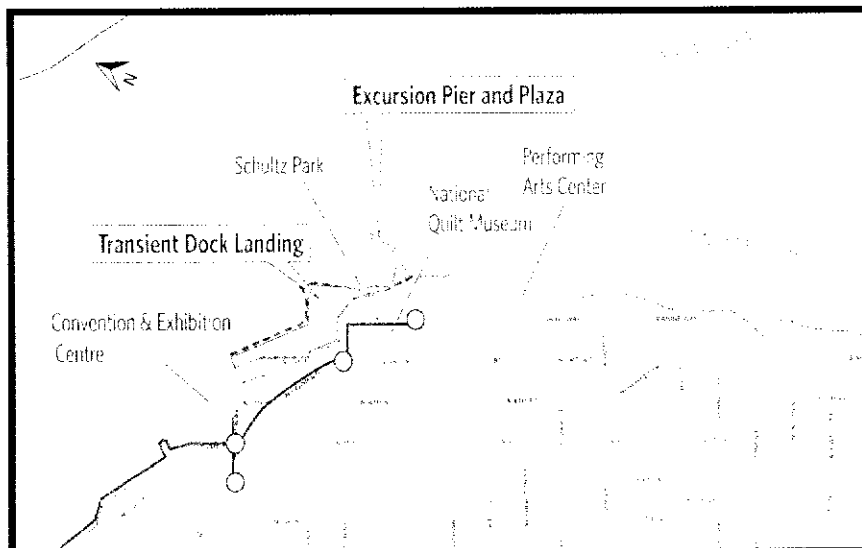
PROJECT LOCATION: Paducah, Kentucky

PROJECT DESCRIPTION:

The project consists of riverfront improvements including an excursion pier and plaza, a transient dock landing, intersection improvements, and a multi-use pathway.

PROJECT HIGHLIGHTS AND BENEFITS:

The riverfront improvements will facilitate increased tourism in and around the city by allowing riverboats to make Paducah a port-of-call and dock overnight. The project will improve access to and from riverfront destinations and provide safe and accessible transportation options as well as contribute to ongoing revitalization of the downtown area. The project enhances safety by removing steep grades that passengers currently meet at the river's edge and improving pedestrian and bicycle access to the riverfront.



Heartland Parkway Project

Rural

APPLICANT/SPONSOR: Taylor County

BUILD GRANT AWARD: \$9,800,000

TOTAL PROJECT COST: \$21,250,000

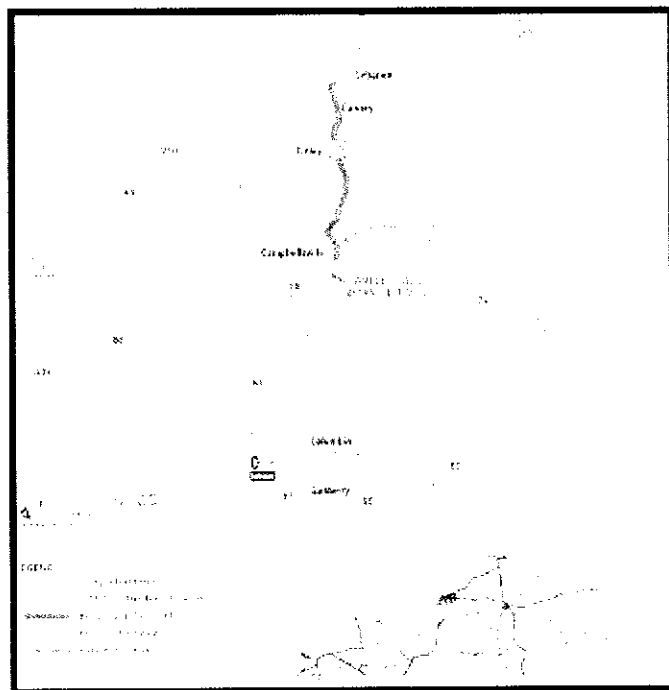
PROJECT LOCATION: Campbellsville, Kentucky

PROJECT DESCRIPTION:

The project will make improvements to a principal arterial corridor by creating passing lanes throughout approximately 13.4 miles of the parkway through Taylor and Marion counties in Central Kentucky.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will help reduce the number of crashes in an area that currently exceeds the statewide average for crash rates, and prolong the pavement life of the facility by 15 years due to the reduction of truck traffic that currently moves through the city. The project will improve the efficiency of the movement of people and goods through the corridor, which falls within an opportunity zone. There will be significant annual savings of drive time for local and regional commuters through this area.



Plank-Nicholson Bus Rapid Transit

Urban

APPLICANT/SPONSOR: City of Baton Rouge

BUILD GRANT AWARD: \$15,000,000

TOTAL PROJECT COST: \$40,218,000

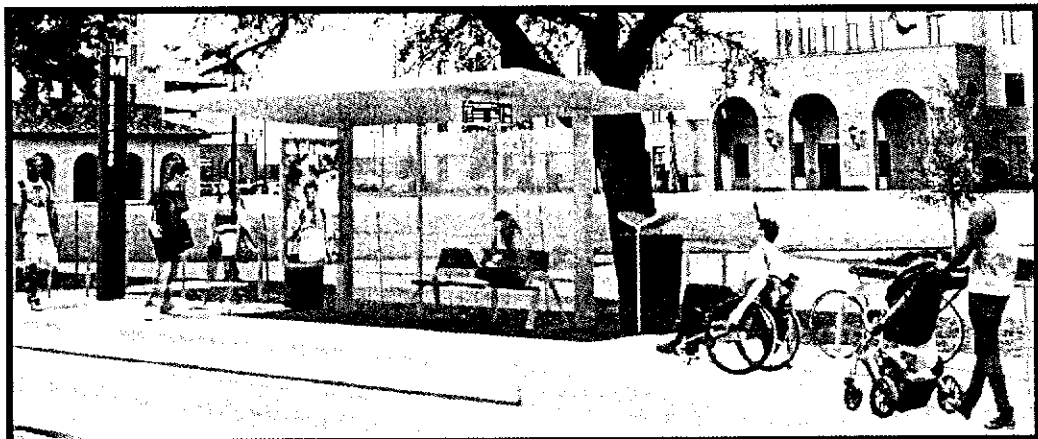
PROJECT LOCATION: Baton Rouge, Louisiana

PROJECT DESCRIPTION:

The project will construct an approximately nine-mile Bus Rapid Transit (BRT) line to connect north and south Baton Rouge to downtown and the LSU campus. The project will modernize bus stops with real-time arrival information and level boarding platforms, make targeted street, sidewalk, and intersection improvements as well as upgrade transit signal priority technology, and purchase new buses.

PROJECT HIGHLIGHTS AND BENEFITS:

The new bus service will connect transit-dependent passengers with employment and educational opportunities in downtown and south Baton Rouge. Additional roadway, sidewalk and intersection infrastructure improvements will provide expanded connectivity and increased safety for non-motorized users.



Monroe Street Corridor Project

Rural

APPLICANT/SPONSOR: City of Ruston

BUILD GRANT AWARD: \$17,191,530

TOTAL PROJECT COST: \$23,699,899

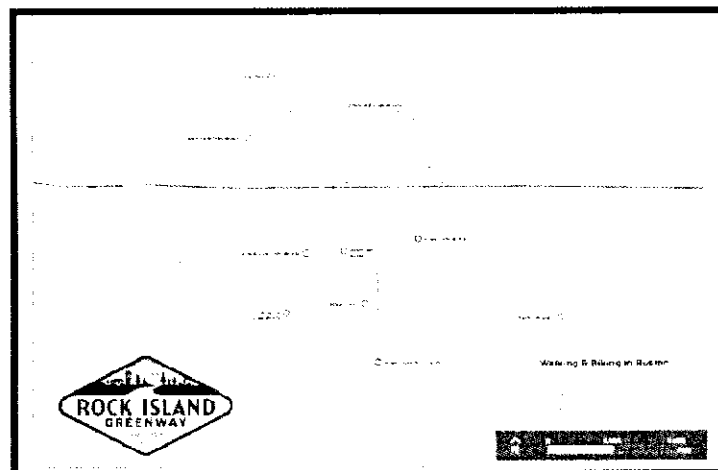
PROJECT LOCATION: Ruston, Louisiana

PROJECT DESCRIPTION:

The project will construct new roadways and revitalize existing roads from the I-20 corridor to Downtown Ruston and the Louisiana Tech University campus. Project elements include new pavement, drainage facilities, and new and widened sidewalks, paths, and other pedestrian amenities. This project will also install underground electrical and fiber optic utilities and embed sensors into the new infrastructure that will provide real-time data for traffic, parking, and environmental conditions.

PROJECT HIGHLIGHTS AND BENEFITS:

The project's roadway upgrades to the downtown area will improve travel while drawing traffic away from main arterials, thus preserving their condition. The construction of facilities for bicyclists and pedestrians will improve safety for non-motorized users on campus and downtown. The sensors throughout the project area will be used to gather information for the city's Innovation Testbed – monitoring drainage, flooding events, driver safety, security, and detecting contaminants should they spill onto the road.



Station 46 Bridge Replacement Project

Rural

APPLICANT/SPONSOR: Maine Department of Transportation

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$30,000,000

PROJECT LOCATION: Augusta, Maine

PROJECT DESCRIPTION:

The project will fund the construction of a bridge to replace the existing Station 46 Bridge in Woolwich, Maine. The bridge is located on US Route 1, part of the National Highway System in rural Sagadahoc County in Maine's Midcoast Region.

PROJECT HIGHLIGHTS AND BENEFITS:

The bridge is nearing the end of its useful life despite having undergone life-extending improvements in the past, and if it were to be closed, that would cause in major traffic shifts to other routes, resulting in higher VMT and the potential for additional crashes. In this rural area, this bridge is part of the most direct route to numerous employment centers and job opportunities. It improves the long-term efficiency and reliability in the movement of workers and goods by being built for a 100-year service life. Route 1 is in a region vital to the tourism industry and a critical route for residents along US Route 1 by enabling businesses to connect to their suppliers, while allowing recreational enthusiasts continued access to Maine's outdoor activities that drive tourism in the State.



Lubec Safe Harbor

Rural

APPLICANT/SPONSOR: Town of Lubec

BUILD GRANT AWARD: \$19,650,000

TOTAL PROJECT COST: \$19,689,750

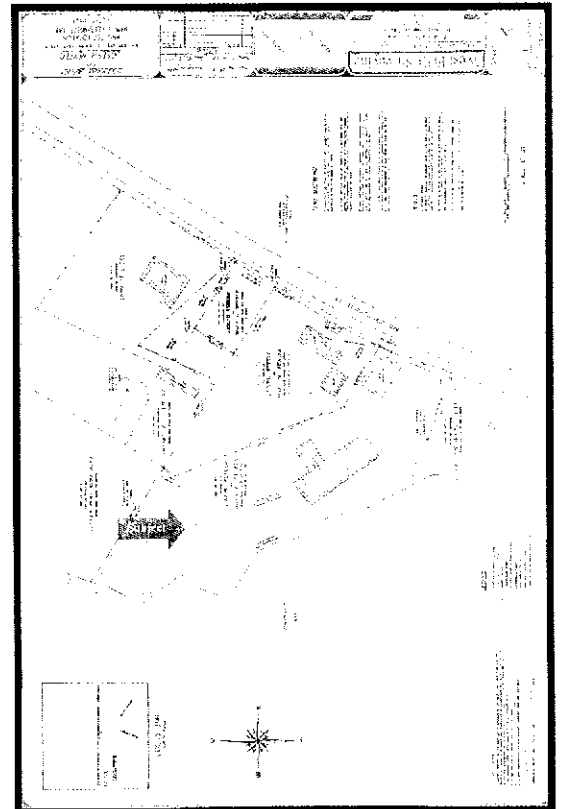
PROJECT LOCATION: Lubec, Maine

PROJECT DESCRIPTION:

This project will construct a boat launch, breakwater, and wharf to accommodate 35 boats and create a protected mooring field and a sheltered boat launch. The wharf will include a two-way road to the end of the pier where approximately two hoists will be placed.

PROJECT HIGHLIGHTS AND BENEFITS:

This project will provide a year-round safe harbor for resident and visiting fisherman as well as recreational boaters. The project will mitigate the inclement weather or winds coming from the north that have caused fisherman to die, boats to sink, loss of property, and many cases of hypothermia. The proposed construction would also reduce their response time Marine Patrol's emergency response time furthering the safety benefits. With the construction of the Safe Harbor, the structure will be sustainable for the long-term, contributing to an increase in job growth and direct benefits to the fishing market. The project will use solar lighting as an alternative to fossil fuels to reduce the carbon footprint.



Conley Terminal Container Storage and Freight Corridor

Urban

APPLICANT/SPONSOR: Massachusetts Port Authority

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$65,841,791

PROJECT LOCATION: Boston, Massachusetts

PROJECT DESCRIPTION:

The project will construct a new container yard capable of holding approximately 100,000 additional containers, deploy an innovative gate and logistics system, and build an adjacent Cypher and E streets freight corridor.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve safety by optimizing travel between container stacks, minimizing out-of-direction travel, and limiting the conflict points between workers and vehicles within the facility. The project will increase the efficiency of the terminal, allowing it to maintain the lower costs of doing business and remain competitive. The project improves quality of life by shifting freight trucks over one block to E Street which will allow the industrial, residential and commercial uses to better co-exist while minimizing the impact to all parties involved and providing safe and efficient travel for all modes.



Interconnecting Gulfport

Urban

APPLICANT/SPONSOR: City of Gulfport

BUILD GRANT AWARD: \$20,460,000

TOTAL PROJECT COST: \$32,220,000

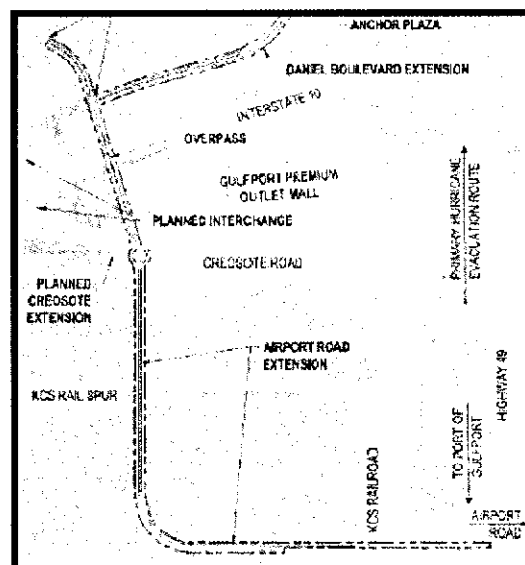
PROJECT LOCATION: Gulfport, Mississippi

PROJECT DESCRIPTION:

The project will add approximately 0.8 miles of 4-lane boulevard roadways and approximately 1.1 miles of 2-lane roadway with lighting, storm drain improvements, multi-modal paths, signals, raised median, roundabouts, and other street improvements.

PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve commuter, pedestrian, and bicyclist safety with a complete street concept. This project will provide an interconnected transportation network to three major employment centers in the city as well as all other commercial development in the area. The project also provides an additional means of ingress and egress to the Gulfport Premium Outlet Mall. This project will reduce congestion and will provide additional access to public rights-of-way in the city's least restrictive commercial zone, and will supplement the city's regional economic competitiveness.



MS 182/MLK Corridor Revitalization Project

Rural

APPLICANT/SPONSOR: City of Starkville

BUILD GRANT AWARD: \$12,655,840

TOTAL PROJECT COST: \$15,818,724

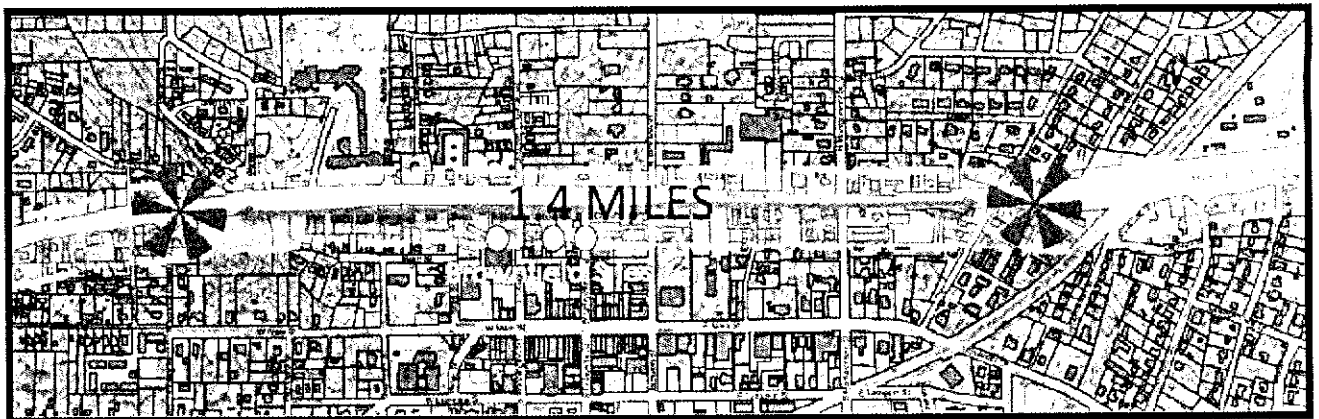
PROJECT LOCATION: Starkville, Mississippi

PROJECT DESCRIPTION:

The project will revitalize MS Highway 182/MLK Drive by adding ADA-compliant sidewalks, bike lanes, pedestrian lighting, high-speed broadband access, and green infrastructure to mitigate flooding and revitalize brownfields.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will introduce a multimodal transportation network that connects diverse community districts and encourages much needed foot traffic and exposure to local businesses. The project will increase pedestrian and bicycle connectivity as well as provide full accessibility to disadvantaged users through audible and tactile pedestrian crossings.



Grant Avenue Connect Parkway Project

Urban

APPLICANT/SPONSOR: City of Springfield

BUILD GRANT AWARD: \$20,960,822

TOTAL PROJECT COST: \$26,201,028

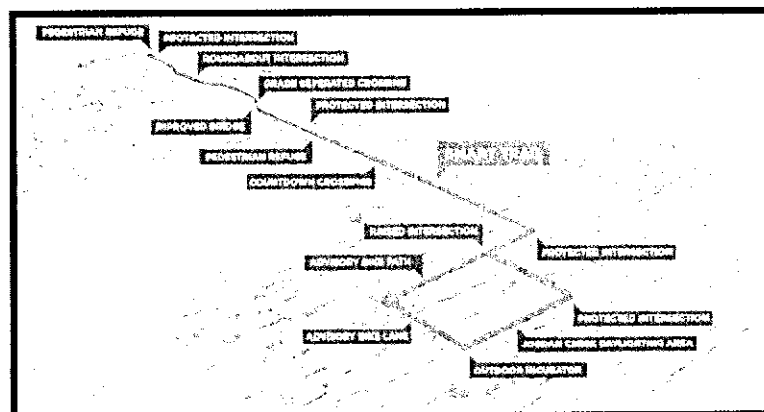
PROJECT LOCATION: Springfield, Missouri

PROJECT DESCRIPTION:

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnacht Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will allow improved access to businesses along the corridor by installing better pedestrian, transit and vehicular amenities. The project will improve safety by utilizing modern design standards and innovative pedestrian designs. The installation of pedestrian and bicycle amenities will also reduce the interactions of these two with vehicular traffic, reducing accidents and fatalities. The multiuse path will provide residents increased reliable, safe and affordable transportation alternatives, to access critical destinations and services.



East Locust Creek Reservoir (ELCR) Improvements

Rural

APPLICANT/SPONSOR: Sullivan County

BUILD GRANT AWARD: \$13,459,009

TOTAL PROJECT COST: \$22,686,610

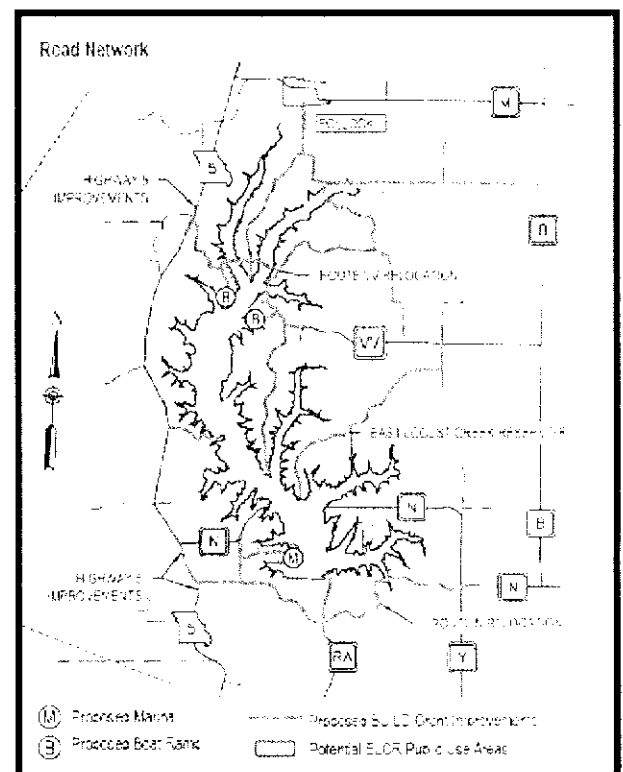
PROJECT LOCATION: Milan, Missouri

PROJECT DESCRIPTION:

The project will relocate Route N; extend Route VV to connect to Knob Hill Road which includes three vertical abutment bridges (large box culverts) and one single span bridge; re-construct approximately three intersections; widen and upgrade/pave existing gravel roads; widen and resurface existing paved roads in poor condition; and add turn lanes and shoulders to all roads.

PROJECT HIGHLIGHTS AND BENEFITS:

The project demonstrates innovation by incorporating Smart Lake concepts, and designing the transportation corridor as utility corridors and installing broadband. The project will connect a rural community bisected by the ELCR reservoir; create safe, accessible, and maintainable utility corridors to replace utility connections severed by the reservoir; improve safety and intersections along Missouri Route 5 for current and future residents; improve the access of emergency services by reducing response times; provide access to recreational areas that will improve the economic vitality of the region; provide access to the reservoir for recreational and educational purposes; and facilitate the quality of access for all users.



Mullan BUILD: Proactively and Collaboratively Building a Better Missoula

Rural

APPLICANT/SPONSOR: Missoula County

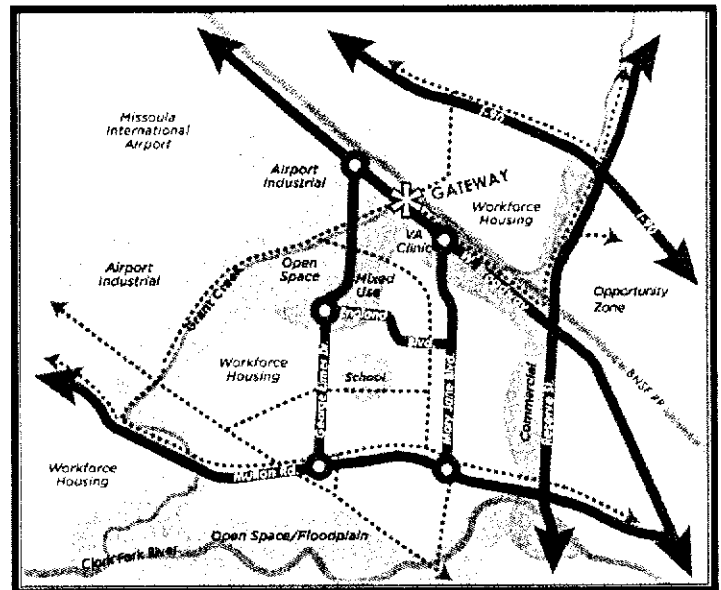
BUILD GRANT AWARD: \$13,000,000

TOTAL PROJECT COST: \$28,372,000

PROJECT LOCATION: Missoula County, Montana

PROJECT DESCRIPTION:

The develops a connecting streets and trail system in a growing area of Missoula including constructing new roads, intersection improvements including traffic signals and roundabouts, and enhancing the bicycle and pedestrian network.



PROJECT HIGHLIGHTS AND BENEFITS:

The project seeks to provide connector streets and alternatives for the congested main corridors by completing north-south roadways where sections of existing road currently dead end. The project aligns with safety reducing traffic on the main corridors, including away from the most accident-prone intersection in Missoula County; moving non-school-related, through-traffic off the only existing through road; incorporating traffic calming devices; and building sidewalks, bike lanes, and trails. The project will create a network of collector and arterial roads to improve access to developable land. The project improves quality of life for residents by expanding access to walking, cycling, and transit options as well as improving access and connectivity to school and jobs.



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120th Street Improvements Project

Urban

APPLICANT/SPONSOR: City of Omaha

BUILD GRANT AWARD: \$16,960,000

TOTAL PROJECT COST: \$21,200,000

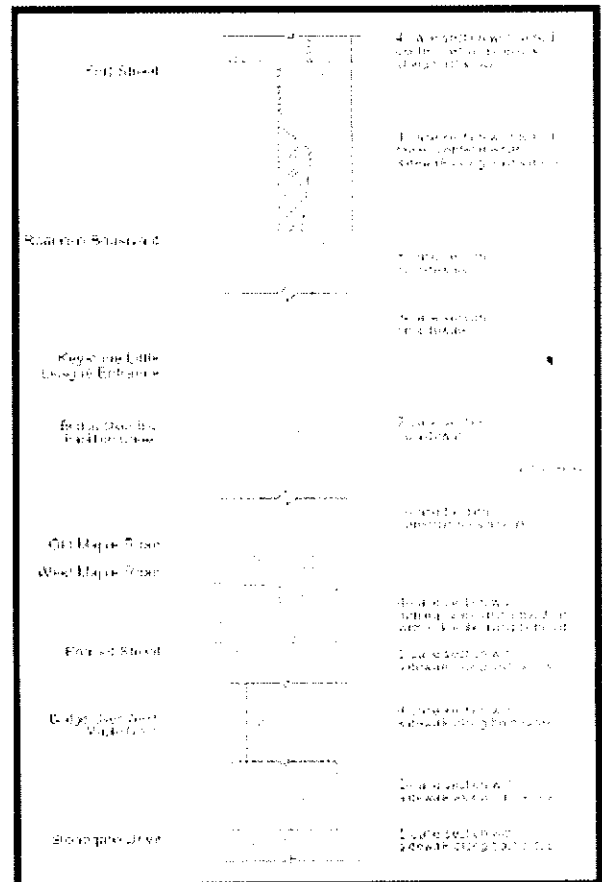
PROJECT LOCATION: Omaha, Nebraska

PROJECT DESCRIPTION:

This project will reconstruct a segment of 120th Street, a minor arterial with inconsistent cross-sections that includes the heavily traveled intersection with U.S. Highway 64, also known as West Maple Road. The new roadway will provide a continuous 4-lane divided roadway through the entire length of the project.

PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve the consistency of the roadway cross-section, improve the continuity of pedestrian facilities, improve capacity and enhance safety to accommodate future traffic demands. The project will also add sidewalks along the east and west bound lanes, enhancing the quality of life and safety benefits.



Vermont-New Hampshire Route 119 Bridge Project

Rural

APPLICANT/SPONSOR: New Hampshire Department of Transportation

BUILD GRANT AWARD: \$12,000,000

TOTAL PROJECT COST: \$50,000,000

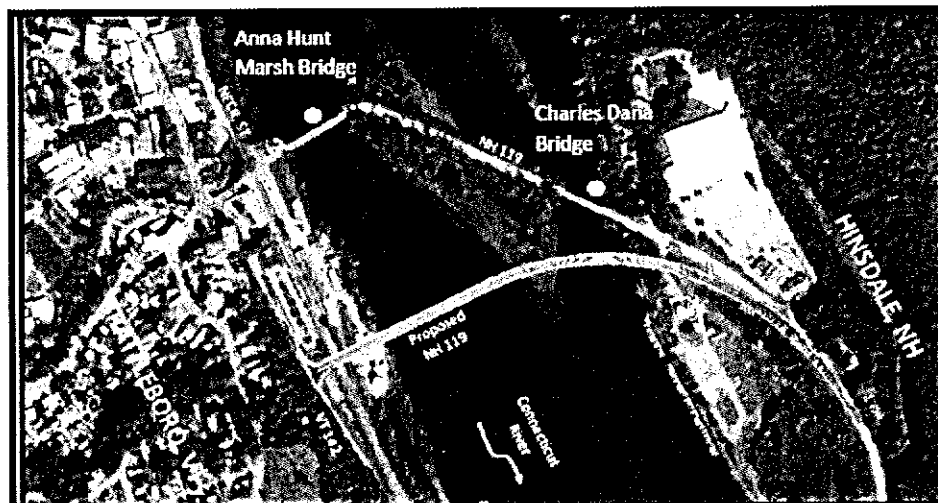
PROJECT LOCATION: Hinsdale, New Hampshire
and Brattleboro, Vermont

PROJECT DESCRIPTION:

The project will construct a new bridge to bypass two aging truss bridges spanning the Connecticut River along Route 119. The old bridges will be rehabilitated for bicycle and pedestrian use. The project will also eliminate an at-grade railroad crossing of VT/NH Route 119 and the New England Central Railroad.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves safety by replacing two bridges and eliminating an at-grade rail crossing. The two current bridges are structurally deficient and functionally obsolete due to the substandard road width and vertical clearance. To continue to use the current structures, a weight limit would need to be posted, decreasing the efficiency in the movement of freight and/or people. The new bridge would also be a more reliable access point to employment centers and job opportunities for an Opportunity Zone.



US 285 Safety and Resilience Project

Rural

APPLICANT/SPONSOR: New Mexico Department of Transportation

BUILD GRANT AWARD: \$12,500,000

TOTAL PROJECT COST: \$115,000,000

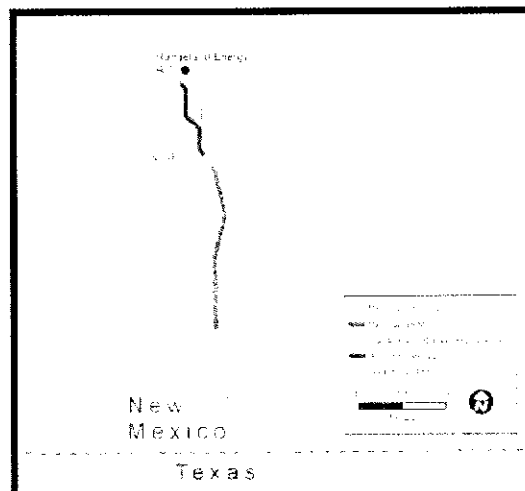
PROJECT LOCATION: Santa Fe, New Mexico

PROJECT DESCRIPTION:

The project will provide turning and acceleration/deceleration lanes, shoulders, bridge structures, and stronger pavement on US 285 from the Texas-New Mexico state line to Loving within the Permian Basin region.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve a dangerous corridor of US 285 dubbed by residents “death highway”. This roadway, originally designed as a rural road, now serves an increasing amount of heavy industrial traffic. By reconstructing and widening the existing facility to include alternating passing and turning lanes safety will be improved. The project will reconstruct pavement to withstand heavy truck loadings, eliminate sinkholes, and replace/rehabilitate multiple bridges along the project corridor. The project will improve reliable and safe access for rural communities, including Opportunity Zones, to employment centers and job opportunities.



Transportation Accessibility, Safety, and Connectivity (TASC) Project

Rural

APPLICANT/SPONSOR: City of Greenville

BUILD GRANT AWARD: \$15,000,000

TOTAL PROJECT COST: \$24,000,000

PROJECT LOCATION: Greenville, North Carolina

PROJECT DESCRIPTION:

The project will construct or reconstruct a network of vehicular, non-vehicular, and multimodal infrastructure in and around downtown Greenville including roadway reconstruction and intersection realignment and upgrades on West 5th Street, and a series of new and upgraded off-street multi-use paths that integrate with existing paths, and creating a continuous multi-use path network around the urban core.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will increase access to jobs, health care, and education for residents. The project will reduce vehicular accidents through intersection conversion to roundabouts, and reduce pedestrian-vehicular interactions through new construction of on-road and off-road pedestrian and bicycle facilities. The project incorporates innovative designs for rural complete streets, as well as implements innovative construction procurement.



I-95 Resiliency and Innovative Technology Improvements Project

Rural

APPLICANT/SPONSOR: North Carolina Department of Transportation

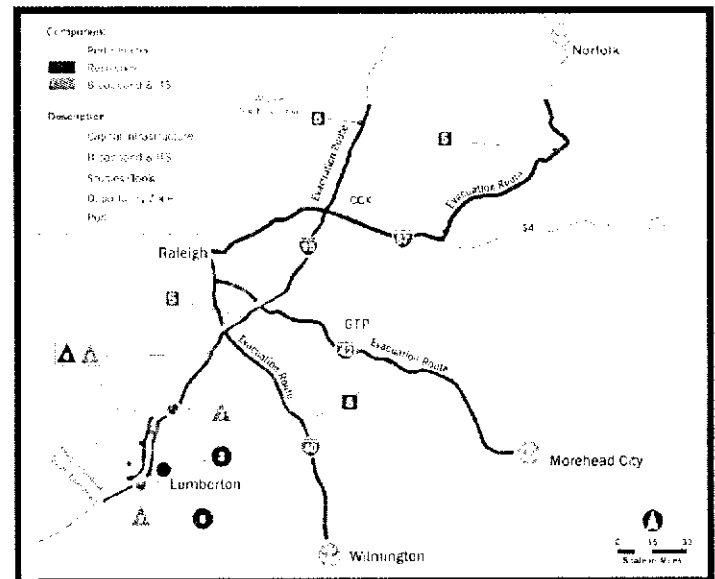
BUILD GRANT AWARD: \$22,500,000

TOTAL PROJECT COST: \$685,115,000

PROJECT LOCATION: Robeson and Cumberland Counties, North Carolina

PROJECT DESCRIPTION:

The project includes several improvements along I-95 and connected evacuation routes including widening approximately 27 miles of I-95 from exit 13 to exit 40 between Lumberton and Fayetteville to 8 lanes; rebuilding the overpasses and interchange at exit 19 near Lumberton; raising low-lying portions of the interstate and two bridges between exits 17 and 19; and adding water gauges at strategic locations throughout the corridor.



PROJECT HIGHLIGHTS AND BENEFITS:

By raising the interstate in flood-prone areas that were not designed to withstand the magnitude of storms that hit North Carolina in recent years, the reconstructed interstate will incur less damage during major storms and better maintain the interstate in a state of good repair. The expanded I-95 capacity will facilitate faster evacuations. Additionally, the installation of flood monitoring devices along I-95 and secondary evacuation routes allows North Carolina Department of Transportation to monitor water levels and direct evacuations accordingly, increasing safe evacuations during major storm events. The project will install water gauges connected to ITS that support safer evacuations, help reroute traffic in real time, and improve communications to the traveling public.

Silicon Shores East-West Connector Road Project

Urban

APPLICANT/SPONSOR: Town of Mooresville

BUILD GRANT AWARD: \$13,609,131

TOTAL PROJECT COST: \$21,730,195

PROJECT LOCATION: Mooresville, North Carolina

PROJECT DESCRIPTION:

The project will construct three connector roads near I-77, including: approximately 4,300 linear feet of four-lane divided highway (the "East West Connector"), approximately 2,368 linear feet of three-lane divided highway (the "RL West Connector"), and approximately 2,298 linear feet of three-lane divided highway (the "Transco Connector").

PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve driver safety by adding a fully signalized intersection that will prevent dangerous U-turns, diverting traffic away from a skewed at-grade rail crossing to a new crossing, and enabling some existing crossings to close or consolidate. The project will better accommodate planned future growth in the area and improve network efficiency. The project is expected improve traffic flow, which would lessen congestion-related emissions. Bicycle lanes will be incorporated into the new roadway as well. The project is a collaboration of the town, the State, private developers, non-projects, local business, and others.



US Route 30 Freeway Expansion Project

Rural

APPLICANT/SPONSOR: Regional Transportation Improvement District

BUILD GRANT AWARD: \$18,000,000

TOTAL PROJECT COST: \$116,675,110

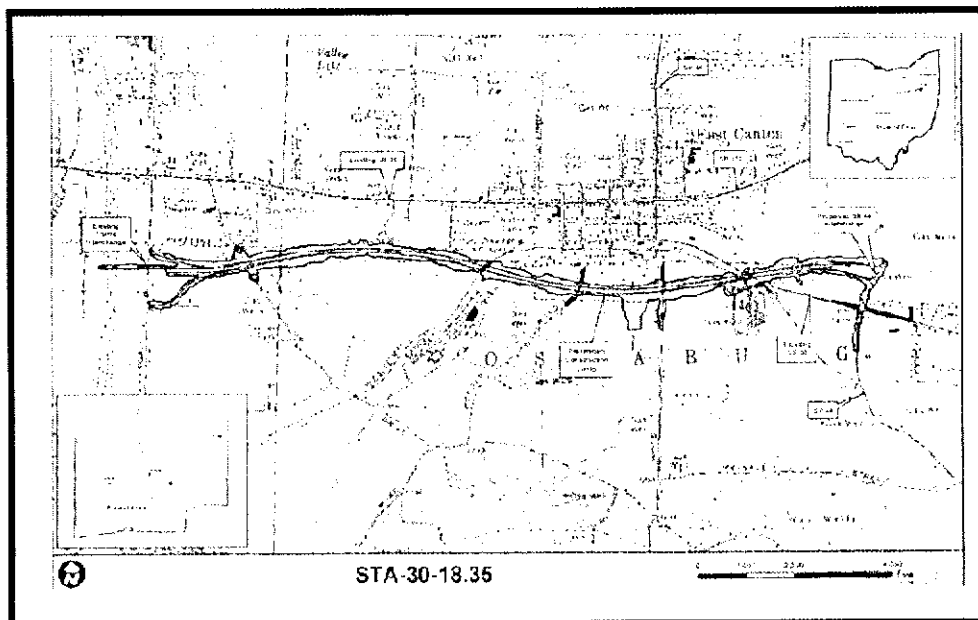
PROJECT LOCATION: Canton, Ohio

PROJECT DESCRIPTION:

This project will construct an approximately 3-mile extension of the existing 4-lane US-30 expressway in Stark County from Trump Avenue to SR 44.

PROJECT HIGHLIGHTS AND BENEFITS:

A US 30/Lincoln Highway expressway east of Canton will improve safety for trucks, pedestrians, and cars. Extending the US 30 expressway will bring additional traffic through Stark and Columbiana counties. A new Route 30 expressway will also provide easier and safer access for energy companies transporting supplies to extraction operations, and transporting product throughout the Marcellus and Utica shale play areas. The project will also provide easier access to petroleum supplies for chemical and plastic manufacturing facilities. The BUILD project is a small piece of a much larger planned project to extend the expressway portion of US-30 to a point at or near the West Virginia border.



Southern Oregon Corridor Resiliency and Congestion Relief Project

Rural

APPLICANT/SPONSOR: City of Medford

BUILD GRANT AWARD: \$15,500,000

TOTAL PROJECT COST: \$39,370,000

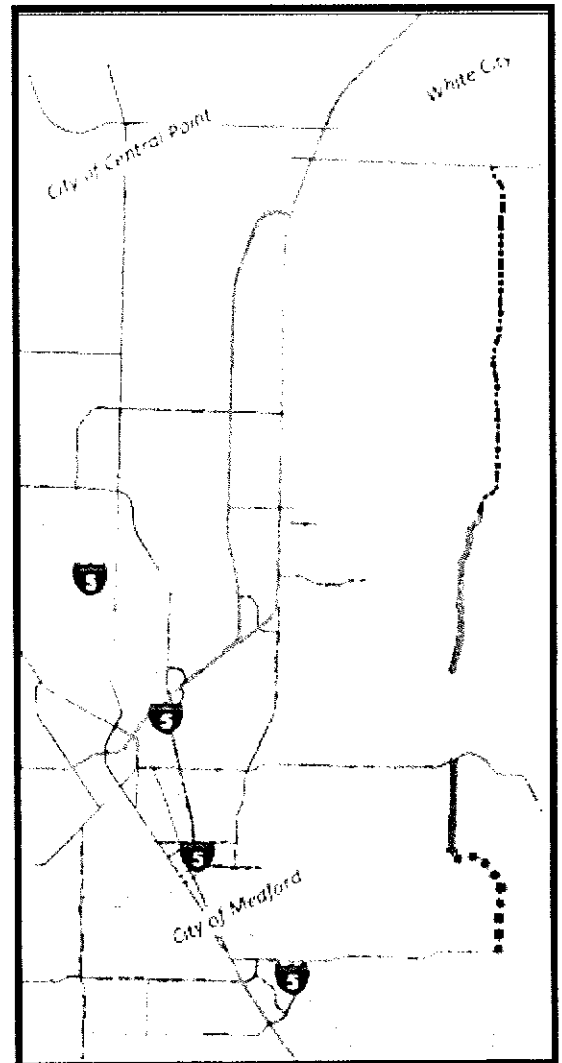
PROJECT LOCATION: Medford, Oregon

PROJECT DESCRIPTION:

This project will expand approximately 3.97 miles of roadway along the Foothill Road/North Phoenix Road Corridor from a two-lane arterial to a four-lane arterial with center turn lane, sidewalks, and bike lanes.

PROJECT HIGHLIGHTS AND BENEFITS:

By constructing an additional lane in each direction and a center turn lane, the project seeks to eliminate safety hazards, including backups behind turning vehicles and abrupt breaking, associated with one lane of travel in each direction. The project also creates dedicated space for pedestrians and bicyclists to minimize vehicle conflicts for vulnerable road users. Similarly, the added capacity and turn lane improves economic competitiveness by reducing congestion and delays, and by increasing access to two Opportunity Zones and employment destinations. The project provides an alternative to the congested Interstate 5, improving the overall efficiency of the larger transportation network.



PIT Cargo Building 4 Intermodal Freight Transfer Facilities Development Project

Urban

APPLICANT/SPONSOR: Allegheny County Airport Authority

BUILD GRANT AWARD: \$18,690,047

TOTAL PROJECT COST: \$23,362,559

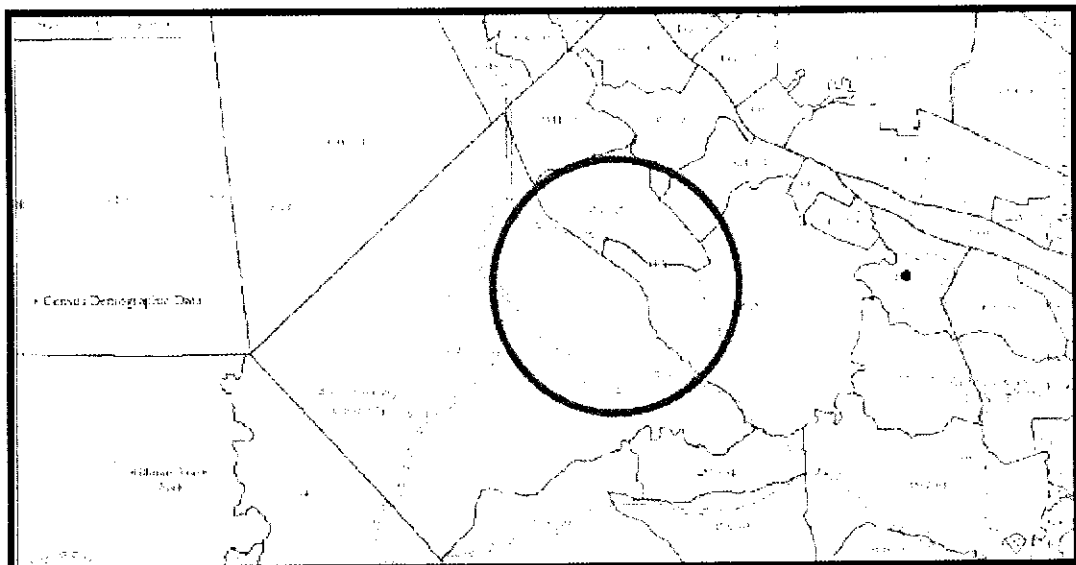
PROJECT LOCATION: Allegheny County, Pennsylvania

PROJECT DESCRIPTION:

This project will construct a cargo processing facility of approximately 75,000 square-feet and an adjacent surface parking lot to expand air cargo operations at Pittsburgh International Airport (PIT). Separate from the BUILD award, PIT will expand the taxiway and aircraft apron to serve the new facility.

PROJECT HIGHLIGHTS AND BENEFITS:

The increased cargo handling capacity at PIT will optimize space and reduce the time and distance necessary for transfer of freight between ground and air, reducing transportation costs. The new surface lot is expected to relieve congestion which will improve economic competitiveness



PATCO Franklin Square Station Reopening Project

Urban

APPLICANT/SPONSOR: Delaware River Port Authority

BUILD GRANT AWARD: \$12,580,000

TOTAL PROJECT COST: \$25,160,000

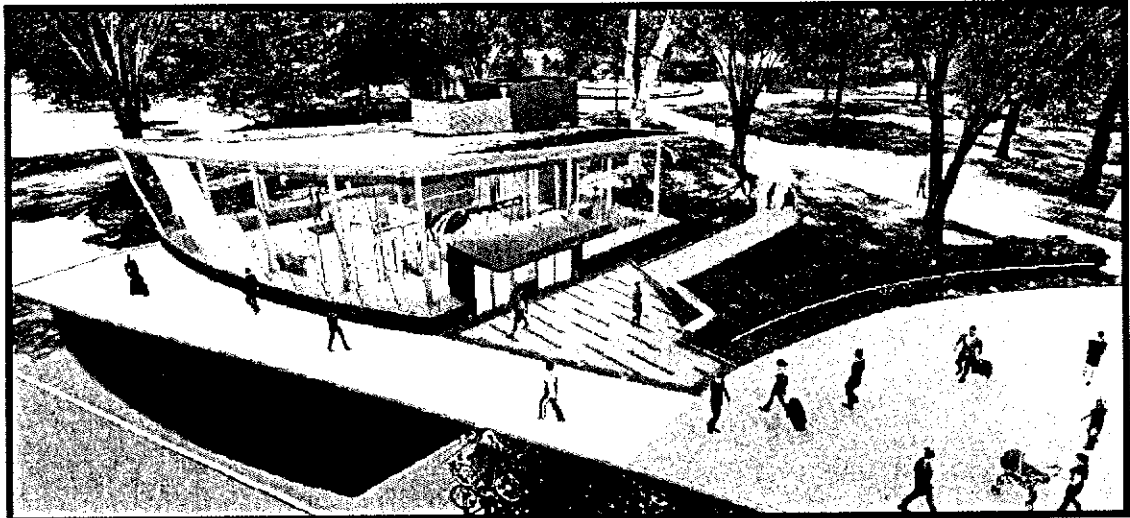
PROJECT LOCATION: Philadelphia, Pennsylvania

PROJECT DESCRIPTION:

The project will revitalize and reopen an existing rail station consistent with modern Americans with Disabilities Act (ADA) requirements.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide PATCO with an updated facility that will have improved ADA accommodations, structural, electrical, plumbing, communication, signal, and security systems. The project implements technology like real time signage and wifi in the station, and other aspects like the use of a glass roof in the headhouse to allow for more natural lighting later in the day and use of a green roof to manage storm water runoff and help insulate the station. The project supports the growth of the Franklin Square community and the region by creating a new affordable way for people to travel to places of employment and other critical destinations.



Washington Bridge Rehabilitation and Redevelopment Project

Urban

APPLICANT/SPONSOR: Rhode Island Department of Transportation

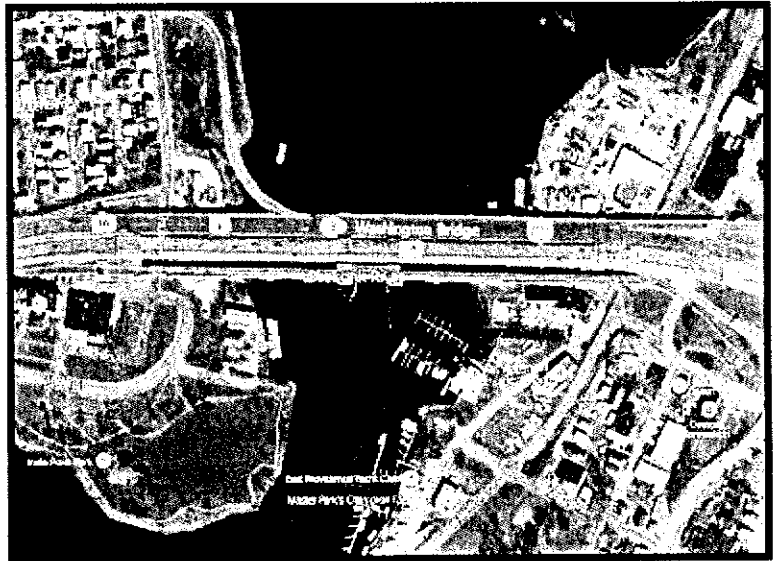
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$70,000,000

PROJECT LOCATION: Providence, Rhode Island

PROJECT DESCRIPTION:

The project rehabilitates the Washington Bridge superstructure atop a newly rehabilitated substructure, restripes the I-195 mainline in East Providence to maintain four lanes through the corridor, removes the westbound Gano St off-ramp, and adds a westbound off-ramp to Waterfront Drive.



PROJECT HIGHLIGHTS AND BENEFITS:

The project brings the bridge back to a state of good repair, extends the service life of the bridge by 25 years, eliminates congestion-producing interfaces, and improves safety and economic vitality in the corridor. The project would eliminate queues on I-195 westbound and improve access to jobs in Providence. The project alleviates dangerous weaving on the Washington Bridge and replaces the Gano St off-ramp with a Waterfront Drive off-ramp to help eliminate the exit queue on the bridge itself. The project uses innovative design, project delivery, and financing practices.



U.S. Department
of Transportation

www.transportation.gov/buildgrants

Ashley River Crossing Project

Urban

APPLICANT/SPONSOR: City of Charleston

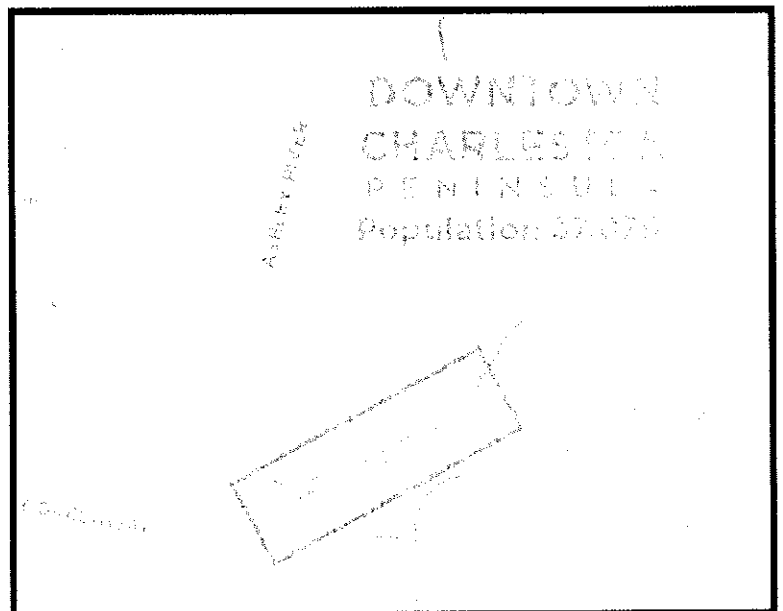
BUILD GRANT AWARD: \$18,149,750

TOTAL PROJECT COST: \$22,749,750

PROJECT LOCATION: Charleston, South Carolina

PROJECT DESCRIPTION:

The project improves existing infrastructure associated with a regional bicycle and pedestrian network that includes the 10.5-mile West Ashley Greenway, the 2.5-mile West Ashley Bikeway, and Ashley River Walk in Downtown Charleston, and also constructs an approximate 0.4-mile standalone bridge parallel to the existing Ashley River Bridges to create a new multi-use path.



PROJECT HIGHLIGHTS AND BENEFITS:

The project improves transportation network efficiency through intersection improvements and encourages non-motorized methods of transportation resulting in reduced fuel and emissions. The project incorporates adaptive signal systems and impacts multiple jurisdictions.



Bridging the Interstate Divide Project

Rural

APPLICANT/SPONSOR: City of Brookings

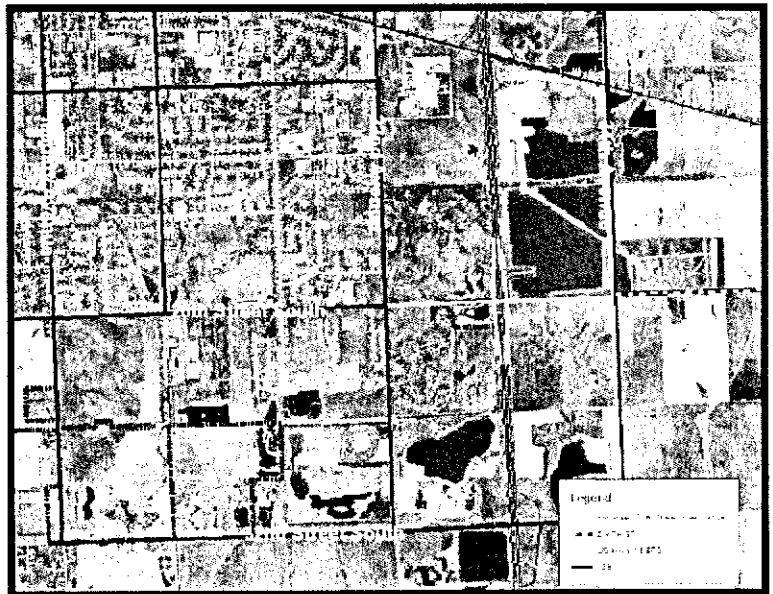
BUILD GRANT AWARD: \$18,677,630

TOTAL PROJECT COST: \$23,347,037

PROJECT LOCATION: Brookings, South Dakota

PROJECT DESCRIPTION:

This project will construct a new interchange on Interstate 29 at 20th Street South near Brookings, South Dakota. The project includes a new overpass of I-29, with access ramps, and will connect 20th Street South on either side with 22nd Avenue to the West and 34th Avenue to the East.



PROJECT HIGHLIGHTS AND BENEFITS:

The new interchange will reduce travel times for motorists and increase access to new housing development south of the city. The project will also provide a new alternative to Sixth Street for freight and passengers moving into and out of Brookings, relieving congestion and enhancing safety.



U.S. Department
of Transportation

www.transportation.gov/buildgrants

Memphis Innovation Corridor Project

Urban

APPLICANT/SPONSOR: Memphis Area Transit Authority

BUILD GRANT AWARD: \$12,000,000

TOTAL PROJECT COST: \$73,831,000

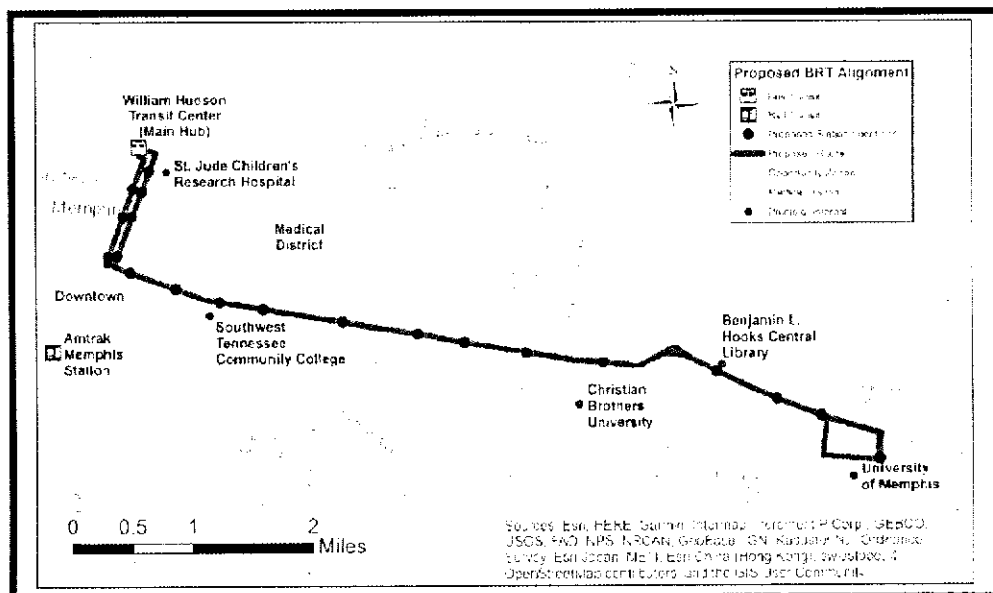
PROJECT LOCATION: Memphis, Tennessee

PROJECT DESCRIPTION:

The project will develop an approximately 8-mile BRT line by constructing approximately 28 new transit stations and purchasing approximately 9 electric buses and charging equipment.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves economic competitiveness and quality of life because the Innovation Corridor will connect two opportunity zones to downtown Memphis and the University of Memphis, improving access to two of the largest employment centers in the region. The project also provides riders with more frequent and reliable transportation options, which will enable quicker access to jobs and services



Shepherd and Durham Major Investment Project

Urban

APPLICANT/SPONSOR: Near Northwest Management District

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$50,000,000

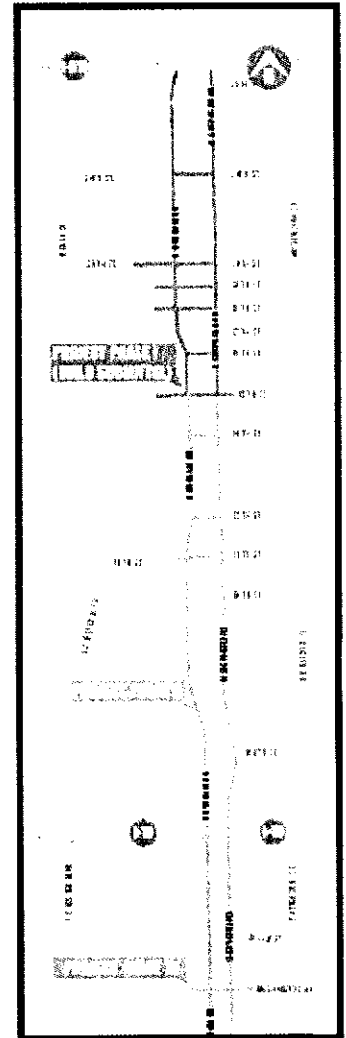
PROJECT LOCATION: Houston, Texas

PROJECT DESCRIPTION:

The project reconstructs and improves two, four-lane parallel urban principal arterial roadways and six streets that connect them. The project will install ADA-accessible sidewalks, ramps, and crossings and bicycle facilities, turn bays/lanes, and new turn lanes. The project also includes pavement markings, clear sight lines, access management, updated intersection signalization and signage, and enhanced "clear zone" areas to the project limits, upgraded accessibility to transit stops, storm water management infrastructure, water supply, and wastewater lines.

PROJECT HIGHLIGHTS AND BENEFITS:

The project removes a vehicle travel lane to decrease crossing distance, which will reduce the incidence of sideswipe crashes and calm traffic, as well as provide space for new vegetated buffer strips, bicycle lanes, and wider sidewalks. The roadway is past its serviceable life and will be replaced. Roadway improvements from this project will enhance travel time reliability for both passenger auto and freight trips, in part by helping to reduce crashes, and will reduce emissions and help improve air quality by increasing mobility, encouraging mode shift, displacing automobile trips, and reducing vehicle travel delays.



Multimodal Corridor Expansion and Improvement Project

Rural

APPLICANT/SPONSOR: Port Beaumont Navigational District of Jefferson County

BUILD GRANT AWARD: \$18,000,000

TOTAL PROJECT COST: \$101,245,000

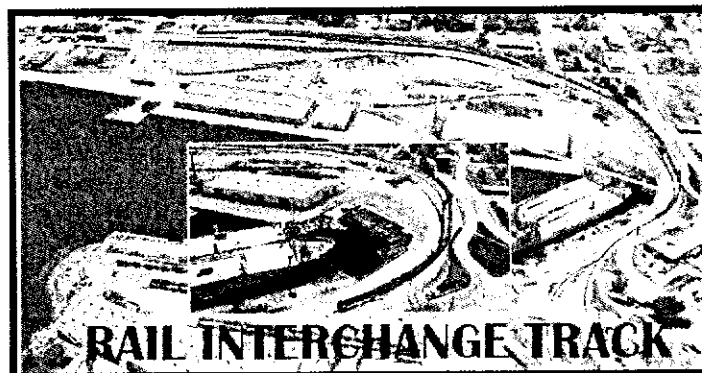
PROJECT LOCATION: Beaumont, Texas

PROJECT DESCRIPTION:

The project reconstructs condemned wharves 2, 3, and 4 at the Main Street Terminal 1, adds approximately 16,000 linear feet of new rail track and realigns and upgrades approximately 4,275 feet of existing rail track at the Buford Rail Yard Interchange, and replaces a deteriorated grain dock.

PROJECT HIGHLIGHTS AND BENEFITS:

By reconstructing wharves originally build in the 1950s that failed in 2011 due to age-related structural deterioration, the project will bring the Main Street Terminal into a state of good repair to restore dock service to handle military, breakbulk, and project cargoes. Similarly, the project will replace the grain dock which is 17 years past it's useful life. The project increases economic competitiveness by doubling rail interchange capacity and adding general cargo handling capacity to reduce freight shipment costs and facilitate direct intermodal interchange and transfer at the Port of Beaumont, particularly for grain exports. By increasing capacity and efficiency for water-based and rail freight movement, the project decreases heavy truck traffic and emissions, aligning with safety and environmental sustainability respectively.



Mills to Maritime Property Acquisition Project

Urban

APPLICANT/SPONSOR: Port of Everett

BUILD GRANT AWARD: \$15,500,000

TOTAL PROJECT COST: \$27,700,000

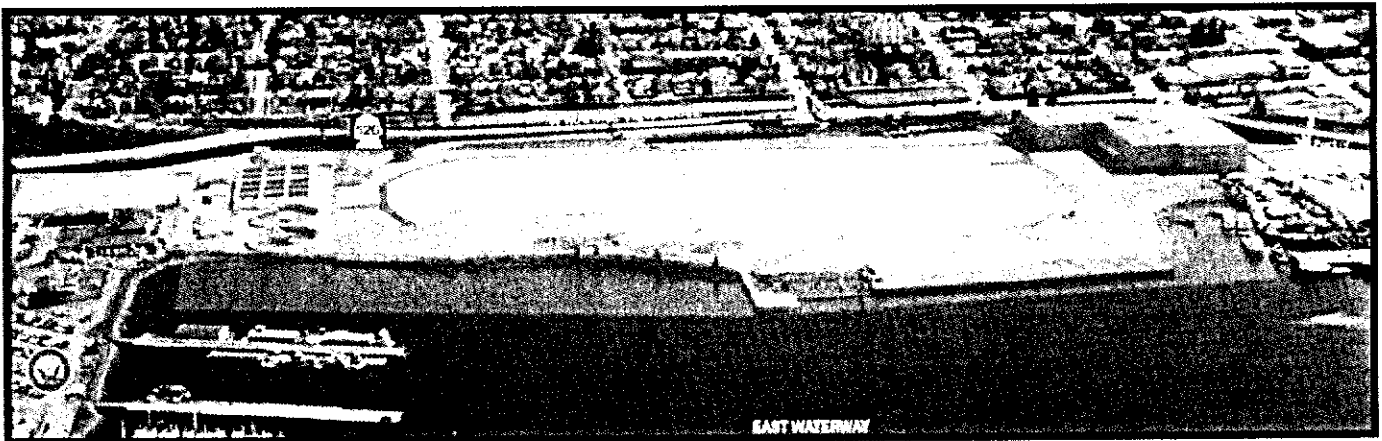
PROJECT LOCATION: Everett, Washington

PROJECT DESCRIPTION:

The project will acquire an approximately 58-acre brownfield site on the city of Everett's waterfront, 13-acres of which are submerged tidelands, and construct utilities, storm water improvements and paving for approximately three acres in support of future container-on-barge (COB) service.

PROJECT HIGHLIGHTS AND BENEFITS:

The project aims to remediate an existing privately held brownfield site and re-purpose it for use by the public Port of Everett. The project furthers economic competitiveness by paving part of the port that will become a container storage area, providing expanded capacity and potential operational efficiencies.



Rail-Truck Transload Facility Project

Rural

APPLICANT/SPONSOR: Spokane Airport Board

BUILD GRANT AWARD: \$11,300,000

TOTAL PROJECT COST: \$16,900,000

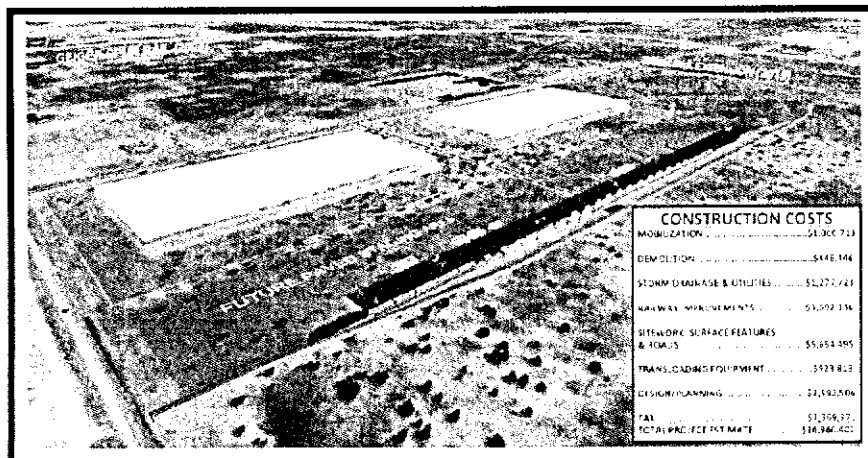
PROJECT LOCATION: Spokane, Washington

PROJECT DESCRIPTION:

The project will fund construction of a new rail-truck transload facility for train loading, offloading, and circulation at the Spokane International Airport. The project will extend an existing rail spur to the facility, consisting of three parallel rail lines totaling approximately 3.2 miles of track. The facility will have a circulation area for freight truck movement consisting of approximately 4.4 acres of pavement. An approximate 0.2-mile vehicle access road will be constructed to provide freight vehicle access to the site.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will reduce the amount of interstate freight traffic on I-90, thus decreasing the potential for accidents and providing a less congested and safer transportation system. The project enables freight to be delivered to the rail-truck transload facility via the rail line, providing a local area to transport freight to and from the businesses located in the West Plains. The project will lead to decreased damage and maintenance costs associated with surrounding transportation corridors. The facility will provide an attractive resource for businesses considering relocating to the West Plains area.



I-64 Widening: Nitro to St. Albans Project

Rural

APPLICANT/SPONSOR: West Virginia Department of Transportation

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$265,000,000

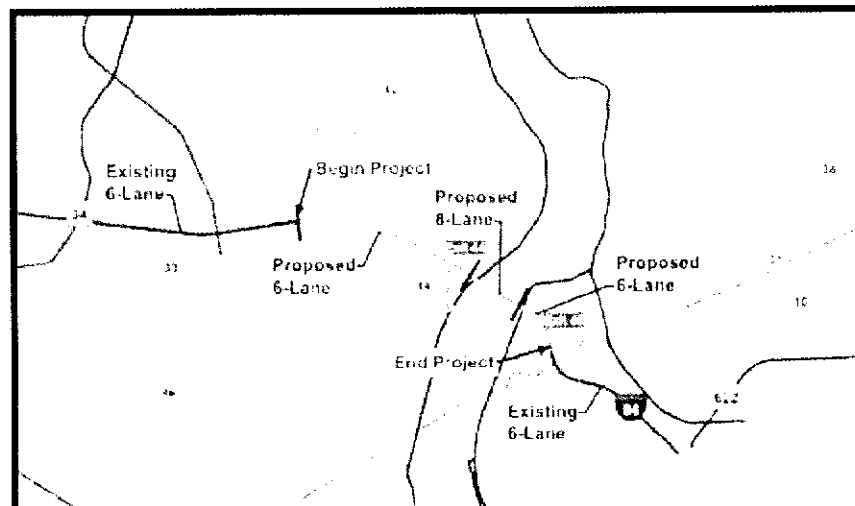
PROJECT LOCATION: Charleston, West Virginia

PROJECT DESCRIPTION:

The project will widen approximately 3.8 miles of I-64 in Putnam County, adding an additional lane in each direction between US 35 and Nitro interchanges. Additionally, the St. Albans and Nitro interchanges will be enhanced with an auxiliary lane between the two interchanges. This project will also rehabilitate or replace eight bridge structures along this route.

PROJECT HIGHLIGHTS AND BENEFITS:

The project establishes a more reliable transportation facility that enables the traveling public and freight to smoothly traverse through Putnam County, West Virginia. The project addresses safety and state of good repair because two of the bridge structures in this project have poor substructures, but all are quickly deteriorating and approaching their designed life span. The existing facility is unable to accommodate the merging traffic in an already over-capacity section of roadway, therefore this project will enhance the level of safety performance of the highway network by alleviating the bottleneck through the additional capacity.



Old Odanah Road (County A) and Bear Trap Road Project

Rural

APPLICANT/SPONSOR: Bad River Band of Lake Superior Tribe of Chippewa Indians

BUILD GRANT AWARD: \$2,376,808

TOTAL PROJECT COST: \$2,704,808

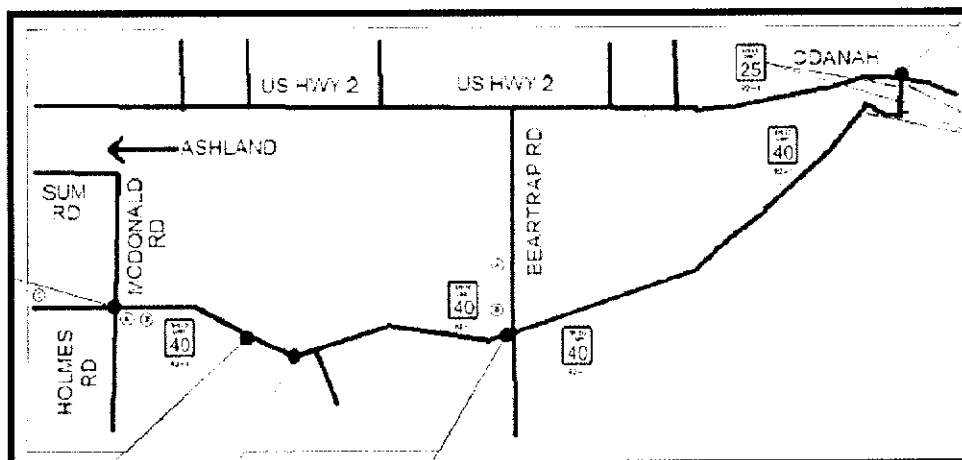
PROJECT LOCATION: Odanah, Wisconsin

PROJECT DESCRIPTION:

The project resurfaces, redevelops a shoulder, and replaces some culverts on Old Odanah Road between McDonald Road and U.S. Highway 2, and redevelops Bear Trap Road from Old Odanah Road to U.S. Highway 2.

PROJECT HIGHLIGHTS AND BENEFITS:

This project improves the condition of roads currently in poor repair that include a variety of unsafe features, including steep embankments, narrow alignment, and poor lines of sight. The existing highway is at risk of closure due to flooding from deteriorated pipes along the roadway and shifting soil underneath the existing roadbed. The alternate access improves connections to jobs and health care, daily commutes, and access to the Tribe's ceremonial grounds, cemetery, and church. All of these factors are valued by the Tribe and contribute to the well-being of their community. The project will improve an alternate route into the Bad River Community, allowing businesses within the City of Ashland and the Communities in Bad River to have more access for deliveries and travel.



Dry Piney Creek Wildlife Habitat Connectivity Project

Rural

APPLICANT/SPONSOR: Wyoming Department of Transportation

BUILD GRANT AWARD: \$14,544,000

TOTAL PROJECT COST: \$18,180,000

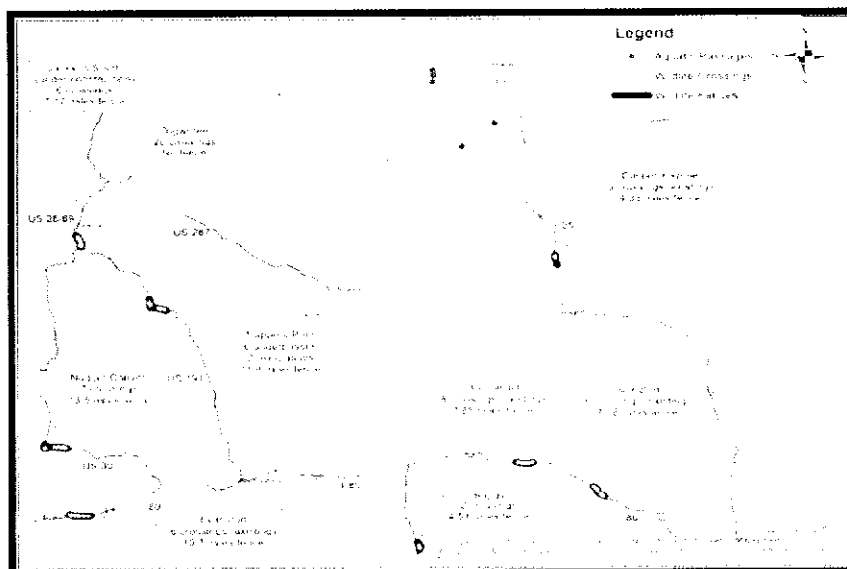
PROJECT LOCATION: Sublette County, Wyoming

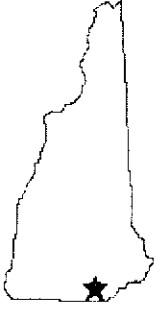
PROJECT DESCRIPTION:

The project will construct a series of crossings, fencing, and related improvements on approximately 19 miles of US 189 between La Barge and Big Piney.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves safety by installing wildlife crossing structures and associated fencing aimed at reducing the wildlife-vehicle collisions that result in injuries, property damage, and loss of life for both humans and wildlife. The project also seeks to avoid the safety hazards for crews and the traveling public presented by carcass removal and clean up required after wildlife-related crashes. The project improves wildlife habitat connectivity by preserving species diversity, movement, health, of animals in their natural environment, and maintaining migration routes which support herd population levels.





TOWN OF HUDSON
Finance Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6000 • Fax: 603 881-3944

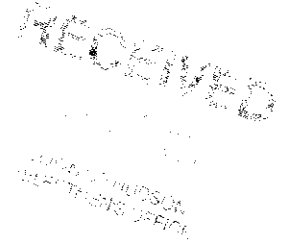
8.I. *Malizia*
11-20-19

To: Steve Malizia, Town Administrator

From: Kathy Carpentier, Finance Director *(Signature)*

Date: November 21, 2019

Subject: Proposed Warrant Article to Put Tax Impact on Ballot



Please accept this request to be put on the Board of Selectmen's next agenda.

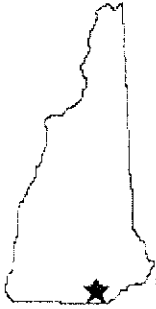
I would like to bring this proposed warrant article to the Board for their consideration. Does the Board want to forward a warrant article to ask the legislative body if they want to put the tax impact on the ballot?

Shall the Town of Hudson vote to require that the annual budget and all warrant articles, as determined by the governing body, shall contain a notation stating the estimated tax impact of the article?

If the Board would like to forward this warrant article to the warrant the following motion would be appropriate:

Motion:

To forward Warrant Article X Tax Impact on Warrant Articles to the warrant.



TOWN OF HUDSON
Finance Department




8.5.

Agenda
11/26/19

12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6000 • Fax: 603 881-3944

To: Steve Malizia, Town Administrator

From: Kathy Carpentier, Finance Director 

Date: November 21, 2019

Subject: Proposed Warrant Article to Appoint Town Treasurer

RECEIVED
NOV 21 2019
TOWN OF HUDSON

Please accept this request to be put on the Board of Selectmen's next agenda.

I would like to bring this proposed warrant article to the Board for their consideration. Does the Board want to forward a warrant article to ask the legislative body if they would change the position of Treasurer from an elected position to an appointed position?

Shall the Town of Hudson vote to authorize the Board of Selectmen to appoint a Town Treasurer in accordance with RSA 41:26-e, rather than electing a Treasurer?

If the Board would like to forward this warrant article to the warrant the following motion would be appropriate:

Motion:

To forward Warrant Article Y Appointment of Town Treasurer to the warrant.

TITLE III

TOWNS, CITIES, VILLAGE DISTRICTS, AND UNINCORPORATED PLACES

CHAPTER 41

CHOICE AND DUTIES OF TOWN OFFICERS

Town Treasurer

Section 41:26-e

41:26-e Appointed Town Treasurer. – Any town may, under an article in the warrant for the annual town meeting, vote to authorize the appointment rather than the election of a town treasurer. Such appointment shall be made in accordance with RSA 669:17-d by either the board of selectmen, or in the case of a town operating under RSA 37 upon recommendation of the town manager with approval of the board of selectmen. Whenever the selectmen or manager appoint the treasurer, such appointment shall be made in writing and shall include the compensation to be paid. Any town may rescind the vote to appoint a town treasurer under an article in the warrant for the annual town meeting. If such article to rescind the appointment of a treasurer is approved, then the town shall reinstate the office of elected treasurer and shall fill the vacancy in accordance with RSA 669:69.

Source. 2007, 35:4, cff. July 13, 2007.



TOWN OF HUDSON
Office of the Town Administrator
12 School Street
Hudson, New Hampshire 03051

S.K.

Signature
11/26/19



Stephen A. Malizia, Town Administrator - smalizia@hudsonnh.gov - Tel: 603-886-6024 Fax: 603-598-6481

To: Board of Selectmen
From: Steve Malizia, Town Administrator
Date: November 20, 2019
Re: 2020-2021 School District Warrant Articles

Selectman Martin has asked that an item be added to the Board of Selectmen agenda to discuss the 2020-2021 School District Warrant Articles. Selectman Martin is looking for direction from the Board as to how he should vote as the Board Member on the Budget Committee on the various articles. Should the Board vote to direct Selectman Martin how to vote on the School District warrant articles, the following motion(s) are appropriate:

Motion: To recommend/not recommend School District Warrant Article #1.

To recommend/not recommend School District Warrant Article #2

To recommend/not recommend School District Warrant Article #5

To recommend/not recommend School District Warrant Article #6

Should you have any questions or need additional information, please feel free to contact me.

**PROPOSED WARRANT ARTICLES
2020-2021**

**Warrant Article 1
Alvirne High School Renovation**

Shall the Hudson School District raise and appropriate the sum of \$17,550,000 for the design, construction, and equipping of additions and renovations to Alvirne High School; and further authorize the School Board to issue not more than \$17,550,000 in bonds or notes for the balance of the project costs in accordance with the Municipal Finance Act, (RSA Chapter 33) [no more than this bond may be issued for the project without further authorization of the voters of the Hudson School District] and authorize the School Board to issue, negotiate, sell, and deliver such bonds and notes and to determine the rate of interest thereon and the maturity and other terms thereof; and further raise and appropriate the additional sum of \$445,453 for the first year payment on the bond and authorize the School Board to take any other action necessary to carry out this vote or pass any other vote relative thereto?

(3/5 ballot vote required)

Recommendations required

Estimated tax rate impact: \$.14

Recommended by the Hudson School Board 5-0

Recommended by the Budget Committee _____

**Warrant Article 2
Operating Budget**

Shall the Hudson School District vote to raise and appropriate as an operating budget, not including appropriations by special warrant article and other appropriations voted separately, the amounts set forth on the budget posted with the warrant or as amended by the vote at the first session for the purposes set forth therein, totaling \$56,712,644? Should this article be defeated, the operating budget will be \$54,226,858 which is the same as last year with certain adjustments required by previous action of the Hudson School District or by law; or the governing body may hold one special meeting under RSA 40:13X and XVI to take up a revised operating budget only.

Estimated tax rate: \$14.03

Default tax rate: \$13.68

Recommended by the Hudson School Board 5-0

Recommended by the Budget Committee _____

**PROPOSED WARRANT ARTICLES
2020-2021**

Warrant Article 3 SAMPLE
Collective Bargaining Agreement between the Hudson School Board and the Teamsters

Shall the Hudson School District vote to approve the cost items in the collective bargaining agreement between the Teamsters Local No. 633 and the Hudson School Board which calls for the following increases in salaries and benefits at the current staffing levels over the amount paid in the prior fiscal year:

2020-21
2021-22
2022-23

And to further raise and appropriate \$84,097 for the upcoming fiscal year, such sum representing the additional costs attributable to the increase in salaries and benefits required by the new agreement that would be paid under current staffing levels.

Estimated tax rate impact: \$___

Recommended by the Hudson School Board ___

Recommended by the Budget Committee ___

Warrant Article 4 SAMPLE
Collective Bargaining Agreement between the Hudson School Board and the Leadership Team

Shall the Hudson School District vote to approve the cost items in the collective bargaining agreement between the AFSCME Local 1906 and the Hudson School Board which calls for the following increases in salaries and benefits at the current staffing levels over the amount paid in the prior fiscal year:

2020-21 \$
2021-22 \$
2022-23 \$

And to further raise and appropriate \$ for the upcoming fiscal year, such sum representing the additional costs attributable to the increase in salaries and benefits required by the new agreement that would be paid under current staffing levels.

Estimated tax rate impact: \$___

Recommended by the Hudson School Board ___

Recommended by the Budget Committee ___

**PROPOSED WARRANT ARTICLES
2020-2021**

**Warrant Article 5
Fund Balance Retention**

To see if the school district will vote to authorize, indefinitely until rescinded, to retain year-end unassigned general funds in an amount not to exceed, in any fiscal year, 2.5 percent of the current fiscal year's net assessment, in accordance with RSA 198:4-b, II. Such fund balance retained may only be used to reduce the tax rate or for emergencies to be approved by the Department of Education under RSA 32:11.

Recommended by the Hudson School Board 5-0
Recommended by the Budget Committee _____

**Warrant Article 6
Partial Roof Replacement at Hudson Memorial School**

Shall the Hudson School District vote to raise and appropriate a sum of \$300,000 to replace a section of the roof at Hudson Memorial School?

Estimated tax rate impact: \$0.10

Recommended by the Hudson School Board 5-0
Recommended by the Budget Committee _____



TOWN OF HUDSON
Office of the Town Administrator
12 School Street
Hudson, New Hampshire 03051

8.L. *Agudo*
11-26-19



Stephen A. Malizia, Town Administrator - smalizia@hudsonnh.gov - Tel: 603-886-6024 Fax: 603-598-6481

To: Board of Selectmen

From: Steve Malizia, Town Administrator ✓

Date: November 21, 2019

Re: Discussion on Town Volunteers

At their meeting on November 12, 2019, the Board of Selectmen had a brief discussion regarding volunteer members of the various Town boards and committees. Selectman Martin requested that a discussion regarding volunteers be placed on the next Board of Selectmen agenda. I am attaching a copy of the minutes from the November 12, 2019 meeting where the brief discussion took place.

Should you have any questions or need additional information, please feel free to contact me.

They're being badgered to support a position that they may not feel comfortable supporting. They may not know enough about it to make a decision or to participate in the discussion. That very thing happened and you know what individual I'm talking about. It's self-serving. It's not for the benefit of the town. It's for his own personal benefit and it's deplorable. So I don't feel the least bit sorry about sending out that e-mail. I certainly didn't try to be offensive. I tried to encourage people to participate in their own land use board meetings having the discussions and the suggestions that they want to present and leave the people alone so that they can feel comfortable. This wasn't meant for the Selectmen not to attend but I because of my three different roles that I have and this Board after talking with Brian, I went home and I seriously I thought about it and I thought I really would like to be going to this. The more I thought about it, I thought it's only fair to let the people that don't participate and don't get that opportunity to be in a meeting where they could say whatever it was they wanted to say without me sitting there and listening and maybe jumping in and offering my two cents. I don't feel the least bit sorry. I don't feel the least bit guilty. I think I did the right thing and others did not.

Chairman Morin said I'm going to end this real quick. There's two things. On the individual we're talking about, you're right and you're wrong. Was information passed on that shouldn't have been? Absolutely. As a resident of this town, they have the right and that's what those meetings are for to get that information out this is what I would like to see. Now did it go too far? That will be determined but they do have the right to voice their opinion. That's what we asked the people to do.

Chairman Morin stated what else kills me about the board is we're talking volunteers. Selectman Roy said it and Selectman McGrath said it. Depending on what issue we're talking about, oh their volunteers we can't touch them. Then another issue well they're volunteers they shouldn't do it. Well we need to determine here are they working for the town or are they volunteers? There's been several issues that we've talked about that well we can't touch them because they're volunteers and we don't want them to go away but because we had this meeting, they wanted to state their opinion well they can't. Well they're going to go away. This Board needs to determine what these people are. Are they working for the town or are they residents volunteering? That's not a discussion we need to have now but we need to think about that.

Selectman Martin asked can we move it to the next meeting so we can move on.

Chairman Morin said if you would like to.

Selectman Martin said I would love to.

9. NEW BUSINESS

A. Public Hearing - Street Acceptance, Laurel Landing

Chairman Morin recognized Town Engineer Elvis Dhima.

Thank you Mr. Chairman. Good evening everyone. Elvis Dhima said the first item for you tonight is a street acceptance. Laurel Landing. This particular road serves about eight (8) single family homes subdivision. It got done last year but because of the paperwork, they were able to finalize it this year. Everyone has signed off - Planning, Engineering, Fire, Police, and DPW and it's ready for acceptance.

Chairman Morin opened the public hearing at 7:52 p.m. Does anyone in the audience wish to speak on this item? Seeing none, I'll close the public hearing at 7:53 p.m.