



TOWN OF HUDSON

Board of Selectmen



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

BOARD OF SELECTMEN MEETING

August 08, 2023

Board of Selectmen Meeting Room, Town Hall

Agenda

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ATTENDANCE
4. PUBLIC INPUT
5. RECOGNITIONS, NOMINATIONS & APPOINTMENTS - none
6. CONSENT ITEMS
 - A. Assessing Items - none
 - B. Water/Sewer Items - none
 - C. Licenses & Permits & Policies
 - 1) Raffle Permit - Dalton Shumsky Foundation
 - 2) Raffle Permit - Hudson Historical Society
 - D. Donations - none
 - E. Acceptance of Minutes
 - 1) Minutes of July 25, 2023
 - F. Calendar

08/09	7:00	Planning Board	Buxton Meeting Room
08/14	7:00	Conservation Commission	Buxton Meeting Room
08/15	7:00	Municipal Utility Committee	BOS Meeting Room
08/16	6:00	Library Trustees	Hills Memorial Library
08/16	7:00	Hudson Electric Aggregation Committee	Rodgers Library
08/17	7:00	Benson Park Committee	HCTV Meeting Room
08/21	7:00	Sustainability Committee	Buxton Meeting Room

7. **OLD BUSINESS**

A. Votes taken after Nonpublic Session on July 25, 2023

1. Selectman Guessferd made a motion, seconded by Selectman Dumont to hire Victoria Hope Chapman and Edison Tan as Part-time Videographers and be classified as Regular Special Shift Employee, at the current videographer rate. A roll call vote was taken. Carried 5-0.
2. Selectman Morin made a motion, seconded by Selectman Dumont to seal the July 25, 2023 minutes of nonpublic session. A roll call vote was taken. Carried 5-0.
3. Selectman Morin made a motion to adjourn at 10:24p.m. this was seconded by Selectman Guessferd. A roll call vote was taken. Carried 5-0.

B. Hudson Highway Safety Grant Acceptance - HPD - Decision

8. **NEW BUSINESS**

- A. Town Code Chapter 317 Recommendation to Close Street - HPD - Decision
- B. DPW Fuel Station Contract Award - Public Works/Engineering - Decision
- C. West Road Landfill Solar Farm - Engineering - Decision
- D. Resignation of Probationary Firefighter/EMT- HFD - Decision
- E. 2023 9/11 Observance - Town Administrator - Decision
- F. Fiscal Year 2025 Budget Parameters - Town Administrator - Decision
- G. Joint Town/School Meeting - Chairman - Decision

9. **SELECTMEN LIASON REPORTS/OTHER REMARKS**

10. **REMARKS BY TOWN ADMINISTRATOR**

11. **REMARKS BY SCHOOL BOARD**

12. **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. **(b)** The hiring of any person as a public employee.

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

13. **ADJOURNMENT**

Reminder.....

Items for the next agenda, with complete backup, must be in the Selectmen's Office no later than 12:00 noon on Thursday, August 17, 2023.



RECEIVED

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6C-1

TOWN OF HUDSON
SELECTMENS OFFICE

RAFFLE PERMIT

Hudson, New Hampshire

Name of Organization: Dalton Shumsky Foundation

Address: 6 LINDA ST HUDSON, NH 03051

Raffle Benefit of: _____

Date & Time of Raffle: September 16th 2023

Raffle to be held at: White Birch Banquet hall

Prizes: Raffle Baskets

Date of Ticket Sales: September 16th
(must be after date of Board of Selectmen approval)

Applicant's Signature/Address/Phone Number

Michelle Goyette
Applicant's Signature

Michelle Goyette
Applicant's Printed Name

6 Linda St. Hudson, NH
Address

(603) 566-7743
Phone Number

Approved on: _____, by

HUDSON BOARD OF SELECTMEN

Chairman _____

Selectman _____

Selectman _____

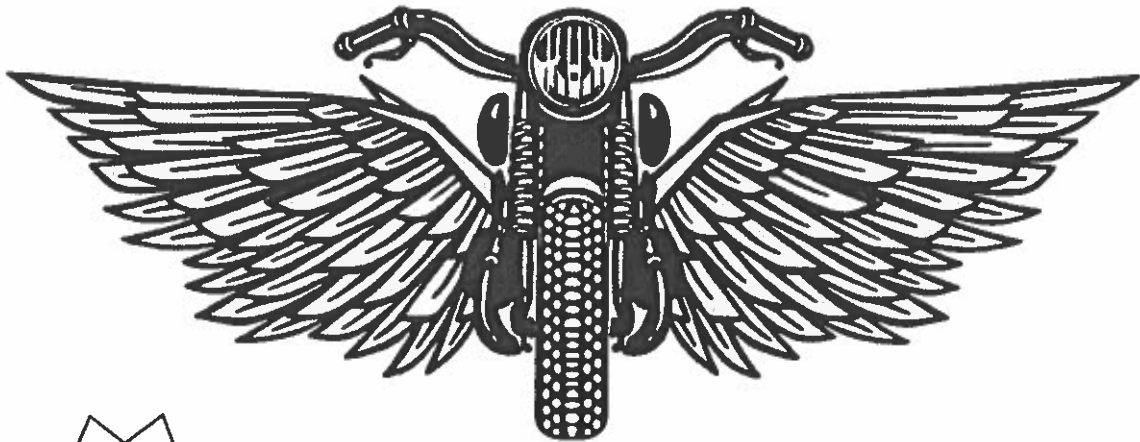
Selectman _____

Selectman _____

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

5th Annual Addiction Awareness Motorcycle Ride

In Memory of Dalton Shumsky



Raffle
Baskets
&
50/50
Raffle

When: Saturday September 16, 2023

Registration: starts at 10:00 AM

Where: White Birch Catering & Banquet Hall

222 Central Street Hudson, NH

Kickstands up: at 11:00 AM

\$25/Rider and \$15/Passenger

Lunch
provided
after ride.



Agenda 8-8-23
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JUL 31 2023

TOWN OF HUDSON
SELECTMENS OFFICE

RAFFLE PERMIT

Hudson, New Hampshire

Name of Organization: Hudson Historical Society
Address: Derry Rd PO Box 475
Raffle Benefit of: Historical Society Hills House
Date & Time of Raffle: Christmas + Jan 24
Raffle to be held at: drawing on cable TV
Prizes: money - various amounts

Date of Ticket Sales: August 15 to drawing dates
(must be after date of Board of Selectmen approval)

Applicant's Signature/Address/Phone Number

Leona Shanholtz
Applicant's Signature
Leona Shanholtz
Applicant's Printed Name
99 Robinson Rd Hudson NH
Address
603 882 2282
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 lweissgarber@hudsonnh.gov, with Raffle Permit in subject line.)

HUDSON, NH BOARD OF SELECTMEN

Minutes of the July 25, 2023 Meeting

1. CALL TO ORDER - by Chairman McGrath the meeting of July 25, 2023 at 7:00 p.m. in the Selectmen Meeting Room at Town Hall.

2. PLEDGE OF ALLEGIANCE led by Selectman Guessferd

Chairman McGrath then addressed the room saying, I'm going to ask everyone to stand again, please, for a moment of silence in honor of former Hudson resident and volunteer Alton Hopkins Jr. who recently passed away. Thank you very much.

3. ATTENDANCE

Board of Selectmen: Dillon Dumont, Bob Guessferd, Marilyn McGrath, Dave Morin

Selectman Roy joined the meeting remotely from her residence.

Staff/Others: Brian Groth, Town Planner; Tad Dionne, Police Chief; Steve McElhinney, Police Captain; Jim McIntosh, Dir. of Community Media; Craig Putnam, Electric Aggregation Committee; Gary Gasdia, School Board Chairman; Jill Laffin, Executive Assistant

Town Administrator Steve Malizia had an excused absence this evening.

4. PUBLIC INPUT - There was no public input this evening.
5. RECOGNITIONS, NOMINATIONS & APPOINTMENTS - none
6. CONSENT ITEMS

Chairman McGrath asked, does anyone have anything they'd like removed for separate consideration? Selectman Morin made a motion, seconded by Selectman Guessferd to approve Consent Items A, B, C, D, E, & F. A roll call vote was taken. Carried 5-0.

- A. Assessing Items - none
- B. Water/Sewer Items - none
- C. Licenses & Permits & Policies
 - 1) Outdoor Gathering Permit - Hudson Old Home Days
- D. Donations - none
- E. Acceptance of Minutes
 - 1) Minutes of July 11, 2023
- F. Calendar

07/26	7:00	Planning Board	Buxton Meeting Room
07/27	7:00	Building Board of Appeals	BOS Meeting Room
07/27	7:00	Zoning Board of Adjustment	Buxton Meeting Room

08/01	7:00	Board of Selectmen Workshop	BOS Meeting Room
08/02	8:30	Highway Safety Committee	BOS Meeting Room
08/02	7:00	Budget Committee	Buxton Meeting Room
08/08	7:00	Board of Selectmen	BOS Meeting Room

7. OLD BUSINESS

A. Votes taken after Nonpublic Session on July 11, 2023

1. Selectman Morin made a motion, seconded by Selectman Guessferd to terminate Lieutenant Michael Mallen effective July 15, 2023, as recommended by the Fire Chief. Carried 4-0.
2. Selectman Morin made a motion, seconded by Selectman Dumont to amend the motion made on May 9, 2023, to hire Steven Lubinger for the position of Firefighter/EMT in the Fire Department at the contracted rate of \$17.78 per hour (step 1), and change it to a contracted salary rate of \$22.43 per hour (step 3), as recommended by the Fire Chief. Carried 4-0.
3. Selectman Dumont made a motion, seconded by Selectman Guessferd to hire Robert Soares for the position of Dispatcher in the Fire Department at the contracted salary of \$19.36 per hour (step 1). This assignment will be a non-exempt position in accordance with the International Association of Firefighters Local #3154, as recommended by the Fire Chief. Carried 4-0.
4. Selectman Morin made a motion, seconded by Selectman Dumont to hire Cole Lodi, James Sheldon, Gavyn Torres for the position of Firefighter/EMT in the Fire Department at the contacted salary of \$18.14 per hour (step 1). This assignment will be a non-exempt position in accordance with the International Association of Firefighters Local #3154, as recommended by the Fire Chief. Carried 4-0.
5. Selectman Morin made a motion, seconded by Selectman Guessferd to hire Joseph Walker for the position of Firefighter/EMT in the Fire Department at the contracted salary of \$22.43 per hour (step 3). This assignment will be a non-exempt position in accordance with the International Association of Firefighters Local #3154, as recommended by the Fire Chief. Carried 4-0.
7. Selectman Guessferd made a motion to adjourn at 9:56pm. This was seconded by Selectman Morin. Carried 4-0.

Chairman McGrath spoke up after the votes were read to say, can I make a slight adjustment to item number four? It refers to the very last line Association of Firefighters Local 3254 and all of the other ones are listed as 3154 so. To which Ms. Laffin replied, it should be 3154. I'll make the correction. Selectman Guessferd then said, I think you read it correctly. Ms. Laffin replied, I did. I caught it as I was reading it. I'll correct it.

B. Town-wide Traffic Study Results - Nashua Regional Planning Commission

Chairman McGrath recognized Caleb Cheng & Ned Connell of Nashua Regional Planning Commission. Also present in the room was Nashua Regional Planning Commission Executive Director, Jay Minkarah. Mr. Connell began by saying, my name is Ned Connell. This is Caleb. Chairman McGrath interjected saying, Caleb and I have met before. Go ahead. Mr. Connell continued saying, I'm brand new at the Commission. I started there at the end of May, and I'm now just a senior planner. And eventually,

probably by the end of the year, I'll be the Principal Transportation Planner. Jay, the Executive Director, sent me over to take care of this tonight. Chairman McGrath then said you jumped right into a big project. To which Mr. Connell replied, well I've been doing this since 1985, so this.... Chairman McGrath interjected saying no, I'm not making a disparaging. No, no. That's just, you know, you jump from, you just got the job and you're doing this. Mr. Connell replied, I'm so happy to do it. And hopefully I do a good job. And you're satisfied. I'm going to go over the less technical, just sort of the explanatory things and I'm going to toss it to Caleb for some of the more technical things. Does everybody have the handout? I'll start with the. We have an outline here, project purpose, then the scope, and we'll go over methodology and the findings for the level of service for the various intersections, for the road segments and then some problem areas. And then a couple of quick conclusions. Hopefully get through this in 15 or 20 minutes. Chairman McGrath replied, that would be nice, but I don't have much hope of that.

Mr. Connell then explained, this is a long term project was to study the long term process of traffic through...sorry if I say Hanover. I used to live in the Hanover, New Hampshire area and have to get Hudson into my mind. The long term analysis of the traffic survey, the report, we went out and collected the data for traffic counts throughout the town using various tubes and various other facilities, along with the information we could get from Grid Smart, which is the software program that the town uses for your traffic lights. This was funded by our regular work program funds. So the existing conditions were measured at 23 intersections and along 18 road segments. We did a future analysis using regular growth programs that we have in house for 2030 and 2045. We made other considerations with the Hudson Master Plan with the 2020 update, including information on the logistics center and other foreseeable things in the future. We also included in some of the information that Caleb is going to go over the Hudson Boulevard and some other local studies that are there.

Mr. Connell went on to say, methodology was pretty straightforward. We did automatic traffic counts for those for the road segments. Generally, they're either we have some optical sensors now that we can use, but we also use the tube counters, just a pneumatic tube like like gas stations used to have that go ding. Turning movement counts. We again use the grid smart data and we used some hand counts. We went out and collected information at the various intersections. Like I said, the Grid Smart counts, the existing condition analysis we used the arterial road segments and the level of service. I just want to forewarn the Select Board as a professional, use that information with a grain of salt. It's... it can sometimes be misleading. A bad rating or a good rating can be misleading based on the time of day and some other things. But it's a good piece of information to have so you can look back and find information on it. The level of service and ratings were done using the Synchro Software. It's probably about the best software that's out there. For the future analysis we use Transcad, which is a regional traffic model, and we projected the data from existing 22 data into 2030 and 2045 using the regional growth projection and planned infrastructure projects.

The next page shows the intersection level of delay ratings for various intersections signalized/un-signalized. Average stop delay per vehicle. It doesn't say that on the. It doesn't, it's intersection delay in seconds and a couple of cases in a couple of cases in the study, you'll notice that some of the interaction go from B to C to D, a level of service rating, A being good D and E and F being poor. You can see those change when you think of it, think of it in terms of seconds. So like you could go from a C at 35 seconds to an E at 55 seconds, that 20 second change in terms of average stop delay per vehicle would be almost unnoticeable by the regular driver. So just take, I always want to forewarn people to take it with a grain of salt just because it says it's bad it might be not perceptibly bad. Have a perceptive change. Once you get to the over 50 and over 80 seconds of light, you're you're sitting there with multiple vehicles. You're waiting for the light cycle. I know with myself, I'm starting to count like look at my watch and saying, okay, what's going on? Let's let's move this along.

Mr. Connell then said, page 34. (Caleb) would you like to take this part? Because you're more actively involved. Mr. Cheng replied, so these are the results from the analysis with the level of service for intersections shown here, separate on the right side in two columns, Am Peak and PM Peak. And it compares the level of service on the base year, which is 2022 versus the future scenario in 2030 and 2045. And so the A to F level of service are shown for the respective 23 intersections. The blue colored fonts you

would see in the level of service shows that there indicates that there is an improvement in the level of service compared to the base year, whereas red indicates a decline in the level of service.

There is also some minor notes that I want to point out. You will see some asterisk on it that identify the un-signalized intersections, mainly stop signs, intersections. So they have slightly different methodologies in analyzing the level of service. If you remember in the previous page, there's two tables. The delays are slightly different, but generally they they are A to F as well. And you may notice that, for example, in New Hampshire, number seven, the intersection, number seven New Hampshire 102 and Page Road, the asterisk disappeared in the future scenario is because from the best information we we can get from the Town Engineer, there is likely a signalized improvement in that intersection in the foreseeable foreseeable in the future. So we analyze that intersection as if there will be a signal in the future. So no longer a stop sign. So that's why the asterisk disappeared.

And you also see the pound sign on the intersection as well. That indicates an improvement on that intersection. So in the future scenarios so that pound sign also appears in some other ones. That is not associated with the asterisk because particularly on Lowell Road south of the Sagamore Bridge to the Dracut Road, there is planned improvement on the entire corridor I think include Walmart Boulevard and like Rena Avenue, like where the Logistics Center is planted so that sections will be improved. And so we incorporate those improvements in our analysis.

Chairman McGrath then said, can I ask you a question? To which Mr. Cheng replied, yes. Chairman McGrath then said, You're talking about number 17, Lowell Road and Rena Avenue? Mr. Cheng replied correct. Chairman McGrath then said and you mentioned the Logistics Center, correct? I didn't know that that was Rena Ave. I'm not watching it from the Planning Board, but I would think that.... Selectman Morin then said that's not where they're going but there's going to be a road there. And with the widening of Lowell Road will be those improvements that go down to there. Selectman Guessferd added, the trucks will be coming in Wal-Mart Boulevard. Selectman Dumont added and Mercury Systems across from Rena Ave so there's all that work that's going on there. Chairman McGrath asked Selectman Dumont to say that again. Selectman Dumont repeated himself saying, Mercury Systems there's an exit entrance over there as well. So that intersection is where that work will be taking place. It'll be coming in and out of that direction.

Mr. Cheng added the improvement will extend all the way to the intersection with Dracut Road and Steele Road and also Rivers Road south of that. So there will be, I think in part of the section there will be an additional lane added. Chairman McGrath replied, well, River Road from, because I live on River Road, so I'm very familiar with it. The south end of River Road to the state line that's moderately affected by any traffic from the logistics center moderately. You never can tell if it's going to have more impact than what you think it is. But from Dracut Road down to, I would say maybe Chalifoux Road, that will have an impact. The Logistics Center will have an impact on the traffic in that section of of River Road. And I don't know that you're going to do improvements any further down. Mr. Cheng replied he improvements, we do not determine on improvement. We only incorporate the improvement that was planned according to information given by us, by the Town Engineer. So we didn't invent any changes.... Chairman McGrath interjected saying, no, I'm not I'm not suggesting that. I'm just I'm trying to first of all, I just saw this tonight, so. I would have probably been better prepared to ask you questions or have input into it. But in any event, because I'm very familiar with that end of town, that road in particular, when you bring it up, then my ears perk up and I want to participate.

Mr. Cheng replied, that's understandable. Chairman McGrath replied Okay. Sorry to interrupt you, but. Mr. Cheng replied so I think considering time, we won't go one by one but.... Mr. Connell then interjected saying actually, I do want to point out three or 3 or 4 key things. If you look at Intersection 11, Lowell and Pelham Road, Intersection 15, 19 and 20, you'll notice that in the morning it's relatively good and in the evening it's bad. Or has gotten worse. I'm specifically referring to 19 and 19 and 20. Excuse me. I need my glasses. 18 and 19. What's happening is it's to put it in very succinctly, it's retail closed, retail open. Retail is open in the evening. So you're having the traffic volumes and a couple of places have almost doubled. Other places they haven't quite doubled, but they've come up. And a lot of times with level of service F and

congestion, it has to do with where that congestion is. It occurs on like a minor leg and is quite substantial. It can adversely affect the timing of other things in the intersection and give you a bad rating.

Selectman Dumont was recognized and said Since you brought it up 18 in the PM peak hours, I understand why that would be would be worse than the Am. But why in 2030 does it show an improvement? And then it goes back to an F, so it starts at an F, goes to a C and then goes back to an F. What, what determines that? Mr. Connell replied the C would clearly be there's some sort of improvement proposed. But between 2030 and 2045, those 15 years, there's more than likely going to be additional growth in that proximity. So that it just again, starts returning and regressing to a poor level of service. Selectman Dumont replied sure. So obviously, a lot of these with the with the pound symbol that you listed out, a lot of the improvements come from that logistics center that's going to be going in there. So it's from your study, your viewpoint that that level will improve for 2030. Based on those improvements, however, the growth will outweigh that going forward, at least for that intersection. The other ones seem to stay intact, but. Mr. Connell replied I wouldn't say will. I would say may.

Selectman Dumont then said and then the other question I had, just because it seems like based on location, the south end of Hudson seems to improve, whereas Central and Northern Hudson tend to stagnate or get worse. And again, I would assume that's based on the the improvements that's going to be happening in south Hudson and lack of in central and north. Mr. Connell replied I'm going to leave that question to to Caleb, because I'm not sure when the when the model has the the boulevard coming into it and what year that is and that makes.

Mr. Cheng then said, no, so actually for the Hudson Boulevard is not part of the scope of this study. I think what happened was it was taken out of the ten-year plan when this study was scoped. And so because it's outside of the ten-year plan, no longer on the ten-year plan, we didn't include in the scope. And then it was added back afterwards while we were working on it. So even though we consider it, we only, I would say, take information from the master plan update that is ongoing right now, which modeled some improvement that the Hudson Boulevard would do. But Hudson Boulevard was not incorporated in the 2030 and 2045 scenarios on this table in this study currently. So it's partly because of the timing of when the the this the scope of this study was taking place. So Hudson Boulevard wasn't modeled. Selectman Dumont replied so I understand that, I figured that I was hoping that the boulevard would be more of a recommendation rather than figuring in, because you never know if that's going to actually happen. But more or less, what I was pointing out was it seems as though central and northern Hudson with lack of improvements, because it seems like most of them are in the southern area, tend to stagnate or continue to get worse. And I was just curious if that is what your guys' viewpoint, if I was reading that correctly. Both Mr. Connell and Mr. Cheng replied, I think that's correct. I think that's yeah, I mean, we're projecting more traffic. So I mean, you can do, you can do a few things like, like fine tuning the traffic signal timing. But beyond that, like you're just going to have more cars going for intersections and segments. Selectman Dumont replied, okay, thank you.

Selectman Guessferd was recognized and said, thank you, Madam Chair. Yeah. So on that kind of same front I see sprinkled throughout the report or the study that you are, you're essentially especially in one place, in the conclusions that you're saying that the Hudson Boulevard would and you actually use some percentages like 13% or whatever it was that would improve that traffic. So I was just I was just a little bit confused. And I think I think Selectman Dumont was able to get the answer that I was kind of looking for, that it wasn't included. And I did see it wasn't in the scope. But still, our recommendations sprinkled throughout the study that talk about Hudson Boulevard. Mr. Cheng replied yeah. So like we we don't want to, even though it's not part of the scope because it entails more work modeling analysis. We we try to use the best data we have available. And because there is a kind of another study done on modeling done for Hudson Boulevard in the master plan update, so we kind of take it over. So you see that table kind of like in, you know, including that information, even though it's not part of the work scope here, you know, we don't want to ignore it. Selectman Guessferd replied, Okay. Yeah. I just want to make sure we're clear. Any clarification I needed. Yeah. All right.

Chairman McGrath then said well, I think, too, I mean, we've got to recognize that there are probably people that are interested in that and wanting to know just what the status of that is. And, you know, so it's important to bring it up anyway. Selectman Guessferd replied you can't ignore it. To which Chairman McGrath replied you can't you can't ignore it because it's at 11. it was going to be on the ten-year plan, then somehow got taken off of the ten-year plan. But that doesn't mean that somebody somewhere isn't thinking of that and wanting to, you know, some there's some that are proponents of it, some that are not. And both sides have strong feelings and strong opinions about both of those alternatives, including me. So, Selectman Morin, did you have anything?

Selectman Morin replied just do you have numbers if you take in the amount of households and business? Do you have a percentage of what is drive through traffic and what is in town? Traffic? Mr. Connell replied we do not. There's no real way unless you were tracking license plate numbers. Selectman Morin replied we talked about that in the Planning. That's why I brought it up. Okay. Thank you. Mr. Connell added, no way of tracking. Tracking it. You can make some broad assumptions, but it's. It's still just an assumption.

Chairman McGrath asked Selectman Roy, do you you have anything that you'd like to ask or any comments that you'd like to make? Selectman Roy replied not right now. Thank you.

Mr. Connell continued with the presentation saying, as you can see in our maps and the maps that are in the on the wall or excuse me on the posts and in the report, it's much better in the in the electronic copy of the report where you can zoom into the maps and look around. It gives the Level of service at different time periods for each of the maps. Road Segment - Level of service. There's two types single lane arterials, uninterrupted and single lane. Signalized, excuse me, arterials. And you can see from the different numbers, the the volume to capacity ratio and the vehicles per hour that a road can handle. The single lane arterial would be a two lane road, and that's the number of vehicles that can be handled along that stretch of road. Whereas a signalized intersection may have signalized arterial excuse me, may have multiple lanes and multiple different factors and it can handle a different different volume of cars. I'm going to leave this technical part back to Caleb.

Mr. Cheng explained, I wouldn't go, you know, spend too much time. It's similar to the last table, except it is for segments. So as Ned mentioned, just in the previous page, the Level of service measures slightly different things, whereas in intersections the delay on like being stopped in the intersections here is the volume to capacity ratio that Ned just mentioned. Mr. Connell added you have to just understand it's purely a mathematical function, just one over the other. There's X number of traffic and there's an assumption on the amount of volume that can out there. So it's mathematical volume.

Mr. Cheng went on to say, so theoretically, the more traffic, the higher volume to capacity that's closer to one, you will have more interruptions in the flow, which will slow, slow you down. And then the Level of service would will get worse toward F. So that's the idea. So here we're measuring the the segment. So this will be like in between intersections, like a segments of a road and how they are doing and faring. And similarly, there is improvement. Like again, we mentioned south of Sycamore Bridge all the way to Dracut Road on, you know, intersection with the Lowell Road. And so you can see some of the improvement along there if they appear in blue and red, indicates a decline in Level of service.

Selectman Morin was recognized and said we talked about this at Planning, too, just so it gets out again. Our smart light system, how does that affect the traffic in the future? Mr. Cheng replied so the smart light system would certainly help on the intersection delay. Well, it wouldn't help us much with the road segments because, again, road segments measure how much traffic goes through like, say, on a two lane road, one in each direction. So you it's not going to have a measurable difference theoretically when we're talking about. But on the intersections, a smart system will know how to fine tune or the the traffic signal timing even in real time if set up that way so that it will minimize it will minimize delays on each approach and each turning movement. So turning movement as in you're going straight, you're turning left or right or even u turns like more efficiently so that you can handle more vehicles than, say, more traditional systems like actuated like or see my actuated system can do and certainly much better than time like signals.

Chairman McGrath replied thank you. Okay. Anyone else? Selectman Roy, do you have anything that you'd like to ask or? Selectman Roy replied no, not. Not right now. Okay. Thank you.

Mr. Connell explained we have a map, two maps showing the study corridors and the the different Level of services. Next page, the conclusions. Level of service C is your target. And that's where you get the best bang for your buck. This is also what New Hampshire DOT does. And when they're studying an intersection, how they can they get it to Level of service C. It'd be great to get it to A or B, but that would potentially cost millions of dollars more than it would cost to get to C. There are areas in Hudson where and road segments where the Level of service is C or below, and they will be in the future. We need to work on getting them improved, obviously. Or because I know another way to think of this is if you're having cut through traffic from, let's just say, Dracut or other places or even Nashua or Windham coming through town, if it's Level of service C or worse for somebody, say, traversing the town essentially completely or mostly the Level of service, if it's I'll say C or D, I wouldn't let it get to E or F, I would make an improvement if I was in your shoes. You can leave it at a adequate Level of service and basically tell them, you know, encourage them through delays to go someplace else, cut through somebody else's town.

Ferry Street and Chase Street - Level of service F. Through the whole thing. There's very little that can be done other than some mitigating factors we can using the Grid Smart systems for their optimized signals for time of day flow patterns. One of the key things with Grid Smart is they don't it doesn't really handle five leg intersections very well at this point. And you have two of them in town that are two of the more congested intersections. So they're working on it. I know. And hopefully knock wood that'll come about shortly. Certainly coordinating and optimizing signals with the City of Nashua would be helpful, especially with the Ferry Street/Chase Street intersection. Another thing is to upgrade the Grid Smart cameras as to include the critical and the unique geometry of each intersection. Thank you.

Lowell Road south of Central, it's a Level of service F. What was the improvement you were thinking about down here? I forget what it was off the top of my head. Mr. Cheng replied no, I don't think Lowell Road and South Central have improvement there. So it could use improvement. So that's where the Town and the Town Engineer need to prioritize.

Mr. Connell then said mitigation strategies. The first one there is called TDM. transportation demand management or traffic demand management where you encourage people to ride a bike, take the bus drive at a different time and get them to lower your traffic volume and lower your Level of service? Also obviously explore other corridors too.

Mr. Cheng added yeah, those are two examples because I mean, the report we, we explain each of the problem areas in details and you can certainly read in the report with more details there.

Selectman Dumont was recognized and said, yeah. Thank you, Chairman. So you had mentioned Lowell Road, south of Central Street, and you have that in there as an F, but looking it also talks about Lowell Road, south of Pelham and south of Wason. And those seem to improve, not a lot, but a little bit better. So is my understanding, so from Central to Pelham, you're saying that road segment is an F from Pelham to Wason, you're showing that one it looks like as a D, and then from south of Wason down is an E. What do you think that makes that little section right in the middle of town an F? Why? I know you said that it can be 20 seconds it's not a very critical. But is that one of those cases or? Mr. Connell replied it is, but it's also the number of intersections along that section. intersections don't just take them as you know, every time. Every time, every little. It's actually the best example I can provide is I experienced that type of delay. I live with my lovely wife up in northern Vermont and I commute home every Friday afternoon. And every Friday afternoon there's people slowing down at the Hooksett Toll Plaza. Okay. It says right away, keep going 65. Don't slow down. Somebody's always slowing down by the time, it happens every weekend, I can as you're coming up that long hill, you can see the lights coming on. The first person that's a second second is, you know, that's two, three, four. By the time it gets down to me, you know, most way down the hill, almost probably out of Hooksett starting into Manchester, I'm doing 45 miles an hour and thinking, you know, go, go, you people go, why are you slowing down? The toll plaza will take it at full speed. So it's the same sort of thing. Every time you get an interruption in the flow, it starts slowing things down. The computer, the

computer models have been able to mimic that with math and show how it will affect based on the traffic volume.

Selectman Dumont replied the reason why I ask because I would have figured it was from intersections, but in that in that part of town, a lot of the intersections that touch the little road are not lit or unlit intersections. As you go further down past Pelham Road, you have more lights along each one. I would have figured that the lit intersections would have caused a larger delay than the ones that weren't. Mr. Connell replied that's not necessarily true. Especially if you had like pre timed lights. There were all a specific time and they didn't care whether there traffic there or not. That supposition could be true. Whereas you have the Grid Smart, the Grid Smart is based on the cameras. The cameras can look and see like if there's nobody on one of the side streets, it's going to skip past that and go to the next. And it can also see that there's traffic starting to stack up on Lowell Road and let that go. Also, the Grid Smart system has, all of these systems have the ability to sort of look among multiple intersections and make sure that we're moving these people through town as efficiently as possible.

Selectman Dumont then said, um, I have a couple other questions. I know if you want to ask anybody else first. Selectman Morin and Guessferd were both okay with Selectman Dumont continuing. Selectman Dumont then said in one of your conclusions, it simply says reconfigure the intersection to improve traffic flow. I'm assuming you're talking over by the Ferry and Chase Street where we have those multiple, you know, five part intersections. What are your recommendations? Did you guys explore anything? Mr. Cheng replied this study, we're not engineering those improvements, so we we only find that there is a problem. And it would take an engineering study to design some improvement out of it. Selectman Dumont replied, that's fair enough. That's what I figured. I just it was down there as a recommendation, so I figured I'd at least ask the question.

Mr. Connell then said I know in other areas that I've worked in, especially with the five leg intersections that you have, like I'm thinking of the one just up the street here and I can't think of the small street is you try to get rid of one of those legs, you have it, you take its junction from being in the intersection and you move it to a, you know, either up the street or down the street. You move it to another location just so you can take that leg out of that area and put it someplace else. Sometimes that's not possible. Selectman Dumont replied I think in that area; I think it'd be it'd be a little difficult to do that.

And then the final question I had. So just that so from your study, the way that you guys view things or whether you're going through and running your models, would you say that the that the improvements that are being made in the south end of Hudson are the only driver that's improving traffic in Hudson at this point? Because it seems like to me outside of that, there's not really any improvement. We're actually we're continuing to get worse. Is there any other driver that's making those improvements on that south end? Mr. Connell replied I think there's the and this is just my short term person here guessing is in those areas there's a better ability and a bigger amount of better ability and bigger amounts of right of way to do various improvements and improvements that we know about right now. Whereas more in the village area, there's just simply less ability like, like the I forget what they were calling it, the something or other triangle. Yeah. There's just yeah, we can think up great options but every one of them comes back to a property taking and you know, so it's just, you know, yeah, it's feasible. But you bulldoze everything that's putting the traffic out there and, you know, why would you do that sort of a thing? Selectman Dumont thanked Mr. Connell for his reply.

Chairman McGrath recognized Selectman Guessferd who said yeah in that same vein. I was I know a lot of towns, I see them all over the place, improvements that are being taken place in different towns and I'm not sure it applies here. It could even apply here. But what are your thoughts about about the concept of rotaries? You know, you see more and more of them out there. I'm not sure we have the real estate to do that in any of those intersections, but I always want to think about what could be done and and do they significantly improve or do they improve traffic flow in most of the places? Or is it is it location specific?

Mr. Connell replied to an extent its location specific and it comes down to speed or the approach speed of vehicles. If people are approaching a roundabout at 65, not a good idea, you know, 45, even at 45, I would

say you're it's still you know, you're going to want some fair warning and some something to set people up so they know what's coming. I know Pelham's had good, good, good opportunity with them, but I would say most of their streets on my initial recollection are about 35 miles an hour. You got to get sort of in that sort of sweet spot where people can go from 35, you know, entering the intersection area to 20 through the intersection to back to 35 because you don't want to have them. I know in the case of Hanover, New Hampshire, I was working on two roundabouts for them a decade or so ago. The they have smoothed out traffic congestion. Yes, they've done some other things. They've beautified and slowed traffic into town. The problem is, is that they've the volume of yahoos coming through those intersections and accelerating rapidly was never accounted for. So you have people with a fancy exhaust, you know, causing not congestion, but noise in the area. So you've got to balance both things. But roundabouts in the village area, yeah, they'd probably be, you know, they'd, they'd would work to reduce congestion. However, you need the real estate to actually implement it. Okay.

Chairman McGrath asked Selectman Roy, would you have any questions or comments? Selectman Roy replied no, Bob stole my question about rotaries, so I'm good. Chairman McGrath replied, okay. Thank you. She then addressed Mr. Cheng and Mr. Connell saying I have a question for you. This seems to be based on the logistic center being built. Is that correct? Mr. Cheng replied yes. The assumption in the regional traffic model that we use to project the future traffic volumes that is reflected in the level of service incorporates that assumption. Chairman McGrath then said and so what happens if that doesn't end up getting built? Because we've already had Amazon back out Target, I heard, I don't know that it's true, but I heard that they're putting a pause on things because of the mess that they created for themselves. And if they back out altogether, then what does that do to your traffic study and your traffic t analysis? Mr. Cheng replied so strictly speaking on the analysis is we're projecting. So I can't say what will happen, you know, in the future. But we predict like based on the let me step back. in the analysis just on the analysis, then it will take off certain amount of vehicles, trips going through both the segments and intersections. So there will be some improvement in the level of service in that regard, but it might not be very significant improvement. So you might see a great increase in some places, but otherwise it might be minimal so that the level of service grades remains what it is. Chairman McGrath replied, well, if it doesn't get if it doesn't get built, then the Level of service that we have now should remain pretty much the same because we're not having the added traffic based on that development. I'm just trying to get, you know, trying to get an idea of what actually, you know, you based your analysis on. And I think the main part of it was because of the logistic center. And if one one big developer, Amazon backed out already Target has put a pause on things, if I'm correct about that. And I think that I probably am. But if they've put a pause on things, there's no certainty that they're actually going to go through with the with the construction.

Selectman Morin was recognized and said studies in the past show without the logistics center, that was still going to get a lot of traffic. It's going to continue to get worse with it or without it, it's going to continue. Mr. Connell added, population will be increasing at some nominal amount somewhere around 1%, a little higher, a little lower depending on the year. And the economy, you know, 1% is still something and it's still be, you know, 1% here. If they don't put the logistic center here, might be on the other side of the river, might be down in Massachusetts, might be other places. But it's still going to cause some residual growth in the area.

Chairman McGrath replied, I you know, believe me, I understand that we have a traffic problem. I mean, that's evident without the logistic center. I mean, we're you know, State of New Hampshire dumped a lot of traffic into Hudson down on the Sagamore Bridge. And that's the truth of it. So, I mean, we have that traffic now. The traffic that we have now is, you know, problematic and probably enraging for a lot of people. And yeah, let me just kind of I'm on my soapbox here and. We need to do something about that. And we thought that that was, you know, part of it was, you know, the the what they call the Hudson Boulevard or the Circumferential Highway that was supposed to be on the ten-year plan, you know, and it's is that ideal? Certainly not and certainly not something that I ever favored, but it's something that we could at least consider. And but, you know, times are changing. And I mean, we have a problem now with Target. If Target ends up or the logistics center gets built, it's going to be exacerbated, certainly. But umm. but if they're not built, if if that plan just disappears and that doesn't happen, then our numbers were a little skewed. That's all That's all I'm trying to point out.

Mr. Connell replied, I would, I would hope and Jay may hit me in the back of the head very shortly. So just I'm ready for it. Chairman McGrath replied, I'll let you know if he gets up. Mr. Connell then said, I would hope that between now and 2030, we would be back for additional traffic survey work and be able to say, you know, a new projection, new things. Also, given the economy and given funding, we're not really going to be building those improvements until sort of the last second before those people build any sort of a building. Additionally, in the very near future, and I forget if it's later this year or next year, there is in the ten-year plan a feasibility study to study the circumferential or boulevard. And certainly I'm very certain they will be contacting us to get a copy of this and our data for that study. Chairman McGrath asked when you say they, you mean the state? Mr. Connell replied well, I'm assuming they're going to hire a consultant to do this for them and they being probably a group of consultants to do it.

Selectman Morin was recognized and said to go along with my first question. And again, we discussed this in Planning, but want to get it out here. This study did not include all the development that's going on in Nashua, all the development that's going on in Londonderry and all the traffic heading to Route 93. And if you take Hudson as a whole, we don't have the draw like Nashua and Londonderry have. We have the people going through Hudson to get to those draws, and that has to be taken into consideration, too, because that's a huge volume of traffic here that they haven't even covered.

Chairman McGrath replied, so and so to your point, some of those developments over across the river should have been determined to be or deemed to be regional impact developments because we know exactly where it's going to be ending up. And we should have had input into those developments. But they weren't deemed regional impacts. So, you know, shame on, I'm going to aim at the mayor's office. And, you know, it's it's something that, you know, we're in this area together. When we were talking originally about the logistics center, when Amazon was the developer, we wanted to name that a regional impact. Town of Hudson for all of the other communities that might be impacted. We were willing to name it a regional impact because the impact that it might have on those communities, including our own. And we don't get the same common courtesy from our next door neighbor. And I'm telling you, that is infuriating.

Mr. Connell replied, I recommend, and if you have a concern, write a letter to the mayor. Write a letter, frankly, to us (NHMA) saying, hey, you know, what can what can we do? Or saying, hey, we have concerns. This is a development of regional impact. You know, Mr. Mayor, Mr. Planning Commission Chair, please reconsider or consider our request to have some input. Chairman McGrath replied a little late now. Mr. Connell replied it is. And they may turn it you know, as I've seen in other papers, you might, you might get something and you might not. But it doesn't hurt to just ask and try.

Seeing no further questions from the Board, Chairman McGrath thanked Mr. Cheng and Mr. Connell for their presentation. Mr. Connell replied if you have any questions, email them and we'll happily address them.

8. NEW BUSINESS

A. Hudson Highway Safety Grant Acceptance

Chairman McGrath recognized Cpt. McElhinney and Chief Dionne. Captain McElhinney began by explaining Chief Dionne and I are here this evening to get approval to accept Hudson Highway Safety Grants. Highway Safety Project number 24-092. It's a 100% matching grant. It's yearly occurring. This year in the amount of \$9,000. We've been a recipient of this grant many times in the past, and its purpose is to support the Patrol Division and selective enforcement of a number of areas, specifically \$2,400 in the amount of Speed. DWI Enforcement in the amount of \$1,600. \$1,600 in Distracted Driving.

Join the Click for \$850. Drive Sober or Get Pulled Over in the amount of \$1,700 and you text, you pay, you drive in the amount of \$850 again, for a total of \$9,000.

Selectman Roy was recognized and asked so what is our match, exactly? You said two different things. You said it was a 100% match. But then you provide something that says we only have to match by \$2,250. Captain McElhinney replied, uh, no, I don't believe I said that. I'm sorry if I wasn't clear. No, it's a 100% matching. And then I broke down the \$9,000 into denominations for the different areas of enforcement. \$2,400, I think was the first number I mentioned, which is for speed enforcement. So it's 100% matching grant. Chairman McGrath asked, and the total of the grant is \$9,000? To which Captain McElhinney replied correct.

Selectman Dumont then said I think Selectman Roy is clarifying is that is 80% will be provided by federal funds and we are matching 20%. Correct? Captain McElhinney replied no. Did I say something to that effect? Selectman Dumont replied you got a federal budget number and then you have a minimum match required. And it looks like that minimum match is roughly about 20%. Captain McElhinney replied, I'm sorry. I'm sorry. Where are you seeing? Selectman Dumont replied on Exhibit A that you have. Typically, it's a match where it's. Are we matching 100% of the federal funds? Yeah. At the bottom it says project costs 80% federal, 20% applicant share minimum matches. That's required, it says. At this point the Executive Assistant gave Chief Dionne and Captain McElhinney a copy of the agenda item. After the Chief and the Captain looked over Exhibit A, Captain McElhinney replied that would appear to be correct. That's the first time it's not a 100% match. Chief Dionne added, in the past, it's been 100% match. We've had grants for the radars that we had to match in value, but not the enforcement grants.

Selectman Dumont then said, I mean I mean, quite frankly, obviously, if you're looking at it, it would appear to me that you're getting more for your bang. You're only you're only providing 20%. They're going to cover the other 80%. So it would appear to be better in my opinion, but. Captain McElhinney then said, I wonder if that is for. I can't speak for sure. I wonder if that because this this Exhibit A does include speed equipment, like the chief said in the past, where there is a match, whereas this traffic enforcement, particularly the 100%, we can certainly get an actual answer on that to clear that up for you. Apologies on the confusion on that.

Selectman Dumont then addressed Selectman Roy on the phone saying, just to clarify, Selectman Roy, I didn't mean to butt in there, but I was I was wondering, the same thing, is that were you on the same line or was that your line of thinking? Selectman Roy replied, yeah. Yeah. We have one thing that says we only have to match \$2,250, and then you're saying it's 100% match. So it just got confusing.

Captain McElhinney replied, surely. And I apologize for that. We'll certainly look into that. Again, like I said, my understanding is that the I would suspect the 80%/20% is for the speed equipment in some of those other speed mitigation devices, whereas the direct enforcement is the 100% match. But we can certainly get an answer from you guys tomorrow.

No further questions from the Board. Selectman Guessferd asked, does that mean we're tabling this til the next meeting? Selectman Dumont asked the Chief and Captain, do you miss any opportunity by tabling it to the next meeting? Chief Dionne replied, the next meeting is August 8th, I believe. We do not miss any opportunity because the we're currently involved until September. Correct? To which Captain McElhinney replied correct. The Chief then said we wouldn't miss an opportunity.

Selectman Morin made a motion to defer this grant acceptance until the next Board of Selectmen meeting. This was seconded by Selectman Guessferd. A roll call vote was taken. Carried 5-0.

B. Electric Aggregation Plan Update

Chairman McGrath recognized Hudson Electric Aggregation Committee member, Craig Putnam. Mr. Putnam began by saying, Good evening to the Select Board. So in your packet is a revised version of the electric aggregation plan. There's actually two copies. One is the marked up red line of the original plan that was approved at the town meeting. And then the other one is a clean version that incorporates all of those edits. The edits are all editorial in nature. They do not change the the intent or the processes or the goals of the plan. All of the the changes are grammar, punctuation, formatting, things of that nature. There were also one a couple of places where changed the tense of some of the text too, because the original plan addressed some things that were going to happen in the future, specifically the warrant article to be voted on at the town meeting that's now happened. And so I wanted up to date the update, the plan to reflect that that had happened. There was also one table in one of the attachments that had the then membership of the CPCNH Board of Directors, and that's been updated to reflect the current membership. So it's necessary to have the Board of Selectmen approve the revised plan and have that reflected in the meeting minutes. And once that's done, then I will submit the plan to the Public Utilities Commission. So that's that's where we are. Do you have any questions?

Chairman McGrath asked anybody have any questions for Mr. Putnam? Selectman Dumont was recognized and said yeah, just a couple of general questions that we're getting towards the end of it. I thought it'd be good to clarify. So the coalition obviously made up of a bunch of the founding towns as reading through the plan it looks like they've outgrown or they've they grew a little bit more than they expected. And the board of directors is let me rephrase this. So each town has a representative to that board of directors for that coalition, correct? Mr. Putnam replied that's changed because of the bylaws of the Community Power Coalition, initially each town would would have a representative on the Board of Directors. So that was that was a role that I played once a certain number of member communities was achieved at the next annual meeting of the Board of Directors. Then the makeup of the board changes. Selectman Dumont asked, which happened in April? Mr. Putnam replied yes and that's why the number went down dramatically. Selectman Dumont replied I think that threshold was 21 communities. Mr. Putnam replied I believe so. Selectman Dumont responded I just want to make sure I was following that correctly. So do we currently have any representation? I mean, obviously we're part of the coalition or will be part of the coalition. Do we still have representation on that board? Will we have representation? Mr. Putnam replied so I did not put my hand up to to run for a board position. So so no, Hudson has no one on the Board of Directors. We're still members. There's a membership meeting, as a matter of fact, this coming Thursday and I will be attending and voting on things that come before the general membership. So those meetings are now held quarterly.

Selectman Dumont then said and a different question I had was on the source of power. A couple of things that I read is that Eversource would is going to is going to be providing electric. And then a couple of other ones that I was reading is that the individual groups within the coalition would have the opportunity to, to find different sources of power and put that into their portfolio. Am I understanding that correctly, or is Eversource going to be the main controller of the power?

Mr. Putnam replied, so for any for any community that stands up, a community power agency, whether it's with CPCNH or not, they would partner with a power procurement provider, let me call it that. We're looking at three CPCNH being one and then two broker model companies as well. And so that partnership is to be determined for Hudson. We haven't made a decision yet. That's what's the subject of the workshop in October. Selectman Dumont replied, correct. So I guess when I was when I was reading through, I was wondering what is the source of where they drawing their energy from. One of the examples that the state gave was, you know, it was a it was a dam in a local community. They could use that as a power source to add to their portfolio. I was just curious where. Mr. Putnam replied, I misunderstood your question. Well, all the power producers say small producers, like a small hydro, like Nashua has a couple of small hydro plants. Those aside your. large generators are all part of what's called ISO New England. And so the the they they provide power into the grid in general and companies who wish to provide power to customers such as Eversource as a default provider or the other utilities as default providers or a community power agency taking the place of Eversource in a community as the default provider, they would be purchasing

power from those power plants. So so they'd be buying contracts for for future power. Selectman Dumont asked for the distribution of that? Mr. Putnam replied correct. And then the and then the utility still is on the hook to do the distribution and transmission. So Eversource is role does not change in that respect at all. Selectman Dumont replied okay. That's what I was wondering.

Selectman Dumont went on to say then the other part that I have that that they had spoken about was a lot of the communities that are going for this this purpose are searching out renewable different forms of renewable energy. Is that a long term goal or are we is that not something that's even thought of right now? Mr. Putnam replied it is certainly a goal for CPCNH to enable communities to have the option of higher amounts of renewables and to support development of renewable projects down the road. They're not there at the moment in terms of being able to do that, but that is certainly the intention. If you look at Nashua, for example, they have gone live with CPCNH this spring. They have four different rates for for let's say the the rate class, the residential and small business rate class. And so the Granite Basic is is at the lowest price and that is in terms of renewable, that's 23.4%, which is the state mandated RPS requirement right now. That changes every year a little bit goes up, but 23.4 is it at the moment. And then there's the Granite Plus rate class, which is 33% clean, 50, 50% clean, 100 and 100%. And so the so you have increasing rates across those four rate classes. So where the renewables come from, that's coming from the ISO New England. And so they may be it could be Canadian Hydro, it could be wind offshore wind, it could be solar, it could be biomass. There's a variety of sources for the renewables. And what you're doing is you're paying extra to basically support those those renewable producers.

Selectman Dumont replied that makes sense. That's why I was curious. And then with all that being said, I thought you had mentioned maybe at the last meeting or maybe it was just it was a lot of information. Do you have a rough estimated cost of what what the charge would be to to a customer or a rough area of what you think the decrease from, let's say, the default provider to CPCNH would be? Mr. Putnam replied, well, I can't project into the future, but the current rate starting in, well, sorry. Let me let me say I do know what the future will look like starting August 1st for the next six months, that that rate table is published. Is that what you have there? And so I'm going by memory here. I believe 12.582 is the Eversource rate and CPCNH will be at 10.9 cents for the default. Chairman McGrath said it'll be about a two cent reduction. Selectman Dumont replied it looks like about a \$2, right? Am I seeing that correct? Selectman Guessferd replied those are cents per kilowatt hour. Selectman Dumont apologized. Selectman Guessferd added about \$0.02 or so per, per.

Mr. Putnam added so it's not as it's not as large a reduction as we saw in the spring. But, but Eversource has come down dramatically since since their February rate which was 20 and change \$0.20 and change down to \$0.12 and change. So about an eight cent decrease, \$0.08 per kilowatt hour. Chairman McGrath then said aren't they planning to decrease the rates again? Mr. Putnam replied if you look at that table, give me one second here to bring up my copy of it. Chairman McGrath replied you can just I can't I mean, first of all, I don't have a copy of it, so. But I think I think that they're supposed to be going down on their rates again. Mr. Putnam replied, well, they have each of the utilities has a variety of rate classes. So if you're looking at just your standard R rate class for residential small business, that is not a monthly rate class. So it's fixed for the six months. So for you as a homeowner or somebody who's a small business there with Eversource here in Hudson, their rate changes in February and then it's constant until August 1st and then it changes August 1st and it's constant until the next February. There are on the commercial and industrial rate classes, monthly rate classes, and they change per month and they might go down further on the monthly one. There's some examples there in the table, but then they're going to go up again. If you look at the projected rates on those particular rate classes, they're climbing back up into the 20s by February again.

Selectman Guessferd replied right. Yeah, we just had a meeting last night, so that's what I. That's why I have this.

Chairman McGrath asked, Selectman Roy, do you have any questions? Comments? To which Selectman Roy replied I don't. I'm all set right now. Thank you.

Chairman McGrath then said, okay. Thank you very much, Mr. Putnam. At this point the Executive Assistant addressed the Chairman saying, I believe we need a motion to approve. Selectman Guessferd made a motion, seconded by Selectman Morin to accept the Hudson Electric Aggregation Plan as amended. A roll call vote was taken. Carried 5-0. Mr. Putnam thanked the Board and said I'll have the revised version on its way to the PUC tomorrow. The reason we were in a hurry to do this is that the PUC will take 60 days to act on it. They always take the 60 days allotted, to the last second. And we should have the approval from the PUC before the October 3rd workshop. Chairman McGrath replied, okay, thank you.

C. Resignation of Firefighter/AEMT

Chairman McGrath introduced this item and asked is Deputy Tice here? The Executive Assistant spoke up saying, this was previously on the agenda and it had been brought forward for a motion to accept this firefighter's resignation. And you folks pulled it into nonpublic. So Steve had let the chief know that he didn't need to come for this tonight. Chairman McGrath replied okay, so we have a resignation of Firefighter/AEMT Benjamin Savage. Anyone willing to make the motion? Selectman Dumont made a motion, seconded by Selectman Morin to accept the letter of resignation from Firefighter/AEMT Benjamin Savage effective August 10, 2023 with the Board's thanks and appreciation. A roll call vote was taken. Carried 5-0.

D. Request to Adjust Part-time Videographer Hourly Compensation

Chairman McGrath recognized Director of Community Media, Jim McIntosh. Mr. McIntosh began by saying, Well, it's good to see you all tonight. It's been almost two years since we adjusted the initial rate. This is just going to be a base base rate salary. Our currently the pay is \$15.00 per hour for videographers. We changed their title from camera operators because they do much more than just run cameras. They have to learn a lot about the the skills and stuff. The skill sets have grown in order to keep up with competition in the marketplace for these kind of skills. I just wanted to see if it would be possible to, if you would agree to a like a it's from a change from \$15.00 an hour to \$15.50 an hour as just the base salary because it doesn't usually get adjusted. The videographers are only with us an average of a year. Sometimes we get lucky and we get them for two years. But that's a rare occasion. What I was proposing was only just over 3% from \$15.00 to \$15.50. And with with the way things are going right now, I kind of think we need it because we're in competition, unfortunately, with McDonald's and Market Basket for students, the high school has helped us out in the past with their students in the media. Unfortunately, this past year I think they had two students in their Studio 19 program. I don't know what they have in classes. It's a new media teacher, somebody we haven't had. So we've been kind of reaching out to other people to see if we can get more students that are more technically capable and this will help us draw them in. We don't offer a whole lot of hours for this, unfortunately. I mean, we four hours, we average four hours pay per meeting and then we give them the opportunity to go and record special events like high school games or special events around town. I'm sure everybody's seen our people somewhere at one time or another. Something like this would help us keep us in competition, probably help us keep us staffed. So anybody got any questions.

Selectman Morin was recognized and asked what are we competing against? Do you have have an amount we're competing against? Mr. McIntosh replied depends on the size of the town's what they can offer. Some towns like Merrimack, for example, their full timers, our videographers are all part time. With the kind of money that they get from Comcast, their full timers, cover the government meetings and they do a few other things. By and large, we cover more government meetings than anybody else I've seen with what we have, I think we do a pretty good job. The competition we have is just that they're not a lot of students who are interested in doing this kind of thing, and most of them would rather go to Market basket where they can hang out with their friends and stuff, you know? And that's if I were a kid, I'd probably be

the same way. You know, I was unfortunately, I was the the IT geek when I was in high school. The guy who rolled around the the old fashioned camera with the reels and the the projector and stuff, you know, So I kind of segued into this. But they don't do that anymore. You know, everybody has computers, everybody has projectors, you know? So we kind of have to develop the skills ourselves. It's not a super high rate right now. I do know there are several towns that offer a base pay of basically for a government meeting because they only do a few. They offer \$65 and they're ready to go up in the same position I am \$65 for up to four hours for a government meeting. And then after that it's per quarterly hour, which is kind of what we do too.

Selectman Guessferd said it's \$16 an hour. Maybe a little bit. A little bit more. So what you're asking, it seems reasonable. Chairman McGrath added I mean, especially. I mean, it's not a full time job. Mr. McIntosh replied no it's not. It's 4 to 10 hours. Actually, they average ten hours a week. Yeah. And that's usually during the summer when we have a lot of things that we can throw at them. Ten hours' maximum. I think most of them average about 4 to 6 hours. Chairman McGrath asked do you think that, I mean, do you think that \$15.50 is, is the amount that you really need to entice people or do you I mean, do you think if you went up to \$16.00 an hour that it might entice more to be interested? Mr. McIntosh replied I think it really would. I don't know where we're at in that respect. I've kind of been watching our revolving fund as opposed because like a lot of towns, the few towns that don't have, they ask for volunteer camera people to go in there and record like Amherst, New Hampshire. They have they bought equipment, but they're always every single posting that they have is, Oh, we're looking for town volunteers. If you want to keep watching these meetings, you should volunteer. They take all their money from Comcast and they just use it for whatever. And they don't get a whole lot in Amherst. But other towns like Bedford, I think Merrimack, they they get 100% of the Comcast fees. At HCTV we split it with the town. We get 80% of the Comcast fees and the town gets 20%. It's kind of to offset the work that we we have done like through finance and stuff for our payroll and other things and to help with the insurance for us.

Chairman McGrath then said so back to the question, do you think \$16.00 would be enough to entice? Mr. McIntosh replied I think so, yeah. Better quality. Chairman McGrath then said I mean, you know, it's not megabucks. I know every I know every dollar and every dime really matter. But in this case, if you're having trouble finding people to take the jobs, maybe just bumping the pay up from \$15.00 to \$16.00 would be enough because they're they're kids. They're not you know, they're not out in the the real world yet where they're going to be, you know, maybe making more money. So, you know, if you think that that would be acceptable.

Selectman Guessferd was recognized and said I just want to kind of put it in terms of what I heard. Two years ago was the last time there was any sort of increase, right? Mr. McIntosh replied two years ago, it was. A major increase. We were so far behind. I don't know if any of you remember we were paying \$11.00 an hour and we were getting hammered by other people. Kids would come, they would leave in 2 or 3 months. Selectman Guessferd then said so what that amounts to, just so people know, is 3% is about 3% per year because it's a dollar more, which would be about 6%. So it would be 3% basically, we're catching up, you know, in terms of the last two years cuz we didn't do an increase last year. So it's not like they're getting a 6% bump for for one year. It's it's the two year and they're now up to speed and competitive, a little bit more competitive. So I'm fully in support of it.

Chairman McGrath replied, okay, anybody else have any comments? Selectman Dumont? Selectman Dumont said I just had a question because I'm not familiar with it. Does the School do any internships with HCTV or anything to try to get to show kids that are there that other option I guess? Mr. McIntosh replied not currently. We have been working on it. We do have a girl who is going to be interning with us this this starting this fall. So that's the beginning of our program. But that was a topic I was going to come to Selectmen within a couple of months before she comes in, because the problem we're running into is at the state level, they're saying, well, we think interns should be paid. And, you know, she only can only work. I believe it's 20 hours a week for an internship that she has to work. And it's only for a short time. So that would be a different kind of topic. But currently not really. They have a newer media teacher who's still getting his feet wet on a lot of these things and we try to reach out and help when we can, but we are going fully to the wall with a lot of things. I mean, there's so much stuff to cover. And honestly, we love covering

everything. I mean, we we sit there in the office and we complain about some of the things we miss, like the water thing at Alvirne High School today, Mike was all over me saying, well, why didn't we find out about this? I don't know. What am I going to do reach out and call the Fire Chief and say, hey, come on?

Selectman Dumont replied you know, well, that's one of the reasons why I brought up, because I think that obviously I think the increase in money will definitely help. But I also think it just kind of goes along with some of the other trades that we see to just kind of showing an interest at an earlier age. If you can offer that, you know, through a school program or even just outreach or some if possible, like I'm not that familiar with it. That's why I wanted to ask the question. But I just think it's always good to give kids some different opportunities. And you never know. Like you said, the kid changed his mindset of going from Market Basket to work for HCTV and finds out he really likes that and, you know, chooses that career. I don't know. But I just figured I would ask.

Mr. McIntosh replied, plus with the increase to I mean, I'm looking forward to doing a lot of things making adjustments with the internship program is basically we're going to be piloting that this fall. But other things have to do with just getting kids interested in general in doing this kind of thing, because we've had a few people who are outstanding who just moved on to other things in school. But if we can offer a kind of a competitive salary to what's out there locally, those college students who were within the area, if they go to like a community college or something within 15 or 20 minutes' drive of here, they might be willing to come back and stay with us. And the talent that they'll develop by then will be incredible because some of the kids that have graduated from us and gone on to college at Keene and Emerson and stuff, the things they're doing are phenomenal. And if they if Keene or Emerson had been closer to us, they would more than been more than happy to stay with us because they could have borrowed our equipment to work at school. And at the same time they were giving us stuff for the town to use.

Selectman Morin was recognized and said and I just got to say two things, actually, for what we get out of HCTV is huge. Especially we don't have a newspaper anymore and all the different things that they actually cover in the programs that they cover. What I want to caution the the taxpayers out there is and I say this with no miss content or anything, but we have two contracts coming up and we are going to be paying a \$16.00 stipend when our firefighters start at \$18.00, we're going to have to make some increases. And people need to understand that that. All of our employees all the way across the board. We need to start doing something because what we get out of them and what we pay them is a sham. It really is. It really is. I mean, we lost two guys to Nashua because and I'm going to say it again. Our people do twice the amount man for man that they do over there and they get paid quite a bit more. So I just want to caution, you know, I fully agree with Jim because I know what they do and what they provide for this town and they are well worth it. But we've got to do this across the board and people need to understand that's coming.

Chairman McGrath replied I agree. Sadly, I think that given the state of the the country is in right now, that's going to be a hard it's going to be a hard hill to climb because, you know, maybe not everyone is hurting, but a majority are. And until there's a change, you know, someplace that's you know, it's I can see, you know, I can see the taxpayers questioning every every increase because they're hurting. Sure. Know. So we need to be cognizant of that. And and, you know, it's just one of those things that we're kind of between a rock and a hard place. We have good employees. I think we have great employees. And, you know, and they should be compensated and they have the same. So they have the same issues that we face. So if things are high for us, our bills are high, our buying groceries, all of the things that you have to have to live on. They have the same things. So and they need to be compensated. It's just it's it's really a difficult spot for everybody. It's a difficult spot for the taxpayer. And it's a difficult, difficult spot for the employees to be in and for us to be in to try and balance it all. It's you know, it's just unfortunate.

Selectman Morin was recognized and said if I'm correct, you said \$16.00, you wanted to bump it from \$15.50 to \$16.00? Mr. McIntosh agreed. Selectman Morin made a motion, seconded by Selectman Guessferd to adjust the hourly rate for the HCTV part-time videographer position from \$15.00 per hour to \$16.00 per hour. Selectman Roy was recognized and said So I actually will support the the increase to \$16 and to sort of echo what what Selectman Morin said is, I don't think we we do a good job of staying competitive with pay rates. And it really is something we should probably discuss because we will continue

to either not be able to hire people or lose people because simply because we don't pay them enough. Um, they as Selectman McGrath pointed out, they also have families and bills and all of those things that they need, just like all of us. So I support this, but I also think that there's a big a a bigger thing here where we need to address how we incrementally, maybe every year do modest increases so that we can we can maintain our competitiveness. That's all I have. Thank you. A roll call vote was taken. Carried 5-0.

E. Town Code Chapter 98 - Updating Limits for Purchase, Contracts & Bids

Chairman McGrath introduced the item and asked Finance Director Lisa Labrie, who was in the audience, are you going to talk about that or? I think you were just looking for a decision that was brought up at a prior meeting. Selectman Morin added, yeah, we've already done the public hearing. It's up to a vote unless anybody has discussion. Chairman McGrath asked the Board, Okay. Anyone wishing to make a motion? I'll read the motion into the record. Motion to amend Town Code Chapters 98-5. Selectmen action required for purchase and contracts over \$25,000. Chapters 98-6 Rules and Regulations for purchases on contracts under \$25,000 and Chapter 98-7 Bidding Procedures by increasing the limits stated in the Chapter from \$10,000 to \$20,000 and from \$25,000 to \$50,000. And by adding section Chapter 98-7B (3) All departments shall complete the "Request for Proposals/Bid Checklist" which will be submitted and filed with the bid award package. That's a mouthful. Okay. So Mr. Selectman Dumont made this motion and said I would like to just say one thing before that I am in favor of this, and I will make the motion. However, I want to make it clear to anybody who's watching or who views this, the reason why is not to erase the bidding procedure. It's not it's not too it's not to make it any easier or sorry, it's not to eliminate the bidding process. My hopes in doing this, it would make things a little bit easier for some contractors to come in and bring some formal bids without having the the process of coming to the Board and taking a couple extra weeks to get that decision. I know some of that red tape and some of those time restraints can push people away. I'm hoping that this will allow a few more people to come in. So I fully expect that the staff continue to do, to seek bids, multiple and hope that this will make things a little bit easier on them and bring in some more people and hopefully get us some better deals. Chairman McGrath replied well, and to entice the people to actually bid on things, because that's the problem today. Selectman Dumont replied, exactly. Yeah. I think that there's some there's some restraints that people are worried about or that they shy away from. Hopefully this little bit makes it that much easier for them to try and put a bid in. Chairman McGrath asked, is there a second to the motion? Selectman Morin seconded the motion. A roll call vote was taken. Carried 5-0.

F. Town of Hudson Firefighters Union Successor Contract

Chairman McGrath introduced this item and asked Selectman Morin do you have anything? To which Selectman Morin replied just there is a tentative date at this point. It's only tentative for August 7th just to set the rules and then we'll start negotiations after that. But we got to wait for Steve to get back before we can set that date for him. Chairman McGrath replied okay. The motion is to appoint Selectman Morin to the negotiating team for the Town of Hudson Firefighters IAFF Local #3154 Union successor contract. Selectman Guessferd made this motion. Selectman Dumont seconded the motion. Chairman McGrath asked if there was any discussion. Selectman Dumont was recognized and said Yes, just a question again. So because I'm not familiar with this process, how does it typically work? Obviously you'll be the liaison to negotiation and I'll just flat out is there any possibility for me to be involved in any way? I would just be very curious to how it how it works. To shadow you or to see how it goes. Selectman Morin asked, would you like to do the next one? To which Selectman Guessferd laughed and Selectman Dumont replied, quite frankly, I saw your name on both of them and I want to at least offer some help if there's anything that I could do. But like I said, I've never done that before, so I want to know if it was possible, if I could be involved and at least see how the process. Selectman Morin jokingly replied I'll make the motion for the next one. Selectman Dumont replied at least Just wanted to throw it out there. But yeah, I'd be more.... Chairman McGrath interjected saying I think that yes, you could shadow Selectman Morin

and sit in. You're not going to participate in them, but. I mean if he's there. But if you want to try the next one. Selectman Dumont replied I'd be more than happy to, but yeah, I was, I was that's why I was going to start was at least on that one. I know. Especially with the fire you know. I know that's your bread and butter. I figured, well this would be a good, good opportunity to shadow if that was something that was... Selectman Morin added the fire would be a good one because that's one of the bigger, bigger groups. Yeah. So but there's always the second one.

Chairman McGrath added, but you can you can also shadow, you can, you can attend the when the negotiations are going on, you can see how it works. You know, I sat in on a couple of them and my thought process going into it was, don't say anything because, you know, you don't want to say something that the the group that you're negotiating with is going to either yee-haw, you know, we made some inroads here or or being angry, you know, what you say so that I would caution you if you're not on the negotiating team, but you can certainly sit in and I would advise you to do that. I think that that would be a good you know, and it doesn't normally take long. It takes about an hour maybe. Selectman Dumont replied, I'm not too worried about that. I thought it was I mean, it's obviously something very important. So I just wanted to at least, like I said, offer if there's anything I could do, let me know. At the very least, I'd like to shadow and just kind of watch the process. Chairman McGrath replied I think that I think that that's a really good idea. Selectman Morin added, and it's usually depending on how we set the rules, usually like three meetings or something. That's how it goes. Chairman McGrath then said so Selectman Morin is going to be for the firefighters. Selectman Dumont said motion made and seconded. A roll call vote was taken. Carried 5-0.

G. Town of Hudson Public Works Union Successor Contract

Chairman McGrath introduced this agenda item and said motion to appoint Selectman Morin to the negotiating team for the Town of Hudson Public Works Union successor contract. Selectman Morin spoke up saying, I haven't heard anything on any dates yet for this one. Chairman McGrath asked, anyone willing to make that motion? Selectman Guessferd made the motion and Selectman Dumont seconded it. Selectman Dumont spoke up saying again, I'm always available, so just let me know. I'll make time. Chairman McGrath replied that might be another good one to sit in on. To which Selectman Dumont replied I would like to. Yeah, at the very least. Selectman Morin added, probably the same thing. Three meetings. They're not very long. Unless. Unless we get bogged down on something. But usually it goes pretty well. Selectman Dumont replied, like I said if there's anything I can do just let me know. A roll call vote was taken. Carried 5-0.

9. Board Liaison Reports/Other Remarks by Selectmen

Selectman Roy: I do not have anything at this time. Thank you.

Selectman Dumont: Just a couple of things. The past weekend, there was a Beatles cover band that played at Benson's Park. What I saw was very good. I'm hoping to see some more of that go on.

The next cleanup day at Benson Park is 8/19, August 19th.

And then we have an upcoming ZBA meeting this week on the 26th. And for both of those, I just want to throw out there that if anybody wants to get involved, always looking for volunteers. So thank you.

Selectman Guessferd: Let's see a couple of things. Sustainability, as we saw tonight, we approved that that plan. We had a meeting last night. The Sustainability Committee is going to be represented at National

Night Out next week. So I want to put a plug in for that no matter what. National Night Out, I went last time for the first time, last year and it's it's grown every year. It's a very big community event. The Hudson Police and Fire are there. It's it's a very good it's at the library. It's at the Rogers Library. Chairman McGrath interjected asking but isn't that meant for first responders? To which Selectman Guessferd replied not per se. It's really more of a I mean, the library typically organizes it, along with the Police and the Fire, they put it all together. It's a community, basically a community event. Probably started, what, six, seven years ago, something like that. And the Sustainability Committee is going to be a part of that. But overall, people come out for it. It's a great time. They're going to have food trucks. They're going to there's going to be an epic water, water, water fight with the the police and the children. So you bring your kids out and they'll be able to I think it's water balloons or something like that. A lot of fun. They're a lot of booths from various organizations around town, the library and everybody who goes has a great time. It's a couple a couple hours in the evening on on August 1st. So hope to see you out there. I'm going to try to make it myself.

And as far as the Sustainability activities we are, they are going and looking at talking to a couple of the towns, I think Nashua and Keene who have been stood up and want to talk to them about their experiences, and that information will become available for us when we do the workshop with them in October. So that's that's, that's what they're they're working on for that.

As far as Rec is concerned, continuing to have the the summer programs going well, it's still, like I said, 250 or so children involved and they're doing field trips and everything I'm hearing is that they're having a great time.

And then Planning Board, we have three cases tomorrow night. There will be we'll be looking at and and then we're after that, we'll be continuing to to work the master plan chapters. Now that the transportation study is done, we'll be able to incorporate that into the transportation chapter of the master plan. So that will be coming up in a couple of meetings. And that's all I got.

Chairman McGrath said, can I ask you a question? Actually, it's a request. Selectman Guessferd replied, okay. Chairman McGrath went on to say, so when you report on the Planning Board, can you at least tell us what plans that they're looking at? You know, like Target? Or, you know, whatever, whatever. I'm not talking about probably...Selectman Guessferd replied like for tomorrow. I know exactly what you're talking about. Chairman McGrath replied I'm talking about developments that are going to have an impact on the town. Selectman Dumont added substantial. Chairman McGrath replied yeah, and not know but you know, like housing developments, you know, some of those are relatively small. And I don't think that the I don't think that that's the impact that it had would have on a community. I think that it's the others, you know, like like I said, like Target a gas station, you know, whatever, whatever would have an impact. And I just I personally, I would like to know because I don't I've got to tell you and I've got to you know, whoever is watching this, I don't spend my time after I leave here watching other meetings because it's like watching paint dry. Unless you're, unless you're there to really, you know, participate and to add something to the meeting, you know, it's to me, it's like watching paint dry. I just, I just assume not and I don't. So I think but I think it would be good to add that to your, your list of things to talk about only because I think a lot of people are really interested in that. Selectman Guessferd replied, okay, so in that vein, I can actually tell you one of the things that we're looking at tomorrow night, it's our second or third basically meeting on it. Two of the other ones that we're doing tomorrow night is sightline change and a and a lot divided into two different ones, Selectman Dumont added subdivision. Selectman Guessferd continued, but the one that we've been we've had a couple of meetings on and tomorrow night they're coming back is 84 Lumber is looking to put a store on the intersection near the intersection of Sullivan and 111. It's kind of set back across the street from the Eagle Motel on as you're looking at it on the right hand side, the western side of the of the intersection. So they're working through the the plans on that. That's probably the biggest one we have right now. Chairman McGrath asked, so is it going to be a lumber mill or? Selectman Guessferd replied, it's a retail store. Chairman McGrath replied like Home Depot. Selectman Guessferd replied, more for lumber and contractors. I mean, I think a lot of contractors use them. They sell lumber and bulk. And I mean, you can go in as a resident and and just buy lumber. But a lot of contractors do they've got they've got locations all over New England and they're they're proposing to do another one here in Hudson at that location.

Selectman Dumont then said, and if I may, something similar that's in this area, Belletete's in Nashua. very similar size to that scope. Selectman Dumont replied from what I see when I was on the (Planning) Board. Selectman Guessferd added like Friend Lumber too? Selectman Dumont replied, yeah. Which is now Hudson Lumber, I think Hudson Lumber actually looks a little bit bigger than what 84 is, is projecting. But you're going to give you if you want to drive by and look at them. Chairman McGrath replied yeah, well, you know, again, it's to me it's like watching paint dry. No, but, you know, it's I think it's something that people are interested in. I haven't I haven't heard that from anyone. I'm just surmising that. I just think that, you know, people are interested in what's what's going to be developed and and what impact it might have on them. You know, it may not have any impact. They may not be the least bit interested. But at least if we can spend a couple of minutes doing that. Selectman Guessferd replied, sure, I'll make that part of my report. And I think that's it for me.

Chairman McGrath: And I'm next. And I don't have a whole lot I've got just a couple of things for the Police Department there. Their development of that, the addition is going very well. They've posted it on on I think they posted it on Facebook. They've posted it on their own website. It's you know, it's readily you can see it. HCTV is out there a lot, taking a lot of video. And it's remarkable the progress that they're making. So that's that's one thing.

And the other thing for the Police Department that I wanted to mention is that they again, they put it on I believe they put it on their website and I think maybe the town's website as well. And it's a discussion or information relative to fentanyl poisoning and the drug drug impact on the community. So I think that that's, you know, for parents especially that have, you know, young kids that are still in high school and maybe more, you know, some of the things that they're they're being enticed with is anyway, they've put some put some really good information that I think is valuable, valuable to the parents, also valuable to the kids if they're interested in looking at it. And. And certainly the community, I think, as a whole.

School Board Representative Gary Gasdia spoke up saying, Madam Chair, May I? To which the Chairman replied of course you can. Mr. Gasdia went on to say, for for the parents and grandparents listening, it's not just high school. It starts very, very, very young, really. And I don't know if it's fentanyl. I'm not as up on the drug scene as others, but I know there are things that look like candy and they're showing up in the middle schools and even in elementary schools. So it's never too early to talk to your kids about it. Chairman McGrath replied right. And thank you. The fentanyl, they're mixing fentanyl in with other things and they're making it look like candy. And now I don't know who I was telling. I've talked about it with a few people today. The other thing that they're mixing with and these are for more adults and more hardcore drug addicted people, but they're adding to the not only fentanyl, they're adding this I think it's called tranq and it's a horse sedative. And the horse sedative has an impact on first of all, it it does very destructive things to the body, physically destructive and and which causes the amputations in some regards. You know, it's just it's awful. And the other thing that it does is that it it if they find them in an overdose situation where they're trying to use Narcan as as something that would pull them back from the brink, if it's been mixed with this tranq, the Narcan won't work. So it's I mean, all of this stuff is being flooded into this country. And it's it's terrible. It's it's having an impact throughout the country. And but I was very happy to see that that the Hudson Police Department put it put it on their their web page. And I think it's probably elsewhere, too, probably the town's website website. So that's all of my remarks. And Mr. Gasdia, do you have anything that you'd like to?

Mr. Gasdia replied, I think Selectman Morin goes next. Chairman McGrath replied, oh, I'm sorry.

Selectman Morin: (jokingly) she felt bad all the negotiations I got so she skipped me. He then said, first of all I want to say Selectman Roy, it's good to have you here with us again tonight. Selectman Roy replied, thank you. Selectman Morin then said, I filled in at the Planning meeting for Selectman Guessferd. We had one case that really was was pretty minor, but we focused also on the traffic study. That was most of the meeting the other night that got covered there.

We had the Historical Society and the Library here last meeting, and the Historical Society is interested into moving forward to see what they can do with that building. So we will be setting up meetings shortly and I'll

report on those as as my regular committee meetings when we have them. So that will be moving forward. That's all I have tonight.

10. Remarks by School Board

Chairman McGrath recognize School Board Member Gary Gasdia who said Just to echo Selectman Morin, Selectman Roy, it's nice to have you sort of back. Can't wait to see you in person.

So a couple of things with the school. It is the summer, but the School Board and the Superintendent had a full day workshop last Monday was open to the public, but we were there by ourselves. But we talked all about the priorities for the upcoming year. Some of the things that are going to be coming up. We have a couple of contracts coming up for the Para's and the Administrators this year. We did some long term planning, looking at enrollment studies and projections and things like that. So it was really, really productive day, which was great. And of course, part of it is we start talking about the budget and there was an email that went out from the Superintendent today to all the families.

There was a Facebook post and I just want to bring attention to it because I think, you know, we're trying to change up how we work together with the with the Budget Committee. And, you know, for me, it's we're trying something different. And I know I think it was the June 7th meeting and I know you're there. The Budget Committee voted and agreed to a proposal from our Chairman Whiting, on October 14th. We're going to meet the School Board and the Budget Committee. We're both going to see the presentation from the District at the same time. We'll ask questions. They'll ask questions. No decisions will be made, but it allows everyone to get it early. We'll get to sort of see what the Budget Committee is thinking even before we start doing things, and then everything else will be normal. It'll go back to the School Board, we'll do our normal thing and we'll deliver it to the Budget Committee and they'll do their normal thing. But it's about a month earlier than than normal. And so it's something we're trying and I'm just excited. I think it's great to to think outside the box. And I'm happy that the Budget Committee agreed to it. And, you know, one final thing that was in his email today is for the towns, folks, it's not the School Board's budget or the Budget Committee's budget. It's the Town's budget. If you have ideas of what should be in or should be out, send us an email and we can start talking about it now. So I'm excited for for that change this year. So that's all I have.

11. Nonpublic Session

Motion by Selectman Morin at 8:50 p.m., seconded by Selectman Guessferd to go into non-public session under 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. (b) The hiring of any person as a public employee. A roll call vote was taken. Carried 4-0.

Nonpublic Session was entered at 8:50 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 was asked to leave the room.

The Board entered open session at 10:22 p.m.

Motions made after nonpublic session:

1. Selectman Guessferd made a motion, seconded by Selectman Dumont to hire Victoria Hope Chapman and Edison Tan as Part-time Videographers and be classified as Regular Special Shift Employee, at the current videographer rate. A roll call vote was taken. Carried 5-0.

2. Selectman Morin made a motion, seconded by Selectman Dumont to seal the July 25, 2023 minutes of nonpublic session. A roll call vote was taken. Carried 5-0.

3. Selectman Morin made a motion to adjourn at 10:24p.m. this was seconded by Selectman Guessferd. A roll call vote was taken. Carried 5-0.

12. ADJOURNMENT

Motion to adjourn at 10:24 p.m. by Selectman Morin seconded by Selectman Guessferd. A roll call vote was taken. Carried 5-0.

Recorded by HCTV and transcribed by Jill Laffin, Executive Assistant.

Marilyn McGrath, Chairman

Dave Morin, Vice Chairman

Bob Guessferd, Selectman

Kara Roy, Selectman

Dillon Dumont, Selectman

Agenda 8-8-23



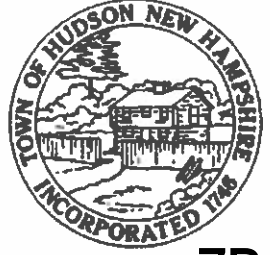
Tad K. Dionne
Chief of Police

TOWN OF HUDSON

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) 594-1162



7B

Captain David A. Cayot
Special Investigations Bureau

Captain Steven C. McElhinney
Administrative Bureau

Captain Patrick M. McStravick
Operations Bureau

RECEIVED

AUG 03 2023

TOWN OF HUDSON
SELECTMENS OFFICE

To: The Board of Selectmen
Steve Malizia, Town Administrator

From: Tad K. Dionne, Chief of Police

Date: 03 August 2023

Re: Agenda Item – Acceptance

Scope:

The Police Department is requesting to meet at the next scheduled Board of Selectmen meeting on Tuesday, 08 August 2023 to request approval to accept the awarded Highway Safety Project #24-092 titled "Hudson Highway Safety Grant" beginning October 1, 2023 and ending September 30, 2024. The specific project titles are Speed Enforcement Patrols for \$2,400.00, DUI Enforcement for \$1,600.00, Distracted Driving for \$1,600.00, Join the NH Clique for \$850.00, Drive Sober or Get Pulled Over for \$1,700.00 and U Drive, U Text, U Pay for \$850.00. The total price limitation for this agreement is \$9,000.00 to cover the cost of overtime.

Motion:

To authorize the Hudson Police Department to accept the "Hudson Highway Safety Grant" which was awarded by the New Hampshire Highway Safety Agency in the amount of \$9,000.00.



A NATIONALLY ACCREDITED LAW ENFORCEMENT AGENCY

EXHIBIT A

OHS Grant Award		
Project Titles	Federal Budget	Minimum Match Required
SPEED ENFORCEMENT PATROLS	\$2,400.00	\$600.00
DUI ENFORCEMENT	\$1,600.00	\$400.00
DISTRACTED DRIVING	\$1,600.00	\$400.00
PEDESTRIAN BICYCLE	\$0.00	\$0.00
JOIN THE NH CLIQUE	\$850.00	\$212.50
DRIVE SOBER OR GET PULLED OVER	\$1,700.00	\$425.00
U DRIVE, U TEXT, U PAY	\$850.00	\$212.50
E-CRASH EQUIPMENT (MDT)	\$0.00	\$0.00
E-CRASH EQUIPMENT (Printers/Scanners/Receivers/Software)	\$0.00	\$0.00
SPEED EQUIPMENT	\$0.00	\$0.00
C.A.R. EQUIPMENT	\$0.00	\$0.00
C.A.R. TRAINING	\$0.00	\$0.00
EMERGENCY MEDICAL SERVICES (Fire Extrication Equipment)	\$0.00	\$0.00
Community Outreach & Betterment (COB) Grant	\$0.00	\$0.00
Total <small>Total amount Federal funds obligated to the subrecipient, (2 CFR 5 200.331(a)(1)(vii)) Project Costs: 80% Federal Funds, 20% Applicant Share (Minimum Match Required).</small>	\$ 9,000.00	\$2,250.00

Awarding Agency: Office of Highway Safety (OHS)
Federal Awarding Agency: National Highway Traffic Safety Administration (NHTSA), US DOT NHTSA Region 1 55 Broadway, RTV-8E Cambridge, MA 02142
Budget period (new) – 10/01/2023 to 09/30/2024
Is This a Research and Development Project: NO

**EXHIBIT B
GRANT REQUIREMENTS AND INFORMATION**

- Officers funded during these overtime enforcement grants shall be dedicated in total to traffic law enforcement, except in the case of a criminal offense committed in the officer's presence, in the case of response to an officer in distress, or in the case of a riot where all available personnel must divert their attention.
- Officers may pull over drivers for any driving offense during patrols. This includes, but is not limited to, suspected drunk driving, speeding, school bus violations, CPS violations, traffic light/stop sign running, and distracted driving.
- Nothing in this grant shall be interpreted as a requirement, formal or informal that a law enforcement officer issue a specified or predetermined number of summons in pursuance of the department's obligation associated with the grant.
- If an officer makes an arrest during the patrol shift, but does not complete the arrest before the shift is scheduled to end, the officer can continue working under the grant to complete that arrest even if the time exceeds the scheduled patrol shift; however, the total request for reimbursement must not exceed the approved budget in the Grant Agreement.
- An officer who stops working a Highway Safety grant to assist with a Non-Highway Safety Grant related issue (i.e. crash, domestic dispute, criminal complaint, etc.), must not count such hours as hours worked on a Highway Safety Grant.
- Full-time officers will be reimbursed at an overtime rate of pay as established by the department and/or municipality for hours worked during the enforcement patrols. Part-time officers will be reimbursed at their normal hourly rate of pay.
- The Patrol Activity Report (HS-200) must be signed and dated by an authorized signatory (Police Chief or designee). Individuals working the enforcement patrol may not sign off on the Patrol Activity Report for themselves and if the Chief Law Enforcement Officer (CLEO) works an overtime enforcement patrol, they must comply with 29 CFR Part 541 as it relates to "exempt employees". This will require that the CLEO provide a waiver of 29 CFR, Part 541 from their governing body with any reimbursement requests in which the CLEO has worked. Additionally, the CLEO may not sign off on their own HS200 or that of a spouse, child or sibling who may work an enforcement patrol.
- If weather impedes a particular enforcement detail, this should be noted on the Patrol Activity Report (HS-200).
- Command staff may participate in and be compensated for enforcement details if acting in a traffic enforcement role rather than acting exclusively in a supervisory role overseeing officers engaged in traffic enforcement.
- Failure to comply with reporting requirements may result in non-reimbursement of funds or suspension of grant award.
- Non-participation or non-compliance with the performance measures may result in grant agreement suspension, termination and/non-reimbursement of expenses.

Reimbursement Schedule and Required Paperwork

- Reimbursements are due no later than 15 days after the close of the quarter. Due dates are as follows:
 1. January 15th for October-December (Quarter 1)
 2. April 15th for January-March (Quarter 2)
 3. July 15th for April-June (Quarter 3)
 4. October 15th for July-September (Quarter 4)
- See link for all the required forms - <https://www.nh.gov/hsafety/publications/index.htm>
- Over-Time enforcement patrol reimbursements shall include the following:
 1. Reimbursement Request Cover Letter (HS-1);
 2. Overtime Payroll Reimbursement Form (HS-20) for each project;
 3. Match Tracking Form (HS-22) for each project;
 4. Quarterly Summary Report (HS-100 QSR) for each project;
 5. Patrol Activity Reports (HS-200) for each project; and
 6. Updated Grant Application/Performance Tracking Tool (App/PTT)
- Equipment reimbursements shall include the following:
 1. Reimbursement Request Cover Letter (HS-1). **Note:** If submitting equipment reimbursement along with overtime enforcement patrol reimbursements only one (1) Reimbursement Request Cover Letter (HS-1) shall be submitted.
 2. Copy of the detailed equipment Invoice (with all Serial #'s);
 3. Match Tracking Form (HS-22);
 4. Copy of Cancelled Check; and
 5. Final Equipment Report (HS-8E) (with all Serial #'s)

- Over-Time COB Grant reimbursements shall include the following:
 1. Reimbursement Request Cover Letter (HS-1);
 2. COB Grant Activity Overtime Payroll Reimbursement Form (HS-20) found within COB Grant Excel Workbook;
 3. COB Grant Activity Match Tracking Form (HS-22) found within COB Grant Excel Workbook;
 4. COB Grant Excel Workbook File updated with quarterly COB activity and related expenses.
 5. Copies of all COB Grant related invoices and/or receipts.
- If no enforcement patrols took place during the quarter you are required to submit the Reimbursement Cover Letter (HS-1) indicating that you are not seeking reimbursement by placing \$0 in the projects where you were awarded funding.
- Failure to file required reports by the submission due dates can result in grant termination or denial of future grants.
- All publications, public information, or publicity released in conjunction with this project shall state "This project is being supported in part through a grant from the NH Office of Highway Safety, with Federal funds provided by the National Highway Traffic Safety Administration" or related social media tag provided by our office.
- Grant agreements shall terminate in the event funds are exhausted and/or not made available by the federal government for this program. If the grantee makes obligations in anticipation of receiving funds under this grant, the grantee does so at their peril and the State of New Hampshire will be under no obligation to make payments for such performance.

SPECIAL PROVISION-NH OFFICE OF HIGHWAY SAFETY

- (A) In the event of any conflict or ambiguity between the provisions of the Subrecipient's application and the provisions of the Office of Highway Safety Grant Agreement, including applicable EXHIBITS A and B, the provisions of the Grant Agreement shall govern.
- (B) The New Hampshire Office of Highway Safety (OHS) will review all reports and certifications received to ensure compliance. If findings specific to Highway Safety Programs are detected within an agency's Single Audit, appropriate action shall be taken to ensure that identified sub recipient risks are being timely and appropriately corrected.

CASH MANAGEMENT

Cash draw-downs will be initiated only when actually needed for disbursement (i.e., as close as possible to the time of making disbursements). Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 2 CFR Part 200.305.

For subrecipients, recipients must establish reasonable procedures to ensure the receipt of reports on subrecipients' cash balances and cash disbursements in sufficient time to enable them to prepare complete and accurate cash transactions reports to the awarding agency. Recipients must monitor cash draw-downs by their subrecipients to assure that they conform substantially to the same standards of timing and amount as apply to advances to the recipients. 2 CFR 200.305.

Failure to adhere to these provisions may result in the termination of draw-down privileges.

OFFICE OF MANAGEMENT AND BUDGET GRANT CONDITIONS

The following documents issued by the Office of Management and Budget (OMB) apply to all Federal grants regardless of the Federal Department making them available:

- **Audit Requirement of Federal Funds:** (2 CFR § 200.332(a)(5)) 2 CFR part 200, subpart F (formerly known as OMB Circular A-133) – These requirements apply to each non-profit organization, each institution of higher education, and local governments as a whole when they or one of their departments receives federal funds. Any non-profit organization, institution of higher education, or local government spending more than \$750,000 in federal funds from all sources within a 12-month period must have an audit performed on the use of the funds. OGR defines the 12-month period as July 1 to June 30. The following link provides the full text of this basic federal grant requirement: <https://www.nhtsa.gov/highway-safety-grants-program/resources-guide>.
- **Cost Principles for Federal Grants to State and Local Governments**
 - 2 CFR 200 subpart E – These requirements apply only to state and local government subrecipients. These regulations list and define general categories of costs that are both allowable and unallowable. Examples include the following:
 - The cost of alcoholic beverages is unallowable.
 - Costs incurred by advisory councils are allowable.

- Audit costs are allowable.
- Compensation costs are allowable so long as they are consistent with that paid for similar work in other activities of the local government.
- Entertainment costs are unallowable.
- Equipment costs are allowable with the prior approval of the HSO. Equipment having a useful life of more than one year or a current per-unit fair market value of \$5,000 or more must be tracked. When replacing equipment purchased with federal funds, the equipment to be replaced may be used as a trade-in or can be sold with the proceeds used to offset the cost of the replacement equipment. In addition, during the period of the contract with HSO, insurance on the equipment is allowable.
- Travel costs are allowable if pre-approved by the HSO and so long as they are consistent with those normally allowed in like circumstances for non-federally funded activities.
- **Cost Principles for Federal Grants to Non-Profit Organizations and Institutions of Higher Education** - These requirements apply to only the non-profit and higher education sub recipients. These document list and define general categories of costs that are allowable and unallowable. The link below provides the full text of these two basic federal grant requirements.
 - eCFR :: 2 CFR Part 200 Subpart E -- Cost Principles

I sign these Grant Requirements based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in reimbursing grant funds.

Authorized Contract Signatory:  Digitally signed by Tad K. Dionne
Date: 2023.07.19 13:32:27 -04'00' Date: **07/19/2023**

Signors Printed Name: **Tad K. Dionne** Signors Title: **Chief of Police**

Project Titles, PSP & Task, ALN, and FAIN Numbers (FFY24)
<p>SPEED ENFORCEMENT PATROLS PSP & Task 24-02-04 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>SPEED EQUIPMENT PSP & Task 24-02-04 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>DUI ENFORCEMENT PSP & Task 24-07-04 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>DISTRACTED DRIVING PSP & Task 24-04-04 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>PEDESTRIAN BICYCLE PSP & Task 24-06-04 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>JOIN THE NH CLIQUE PSP & Task 24-01-04 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>DRIVE SOBER OR GET PULLED OVER PSP & Task 24-07-11 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>U DRIVE, U TEXT, U PAY PSP & Task 24-04-11 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>E-CRASH EQUIPMENT (MDT) PSP & Task 24-03-06 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>E-CRASH EQUIPMENT (Printers/Scanners/Receivers/C.A.R. Equipment/C.A.R. Training) PSP & Task 24-03-06 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>EMERGENCY MEDICAL SERVICES (Fire Extrication Equipment) PSP & Task 24-10-03 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>
<p>COMMUNITY OUTREACH & BETTERMENT (COB) GRANT PSP & Task 24-09-03 FAST Act 402/Bil/Sup ASSISTANCE LISTING NUMBER: 20.600 FAIN Number (Subaward): 69A37521300004020NH0, 69A37522300004020NH0, 69A37523300004020NH0, 69A3752400004020NH0, 69A3752230S0P4020NH0, 69A3752330S0P4020NH0</p>

EXHIBIT B
Scope of Work

SPEED ENFORCEMENT

For additional grant requirements please familiarize yourself with the section of the grant agreement titled, "Grant Requirements and Information".

- The locations as well as time and days of the Speed overtime enforcement patrols should support the problem statement identified in your grant application.
- Speed enforcement patrols should be no more than 4-hours in duration. These hours shall be run consecutively without interruption.
- If the last stop of a grant-funded patrol results in an arrest that requires the patrol to exceed 4-hours, OHS will consider payment, after review of the dispatch log and Patrol Activity Report (HS-200). The dispatch log must show the arrest as the last stop of the patrol as well as showing the time the arrest was cleared.
- The OHS has an expectation that Departments will have a minimum of three documented stops/contacts per hour. Documented stops/contacts are defined as any grant-funded patrol officer contact with motorists, pedestrians, and/or bicyclists, during the grant-funded patrol periods. Contacts are required to be supported by written or electronic records maintained at the police department. These records must be maintained in a manner that guarantees their accountability during a monitoring review. If fewer than three stops/contacts per hour are made during a grant-funded patrol, an explanation must be provided on note section of the HS-200/Patrol Activity Report.
- To maximize grant funding, patrols must consist of **one grant-funded officer per cruiser**; however, multiple cruisers may be out at one time.
- All vehicles stopped should be visually checked for violations of the Child Passenger Restraint law. The total number of visual checks and any action taken should be noted on the HS-200 Patrol Activity Report.
- The NHOHS Highway Safety Commander may, and in their prolonged absence, the NHOHS program manager may, in consultation and conjunction with the Chief of Police, at their discretion, authorize adjustments in the duration of patrols and focus efforts in both location and area of enforcement, to help maximize the potential for success in meeting objectives and achieving overall goals.

Grantee Initials: TD
Date: 07/19/2023

Grantee Initials: _____
Date: _____

Grantee Initials: _____
Date: _____

EXHIBIT B
Scope of Work

Impaired Driving Enforcement (DUI)

For additional grant requirements please familiarize yourself with the section of the grant agreement titled, "Grant Requirements and Information".

- The locations as well as time and days of the Impaired Driving enforcement overtime patrols shall support the problem statement identified in your grant application.
- DUI enforcement patrols, including DUI saturation patrols, can be a minimum of 4-hours or a maximum of 6-hours in duration. These hours shall be run consecutively without interruption.
- With **written**, pre-approval, from the Office of Highway Safety, departments may conduct 6-hour Sobriety Check Points.
- If the last stop of a grant-funded patrol results in an arrest that requires the patrol to exceed 4-hours, OHS will consider payment, after review of the dispatch log and Patrol Activity Report (HS-200). The dispatch log must show the arrest as the last stop of the patrol as well as showing the time the arrest was cleared.
- The OHS has an expectation that Departments will have a minimum of three documented stops/contacts per hour. Documented stops/contacts are defined as any grant-funded patrol officer contact with motorists, pedestrians, and/or bicyclists, during the grant-funded patrol period. Contacts are required to be supported by written or electronic records maintained at the police department. These records must be maintained in a manner that guarantees their accountability during a monitoring review. If fewer than three stops/contacts per hour are made during a grant-funded patrol, an explanation must be provided on note section of the HS-200/Patrol Activity Report.
- To maximize grant funding, patrols must consist of **one grant-funded officer per cruiser**; however, multiple cruisers may be out at one time.
- All vehicles stopped should be visually checked for violations of the Child Passenger Restraint law. The total number of visual checks and any action taken should be noted on the HS-200 Patrol Activity Report.
- The NHOHS Highway Safety Commander may, and in their prolonged absence, the NHOHS program manager may, in consultation and conjunction with the Chief of Police, at their discretion, authorize adjustments in the duration of patrols and focus efforts in location, to help maximize the potential for success in meeting objectives and achieving overall goals.

Grantee Initials: TD
Date: 07/19/2023

Grantee Initials: _____
Date: _____

Grantee Initials: _____
Date: _____

EXHIBIT B
Scope of Work

Distracted Driving Enforcement

Distracted Driving enforcement patrols should focus on enforcing New Hampshire's Hands Free Electronic Device Law as well as other activities that occur behind the wheel that cause the driver to be distracted. For additional grant requirements please familiarize yourself with the section of the grant agreement titled, "Grant Requirements and Information".

- The locations, as well as time and days, of the distracted driving enforcement overtime patrols shall support the problem statement identified in your grant application.
- Distracted Driving enforcement patrols should be no more than **4-hours** in duration. These hours shall be run consecutively without interruption.
- If the last stop of a grant-funded patrol results in an arrest that requires the patrol to exceed 4-hours, OHS will consider payment, after review of the dispatch log and Patrol Activity Report (HS-200). The dispatch log must show the arrest as the last stop of the patrol as well as showing the time the arrest was cleared.
- The OHS has an expectation that departments will have a minimum of three documented stops/contacts per hour. Documented stops/contacts are defined as any grant-funded patrol officer contact with motorists, pedestrians, and/or bicyclists, during the grant-funded patrol periods. Contacts are required to be supported by written or electronic records maintained at the police department. These records must be maintained in a manner that guarantees their accountability during a monitoring review. If fewer than three stops/contacts per hour are made during a grant-funded patrol, an explanation must be provided as to why. **Note:** When conducting Distracted Driving enforcement patrols using a spotter technique (one officer in a cruiser and one officer outside the cruiser), 3 stops per hour per officer may be difficult to achieve. In this instance, please focus on effective enforcement rather than the stops/hour requirement. Please ensure that the spotter notes this on his/her Patrol Activity Report (HS-200).
- To maximize grant funding, patrols must consist of **one grant-funded officer per cruiser**; however, multiple cruisers may be out at one time. **Exception:** Two officers per cruiser when utilizing a spotter (one officer in a cruiser and one officer outside the cruiser), is allowed when a department is conducting strategic Distracted Driving patrols.
- All vehicles stopped should be visually checked for violations of the Child Passenger Restraint law. The total number of visual checks and any action taken should be noted on the HS-200 Patrol Activity Report.
- The NHOHS Highway Safety Commander may, and in their prolonged absence, the NHOHS program manager may, in consultation and conjunction with the Chief of Police, at their discretion, authorize adjustments in the duration of patrols and focus efforts in location, to help maximize the potential for success in meeting objectives and achieving overall goals.

Grantee Initials: TD
Date: 07/19/2023

Grantee Initials: _____
Date: _____

Grantee Initials: _____
Date: _____



TOWN OF HUDSON

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) 594-1162



8A

Tad K. Dionne
Chief of Police

Captain David A. Cayot
Special Investigations Bureau

Captain Steven McElhinney
Administrative Bureau

Captain Patrick McStravick
Operations Bureau

To : The Board of Selectmen
Steve Malizia, Town Administrator
From : Tad K. Dionne, Chief of Police
Date : August 3, 2023
Re : Town Code Chapter 317 Vehicles and Traffic

§ 317-12 Street Closed: Unless otherwise indicated, the streets and parts of streets indicated in Schedule VI (§ [317-33](#)) are hereby closed to all vehicular traffic during the times indicated.

§ 317-33 Schedule VI: Streets Closed: In accordance with the provisions of § [317-12](#), Memorial Drive be added to the streets and parts of streets are hereby closed to all vehicular traffic during the times indicated: ** Memorial Drive, otherwise closed from 7:00 AM to 4:30 PM, school days, from Central Street to Thorning Road, on which the following traffic shall continue to be permitted: ** school buses, parents, or guardians picking up or discharging pupils; emergency vehicles or officials en route to emergencies; vehicles servicing the school or utilities in the restricted area; any other vehicle on premises for official school business.

The Highway Safety Committee has recommended closing Memorial Drive from Central Street to Thorning Road from 7:00 AM to 4:30 PM on school days to all traffic except as described in § [317-33](#). We are also requesting that Memorial Drive be added to § [317-33](#), the schedule of listed streets closed.

We are further requesting that a signs be installed at both of these locations Memorial Drive at Central Street and Memorial Drive at Thorning Road.

Motion:

To forward the above-listed change proposal of § 317-33 to a public hearing.



Scope of Work

High Visibility Mobilizations

Departments have an allowable budget to conduct overtime enforcement during each of the time periods listed below. Unspent funds from a campaign period cannot be rolled over into any other enforcement activity.

Grant-funded overtime enforcement activity shall occur on the required dates and primary enforcement efforts should be project specific; departments are encouraged to use their own internal data to conduct enforcement activity in their community hotspots.

The OHS has an expectation that Departments will have a minimum of three documented stops/contacts per hour. Documented stops/contacts are defined as any grant-funded patrol officer contact with motorists, pedestrians, and/or bicyclists, during the grant-funded patrol periods. Contacts are required to be supported by written or electronic records maintained at the police department. These records must be maintained in a manner that guarantees their accountability during a monitoring review. If fewer than three stops/contacts per hour are made during a grant-funded patrol, an explanation must be provided on note section of the HS-200/Patrol Activity Report.

NOTE: Please e-mail your Field Representatives at HWYSAFETYMAIL@dos.nh.gov, *in advance*, if a mobilization effort will **not** be conducted.

Join the NH Clique Enforcement Patrols- \$850 total: The purpose of this mobilization is to enforce the Child Restraint Law for anyone under 18 years of age, as well as to educate unbelted occupants 18 years and older regarding the importance of wearing seatbelts. Patrols must be conducted during daylight hours at locations such as elementary schools, high schools, shopping centers, and/or locations where drivers and passengers up to the age of 18 are known to frequent. Officers conducting the "Join the NH Clique Patrols", are highly recommended to complete an Online training course; "Child Passenger", sponsored by Police Standards and Training.

- **Required Dates:**
 - One 3-4 hour patrol conducted on kickoff day - *TBD*
 - The remaining patrol hours shall be conducted between - *TBD, 3rd Quarter*

Drive Sober or Get Pulled Over-\$850 each: The purpose of these two mobilizations will focus on the apprehension of the impaired driver. Unspent funds from the first DSOGPO campaign may be rolled over to the second DSOGPO campaign.

- **\$850- Required Dates of the first mobilization:**
 - One 3-4 hour patrol conducted on kickoff day - *TBD*
 - The remaining patrol hours shall be conducted between - *TBD, 1st Quarter*
- **\$850- Required Dates of the second mobilization:**
 - One 3-4 hour patrol conducted on kickoff day - *TBD*
 - The remaining patrol hours shall be conducted between - *TBD, 4th Quarter*

U Drive, U Text, U Pay-\$850 total: The purpose of this mobilization is to enforce New Hampshire's Hands Free Electronic Device Law, as well as other activities that occur behind the wheel that cause the driver to be distracted.

- **Required Dates:**
 - One 3-4 hour patrol conducted on kickoff day - *TBD*
 - The remaining patrol hours shall be conducted between - *TBD, 3rd Quarter*

Grantee Initials: TD
Date: 07/19/2023

Grantee Initials: _____
Date: _____

Grantee Initials: _____
Date: _____

Memo

To: Mr. Tad Dionne, Chief of Police
Hudson Police Department, Hudson, NH

Dr. Daniel Moulis, Superintendent of Schools
Hudson School District

From: Keith D. Bowen, Principal
Hudson Memorial School

Date: 10 July 2023

Re: Memorial Drive safety concerns

There are a few concerns I would like to bring to your attention relative to Memorial Drive and the overall safety of students as they arrive and depart from Hudson Memorial School, as well as during the school day when class activities are conducted outside. These concerns are being brought forward with the hope of being able to put some measures in place that will increase the school's ability to maintain the safety and security of its students and staff during school hours.

Classified as a one-way public road, Memorial Drive brings a great deal of traffic through the school area during the school day that is not conducive to the specific functions necessary to the provision of a safe and secure school day for students and staff. There are various reasons associated with the issue but, primarily is the result of the road being used as a neighborhood cut through or a GPS related shortcut on various navigation applications.

Activity witnessed over time that has occurred are as follows:

- Cars and trucks driving at a high rate of speed past the front of the school building.
- Cars and trucks driving at a high rate of speed in the wrong direction past the front of the school building.
- Near miss accidents on the sharp corner of Memorial Drive between vehicles driving at a high rate of speed and converging on each other at the corner.
- Students walking on the road, due to lack of sidewalks on the Central Street side of Memorial Drive, narrowly missed being hit by a vehicle driving at high rates of speed going the wrong way on the one-way road.
- Students riding bikes and walking to school are moving in and out of traffic due to the lack of sidewalks and bike paths on the Central Street side of Memorial Drive.
- In snowy and icy weather conditions, the road is narrowed, making the safety and security of arrival and dismissal more difficult to maintain, especially when traffic is going in both

directions and students are moving in and out of the traffic to get to school or home on Memorial Drive.

Currently, we utilize a set of cones to maintain some level of a barrier system to create a more safe and secure entry and dismissal from school at the front of the building. This works to an extent but can be easily ignored and driven through and has been at various times. Although we are working out a newer system of sawhorses and signage for the next school year, it would be extremely helpful to restrict access to Memorial Drive during the school day from 7:00am to 4:30pm when students are arriving and departing.

In conclusion, it is our hope that with your help, we can establish some restrictions to the use of the road which will help us limit traffic during school hours and increase our ability to maintain a more safe and secure environment for our students and staff as they enter and exit the building, as well as throughout the school day.

Thank you for your time and consideration on this matter.

Respectfully Submitted,

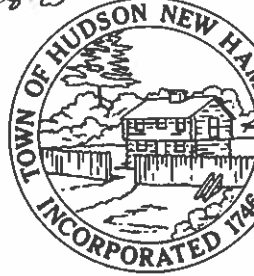


Keith D. Bowen

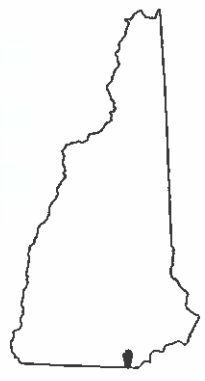
Principal

Hudson Memorial School

Agenda
8-23



8B



TOWN OF HUDSON

Finance Department

12 SCHOOL ST. HUDSON, NEW HAMPSHIRE 03051 (603)886-6000

To: Board of Selectmen
Steve Malizia, Town Administrator

From: Lisa Labrie, Finance Director *LL*

Date: August 3, 2023

Subject: DPW Fuel Pump Station – Contract Award

RECEIVED

AUG 04 2023

TOWN OF HUDSON
SELECTMENS OFFICE

Please accept this recommendation to be placed on the Board of Selectmen's next agenda.

Recommendation:

To award a contract for construction services of the DPW Fuel Pump Station Project to SRS Petroleum Services, Corp. for \$791,100 using funds from ARPA Account # 7208 and the Paving Account # 5552-248. Recommended by the Town Engineer, Public Works Director and Finance Director.

Information:

The project was advertised on the Town's website and in the Union Leader on June 27, 2023. On July 3, 2023, a mandatory pre-bid meeting was held at Town Hall followed by a site visit to the existing facility and building. Five (5) parties attended. In addition, bid invitations were sent to four (4) different vendors. Three (3) submitted bids.

The bids were as follows:

- 1.) SRS Petroleum Services, Corp., West Bridgewater, MA \$791,100.
- 2.) WP Davis Excavation, LLC, Hampton, NH \$875,337.
- 3.) Green Site Services Group, Inc., Franklin, MA \$779,700.

Green Site Service Group did not attend the mandatory pre-bid meeting and did not provide a breakdown of the cost with the bid packet. The low bidder, who met all of our requirements, was SRS Petroleum Services.

Financial:

Our budget for this contract is \$650,000 (including design) with a balance of \$578,082.30 unspent to date. Engineering's estimate for this project was approximately \$912,000 (including design work). There is \$125,791 remaining funds available from the American Rescue Plan Act (ARPA). After discussing this with Steve Malizia, we thought it prudent to keep a small balance of the remaining funds just in case it's needed for a current project that isn't complete. If \$100,000.00 of ARPA money is applied to the Pump Station costs, the remaining \$113,018.00 would need to come from the paving account should the Board choose this course of action.

Motion 1: To dedicate \$100,000.00 additional funds of ARPA money towards the DPW Fuel Pump Station using account # 7208.

Motion 2: To approve the contract for construction services of the DPW Fuel Pump Station to SRS Petroleum Services, Corp. for the amount of, not to exceed, \$791,100. using ARPA account # 7208 for \$678,082. and Paving account # 5552-248 for the balance of \$113,018.

**Cc: Elvis Dhima, Town Engineer
Jay Twardosky, Public Works Director**



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
Jason Twardosky, Public Works Director

DATE: August 3, 2023

RE: DPW Fuel Pump Station – Construction Award

On December 13, 2022, the Board of Selectmen decided to fund this project with American Rescue Plan funds. We advertised the Invitation to Bid on the Town website and in the Union Leader on June 27, 2023. On July 3, 2023 we held a mandatory pre-bid meeting at Town Hall, which was followed up with a site visit of the existing facility and building. In addition, we sent the bid invitations to four different vendors. Our budget is \$600,000, while our engineering estimate was approximately \$862,000.

On January 27, 2023 we received three bids as follows:

- | | |
|---|--------------|
| 1. SRS Petroleum Services, Corp., West Bridgewater, MA: | \$791,100 |
| 2. WP Davis Excavation, LLC | \$875,336.50 |
| 3. Green Site Services Group, Inc. | \$779,700 |

Green Site Service Group did not attend the mandatory pre-bid meeting and did not provide a breakdown of the cost with the bid packet. In addition, we have received an official Letter of Protest from the low bidder who met all our requirements, pointing to these discrepancies.

Our recommendation is to award the contract to the low bidder who met all our Request for Proposal requirements. The funding would be through ARPA funds for this project, the remaining of ARPA funds, and the paving program.

First Motion

To dedicate the remaining of the ARPA funds to DPW Fuel Pump Station Project.

Second Motion:

To approve the contract for construction services of the DPW Fuel Pump Station to SRS Petroleum Services, Corp. for the amount of, not to exceed, \$791,100, using Account #: 4909-7208-000 and Paving Program Account # 5552-248.

Office of Town Clerk/Tax Collector		
Eng Services for Construction Services for Public Works Fuel Pump Station		
Thursday, July 27, 2023 @ 10:00 AM		
Name and Address	Date Received	Amount
SRS Petroleum Services, Corp	7/26/2023	\$724,800.00
700 W Center St Unit #7		\$64,800.00
West Bridgewater, MA 02379		\$1,500.00
Green Site Services Group, Inc	7/27/2023	\$705,000.00
25 Forge Parkway		\$72,700.00
Franklin, MA 02038		\$2,000.00
WP Davis Excavation LLC	7/27/2023	\$803,836.50
PO Box 758		\$70,000.00
Hampton, NH 03843		\$1,500.00
Respectfully Submitted:		
Christine Strout-Lizotte		
CC: Selectmen's Office		
Finance		
ENG Dep		

Base
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Software

Base
Canopy
Software

Base
Canopy
Software

Town of Hudson, NH
American Rescue Plan Act (ARPA)
As of August 3, 2023

Account Number	Description	Estimated Cost / Commit. "Budget"	Spent to Date	Encumbered	Balance Available	
7200	Flagstone Dr. Drainage	243,875.68	243,875.68	-	-	
7201	Lowell Rd Bridge/Rd	391,319.95	52,442.40	338,877.55	-	
7202	Taylor Falls & Memorial Bridge	-	-	-	-	cancelled
7203	West Rd Trans Stn Rpr	900,057.79	895,057.79	5,000.00	(0.00)	
7204	Seagrave Fire Truck Surcharge	77,539.00	77,539.00	-	-	
7205	HVAC Replace - 12 Lion's Ave	79,650.00	-	79,650.00	-	
7206	HVAC Replace - 12 School St	101,267.70	101,267.70	-	-	
7207	Gas & Diesel Tank Design	50,000.00	60,200.00	11,500.00	(21,700.00)	
7208	Gas & Diesel Tank Construction	600,000.00	217.70	-	599,782.30	578,082.30
7209	Service for Catch Basin Cleaning	17,542.70	217.70	17,325.00	-	
7210	Dsgn & Constr Stormwater BMPs	20,000.00	-	-	20,000.00	
7211	Robinson Pond Phosphor Reduct	75,000.00	2,360.00	72,640.00	-	
Totals		2,556,252.82	1,433,177.97	524,992.55	598,082.30	
Received from ARPA		2,682,044.10	1,433,177.97	524,992.55	723,873.58	

Potential Avail. for Gas / Diesel Tank Const. 125,791.28

**** Please keep in mind that there is the possibility that some project could change

Pre-Bid Mtg-DPW Fuel Pump Station
7/13/2023

Name	Company	Phone #	Email
Elvis Dhima	Town Engineer	603-886-6008	edhima@hudsonnh.gov
Don Kirkland	Civil Engineer	603-886-6008	dkirkland@hudsonnh.gov
Jay Twardosky	DPW Director	603-886-6018	jtwardosky@hudsonnh.gov
James Lavacchia	DPW Supervisor Drain/Sewer	603-886-6018	jlavacchia@hudsonnh.gov
<p> <i>Cony Hargraves WPD (William P. Davis Excavation)</i> <i>(603) 997-2622</i> <i>scott@wpdavisexcavation.com</i> </p>			
<p> <i>Mario Bolduc JR MB Maintenance Inc. (603) 487-2808</i> <i>mb@mbmaintenanceinc.com</i> </p>			
<p> <i>Rick Demme GASTEK (207) 944-4119</i> <i>rdemme@gastek.com</i> </p>			
<p> <i>DAVID CLARK STEPHENS-MARQUIS (603) 759-7365</i> <i>DAVE@STEPHENS-MARQUIS.COM</i> </p>			
<p> <i>JEFF LIQUORI SRS PETROLEUM SERVICES 603-479-1311</i> <i>JEFF@SRSPETROLEUM.COM</i> </p>			



Electrician Lic. #
CT 121913-EI
MA 22249A
RI B-011399J
NH 14065M
VT EM-06711

Plumbing Lic. #
CT PLM.0277935-P9
MA CS-074819
NH 9128

July 28, 2023

Town of Hudson
Town Engineer
12 School Street
Hudson, New Hampshire 03051

Attn: Elvis Dhima, P.E.
Regarding: Construction Services for Public Works Fuel Pump Station Bid
Subject: Letter of Protest

Dear Sir,

I wish to formally protest the bid submitted by Green Site Services on July 27th, 2023. It is my belief that their bid is non-responsive due to fact that the project specifications clear state bidders must attend the July 13th, 2023 10am pre-bid meeting. I have attached the pre-bid meeting list, which clearly shows that Green Site Services did not attend this meeting. Based on that fact, their bid is non-responsive and should be rejected by the town.

I also wish to verify that Green Site Services has submitted all the required documents for this bid. To included Bid Bond, Contract Team Background, References, Project Approach, Schedule, Cost Proposal, Addendum 1 acknowledgement. All of these items just listed represent requirements under the award section of the specifications for a bidder to be responsive. Please confirm the status of these Green Site Services submission of these bid documents.

Thank you for your time and it is our hope that the town will award this project to SRS Petroleum Services and look forward to your response.

Respectfully,

A handwritten signature in black ink, appearing to read "Jeffrey Scott Liquori". The signature is stylized with a large, sweeping initial "J" and "L".

Jeffrey Scott Liquori
Vice President
SRS Petroleum Services
6 Wright Ave.
Merrimack, NH. 03054

SRS Petroleum Services
6 Wright Ave, Merrimack, N.H. 03054
tel: 603-429-1311
fax: 603-429-1313

SRS Petroleum Services
700 W Center Street, Unit #7, W. Bridgewater, MA 02379
tel: 508-232-7760 fax: 508-232-7780
info@SRSPetroleum.com

6B Northwood Drive
Bloomfield, CT 06002
tel: 860-263-8867
fax: 860-263-8958



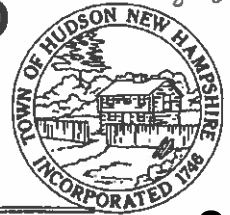
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Agenda 8-8-23

TOWN OF HUDSON AUG 03 2023

Engineering Department

TOWN OF HUDSON
SELECTMENS OFFICE



8C

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

TO: Steve Malizia, Town Administrator
Board of Selectmen

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

DATE: August 2, 2023

Subject: Solar Farms – West Road Landfill

We have the potential to utilize portions of the West Road landfill site to install solar panels to create revenue through a lease agreement or cost savings on our electrical bill.

Due to many variables of the site and the permitting process, we believe that the best approach is to follow a qualifications based selection process, in which we get submittals from qualified firms for this project and pick the most qualified one that could successfully utilize our site.

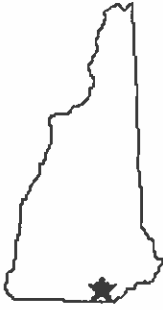
After we pick the most qualified firm and receive approval by the Board of Selectmen, we could negotiate the terms and the contract. Below are recommended motions to move forward with this potential project.

First Motion:

To authorize the Town Engineer to advertise for the Request for Qualifications related to solar farms at the West Road Transfer Station.

Second Motion:

To establish a qualifications based selection committee, consisting of the Town Administrator, Public Works Director, Town Engineer and a Board member.



TOWN OF HUDSON

FIRE DEPARTMENT

39 FERRY STREET, HUDSON, NEW HAMPSHIRE 03051



Agenda
8-8-23

8D

Emergency 911
Business 603-886-6021
Fax 603-594-1164

RECEIVED

Scott J. Tice
Chief of Department

JUL 26 2023

TOWN OF HUDSON
SELECTMENS OFFICE

TO: Marilyn McGrath
Chairperson, Board of Selectmen

FR: Scott J. Tice *[Signature]*
Fire Chief

DT: July 26, 2023

RE: August 8, 2023 BOS Public Agenda

Please place the following item on the above-indicated agenda from the Fire Department.

On Sunday, July 23, 2023 at 4:15PM, the attached email was sent to me from Probationary Firefighter/EMT Devon Rodriguez stating his intent to resign from the department effective immediately.

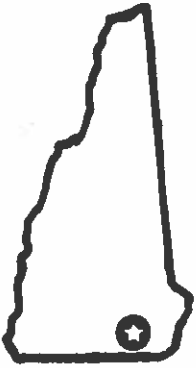
I spoke with FFOP Rodriguez the following day Monday, July 24, 2023 regarding his email and he stated that this was something that he has been thinking about for the past week and a half and at this time he does not feel that Hudson Fire is the best fit for him. I asked him to think about it some more and get back to me by 3PM with his decision to which, I did not hear back from him.

With his failure to provide a two week notice, I recommend that we withhold the payout of the remaining earning time he has available.

Should you concur with my recommendations, the following motion would be appropriate;

Motion:

To accept the notice to resign from Probationary Firefighter/EMT Devon Rodriguez effective July 23, 2023 and withhold the payout of the remaining earned time he has available.



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

Agenda
8-8-23



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: August 1, 2023

Re: 2023 9/11 Observance

Attached please find a draft program for the Town of Hudson's annual 9/11 Observance. This year 9/11 falls on a Monday. Should the Board of Selectmen vote to hold the 9/11 Observance on September 11, 2023 at Benson Park starting at 6:30 p.m., the following motion is appropriate:

Motion: To hold the annual Town of Hudson 9/11 Observance on Monday, September 11, 2022 at 6:30 p.m. at Benson Park.

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

TOWN OF HUDSON
Board of Selectmen
12 School Street, Hudson, New Hampshire 03051

Nine-Eleven Observance

September 11, 2022
6:30 p.m.
Benson Park

Invocation

National Anthem

Pledge of Allegiance

Presentation of Colors by Fire and Police Officers

Wreath Laying by Chief of Police and Fire Chief

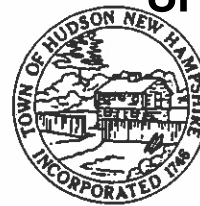
Presentation of Arms by American Legion Post #48

Patriotic Songs – Alvirne B-Naturals

Closing Remarks – Board of Selectmen

Agenda
8-8-23

8F



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

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: August 3, 2023

Re: Fiscal Year 2025 Budget Parameters

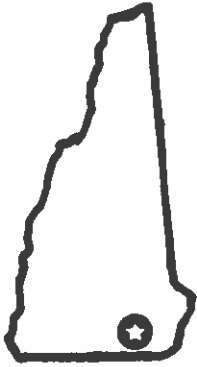
As budget season is approaching, it is appropriate that the Board of Selectmen provide budget parameters to the Department Heads for their Fiscal Year 2025 (July 1, 2024 to June 30, 2025) budget submissions. For Fiscal Year 2024, the Board directed the Department Heads to submit level funded operating budgets with major items or new initiatives to be addressed separately for the Board's consideration, either as a request outside of the department budget or in the form of a warrant article. As you are aware, the voters approved the budget for Fiscal Year 2024 after the Town is operated under a default budget for the previous two (2) years. I think it would be prudent to recommend level funded operating budgets, exclusive of labor and benefits, due to the uncertainty that our economy is still experiencing. Similar to previous budget years, other major items or new initiatives may be addressed separately for the Board's consideration, either as a request outside of the department budget or as a separate warrant article for Fiscal Year 2025. Should the Board vote to direct the Department Heads to submit level funded budgets, exclusive of labor and benefits, the following motion is appropriate:

Motion: To direct Department Heads to submit level funded budgets, exclusive of labor and benefits, for their proposed Fiscal Year 2025 budgets. Any other major items or new initiatives or warrant articles shall be submitted separately for the Board's consideration.

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

Agenda
8-8-23

8G



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

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: August 3, 2023

Re: Joint Town/School Meeting

Chairman McGrath has requested that an item be placed on the Board of Selectmen's agenda to discuss a proposed State of the Town meeting with the Board of Selectmen and the School Board. The Chair of the School Board, Gretchen Whiting, has proposed that the meeting be held on the evening of September 14th.

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