



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

September 24, 2024

Attorney-Client Session, pursuant to RSA 91-A:2 I (b)

(not open to the public)

6:30 p.m.

Regular meeting will begin immediately after Attorney-Client Session

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**
6. **CONSENT ITEMS**
 - A. **Assessing Items** – None
 - B. **Water/Sewer Items** – None
 - C. **Licenses & Permits & Policies**
 - 1) Knights of Columbus Raffle Permit
 - D. **Donations**
 - 1) Fire Department Donation – Digital Credit Union
 - 2) Police Department Donation – Digital Credit Union
 - E. **Acceptance of Minutes**
 - 1) Minutes September 3, 2024
 - F. **Calendar**

09/24	7:00	Board of Selectmen	BOS Meeting Room
09/25	7:00	Planning Board	Buxton Meeting Room

09/26	7:00	Zoning Board	Buxton Meeting Room
10/01	7:00	Board of Selectmen	Hills Memorial Library
10/02	7:00	Highway Safety Cmte.	BOS Meeting Room
10/02	7:00	Budget Cmte.	Buxton Meeting Room
10/08	7:00	Board of Selectmen	BOS Meeting Room

7. **OLD BUSINESS**

A. Votes taken after Nonpublic Session on September 3, 2024

1. Selectman Dumont made a motion, seconded by Selectman Roy, to accept Director of Community Media, Jim McIntosh's recommendation to hire Brenden Nault as a full-time Production Coordinator with a starting salary of \$25.21 per hour (Step 1). Motion carried, 5-0.
2. Selectman Morin made a motion, seconded by Selectman Roy to accept Production Coordinator Johnson's recommendation to retain on-call services of retiring Director of Community Media, Jim McIntosh, at a rate of \$45.00 per hour, as needed, effective November 1, 2024 until the end of the current fiscal year, as amended. Motion carried, 5-0.
3. Selectman Roy made a motion, seconded by Selectman Jakoby, to accept Fire Chief Tice's recommendation to hire Isaiah Whiteside for the position of Firefighter/EMT in the Fire Department at the contracted salary of \$22.00 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. Motion carried, 5-0.
4. Selectman Morin made a motion, seconded by Selectman Jakoby, to authorize the Fire Chief to enter into an MOU with the Professional Firefighters of Hudson Local #3154 which would allow Firefighter Gavyn Torres to remain on probationary status until either he satisfies Hudson Fire Department training and certification requirements and obtains his AEMT, or March 11, 2025, whichever comes sooner. Further stating, if Firefighter Torres does not obtain AEMT certification prior to March 11, 2025, he will be terminated and this termination will not be grievable, as recommended by the Fire Chief. Motion carried, 5-0.
5. Selectman Morin made a motion, which was not seconded, to move Fire Captain/AEMT Martin Conlon to Step 5 (\$102,051 annually) on the Fire Captain wage scale as outlined in Appendix B-2 of the Hudson Police, Fire, Town Supervisors Association Contract. There is no retro pay associated with this move and the employee will move to Step 6 upon the next anniversary date of their promotion, as recommended by the Fire Chief. Motion failed.
6. Selectman Morin made a motion, which was not seconded, to move Fire Captain/AEMT Dennis Haerinc to Step 5 (\$102,051 annually) on the Fire Captain wage scale as outlined in Appendix B-2 of the Hudson Police, Fire, Town Supervisors Association Contract. There is no retro pay associated with this move and the employee will move to Step 6 upon the next anniversary date of their promotion, as recommended by the Fire Chief. Motion failed.

7. Selectman Morin made a motion, which was not seconded, to move Fire Captain Training Officer Kyle Levesque to Step 5 (\$106,133 annually) on the Fire Captain Paramedic wage scale as outlined in Appendix B-2 of the Hudson Police, Fire, Town Supervisors Association Contract. There is no retro pay associated with this move and the employee will move to Step 6 upon the next anniversary date of their promotion, as recommended by the Fire Chief. Motion failed.
8. Motion to adjourn at 10:03 p.m. by Selectman Roy, seconded by Selectman Morin. Carried, 5-0.

B. NHMA 2025-2026 Legislative Policy - Administration/Discussion

C. Employee Vacancies and Town Hall Status Update – Administration/Discussion

8. NEW BUSINESS

A. Town Code Chapter 317 Vehicles and Traffic – Police/Public Hearing

B. Proposed Sewer Rates Increase - Engineering/Public Hearing

C. Melendy Road Bridge Over First Brook – Transfer of Funds – Engineering/Decision

D. Energy Efficiency and Conservation Block Grant Closure – Engineering/Discussion

E. Water Utility Grant Acceptance – Marsh Road Booster Station – Engineering /Decision

F. NH State Parks Land & Water Conservation Fund Request Grant – Engineering /Decision

G. September 10, 2024 State Primary Election Recap – Moderator/Discussion

H. Request to Use Donation Funds – Police/Decision

I. Tick Borne Illness Prevention Initiative Fire/Decision

J. Revenues and Expenditures – Administration/Discussion

9. SELECTMEN LIAISON REPORTS/OTHER REMARKS

10. REMARKS BY TOWN ADMINISTRATOR

11. REMARKS BY SCHOOL BOARD

12. NONPUBLIC SESSION

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

RSA 91-A:3 II (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, October 3, 2024.**

Agenda
9-24-24

RECEIVED

SEP 12 2024

TOWN OF HUDSON
SELECTMENS OFFICE



RAFFLE PERMIT

Hudson, New Hampshire

Name of Organization: KNIGHTS OF COLUMBUS COUNCIL 5162 HUDSON

Address: PO BOX 42 HUDSON NH.

Raffle Benefit of: CHARITABLE WORK OF COUNCIL 5162

Date & Time of Raffle: 1ST & 3RD WEDNESDAYS JAN - JUNE 2025 6PM

Raffle to be held at: COUNCIL MTGS - 4 DRACUT RD HUDSON NH 03051 ST CATS

Prizes: WIKLY - \$25 \$10 \$5

GRAND PRIZES 1ST \$250. 2nd \$150. 3RD \$100.

PARCISE
HALL

Date of Ticket Sales: OCT - NOV - DEC 2024

(must be after date of Board of Selectmen approval)

Applicant's Signature/Address/Phone Number

[Signature]
Applicant's Signature

WANE D. WAREW
Applicant's Printed Name

11 DELMOR RD HUDSON NH
Address

603-883-8797
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.)

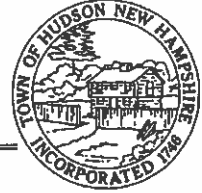


TOWN OF HUDSON

FIRE DEPARTMENT

39 FERRY STREET, HUDSON, NEW HAMPSHIRE 03051

*Agenda
9-24-24*



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

Scott J. Tice
Chief of Department

TO: Bob Guessferd
Chairman

FR: Scott J. Tice *SJT*
Fire Chief

DT: September 12, 2024

RE: BOS September 24, 2024 Public Agenda - Donation Acceptance

RECEIVED

SEP 17 2024

TOWN OF HUDSON
SELECTMENS OFFICE

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

A donation was sent to the department by Digital Credit Union. The amount of the donation is \$1,000. Attached is the letter that accompanied the check. We would request the Board of Selectmen accept this donation with thanks.

Upon your acceptance we will forward Digital Credit Union a thank you for this donation.

These monies shall be deposited into the Fire Department's General Donation fund (4557).

Motion:

To authorize the Fire Chief to accept the \$1,000.00 donation from Digital Credit Union to be deposited into the Fire Department's General Donation fund (4557) for future use.



September 5, 2024

To Whom It May Concern,

On behalf of DCU – Digital Federal Credit Union, I am pleased to provide your organization with the enclosed donation. **This donation represents DCU's support of your organization's efforts in providing programs and services that make a difference in the common communities we serve.**

As a socially responsible organization, DCU is committed to giving back and helping provide the resources needed by your organization to do the good that you do each and every day. The donation is **not** a sponsorship or an opportunity for DCU to market our credit union. The objective for our donation is to directly affect the lives of our common community members who need help most.

Thank you for all that you do! I work with Maureen Spaulding, our Foundation Manager on DCU's philanthropic work and to build our partnership with organizations that align with supporting our community members in need. Please do not hesitate to reach out to Maureen on any questions and/or inquiries directly at mspaulding@dcu.org, or 508.263.6809.

DCU also continues to explore volunteer opportunities to support our communities. If there are such opportunities at your organization, please contact Maureen to see how we can further our help community members.

For further information about DCU and our branch locations, or communities we serve, please visit our website at www.dcu.org.

Sincerely,

A handwritten signature in black ink that reads "Laurie M. LaChapelle".

Laurie LaChapelle
Chief Financial Officer
DCU – Digital Federal Credit Union

Did You Know:

DCU has two non-profit organizations to help improve the quality of life for children in need and to provide small, short-term interest free loans to working individuals and families that need a helping hand. To learn more about them, please visit www.dcuforkids.org and www.axuda.org.





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



*Tad K. Dionne
Chief of Police*

*Captain David A. Cayot
Special Investigations Bureau*

*Captain Steven C. McElhinney
Administrative Bureau*

*Captain Patrick M. McStravick
Operations Bureau*

To: The Board of Selectmen
Jim Michaud, Acting Town Administrator

From: Tad Dionne, Chief of Police

Date: 19 September 2024

Re: Agenda Request – 24 September 2024

Scope:

The Police Department received a donation in the amount of a \$1,000.00 check (#2270) from Digital Federal Credit Union for deposit in our Community Policing Donation Account.

Motion:

To accept the donation of \$1,000.00 from Digital Federal Credit Union.



A NATIONALLY ACCREDITED LAW ENFORCEMENT AGENCY



Digital Federal Credit Union

PO Box 9130 | Marlborough, MA 01752-9130

2270

DATE
9/5/2024

TO THE ORDER OF HUDSON POLICE DEPARTMENT
PAY One Thousand and 00/100 DOLLARS

VOID AFTER 90 DAYS

AMOUNT
\$1,000.00**

HUDSON POLICE DEPARTMENT
1 CONSTITUTION DRIVE
HUDSON, NH 03051

AUTHORIZED SIGNATURE

⑈002270⑈ ⑆211391825⑆ 918215⑈ 30

HUDSON POLICE DEPARTMENT

2270

09/05/2024

Document Date	Document Number	Description	Base Amount	Net Amount
9/5/2024	2024 DONATION		\$1,000.00	\$1,000.00
Total			\$1,000.00	\$1,000.00

HUDSON, NEW HAMPSHIRE BOARD OF SELECTMEN

Minutes of the September 3, 2024 Meeting

1. CALL TO ORDER – by Chairman Guessferd the meeting of September 3, 2024 at 6:00 p.m. in the Selectmen Meeting Room at Town Hall.
2. NONPUBLIC SESSION
Motion by Selectman Morin, seconded by Selectman Jakoby, to go into non-public session under RSA 91-A:3 II (b) The hiring of any person as a public employee. Roll call vote, carried 5-0.

Nonpublic Session is being entered at 6:01 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 Board entered Public Session at 6:34 p.m.

3. CALL TO ORDER – by Chairman Guessferd the meeting of September 3, 2024 at 7:00 p.m. in the Selectmen Meeting Room at Town Hall.
4. PLEDGE OF ALLEGIANCE – Mike Johnson, Production Coordinator.
5. ATTENDANCE
Board of Selectmen: Bob Guessferd, Heidi Jakoby, Dave Morin, Dillon Dumont and Kara Roy.
6. PUBLIC INPUT –

Diane Mallot, 4 Wissahickon Drive

I am here this evening to just provide my input, thoughts and a couple questions in regards to that Pine, Pine Road/Dracut Road/Sanders Road intersection that's going to be discussed tonight. So I live right off Pine Road, that's where Wissahickon is, been there for 20 years. Used that intersection daily for about 17 years up until about three years ago I decided not to use it as very little as possible. I go around to avoid it due to the, it's dangerous. It's a dangerous intersection. What triggered me the most is that, that accident that happened three years ago in April of 2021. A 15 and 16 year old girl had life threatening injuries, the Town was very aware of it and luckily they both survived. At that point I had reached out to Town, what can we do to improve the safety. I had been working with the State for the past three years going through an audit. I participated in the audit provided feedback and an over a 100 page report and I'm here tonight because I found out a couple weeks ago that this was occurring. So, I'm not sure exactly what is happening tonight. What they're presenting, if decisions are made or what's the next steps? Looking at the short presentation that is in the packet tonight, they're short-term, medium-term and long-term solutions. Some of those solutions I don't think is right for that intersection. Four-way stop sign, there's too much traffic on Dracut Road, that would get backed up. Folks, I believe, will get frustrated, blow through that stop sign and cause other issues besides the ones we have today. The roundabout solution for long-term, I'm not opposed to a roundabout, I don't mind roundabouts. My only thing I wanted to say today is that there is an excavation company that lives off Pine Road that does utilize that intersection. So, if that was to be made we need to take that into account and not forget about the business that there, that's been there for many, many years. The light option, it said it was not warranted. Red, bold capital letters not. My question to this is why is it not warranted. Um, to me that's the safest option. It could allow traffic to flow on Dracut Road while having, you know, you've seen the lights where they come up on the sides and the light changes to let the traffic out onto from Pine to Sanders. There's also the question regards to pedestrians. There's not a lot of pedestrian traffic that I've seen there, but there is some. Most likely because of how dangerous it is. I know my kid growing up would want to walk that way or take his bike to see his friend, he wasn't allowed to. And it's sad that we live in an area where you don't allow your kid to do things that kids should be doing because you're afraid of their safety. In the report it says that that's not necessary for any roads over 40 miles

an hour, but, that road is 35 miles an hour. 85% of the traffic is going 46, 47, 48 miles an hour, but it's 35 miles an hour, it's not, it's not the speed that it is today. My other question is what are the solutions, might have been short-term, medium-term, is just in regards to recognizing speed, having the community do an awareness program, including students doing an awareness program. I don't understand how that works, we can't control the speed on that road. So, I'm not sure how that helps folks understand that they're going too fast for that road. So, again I don't know the next steps. I've been here for the long haul on this, I'd like to see some improvements for the safety. If you're an experienced alert driver, it's hard to get out there. If you you're young experienced driver, or an elderly that take a little bit more time, is even more difficult to get out there. So, we need to find the right solution for that intersection for the safety of our community. So, I'll continue to be here til the end, and if there's any questions or input that you need from residents, you know I'm certainly, you know where I am. Thank you. Chairman Guessferd: Yes, just so you know, so the expectation for tonight. It's a discussion, we're going to be getting a presentation from DOT and then we'll be beginning the discussion. We're not going to make any decisions tonight. OK? Diane Mallot: And then my last question on that is, how can residents be kept aware of the progress as it goes forward? Chairman Guessferd: I would, my view would be keep attention on the meetings that we have, agendas. However also, I would stay in touch with either the Town Engineer or Town Administrator. Just, just stay in touch. There is information that will be out there in the public. But, I also know sometimes it may, you might have to, you know, ask a little bit. So just, you've been great so far. I mean from everything I'm hearing you've been actively involved in this. But, reach out. If you have any questions at any time, you can reach out to one of us, you can reach out to the Town Engineer and we'll definitely get you the right people. I know we have a Highway Safety Committee as well that's been involved with this. So, we're going to stay on top of this and let you know what's going on. Diane Mallot: Great, I appreciate it. Chairman Guessferd asked if there was anyone else in the public who wishes to provide any input.

James Crowley – 4 Fairway Drive

I'd like to hear the presentation first then I'll have a bunch of extra questions. But, one thing I would like to state at this time is that I'm glad the New Hampshire DOT has done so much research in that and the Town's effort in that. But, I think to get even a wider expanse of exposure, if I may, I'd like to put a plug in to, I hope the New Hampshire DOT publishes some of their recommendations in the Hudson Times. It's a local newspaper to inform the maximum amount of people. Hopefully you'll have public input later like you said. Thank you.

7. RECOGNITIONS, NOMINATIONS & APPOINTMENTS

A. Appointment

- 1) Jacob Keller – Sustainability Committee – seeking member position.
(2) member vacancies expiring (1) April 2026, (1) April 2027; (1) alternate vacancy to expire April 2026. Selectman Dumont made a motion, seconded by Selectman Jakoby, to appoint Jacob Keller to member position on the Sustainability Committee with a term to expire April 2027. Motion carried, 5-0.

8. CONSENT ITEMS

Chairman Guessferd asked if any board member wished to remove any item for separate consideration. Selectman Roy: E1, I'm just going to abstain because I wasn't here. Is that the meeting I wasn't here? No, I was here. Disregard. Chairman Guessferd: Minutes of August 15th. So you were here for that meeting? Selectman Roy: I was. Chairman Guessferd: We don't have the 29th, yet. Selectman Roy: I stand corrected. I don't want to remove anything. Chairman Guessferd: Alright, that sounds good. So, anybody else? Anybody want to make a motion? Selectman Dumont made a motion, seconded by Selectman Morin, to approve consent items A-F. Motion carried, 5-0.

- A. Assessing Items – None
- B. Water/Sewer Items – None
- C. Licenses & Permits & Policies – None
- D. Donations – None
- E. Acceptance of Minutes
 - 1) Minutes August 15, 2024

F. Calendar

08/13	7:00	Board of Selectmen	BOS Meeting Room
08/14	7:00	Planning Board - Cancelled	Buxton Meeting Room
08/19	7:00	Planning Board – ZORC	BOS Meeting Room
08/20	7:00	Municipality Utility Cmte.	BOS Meeting Room
08/21	6:00	Library Trustees	Hills Memorial Library
08/22	7:00	Benson Park Cmte.	HCAC
08/22	1:00	Trustees of Trust Funds	Buxton Meeting Room
08/22	7:00	Zoning Board	Buxton Meeting Room
08/26	5:00	Planning Board – Minor Site	Buxton Meeting Room
08/26	7:00	Sustainability Cmte. - Cancelled	BOS Meeting Room
08/27	7:00	Board of Selectmen	BOS Meeting Room

7. OLD BUSINESS

A. Votes taken after Nonpublic Session on August 27, 2024

1. Selectman Jakoby made a motion, seconded by Selectman Dumont, to accept the Director of Community Media, Jim McIntosh’s recommendation to re-hire Jacqueline Lemay as a part-time Production Coordinator for up to 20 hours a week. Motion carried, 4-0.
2. Selectman Dumont made a motion, seconded by Selectman Morin, to accept Police Chief Dionne’s recommendation to hire Derek Francisco as a Police Patrol Officer with a starting salary of \$28.82 (Step 1), all in accordance with the Hudson Police Employee Association Contract. Motion carried, 4-0.
3. Selectman Morin made a motion, seconded by Selectman Jakoby, to accept Police Chief Dionne’s recommendation to transfer Stephanie Sabetti as a full-time Records Clerk effective 02 September 2024 with salary to remain at \$24.21 (same classification line) according to Hudson Police Employee Association Contract. Motion carried, 4-0.
4. Selectman Morin made a motion, seconded by Selectman Dumont, to post and advertise for the part-time Legal Clerk position in the Police Department. Motion carried, 4-0.
5. Selectman Jakoby made a motion, seconded by Selectman Morin, to accept Public Works Director, Jay Twardosky’s recommendation to hire Michael Martorana effective 09 September 2024 at \$24.25 per hour (Grade 8, Step 1) in accordance with Teamsters Local #633 agreement. Motion carried, 4-0.
6. Selectman Morin made a motion, seconded by Selectman Dumont, to accept Public Works Director, Jay Twardosky’s recommendation to hire Michael Menear effective 09 September 2024 at \$24.25 per hour (Grade 8, Step 1) in accordance with Teamsters Local #633 agreement. Motion carried, 4-0.
7. Selectman Morin made a motion, seconded by Selectman Dumont, to hire Evelyn Hynes-Brock for the position of Administrative Aide II in the Board of Selectmen’s office at a starting rate of \$26.05 per hour per the Hudson Support Staff contract, effective September 15, 2024. Motion carried, 4-0.
8. Selectman Morin made a motion, seconded by Selectman Dumont, to post and advertise for the Assistant Town Clerk/Tax Collector position. Motion carried, 4-0.
9. Motion to adjourn at 9:22 p.m. by Selectman Morin, seconded by Selectman Dumont. Motion carried, 4-0.

B. Status of Outstanding Items – Elvis Dhima/Selectman Jakoby

Chairman Guessferd: So we had a request to, you know, kind of put together a few outstanding items, some status and what we’re going to do is I’m going to recognize Elvis Dhima, Town Engineer for the first two items and then I will recognize Selectman Jakoby to discuss the third for tonight. The first one is a status on the West Road

Landfill. Elvis Dhima: Thank you Mr. Chairman, good evening everyone. As you're aware we hired a third party consultant to help us out with this task. The first phase of this evaluation and assessment was the surveying changes and the topographical changes to the landfill. We have completed that phase. That phase has shown us that not only they brought fill in as we were aware of but, they also removed fill on certain areas of the landfill, which means they shaved, reduced the cover of the membrane on certain areas. We have presented those findings to the State and we're waiting for the State's approval now to allow us for phase two investigation of this task which is basically investigation of the surface and the membrane on certain areas of the landfill. Now we cannot do any digging out there or anything of that sort until they have approved this task and the methods we're going to do this with. So, at this time, we're waiting for the State to approve what we submitted. The first phase was submitted about ten days ago, so we're hoping that we're going to find out, probably in a week or two. The second phase is going to probably going to take about a month or two depending what we find. So, we believe that we might have everything on how we're going to deal with probably sometime mid-November. It appears clear this time that there is significant changes made out there that's going to trigger another landfill closure permit unfortunately for the Town. And I don't know what the consequences of the soil being removed for the membrane on certain sections will result into, we're going to have to find out to what that permit looks like when we're said and done. That's kind of where we're at with the landfill. So, still ongoing, still on schedule, still on budget. Just a little bit of an unfortunate surprise but, we'll have to deal with it. That's that for the landfill. Chairman Guessferd: Do anyone have any questions on that? Selectman Jakoby: I just want to say thank you, I appreciate the update because I know it was happening in phases and I appreciate knowing that that first phase was done and you're in communication with the State. So thank you, I think it's important for the public to be aware. Chairman Guessferd: Yes, absolutely. Elvis Dhima: And I'll notify the Board as soon as I hear from the State because we're going to share that information with you. And I just want to make sure that we have kind of once channel of communication there, there's no different information out there. But as soon as I hear from the State my plan of attack is to submit that to the Board and then see what we can do next. Chairman Guessferd: The second item of update is the, a few months ago we contracted for Town assessment to be done. And so, you graciously offered to give us an update on that. Elvis Dhima: Yes, absolutely. We have met, we I mean the department heads, and a representative from North Point. They have presented us with what they see is an issue and what needs to be done. And I'm hoping that in the next couple weeks we are going to get a full report to what we can and cannot do. What we're looking at is what can be done within the existing footprint. What can be done going vertically, I think that's been looked at and you're going to find out if that's the case or not. I believe the answer is no. But it will also look into if we can expand beyond our existing footprint. Again, within the existing property we have in place right now. The efforts that you approved recently are in line with what we have done in the past with fire station rehabilitation next door when we hired a third party to help us out with these tasks. This is in line to what the Police Department did recently when we hired a third party to help us out with the task of what we can and cannot do. We're looking at handicap access, we're looking at the elevator. We're looking at ways we can deal with things short-term and mid-term. Long-term, I don't think there's room here to do anything that's going to help us out in the next 30-50 years. But, I think we are looking at something that we can be grateful for for the next 10, 15, 20 years probably. And help us deal with the growth and the services expected out the taxpayers in this town. Again, that will be presented to the Board first, and then you can decide how you want to discuss that matter in a public session. Or, you want to just basically digest that and go from there. A lot of work has been put into it. I also wanted to say that when we started this process we did not even have a plan for this building. So, it's easier said than done when we talk about efforts and all that, but, it was just one of those things that there wasn't a lot of information to go with. We're going to have a good idea to what we have and a good idea to what it will take moving forward. So, it's a good baseline to start to what could be done here. And you'll have that hopefully, by hopefully the end of September. Selectman Jakoby: End of September? Elvis Dhima: Yes, that's what should ... Selectman Jakoby: Optimistically. Elvis Dhima: Yes, I think they've been on track so far, I don't believe they're going to miss a deadline. But, you're going to see something either by third week of September, late end of September the latest. And it'll be a thorough one, it's going to have renderings. Give you a better idea to what area can be utilized and how it can be utilized, so there'll be some visual. I personally struggle with text myself because I can only (Inaudible) it's more than 150 characters you lose me. But pictures do help a lot and you will have that ability to see things 3D. And then we can decide what we need to do. One of the things that has come up out of it is, we do have some deficiency when it comes to handicapped access. We have some deficiencies when it comes up to women's bathrooms vs. man bathrooms ratio here. Staff vs. what's required for bathrooms. Elevator access is an issue. We're trying to focus on the things that you really need to address right away. The good news is that the Town appears to have some significant funds set aside for building renovations. So you do have that available without tapping into any accounts or asking the taxpayers for it. So that will be presented to you to

determine on how you're going to move forward. If you decide to move forward, you don't have to do anything. Chairman Guessferd: Alright, that sounds great. No, that's where we need to go with it. Selectman Jakoby: Again, I just want to thank you for the update and the timeline because I know a lot of citizens were wondering where is that, when is that happening? So now everybody can keep an eye on our agendas. Elvis Dhima: Absolutely. Thank you.

Chairman Guessferd: OK, so there was a third item that we wanted to address. Selectman Jakoby I'm going to turn the floor over to you. Selectman Jakoby: Yes, at our previous meeting we had said that we were going to look into determining the scope of work for an infrastructure study. And that that was going to be explored and I just didn't know the status of that exploration. Chairman Guessferd: Yes, the question is how do we determine that scope? I don't think anything's really been done at this point, honestly. So, the question is what is the next step with regard to establishing that scope? Selectman Roy: I thought we were going to go out to MRI to help us establish the scope. If I remember correctly. Selectman Jakoby: That's what I thought that the Town Administrator was going to take that there. If not, then we can move that forward. Chairman Guessferd: Yes I don't think anything, I'm not aware of anything else that's been done. So perhaps this would be one of your tasks to do Mr. Michaud is to look and see if we can get MRI to do an infrastructure, a town infrastructure study. Or a scope. What would be the scope, not the whole study? Selectman Morin: My question, we did agree to have MRI do it. But I don't know if we have anything to give to MRI to ... Selectman Roy: Well we have the warrant article. Selectman Morin: Right but it doesn't say anything. All it says, maybe we should have a public hearing, have people come in, what do you want to look at? Because right now we've got nothing to give to MRI. MRI can say, because like I said, Nashua just did one on the fire department, it was \$74,000 just for that one department. If we're going to the whole town, we need to have our ducks in a row before we present that. Chairman Guessferd: Right. And with any project like this you have to establish the scope first. And then you go price it out right, we'd send an RFP out. Selectman Morin: Because we've got nothing to give them other than, we don't even know what we're looking for. Chairman Guessferd: So yes, who do we have to do that? Selectman Jakoby: I think that's an excellent idea. Chairman Guessferd: So, MRI. Selectman Jakoby: A public hearing to ask the ... Selectman Moring: That was a petition warrant article so those people should be able to come in and tell us what exactly what they're looking for. Selectman Jakoby: Exactly. I think that's appropriate. Chairman Guessferd: Do we do the public hearing in one of these meetings? Or, do we do a separate public hearing in a larger venue? That's the question. We've done things like this in the past over at the Recreation Center if we anticipate there's going to be a lot of public input. I don't know, I mean, every time we do one of these things, we don't seem to necessarily get a lot. Although the one we did for the Lowell Road/Central Street property when we were talking to, about possibly leasing land. That drew a fair number of people. Selectman Morin: If we want to move and we don't want to make our meeting longer than we have to, then we have a workshop night we could do it on. And it would be just that specific item. Chairman Guessferd: And do a public hearing on that? OK. Alright we'll come with one of the meetings that we're not meeting. I don't know we have to take a look at the calendar. Jim Michaud: So, October first? It's identified as a workshop night currently. It would be the next available Tuesday night workshop that's ... Selectman Morin: Bring him right back into it. Chairman Guessferd: Um, yes. So, I mean if we wanted to do that, does October first make sense? Board agrees. Selectman Jakoby: And I think also as Board members we can bring, you know, what we found and we've talked to people about and maybe we find it's not all those things but, one thing might rise to the top. That's most important. I don't know, we'll see. Chairman Guessferd: Right, I think we'll have to establish some base line like Police, Fire, Town, you know, DPW, those sorts of things. Selectman Morin: What we've heard when we had people speak on it that's what they were encompassing, the whole town. That's a big thing. Chairman Guessferd: It's huge. Again, knowing that we're bigger than some cities out there. Alright, so we'll tentatively look at, we'll look at October first. Selectman Roy: Mr. Chair? Mr. Dillon. Selectman Dumont: What would be the best way to advertise? Can we utilize social media? Because with the cost of this is going be, I would like to hear from, hopefully, a large number of people who signed that, not only signed it but voted in favor of it. I would hate that, what about 1500 people, or whatever, voted in favor of that, to only see two people show and depict how, maybe 100,000 or 200,000 would be spent. Chairman Guessferd: So, how do we do that? Selectman Jakoby: I know that our Administrative Assistant has access to the Facebook page and can post it there as she does all public notices. So it can be posted on that Facebook and that's posted publically so it's free for all of us to share and to the groups. We can do that. I mean none of us share that much but can share those into those groups and get the word around. Chairman Guessferd: We need to make sure that the Rec Centers open that night for that meeting. If that's all set to go, 7 p.m. normal time. And if the Rec Center isn't open is the Library, the other building bigger? Or no? Selectman Roy: The old library, yes. It's bigger than this. Chairman Guessferd: It's bigger than this. Selectman Jakoby: No, no but if it's not open, I'm not saying it's

huge. Chairman Guessferd: We've done things like that there before, as far as I'm aware. Selectman Jakoby: But, thank you I do appreciate us addressing these items this evening. Selectman Dumont: If I may, the library might not be a bad to even start because it is already set up for meetings, it would be a lot less prep on HCTV and everybody. Chairman Guessferd: And, I think it's probably going to be more right sized for I think that sort of a meeting. Selectman Dumont: I think it would be appropriate and quite frankly, if we have an extremely large turnout, we're going to need some time with it anyways and we can reschedule another public hearing. Chairman Guessferd: Yes, because quite frankly if it does have that kind of a turnout, there's no reason we can't have two. You're right. Selectman Jakoby: So, the library if it's available. Chairman Guessferd: Library first, Hills and then Rec. Selectman Jakoby: Do we need a motion? Chairman Guessferd: Um yes, I think we could probably do a, what do you think? A motion to hold a public hearing. Selectman Morin made a motion, seconded by Selectman Dumont, to hold a public hearing related to the infrastructure study. Motion carried, 5-0.

10. NEW BUSINESS

A. Brox Donation to Town and Conservation Commission - Presentation

Chairman Guessferd recognizes Erik Stevenson of Brox Industries and Bill Collins our Chair of our Conservation Committee to come forward. Erik Stevenson: Good evening Mr. Chair, members of the Board. Erik Stevenson, real estate manager for Brox Industries here tonight to basically memorialize a commitment we made during the past year, year and a half. Working with Mr. Collins and the Conservation Commission in our pursuit of a drudge and fill permit at our facility on Greely Street. Not to go into the gory details of that process but, I'd really like to thank Bill and his Commission members for the time and effort they spent on our project. During that lengthy discussion process, especially during the time we spent figuring out how our mitigation was going to work out, we agreed to donate 6.2 acres of land to the Town. Land which abuts current conservation land owned by the Town, that we own. And we also agreed to donate, contribute \$10,000 to the Commission. At the time it was for a project they were working on, maybe that's not the case today. But, for any other endeavors they have we agreed to donate \$10,000. So tonight I'd like to memorialize that and convey that \$10,000 to Mr. Collins. I'd like to entertain any questions anyone might have. Chairman Guessferd: OK, does anybody have any questions? I'd just like to echo, I guess, the thanks to both of you for working through this. Conservation Committee's been doing a lot of great work in the last several years with different projects for different pieces of property and expanding our conservation, I'd say our land, our conservation footprint I guess I'll say. So, this is just another, to me this is just another instance where Town, business, you know, it's a collaboration of working together to make our Town better. I appreciate that. Selectman Dumont: I just wanted to echo that as well. The appreciation and thanks for both of you guys working together and making Hudson a better place. Really do appreciate it. Selectman Jakoby: Yes, I think it's important Brox has been in our community for so long to have you come here and be able to work diligently with our Conservation Commission is a testament to that partnership. And we appreciate you and your community efforts. Chairman Guessferd: So we have a big check to present tonight. The Board presents a giant \$10,000 to the Conservation Commission on behalf of Brox Industries.

B. Dracut/Pine/Sanders Road Safety Audit – Engineering/Discussion

Chairman recognizes Elvis Dhima, Town Engineer and Corey Spetelunas, NHDOT. Elvis Dhima: Thank you Mr. Chairman, good evening everyone. As you recall we had a bad accident there in 2021. That resulted in the Board of Selectmen getting involved and requesting an audit and working with NHDOT. We, with NRPC, worked to put the application together and in 2022 the DOT was kind enough to put us into the list of getting this audit done. There's been a lot of effort and time put into this. They did hire a third party to help us, help them out with this task. And they're in front of you tonight to explain to you their findings, what they think is going to work short-term, long-term and mid-term as well. And then look for some kind of commitment one way or another financially, I guess what appropriate. You can talk about that. With that said, he will take all the questions you have about this. Good luck. Corey Spetelunas: Good evening Board, my name is Corey Spetelunas. I'm the Safety Section Project Manager with the Department of Transportation. Off screen I'm joined with Bill Lambert who is our Highway Safety and active Transportation Administrator as well as Lyla Flynn who is one of our Safety Section Design Engineers. So, without further ado, we'll get into this. As everyone's aware this is the intersection of Dracut Road with Pine Road and Sanders. Anyone unfamiliar with the location, that circle kind of towards the middle of your screen is the study location, Massachusetts is just to the south. That kind of north-west to south-east road is Dracut, down the middle of your screen with intersection of 3A towards the north-right corner there. Existing conditions, if we zoom into this, as was

mentioned before, Dracut Road is a 35 mph posted road. The DOT has a subscription with TomTom where we can basically submit an on demand study of historical, current travel speeds, whichever one we really want to investigate. So we look up what was going on Dracut Road for the past years though and you can see that the average speed, both northbound and southbound are five to six miles an hour above posted. The 85th percentile which is what the posted speed limit is generally based off of is 11-12 mph depending on your direction of travel higher than the speed limit. Which is kind of the impetus for a lot of the problems here admittedly. The geometry of the road way is very, very straight, it's an 11 foot travel way, the shoulders vary from two feet to six feet, depending where you are on this stretch of roadway. Pine and Sanders about 30 mph roads, it is currently a two-way stop with Pine and Sanders both with stop signs. On the graphic itself you can see that the AADT which is the Average Annual Daily Traffic, on Dracut Road is almost 14,000 vehicles a day. The side roads are approximately 1400 each. So Dracut Road has about 10x the traffic as each side road. A little bit of background, Elvis mentioned this RSA was submitted back in March 2022. Our safety section of the DOT was going through a little bit of turmoil and reorganization so we allegedly got to the red safety audit physical conducting of the audit back in September 11 of last year. Hoyle-Tanner was our consultant to aid with that and this report is generated from their efforts. The crash data utilized for this study was from 2011-2021 with one serious injury where there was just mentioned as well as two minor injuries. Digging into the crash data that's happened at this intersection a little bit. You can see the left graphic, you can see the big gray wedge representing rear end collisions and the bluer wedge representing angles, make up the majority of crashes at this intersection. There are about 35 crashes total during this ten-year period that we're looking at. Not on here but I thought noteworthy, so there's 15 total angle crashes. Eight of those angle crashes were vehicles leaving Sanders, seven of which involved a vehicle on Dracut Road heading north. So seven of the eight had a vehicle heading north on Dracut Road involved from someone pulling out of Sanders. Five of these seven remaining angles were vehicles leaving Pine Road. Three of those involved in north bound vehicle on Dracut. And two of the angled crashes involved vehicles turning onto Pine, left turns onto Pine, so they would be northbound traffic and they got hit by southbound traffic. So when it's all said and done, 12 of the 15 angles crashes had some sort of involvement with a northbound vehicle on Dracut Road. Then we'll kind of get into why we believe that's the case in a minute here. Breaking down the rear-end collisions a little bit more. There were 13 rear-ends, I'm sorry, 14 rear-ends eight of which were northbound on Dracut, five of which were southbound on Dracut. Nine of those were vehicles that were slowing down or waiting to turn left. The one remaining rear-end happened to be two vehicles that had turned onto Pine Road. I don't know why they stopped but they had a little crash. The one on the right side is just a little break down of crash type. By contributing factor, it's a little hard to read on this graphic, I apologize. But, that big bar on the angle graphic is signaling that 12 of those angle crashes failed to yield the right of way. So whether they pulled out in front of somebody, whether they got impatient, lack of a gap, misjudged speed, blew through the stop sign, that would be categorized as fail to yield. I realize there is a run stop sign which actually is one crash, though I actually did misspoke that's excluded from the large red bar and added to the small red bar at the top of the angle. Likewise the rear ends are, the majority of that is following too close, which doesn't surprise me with the high speeds and the high volumes on this corridor. Diving a little bit deeper, crashes by day of the week. And see kind of mid-week peaks Tuesday, Wednesday, Saturday has a little sprinkling as well. Crashes by month, winter months kind of jump out a little bit. December, January, February, you do have a peak in June. I would be willing to be this higher traffic during the summer through here, you know school's getting out, vacations are starting. It's nice out, people want to go places. A slide I failed to add in here was the time of day that these crashes happened. So, of the 35 crashes, and this is in the report, I just forgot to put a slide for it. Eight of the 35 crashes happen between 3 and 4 p.m., another seven happen between 4 and 5 p.m. So you're looking at 15 of your 35 happened within that two hour period. And this is the whole ten years of the crash data. Also interesting, so the p.m. peak for this intersection is about 4:30-5:30, so it kind of aligns with that, that 15 of 35 we just mentioned. Seven of those 35 were during dark/dusk hours. It is a little hard to identify this intersection during the day, it's going to be even harder at night. Interestingly enough there were no rear end crashes in those conditions. No rear ends at night or dusk. I thought that was interesting. So the RSA itself we had a kind of a mix sprinkling of stakeholders here. We had Hudson Town Officials, Police, Fire, Engineers, Planners, several Hudson residents. Federal Highway, which is NHTA, Nashua Regional Planning Commission, which Elvis mentioned, NRPC. NHDOT, we had several of our bureaus, Safety, Traffic and District, which is the maintenance, and then Hoyle-Tanner, our consultant. And we all met in this office, this meeting room, kind of went over things before hand, went out in the field, checked things out, came back, recapped. This is what we kind of figured out so I'll go through these things one by one. Through our observations and our discussions some beneficial features we found at the intersection that the pavement condition was generally in good shape. The drainage seemed good, there was really no ponding evidence of that. Pavement markings and existing signs that are present and in good shape. There was an overhead light present at this intersection, granted we're doing this during the day, I'm not sure if it works.

Visibility along Dracut Road, if you're on Dracut Road it's a pretty straight stretch you can see for quite a ways. Identified safety issues and concerns, for intersection conspicuity, it's hard to see this intersection if you're on Dracut Road going 46 mph in a platoon of cars. There are no dedicated left turn lanes for Dracut Road, for either of these side roads. Speed and volume, which we mentioned, they're going 11-12 miles over the speed limit. Pine Road can sometimes be used as a cut-through due to the difficult right turning or prohibited right turning from 3A to Dracut Road at the north intersection from here. Visibility from side roads, there is some vegetation in the way and the side road geometry from an aerial image you'll notice, I'll bring this up in a little bit, the side roads are not directly across from each other so it does create a little difficulty with coinciding with left turn movements. There's also a lack of bike and pedestrian facilities, I would dare say very little. There's no sidewalk, the shoulder does vary from two to six, we usually require a minimum of four for a bike. I'm going to walk through this one a little bit. This one is a little difficult to grasp just looking at it. So what this table is telling us, and it does break this down in the report a little bit more, this is identifying the issues that we find most concerning based on all the observations and the engineering that's gone into it. And that's in your far left column under identified issues. So we have inconspicuous intersection visibility, lack of left turn lanes, etc. The expected crash frequency, the occasional, the rare the infrequency. That is how many times a year we would expect a crash to happen because of one of those issues. So, when we say occasional that means one to nine crashes a year. So we're expecting the inconspicuous intersection will cause one to nine crashes, severity, not withstanding, a year because of that condition. The next column, expected crash severity, factors in as the title suggests, the severity of the crash. So if we're looking at extreme we're looking at potential fatality, very, very serious injury. High is just below that, you're probably going to get hurt, probably not killed but, you know there's going to be some damage caused, moderate is a step below that. On the far right, the qualitative risk assessment kind of bundles these into one big package and summarizes them. So, we're saying that, for example the top one, the inconspicuous intersection with an expected crash rate of one in nine vehicles, one in nine crashes a year with a pretty high severity rate this is a high, high concern for us. Likewise visibility and left turn lanes fall into that same assessment of being a high concern. Traffic speed and volume, while we do say this does have some contributing factors to crashes and the dangerousness of the intersection. I don't know if that's a word, dangerousness. It doesn't rank quite as high as some of the other ones and then you can see the other columns kind of fall inline. So with that kind of prefaced I'm going to go into the conceptual improvements that were mentioned at the beginning of the meeting during some statements. And I just want to say that this is kind of like an a la carte type of deal, this is not, this has to happen and then this has to happen and this has to happen. Typically when we do this we like to do the near term improvements because they're simpler and more cost effective. And then, you know, see how things work. If things improve because we do x, y, z, maybe we don't have to go to something like a roundabout. But if we do and these crashes are still happening, you know, then we take the next step. So, we can get all into that but I just wanted to throw out there so we're all kind of on the same page here. So the first near-term improvement, I apologize for the highlighting there, I was in the middle of drafting then I sent it Elvis and totally forgot about it. So the first is to improve sight lines and there's a few different ways we can do this. Again, it's not you have to do all these four, so remove trees, vegetation, regrade along Dracut south of Pine Road. This is again to see kind of the north bound traffic which has been identified as a pretty huge issue in the crashes so far. Clear vegetation along Pine Road near the stop sign, it is hard to see the stop sign if you're on Pine Road coming through. Coming there's like a slight grade coming up Pine to Dracut. As well as removing trees on Dracut south of Sanders Road. We're looking at both sides, south of this intersection. And I have identified all three of those things as Town responsibility and that is because this is a Town facility and if the Town road did not exist the clearing would not need to be done. There would be no need to improve sight lines if there's nothing there. Likewise if you have a personal driveway you are responsible to keep your sight lines clear. It is not the city's responsibility to come through and clear all the trees around you driveway so Joe Main Street can get out of their driveway. It's the Town's responsibility to keep their sight lines for their roads clear. If these were both state roads this would absolutely be a state effort. Before the bullet I have on here is relocate Hudson Monument mailbox. I have town that was a place holder that could be the Hudson property owner's obligation. All be it, that is not a huge obstruction but depending on other improvement that may be advisable to relocate as well. Pavement markings and signs, the next category, we have repaint pavement markings on Pine Road and Sanders Road, that would be a Town responsibility as those are Town roads. Shift the Pine Road stop bar forward to increase visibility. Typically if the stop bar is too far back people aren't stopping there anyway, they're going too far up. Vehicles might go around a letter on the main road, clip a bumper or near misses I'm sure happen all the time. Add a stop sign ahead on Pine Road, that was noticed to not be in existence when we did our study. As well as relocate intersection warning signs to 360 feet ahead of the intersection which is typical distance to find in the MUTCD, the Manual for Uniform Traffic Control Devices. And that is along the state road and would be a DOT effort. Additional near-term improvements, road way departures. This is more for bypassing a left turn vehicle that may be stopped to turn onto Pine or Sanders. Not that

I want to encourage people to bypass because there's really no shoulders out there, but a lot of people are going to it regardless. So, if they're going to do it I don't want them to catch a tire and go into someone waiting on a side road. So, it's less of encouraging the behavior and more accommodating it, if you will. And then as I was mentioning a little bit before, a speed awareness campaign. There are kind of getting a little bit of popularity, this would be a locally managed effort whether it's yard signs, social media slogans, what have you to bring awareness to the speeds and that people would like to bike here, people would like to walk here. This would be kind of like a complete streets type initiative to try to drum up enough interest in hey we need to stop using this as a high speed commuting road and they should be able to connect the Pine Street neighborhood to the Sanders Road neighborhood without worrying about your kids getting run over. If we put these on a plan those green areas are kind of the areas we've identified as clearing to improve the sight line to see the north bound traffic. As you're pulling out of the side road north is to the up and left of this image. And then the brown spots just on the left side of the intersection are the areas we have identified that gravel build-up for the shoulder is missing and could warrant a little bit of regrading through there. We also have some stop sign, ahead signs located, identified there and that more or less sums up the near-term. Moving forward to intermediate-term, and again, normally we'd go and encourage the near-term before we go into these sorts of more costly improvements, but we're going to throw the whole cart at you and we'll see what shakes out here. There is a Hudson Convenience store, Hudson Stateline Convenience store just north of this intersection, several hundred feet. It is a wide open parking lot access. Although I haven't witnessed it, I'm sure it's very non-uniform, I guess. People pulling in and out wherever they want. If we were doing a project, a full blown project down here, that would not meet our driveway access guidelines, which restrict an opening to 50 feet. So we would be doing something like this where we install a raised island to kind of identify two separate entrances there. What this also does is kind of give a visual of narrowing of Dracut Road for the vehicles on Dracut Road. They won't come through this intersection heading north and just see an open swath of pavement and they're almost subconsciously encouraged to keep their speed up because they just see black ahead of them. This will kind of visually, while not actually narrowing the road, it will look narrower for them and make them slightly less comfortable to go that speed. Will it reduce speeding? I not going to say 100% it will, but it doesn't hurt. Also restrict double stacking and bypassing left turns. And what I mean by that is when people are waiting on one of the side roads, says someone's waiting to turn left, they're taking a really long time because there's just no gaps. Someone that's wanting to turn right might get impatient, pull up alongside them and now neither of them can see. So this is a very dangerous situation. The guy tuning left can't see if anyone's coming from his right, the guy turning right can't see if anyone's coming from his left. So, typically what we try to do here is physically restrict that ability to have two cars side by side. The easiest would be to remove pavement on Pine Road to narrow that one lane. You could put something physical like curbing, which would require probably, it wouldn't be a huge amount of curbing, so it may require some drainage to physically stop people, they won't drive over the curb, typically. So it usually give drivers a que, hey this is one lane, I need to wait my turn. And also in the next graphic in a page or two, Pine Road and Sanders Road are, as I mentioned, offset slightly. So if you have two vehicles waiting to turn left, south bound and north bound on Dracut, they really can't make that movement at the same time because they're paths overlap. So, intermediate-term improvements, and this is on here for sake of discussion, we have a state-wide effort to convert a bunch of intersections to all-ways stop controls. We said hey let's see how this works on here, let's test the waters. This would include overhead flashing red beacons as you would normally see in all four directions. And then our crash modification factor which is about the number you would expect crashes to reduce by this count of measure. Which in this case is the all-way stop control is about 40%. I'm going to try to run these, I think they'll run at the same time. If they're hard to see I apologize. Yep they're both going. So on the left side we have the average hour, and I have the numbers up on the top. This is for simulating an all-way stop control. Average hour on the left, peak hour on the right. Keep in mind the peak hour is one hour of the day. It is roughly double the amount of cars going through that intersection during the peak hour as opposed to the average hour. And the simulation does kind of end right around the end of the green labels on the peak hour so you can't see the full back up in some of those conditions. But it actually doesn't function too terribly. You can see a bunch of vehicles on the south side on the peak hour coming through all at the same time, you can see that backing up. This is also an 8x speed, so keep that in mind. But you do see on the average hour, the one on the left, this intersection actually works pretty well during the average hour. The discrepancy between the peak and the average is still there, you're still looking at about 4x, or rather 10x the cars on Dracut as opposed to the side roads. But aside from that one peak hour, probably in the morning and in the p.m., that intersection actually functions pretty well as an all-way stop, in my opinion. I'm not driving through it every day, that's just my engineering thoughts. I'd be happy to play those again if anyone is interested at any point. The intermediate-term improvements as you can kind of see, Pine Road is a little skewed to the left of this intersection, Sanders is a little bit to the left, or to the right I mean, sorry. Don't have the graphic to fix it. But this would kind of align them, it wouldn't shift them to line up more as a conventional plus

sign type of thing, but it would align them to be more straight line across the intersection so that you can make those left turns at the same time. Also you could see the purple kind of oblong oval there in front of the convenience store, that's the median island that we were proposing to manage access to that property a little more reliably. Some predictability there as well as visually narrow the roadway. And then you have just a graphic of the flashing beacon for the all-way stop. There is some pavement shaved off on Pine Road, it's hard to see on the graphic but that's what that signifies in the corner there. Long-term improvements, separate left turns from Dracut Road, essentially this is saying add left turn lanes on Dracut. This would require widening of Dracut Road. Could have right of way impacts which is kind of why it gets into long-term, anything that goes outside the right of way is very touchy feely and could be a very long process depending on who's involved. That is expected to be a 48% crash reduction. And I do just want to kind of put out an asterisk on crash reduction. Because all these crash reductions are not necessarily built and compared equally. These are overall crash reductions so you'll notice the all-way stop had a about a 40% reduction, the left turn lanes have about 48% reduction. The next line, 2-way left turn lanes 36, I mean they're all in the same ballpark but they're not always reducing the same types of crashes. If you provide left turn lanes on Dracut Road you still have vehicles going through at probably close to the speeds they're going now. The likelihood of an angle crash is still there. A solution like the all-way stop, you have to have two people mess up at the same time going at those speeds to have that same sort of crash and resulting severity potentially. So although the numbers are different they say very different things. The next line, provide two-way left turn lane north of intersection. This would be kind of a combo deal with the left turn lanes if we're already widening to accommodate left turn lanes at the intersection. You might as well widen a little bit more to the north to provide left turns for the convenience store at the same time. And then if you're already widening the road you might as well realign Pine and Sanders a little bit too to make those left turns a little more palatable. And then we have the roundabout, this kind of puts the exclamation mark on the crash reduction number there. 44% is, again in the ball park with the other ones, but the angle crashes that have been such a concern at this intersection are virtually impossible. This would be pretty much rear ends and sideswipes. That's about all you can do in at a roundabout unless someone is flying through and just, with their eyes closed essentially. So here's a sketch of the left turn lanes as well as the two-way left turn lane to the north, which is that orange shape on the left side of the screen. So you can see how much the intersections widened out right at the intersection. We're now three lanes wide instead of two. If something like this were to occur at this intersection, I would highly suggest to also increase the shoulder width to accommodate bikes at this location and in the future potentially the rest of the corridor as improvements happen over the years. This would also realign the side streets as I mentioned. You can see that's a much more straight line than the last graphic that we showed for the intermediate. And then lastly, we have the roundabout alternative. This one also right of way impacts, roundabouts are typically more expensive. Again, you could still factor in the left turn lane north of that for the convenience store because of the splitter islands that the roundabouts have. Usually a roundabout is in our road safety audits and we like to include these as an option for comparison or discussion sake if nothing else. So other improvements discussed and researched, analyzed, engineered if you will, on traffic signals. So this would, again, you would need left turn lanes, so you're still looking at about that same footprint as before. The crash reduction is about the same. Because of the traffic on the side roads, essentially the lack of traffic on the side roads, the traffic signals are not, they do not meet MUTCD signal warrant quote, I guess if you will, for this particular intersection. Not for the current year. I believe that they in the report, I believe they met it 20 years out, so somewhere in the middle. I think it was 2037 or somethings like that. This would, if traffic growth continues the way it is, this would then qualify for traffic signals per the MUTCD. Again, with the 43% crash reduction, that number really, signals are a tricky conversation because you can phase them so many different ways. In order to get a full safety benefit from a traffic signal, you would need a protected left turn which stops the opposite through movement. So otherwise you're essentially looking at a left turn lane with a light. It's going to do the exact same thing, now you have just a more expensive fix. If you want to remove the potential, and I say remove loosely because people run red lights all the time. If you want to remove the threat of someone taking a left and getting t-boned by someone through, you need then to have a red light while the left turn has a green. Otherwise it's permissive where they have yellow light while the through has a green. And that really doesn't do anything to reduce that threat because both vehicles can make that movement if they feel that it's safe which is exactly what's happening now. Corridor study of Dracut Road, again this kind of goes back to the complete streets principle where we're looking at accommodating multiple modes of transportation, bike, ped, car, bus if there's transit in Hudson. But just increasing that kind of activity brings speeds down making it more neighborhoody and less cut-through. And then an intersection conflict warning system, we have three of these being tested throughout the state, we haven't been impressed. It's been on the list because it came up during the road safety audit. They're proving to be not very effective in terms of changing driver's behavior so it's kind of another expensive fix that does very little. The bicycle and pedestrian crossing, our bureau traffic typically does not recommend

crosswalks even with RFB's, which is retro reflective flashing beacons, those big pedestal with the lights, you push the button and they start flashing at you if the speeds are over 40 mph. I know the posted is 35 through here, nobody's going 35 through here. So even though by the book, technically those crossings are permitted, they're not, we don't feel safe putting them out there with traffic going as fast as it does. Until speeds can be reduced through intersection improvements, complete streets, traffic calming type situations, you know, median islands, stuff like that. It's probably not a great solution. Cost, money, that's what we're here for. So, this is more or less broken into, I say short term, it's kind of intermediate, intermediate long-term. No I lied, intermediate long-term, long-term. All-way stops are, you know there's not a whole lot to it aside from making sure the pavement width doesn't allow people to double stack and kind of ruins the integrity of an all-way stop if you have two people waiting on the same leg at the same time. So that is predictably pretty affordable, \$350,000 or so. If you add left turn lanes and that TWLTL, which is the two-way left turn lane, north of the intersection. We're looking a little bit south of a million bucks. Roundabout and TWLTL north of the intersection we're looking at a little over \$2 million. This does have some cost associated with right of way, their ballpark. The construction is a more accurate number, the right of way is kind of a guess, you never know what people are going to hold onto and how much that process increases in time. Benefit-cost analysis, so this RSA being part of the kind of DOT safety program, therefore uses safety money, our highway safety improvement program funds, federal funds to do these fixes. And to do so we need to, the way the rules are currently written, meet a BC ratio, which is a benefit-cost ratio. That ratio needs to be higher than 1.0 to be eligible to use safety money to implement safety fixes, safety kind of measures. Typically we like a higher than that because costs change, scopes change. So a 1 1/2 to 2 is a good number, but one is the minimum. So you could see the all-way stop there and that net benefit number is derived by the history of the crashes at the intersection. Costs are assigned depending on the severity of fatal crashes worth x dollars or sever injuries worth x dollars compared to the total cost of the project, the engineering, the right of way and the construction. So you could see the all-way stop is over six times beneficial, I guess compared to the construction cost. The left turn lanes and the two-way left turn lane are still above a one, 1.6, sounds like a low number but it's still pretty good. Roundabout, right now, does not qualify for the safety money that I have available. I like roundabouts, but for this particular intersection I don't know if I would, it doesn't seem like the right fix for this. Plus, it doesn't qualify for safety money. If this roundabout alternative was something that Hudson really wanted, that would have to be something that would have to go through the 10-year plan process and get that on the map that way. Skip this real quick. I have a slide hiding back here, just for sake of discussion the traffic signal that I said is not warranted and is not on my radar for installation. You can see that the benefit, cost ratio, benefit-cost ratio is 1.06. So it's very, very, very close to the threshold. If really anything changes with that, that's pretty much off the table from a safety perspective regardless. Again, traffic signal could potentially be an implementation here, it just wouldn't be through this means, it would probably be more through a 10-year plan process. Which would look at overall intersection improvements and kind of not recreate what we did, but reevaluate these for whenever that project came across someone's table. With that, I apologize I went a little longer than I anticipated. Questions or comments, discussion? Selectman Dumont: What are your thoughts with the 14,000 cars per day and that stop sign? It showed quite a bit of a backup going northbound. Hudson has an issue with traffic and backups currently, what are your thoughts? I know you spoke about it briefly. Corey Spetelunas: So my first impression looking at that was, oh that won't work. Our typical all-ways stop guidance says anything under 7,500 vehicles is pretty much good. We might look at it but it should function fine. North of that especially with the disparity with the side roads, I'd be concerned people would start blowing that stop sign because there's often not somebody at the side road. The all-way stop is a great tool, I don't know if this is the right place for it. Selectman Dumont: And then, just on, just for the sake of asking, I know you said it wasn't warranted but if a stop light was there what kind of delay would you see? Do you think that would be similar to an all-way stop, or do you think it would be worse? Corey Spetelunas: I would personally say worse. Or at least give the impression that it's worse. At least with the all-way stop you're going, at worst, once every four cars, you're moving relatively constantly. With the red light, if someone's pulling out of the side road, I mean again, depending on the phasing, I'm not a traffic engineer. So the side roads could have very short green light phases, right? They could be five, ten seconds let out one, two cars which are probably going to be there every so often. And then the rest of the time Dracut's green for all I know. But depending on how many vehicles start piling up there during the peak hour of the cars are coming from the side roads, it could be a cycle or two. And I don't know how long those cycles would be but you'd be sitting there. I know we've all got frustrated at red lights before like, what's taking so long. Selectman Dumont: And then I guess just to recap, just for my understanding, so it seems as though to me the major concern or thought to be the major concern or problem is basically visibility. Corey Spetelunas: That's our high task to address right now. Especially as most of the crashes have involved northbound Dracut Road vehicles. Something's prohibiting the identification from the side roads, primarily, of knowing someone's coming. I don't believe there was any negative or detrimental vertical geometry, like they're coming over hill and suddenly they're

there. It's pretty straight, it's pretty flat, speeds are higher so I'm sure that's not helping because you look one way, you look the other way and now they're right on top of me. Visibility would be the number one concern right now. Selectman Dumont: Thank you. Selectman Morin: Mr. Dhima you're not getting off this easy. Elvis Dhima: I'll start by saying it's all his fault. Thank you for your presentation, by the way, great job. Thank you for taking the time. Selectman Morin: I'm not a fan on that road having gone to many of those accidents, of doing a four-way stop. It's not going to work. But what I don't understand, and you explained to me and I'll tell you why I called Mr. Dhima up. If you do a four-way stop but a stop light, it is not warranted. So I don't understand that. And the second thing is if you widen the intersection and added the turning lanes plus the stop light, you could control a lot better. I know you don't have that up there. And the second thing with our smart light system that we have, Elvis I didn't hear that mentioned in this discussion. How would that affect those lights where we put that smart system that we have now? Elvis Dhima: So, the smart system we have I think, you're referring to the pier to pier where we have multiple intersection working together. For this particular case it would not be applicable because this would be the only intersection. But, as stated before, we can control the timing, or they, the state, can control the timing because this will be a state owned light. Unless they hand it over to use like they did on Kimball Hill and 111. What we'll do with this particular case is if we use the smart, the grid smart and McCain, then our favorite equipment that we use which is basically pretty universal in Hudson right now, you can tweak that intersection to the point that there's detection there, it gives you green light right away vs. waiting there. So it's not going to be on a timer it's going to be a detection. If there's a car there it will get the turn. It all depends on how quickly we do it. What you don't want to do is give the side streets a green light right away. You know, you kind of want to have them stacked a little bit. We like to have, for example certain intersections out there that you might have to wait out to like 60 seconds, sometimes 80 seconds. The state doesn't like to see anything beyond 60 because people get impatient. We do have something out there as much as, you know 90 seconds, because Lowell Road gets a lot of traffic for example. Pelham will have to wait. But when Pelham does get it, then it's a go. You know and they get it for a long time. You can play with that all day long, you can do that in a lab all day but what you're going to find out is that, you're going to find out exactly where that timer should be once you get in the field and you start monitoring that system and seeing what really works and what doesn't work. You know, the one question I guess I have is if the Town moves forward with a scenario one way or another, is there any funding available at the state level for us? Let's just say that the other one that scored 1. something, which would be like this particular scenario here, would there be funding for that? Because it's scoring more than one, obviously. And what would be the commitment from the state. Because our concern is our math and second who is going to spearhead this effort? And we have done LP projects in the past obviously through 10-year plan but, I think the main question here will probably be, let's just decide the Board does move forward with A, B, and C, what would be the commitment or what would be any additional help from the state at this point? Corey Spetelunas: Yes, so something like this because it met the benefit cost of 1.0 would be eligible for federal safety money. That being said, typically we do like to see that alternatives have been tried first which would really be the visibility improvements in this case. And to see that those, those improvements haven't really remedied the problems that we're seeing at this intersection. So I would anticipate this to be, I don't know what the term two, three years, five years out, I don't know what the term would be. Where if the problems are still happening, you know, you would reach out or whoever, would reach out to us and say we did this back here, we did this and we've maintained it and nothing's changing, let's kick this to a project. And that, something like that wouldn't need to go to the 10-year plan. If it was a roundabout or something like that, yes. But, something near, not that, intermediate-term could be handled on a faster time line. Elvis Dhima: So the thing to understand here is that you have to start with short-term first before you do anything else. You cannot jump to mid-term or long-term. And that appears the first steps is appears to be on the Town at first like tree clearing and things like that. Which would be pretty significant financially and the fact that New Hampshire is pretty strict when it comes to cutting other peoples trees. And, some of these are falling on private property. We can't have DPW go out there and we'd be in trouble. So, we going to have to sort that out and see if the owners are willing to work with us because most of it, I don't believe is in state right-of-way, it's in private property. That's a challenge in itself. Selectman Dumont: So you had mentioned that regardless of the solution, the short-term aspects need to be addressed first. Is that even the other options that it would have to go through the 10-year plan? Because it sounds like to me no matter what this is a five to a ten year process even for the ones federal money is available now. Would it be more beneficial to go right into the 10-year plan with one of these other options or do you have to go the other route? Corey Spetelunas: It's kind of a tricky question. So, the 10-year plan, there's a limited pot of money basically in regards to which direction you go with this, right? So, the safety money as worthwhile a project this could potentially be, is competing with lots of other projects around the state and similar situations as this. So, in order to kind of convince the powers that be that this warrants whatever x dollars of safety money to do here, you have to kind of prove that doing the cheaper fixes didn't necessarily do anything to remedy the situation to then

warrant the additional investment. Likewise the 10-year plan is a pretty tooth and nail system, too. It would not hurt getting feet on the ground and talking with the local RPC and you know, DOT maintenance shed to really kind of get that in the forefront of the next cycle or two. So if for some reason, say this doesn't ultimately go down a safety route, you kind of have that as a backup. That could always, if safety takes over in three years and we're like OK, this is, that did absolutely nothing, we need to do something sooner. You know then you just say we don't need this 10-year plan project anymore. Selectman Dumont: And then just a quick follow up to that. So, if everything, you know, if money wasn't a problem what would be your ideal solution with that intersection? Corey Spetelunas: This is very similar to one that we did earlier this year. We don't have the luxury of the roadway being as wide as the other roadway was. Our other roadway was already a 12/10. So we were able to do the left turn lanes pretty much without touching anything else that exists in pavement. Means we could just restripe it for the most part. And do something very, very similar to the left turns with the two-way left turn lane up at the convenience store. That's basically the exact scenario we went with the other one. But we didn't have to widen the roadway, it was already there. And it helped we had a federal resurfacing project right up the road that we would just say hey guys, tack this on. We don't really have that luxury for this particular location. The concern I have is most of the safety issues stem from getting out of the side roads. The only improvements right now that really impact that are either the all-way stop, the signal which doesn't have any warrants, or the roundabout. The other ones really do nothing to deter speed and arguably the signal doesn't really do a lot to deter speed when it's green along the main road. So really then you're an all-way stop a roundabout if you want to do anything to accommodate the side roads and improve their egress from the respective streets. The left turn lanes that I'm showing do help that a little bit because it does increase some more gaps. Now you don't have vehicles cueing up on Dracut and then OK well I gotta go and then you've got to wait for the whole line. They've been able to bypass while the cars are waiting to turn left. But it doesn't necessarily address the speeds on Dracut Road. As much as I don't like the all-way stop for the operational factors during the peak hour or two during the day, it's a massive safety improvement from what's there now. Both for speed and for access and cost. The cost is very low on that one. Elvis Dhima: One of the things to keep in mind if you go with a four-way, if you decide to do a four-way, you have to think about all the trucks and the brakes, every time they're going to hit the brakes. You know you're going to have a lot of people adjacent to it, they're going to complain about the noise. You know, you hear about that, you know. So, there'll be one thing that will be different out there, you're going to see a lot of that full stop now and it's going to be a lot of used to it and who knows by the time they get used to it they're going to say get rid of it and put it back the way it was. I mean that's happened before. So, it could be, you have to take that into consideration. One of the things to keep in mind there that most of that traffic is commuter traffic there. Do we really care what Pelham really wants if we do any changes out there. Those are the things to keep in mind when you figure out what the next step is. The main thing too is financial. We have from a standpoint of cutting trees there. Something DPW cannot handle, those are pretty significant trees out there. So, first thing to do, you know, even if we look at that short-term would be to have Public Works to get you some quotes related to what could be done. There's power lines out there too as well so that complicates things when it comes to tree clearing. It's not something we can handle in-house. So everything has a dollar amount and you're talking about a busy road which means they're going to need PD presence out there and detailing and all that stuff. It starts adding up even though be as simple as just going and trimming some trees, it's never that simple, right? But, here's some options, it appears we have to start with something and then give it a try and then move on to the next thing. Corey Spetelunas: And I think you brought up a good point about the all-way stop. Really whatever ends up happening here is that with a lot of this being commuter traffic, if you make them a little inconvenienced it might go to one of the more primary state routes instead of Dracut. And you know maybe those ques become much more manageable because (inaudible) the traffic's like we'll I'm not dealing with that, I'm going around to the main road. Selectman Dumont: Or they hop onto our back roads. Elvis Dhima: Wason Road all over again. Selectman Dumont: What is it? A half a mile up there, there's an easy right they can take and then they're shooting down Musquash and now there's a bigger problem there because that's not a safe road either. Selectman Morin: Because if you know Musquash Road it'll take you to Lowell Road and you skip all those lights and traffic. Because that's what I do. Elvis Dhima: Hudson is weird. It's got the volume, right? But, the traffic moves, so if you look at what the alternatives are, if you look at like the traffic in Nashua, route 3, this is the best way to get from A to B because you're still going to spend less time trying to get from your house to work or the other way around. It always feels like it's going to be a cut through no matter what we do here and that's one of the challenges unfortunately. Selectman Jakob: I live in that neighborhood, I have to take that route all the time. That's where I chose to live. In regards to that, I agree. I think speed is the biggest issue. But, in none of these did we really look at other, are there other speed deterrents that we can do? I know that we have put up the speed detector signs, the speed radars which I know startle me often to take a moment. I know in some of the school zones in Nashua they put in rumble strips and an up and a down so that you have to slow down. You know ideally I like a four-way stop but to

your point, I see exactly what you're saying. It's through traffic it's not going to be pretty. Thank you for sharing that. It won't be pretty. But what other things can we do to reduce speed in that spot? And that I didn't see some of those other things that I've seen in other communities. Corey Spetelunas: I appreciate you bringing that up because normally we would have stuff like increase enforcement in here which absolutely should be on the list and it isn't for whatever reason. The speed feedback signs you mentioned, there are plenty of communities that reach out and purchase those and just and in a maintenance agreement with the DOT. Usually the towns are responsible for those and we just, you let us know that they're there and that you'll going to be taking care of them. I'd be interested to see how something like that would function on this road. If it starts flashing when you're going over 35 that actually changes, normally it changes behavior. They just have to be placed thoughtfully and strategically. Yes so they're not just like being in the middle of a straightaway. So they have the effect they need. Selectman Jakoby: I also think, and I don't think this can be understated, the point about the convenience store is huge. I never even thought about that but, yes it is a lot, it is deceiving to think how wide that road is at that point. And I've seen a lot of people pass a lot of people there as well. I also think that what you said about the Pine Road stop line is very true. Because you really have to get way up over that stop line in order to see at all. I also think, you know, education is important. I think we have a town and even those coming through that often allow others to make the turn while they're stopped, which sometimes causes more trouble. Because people are not understanding the right of way. I mean Dracut is the right of way. Those are all of my concerns as I continue looking at highway safety and security in the town. But that's, I mean speed. I was amazed that it was 47, you know it was up at 47 miles per hour generally. And the other thing is that, I think they slow down after that point because a lot of them are turning, we all know about Pelham, Sherburne Road is coming up and there's, there used to be lots of accidents there and Sherburne Road slows everybody down because they know it's there. But, from the beginning of where the church is to there, there's nothing deterring them and no reminders. And I don't know where the speed limit signs are there. Corey Spetelunas: I don't know off hand. Selectman Jakoby: So those, you know travelling that regularly there's nothing much saying to slow down until everybody gets to Sherburne because we all know someone's going to be stopped trying to make that left. Elvis Dhima: Yes, the speed signs are not posted like, you know, every 500 feet or 1,000 feet. If you feel lucky you get them once in every 2,000 ft., half a mile or mile, things like that. Typically it's like when you change if you come from like state of Mass. or state of New Hampshire and the other way around when you get off the highway. Probably some of them got hit, they never got put back and around and around we go. Hey you got the same problem here that you have everywhere else in town. You know, impatient people not paying attention, speeding. All these combined. But it appears that we do have something to start the process with and then go from there. How many projects do you guys typically do with this safety audit grant that you have? Is it like five, 10, 21? Corey Spetelunas: So the round that this project was in a group of four. But we have about 18 sitting in the que right now. Elvis Dhima: Alright, so it gives you an idea. As far as the 10-year plan goes, we did submit something in recently but, that would not be available for a couple years now. You would not be able to put anything in the que for at least a couple years. And again, even if you do doesn't mean you're going to make it in because it all depends on what other projects are in there. The one we put in right now is a \$2 million Lowell and Birch. That had financing behind it and commitment from the Town, this does not at this time. So those are things to keep in mind, you can't just go in without any financial commitment to these things. Selectman Jakoby: I have one other question. So you said that some of these projections did future. Like you said the roundabout might be important in 20-30 something. So this took into account all of what the current traffic is, and projected with the development. Because I know even down Gowing the two new developments in the past were years, 5 years whatever. And then there's other industry coming in to the south end and I'm just curious how that is projected. Corey Spetelunas: So those are not included as far as I'm aware of. What we've done to grow the traffic from the 2022 volumes we have is typically at 1% growth, which is kind of what's been the standard. Elvis Dhima: Industry standard. Selectman Jakoby: So standard 1% growth is what you factored in. Corey Spetelunas: So if you have developments that are expected to increase the traffic, that could potentially happen much sooner than what we're anticipating. Corey Spetelunas: Something that I thought of just now, roundabouts, we've been looking for kind of a poster child, I guess, for compact or mini-roundabout. I'm just going to pitch the idea. Elvis Dhima: You should do one on Pelham and that one, the ones on Pelham, they seem pretty tight over there. Corey Spetelunas: So the linear of the compact, so this roundabout shows now has a non-traversable center island which is what that green circle is. We mentioned that there is a company down Pine Road that has large trucks and needs to get out whether it's left or right. Maybe a compact where you have a traversable drive over center median for vehicles that need. You know fire trucks, ambulances, busses, granted delivery trucks. You know you would still have a traffic calming effect, but it would still allow traffic to flow without an all-way stop wouldn't necessarily... It would have a much smaller footprint than this. I haven't done any designs, we haven't looked into it at all, it just, thought about this would potentially be like the blue circle in size and not the yellow circle. So, food for thought, I guess. Be a lot of cost as well,

so. If that fits in the program earlier, there's a chance. Chairman Guessferd: The message I'm hearing though is we've got to try, we've got to start with some of the smaller things. The concern is obviously if people don't want to trim their trees, they don't want to cooperate, we've got an immediate issue. Wouldn't solve the visibility issue. We can do what we can do. But I think we need to do something. I like the idea of the signs, those feedback signs because they do get your attention. You know, oh geez, I'm doing 47. Slow down. I see them in Pelham, I've seen them down in Pelham. Corey Spetelunas: If you're looking to those just make sure that they also display what the actual posted speed is. Because you see plenty of them that say hey slow down you're above what? What's the speed limit? I don't know, I'm above 40, why are you flashing at me? What is the speed limit? Chairman Guessferd: Right. You need to know what the perspective is. So having said all that, what do we feel like the next step is here? Corey Spetelunas: So the next step typically would be a letter from the Board to us signifying what the next steps are. Whether you accept what we presented, reject what we presented, some combination thereof. And kind of next step. So if it sounds like we want to go for the short-term stuff and you could say yes, we're interested in potential signal when it is warranted, we don't like the roundabout, whatever it may be. Just a memo summarizing that and then we can run from there. I'll have the DOT responsibility stuff anyway. Chairman Guessferd: Alright. Sounds like we have some discussions to have. Does anybody have any other questions from the Board at this point? It sounds like we need to kind of figure out what our recommendations are going to be here, back to you. Alright, we'll have to get this on an agenda. Corey Spetelunas: Thank you very much. Chairman Guessferd: Thank you for coming, we appreciate it. It's Cody, right? Corey Spetelunas: Corey. Chairman Guessferd: Thank you Corey, appreciate it. Corey Spetelunas: Do you want a business card? Chairman Guessferd: Yes might help. Thank you very much though, for coming in. OK, so we move on. Selectman Jakoby: So will we be putting this on agenda in the future? When do we want to revisit this for that, our recommendations and that memo? Chairman Guessferd: I'm not sure exactly what meeting. We'll have to take a look at meeting schedules and agendas and see where we, I'd like to have something soon. Within, I'd say, the next month or two. Selectman Jakoby: One of our October meetings what we would hope? Chairman Guessferd: Something like that. We're going to have to have a discussion with Elvis and then he can put together something based on what we want to do as a Board. Selectman Jakoby: OK, excellent. Thank you. I just wanted to get it out there. Chairman Guessferd: No, we're not going to lose sight of this, we can't. But thank you for the reminder.

C. NHMA 2025-2026 Legislative Policy – Administration/Decision

Chairman Guessferd recognizes Jim Michaud, Acting Town Administrator. Jim Michaud: So, thank you. The New Hampshire Municipal Association, NHMA, runs a legislative policy process once every two years commensurate with the legislative process being a two year, biennium. I've been involved in quite a few of these. They have three committees that they adopt and they appoint members throughout New Hampshire to it. I was on the finance and revenue study committee. So they look at what recommendations should guide NHMA as you go through the next two year process in the legislature. And so that could be anything from roadway improvements, roadway funding, infrastructure development, general administration and these policies help guide NHMA in the next two years. They get together one day, towards the end of September, that's identified here and Hudson being a member of NHMA, has a vote. And so you can vote to appoint any one of you or me, as the motion says and go there, we represent Hudson and we vote on what recommendations should be for NHMA to help guide them. There's a lot in there, a lot of backup in there, much of this is repeat. Right? Some of it is new, there's actually some education funding questions on there, proposals. There's also two floor proposals on there, one from the city of Lebanon, one from Waterville Valley. That's about it. Chairman Guessferd: Questions from the Board? Selectman Jakoby: I'll ask some questions. I thought it, you know looking at it, you know the recommendations and what's supported and not supported. So the representative really is important to understand Hudson and our citizenship and what is important to our town and really to bring that forward. Right? Jim Michaud: That's correct. If the Board has particular direction on one of these policies, and how you want the person going there to vote, to vote. Nay or yay on certain recommendations or certain policy proposal, then the person going there from the Town would be under obligation to put that forward. Selectman Jakoby: And that was partly my question because we're all elected officials and if you look, you know, look extensively through this, this is what's being recommended by, by NHMA, the positions that they're recommending. Jim Michaud: This is being put forward by the three committees that are made up of folks throughout the state, and they arrived at these decisions and now it's going up for a vote for all of NHMA really, all members. Selectman Jakoby: For the association. Jim Michaud: That is correct. To guide the association in the next two years. Selectman Jakoby: Moving forward. OK. Chairman Guessferd: So our next meeting is the 24th. Selectman Jakoby: Correct. Chairman Guessferd: So, we can appoint him tonight if we want to have a say, if we want to take a look over the next couple weeks and see if there's anything in here that we feel strongly about. We put it in the next

agenda to do that. And, if there isn't, if everything here looks good to us, great. If there's something that we want to emphasize that should, so let's have that discussion, you think, at the next meeting. Just to kind of before you head off, you know head off a few days later for the policy conference. Selectman Jakoby: And in this there's education funding, too, suggestion as well so. I thought that was interesting because that's, you know, usually discussed more at the school board than it is at the town meeting, at the town side. So, it might be important to ask the school board if they have any input on that particular item. Gary Gasdia: Yes, I think you could just work with the, someone in the district, the Superintendent's office let them know that's out there. Because I know they look those things too. Chairman Guessferd: That we're coordinating. Selectman Jakoby: Just making sure. And I would appreciate that because it's a lot to look at and just thinking about our town and our citizens, it would give them the opportunity as well to weigh in. Chairman Guessferd: OK, so do we want to make a motion tonight for Jim? And then we could come back and decide if there's anything that we want to address later? Selectman Roy made a motion, seconded by Selectman Dumont, to designate the Acting Town Administrator, James Michaud, as the Town of Hudson's voting delegate at the 2025-2026 NHMA Legislative Policy Conference on September 27, 2024. Motion carried, 5-0. Chairman Guessferd: Besides putting something on our agenda for the next meeting, do we want to say anything else? So we will do that so everybody gets a chance to take a look at this over the next couple weeks. Three weeks actually, we have three weeks to do that. We'll come back and we'll have an agenda item for that.

D. 2025 Scheduled Holidays – Administration/Decision

Chairman Guessferd recognizes Jim Michaud, Acting Town Administrator. Jim Michaud: Thank you very much. Steve Malizia put this Schedule of Holidays together. I was just reviewing it today and someone had mentioned that on Juneteenth, Freedom Day, it's identified a holiday on June 16th. However, Juneteenth is a holiday on the 19th. So if it falls during the week, the 19th is it. So, I went on school calendars, I went on Google. Stock Market, banks, federal government, they're closed on the 19th. So I think we want to change that to June 19th instead of June 16th. Chairman Guessferd: I would agree. Jim Michaud: Other than that, I have no other comments on it. Chairman Guessferd: OK, that's the holiday schedule. Selectman Roy: Do we need to do anything with that? Chairman Guessferd: Well, we do it all at once, right? Selectman Dumont: I'll make the motion as amended. Chairman Guessferd: Holiday's, that's just the holidays. OK. Selectman Dumont made a motion, seconded by Selectman Roy, to approve the 2025 scheduled holidays as amended. Motion carried, 5-0.

E. 2025 Meeting Schedule for the Board of Selectmen – Administration/Decision

Chairman Guessferd recognizes Jim Michaud, Acting Town Administrator. Jim Michaud: So again, Steve Malizia put this forward, pretty much mirrors other years. The ones that stick out would be March 4th, that would be moved because we have an election a week later and we don't want to have a meeting during the election. And then the other one would be in November, November 10th so it doesn't conflict. So that would be a Monday meeting November 10th so it doesn't conflict with Veteran's Day on Tuesday. Selectman Roy made a motion, seconded by Selectman Dumont, to approve the 2025 Board of Selectmen meeting schedule. Motion carried, 5-0.

F. Public Information Management – Discussion

Chairman Guessferd recognizes Selectman Jakoby: Yes I, when I had come on board and started looking at both the web site and information that was given, I just noticed that some of the information on our web site was very out of date. And then I started looking for what's the policy, how does it get updated and things like that. And just found that there's a system but not necessarily the clearest system for web site updates. And then for the Town Facebook page I noticed that there's a lot of activity on the Police Facebook page, the HCTV Facebook page and their web sites on those areas and I was curious on how they managed that information. So, I just put together for, you know, for the Board their policies and what they're doing and just wanted a consideration of how we might go about looking at it for our Town. You know, as Selectman Dumont said earlier, how do we get the word out? How do we make sure the word is accurate? And is going, flowing from the Town and the most judicious way possible? The example I found that really brought me to start looking into this was that our, the page on our water, the water utility had on it that all of our wells were good and that was from 2016. And I found it just earlier in 2024. It has since been corrected but, I don't want to be necessarily looking for those discrepancies. How do we encourage our staff? How do we make it easy for information to flow both to the web site and to the public? So, that being said, I just wanted to raise it and look at whether this is a policy we want to look at and whether it's something we want to wait on given

on the retirement of our IT manager and so many other things. But, you spoke exactly to my concern earlier. Selectman Roy: I think, I think that it deserves an entire relook. If you look at the revision dates the last time it was revised was nine years ago. Back in 2015. So, I'm sure a lot of the technology has changed just in that. And then maybe we do wait until we get a new IT director so we can have sort of some fresh eyes to look at it. Selectman Jakoby: Possibly, yes. Selectman Roy: I think it needs to be looked at. Chairman Guessferd: Yes, I agree. And we can't have things out there like what you saw for the water utility. Selectman Jakoby: It was my concern and it was easily resolved. I mean that was the other thing. Once it was noticed it was resolved by our staff in less than a day. Chairman Guessferd: It just sounds to me like, we have to have a better review policy of these or review, that's part of the policy. We shall review annually, for example, updates. Selectman Roy: So I can renew my suggestion we have a policy subcommittee. Because this obviously isn't the only policy that probably needs to be updated and reviewed. Chairman Guessferd: I would gather that's probably correct. Selectman Roy: So. That's my suggestion. Selectman Jakoby: That was one of the thoughts that I had was to create a policy subcommittee so that the policies can be reviewed, looked at, prioritized through our strategic planning. What are the policies we want to look at in what order? Put that out to a committee to then bring them forward and you know, just because the committee makes a policy, creates a policy doesn't mean that this Board would agree with it or wanted to enact that. And that's part of why when I go to school board meetings I always appreciate that there's a continuous review of their policies which I think they're required to do. But, can we institute something on the Town level so that the policies are trying to keep up with how things are done today. Gary Gasdia: Just on that, the reason why are so diligent is because you get into that moment where something happens and you policy was written in 2005 and it's now 2018 and it no longer applies and now you're stuck. So that's why for us it's become just part of, we have it set, we're going to go, you know, I think every four years we go through every single policy. If something changes we obviously change that but. That's what happened to us was there a couple times over the years where, you know, somebody brings policy and says nope, this is what it says and you're like, I guess it does say they have to use AOL or whatever. Whatever was written, no beepers in the audience, right? That's what got us to be very diligent. Selectman Jakoby: And you have a policy subcommittee? Gary Gasdia: We do. Yes. Chairman Guessferd: On the Board? Gary Gasdia: On the Board so they'll meet a couple times a month to go over and they'll bring those up. Selectman Roy: Then obviously the other person on that committee, I would think be, whatever the department head is that's effected by the policy. Selectman Jakoby: It would rotate. Selectman Roy: Right. So the IT director would look at this policy. Chairman Guessferd: Would we have the Town Administrator on that committee, the subcommittee as well or just, you know. Selectman Jakoby: I would think so. Selectman Roy: I would think so and then... Chairman Guessferd: Two of the Board members and the Town Administrator and then whichever department heads as established by a predetermined schedule. Selectman Roy: And then there's going to be a bunch of policies that I would presume would just be the Town Administrator because they just, they effect employees or whatever. They cross departments it's not just one department. Chairman Guessferd: OK. Do we want to establish that subcommittee tonight? Selectman Roy: I'd love that. Chairman Guessferd: I'd say we need two Board members. Selectman Roy: I'll volunteer. Chairman Guessferd: Selectman Roy. Selectman Jakoby: I would definitely volunteer for that. Since I brought it up. Chairman Guessferd: Consensus, OK. So, I think we need a motion. Selectman Jakoby mad a motion, seconded by Selectman Morin, to establish a Policy Sub-Committee which would include two Selectboard members, the Town Administrator, or designee, and the department head for any policy that's being addressed. Motion carried, 5-0. Chairman Guessferd: A rolling schedule of department heads. Selectman Morin: I would just leave that up to the committee. Selectman Jakoby: Oh, OK. Selectman Morin: Because you guys are going to be the ones meeting, not all of us. Selectman Jakoby: OK. Chairman Guessferd: Yes I wouldn't have a problem with establishing that schedule if you bring it to us and we take a look at it. Jim Michaud: I had a question. Town Administrator or designee? Chairman Guessferd: Or, designee. Selectman Jakoby: Yes, I think that would be an excellent edit to that. Friendly amendment. Thank you. Chairman Guessferd: And the motion, motioner and the second is all good with that. Any further discussion? Selectman Morin: Do we need a motion to assign Kara and I? Charmian Guessferd: Yes we do. Selectman Jakoby made a motion, seconded by Selectman Morin, to assign Selectman Roy and Selectman Jakoby as the two representatives on the newly-formed Policy Committee. Motion carried, 5-0.

G. Strategic Planning – Discussion

Chairman recognizes Selectman Jakoby. Yes, I just, from the beginning this Board has discussed how we are to set goals and strategic plan for the Town and I just wanted to try and move that forward. Especially knowing we are coming up about, upon budget season and that strategic plan are the things this Board deems priorities will probably need to be addressed in warrant articles or other things come March. So I just didn't know how the other

member of this Board were thinking to move that process forward. Selectman Roy: So one of the things that occurs to me is that before you have a strategic plan you have to have a vision, and we've never stated a vision. So we'd have to establish a vision and then the strategic plan would go off that. Selectman Morin: To Selectman Jakoby's point, there are some things that we talked about in the past already that are priorities that we can discuss. But, as we also talked about earlier this whole infrastructure program, how deep do we want to go into this? Where if we're going to end up doing this the whole thing is going to change and we'll definitely have some priorities that we need to work with. Selectman Jakoby: OK. Do we wait? Selectman Morin: Well there are some things now that are priorities. Like a Human Resources person and things to that, but, how deep do we want to go into it if this study comes around. I mean if the study doesn't pass then we can change our position. But, right now, if we're going to do this study, what we got now is probably nothing that we're going to find later on. Chairman Guessferd: So, essentially do this infrastructure study, focus on that and then put the strategic plan behind it. Selectman Roy: Well I think that we should, whatever we want to call it, a temporary, but, we spell out those priorities ... Selectman Morin: And deal with those for now. Selectman Jakoby: That's what I would appreciate. Because looking at the staffing study I think your point of the Human Resources person is a priority and were there other priorities set even before I took my seat at this table? Selectman Morin: Depending on the Town Hall, that could still, there are some priorities that we can work on until we figure out where we're going. Selectman Jakoby: And maybe we want to articulate those at some point. Selectman Roy: Right, that's what I'm suggesting. Budget cycle we put those forward. Chairman Guessferd: When we hit October it's going to be budget. I mean it's going to be the focus. Selectman Dumont: I think one of the, obviously, the priorities is Town Administrator, right? We have staffing problems, Town Planner is one of them. We have a couple of those we've talked about and then I do feel as though at least last year I got a pretty good highlight of what some of the priorities were when we walked through the budget. So my opinion, for now at least, probably until we get to that (inaudible) to focus on Town Administrator, filling staff and then also working through what some of those budget issues that are going to come up. Because the department heads are going to bring up some new stuff that we either may be aware of or might not be aware of and those can either be added to it. But, I definitely think Town Administrator should be right at the top. Chairman Guessferd: OK, anything else in terms of ... do we want to establish those as our priorities for right now? Or do we want to have, do we want to look at this at the end of the month next to our meeting and establish what those short-term priorities are, I guess I'll say? Again, once we have the infrastructure study done we can then fold that into a long-term strategic plan. And, as you mentioned, in the meantime start coming up with a vision. And that might involve a workshop to do that. I know we've had somebody in here in the past that's helped us with that. Selectman Roy: MRI is coming, kind of started the process but never Chairman Guessferd: No, we never went further with that. That was what a year ago, two years ago? Selectman Roy: More like two years ago. Chairman Guessferd: Yes, it was right when I came, no right when, but it was after I've been on the Board for a short period. Perhaps what we need to do is to revise that, bring that back. Selectman Jakoby: I do like the idea, I think many of our priorities were articulated tonight and then we could just rearticulate those in a priority sense at our next meeting and say this is our short-term. To your point I think that at least puts it out there to the community in a concise way of what we're prioritizing. Chairman Guessferd: But this is where we are right now, to be expanded and updated later. OK, so we'll establish that as an item on our next agenda to, I mean I think what I heard was HR, Town Administrator number one, obviously, staffing issues, including HR which we talked about. Town Hall assessment. Selectman Roy: Town Planner. Chairman Guessferd: And well staffing, but yes Town Planner. Selectman Jakoby: And to leave open space for budget issues that will be coming before us. And we can just revisit that at our next meeting and then just say that's definitely it. Chairman Guessferd: Yes, OK. And then kind of solidify that for the next meeting. Alright, that's where we'll start. Thank you. Alright, so, we're up to selectman liaison reports.

11. Selectman Liaison Reports/Other Remarks

Selectman Morin: Just a reminder on Saturday from 11:00 – 1:00 p.m. there'll be the Picnic at Pond the Conservation Commission will be putting that on and highlighting their new mapping systems for all the conservation and town parks. On September 11th at 6:30 p.m. they'll have the annual Nine-Eleven memorial service. And next Tuesday is voting. That's all I got.

Selectman Roy: The only thing I have is to remind people that tomorrow, next Tuesday is voting day that's why we're having the meeting today. So, make sure you get out and vote. I know it's only a primary but it's still important. All voting days are important. That's all I have.

Selectman Dumont: Not a whole lot happening for me the last week. But, I just wanted to hope that everybody had a good Labor Day weekend. Hopefully they got to enjoy with their family and friends. (inaudible) But just remind everybody to get out and vote.

Selectman Jakoby: And get out and vote and remember that Ward 1 is voting at the middle school this go around and as well as November. I wanted to thank my fellow Board members I appreciate the conversation and addressing the agenda items I submitted. I think moving forward with the policy sub-committee will really help us be ahead on things. So I really do appreciate that. I also just wanted to remind people about September 11th and tomorrow is the Budget meeting if anyone wants to know what's happening with that, come on in. I'll be there. And I'm going to say my favorite thing, please slow down and please stop at red lights. Because that's the main issue right now on our roads. Chairman Guessferd: Slow down on Dracut Road. Selectman Jakoby: On Dracut Road, yes please. Thank you.

Chairman Guessferd: Alright. For myself there's not a lot of new things. Our rec program is into the fall now and into those programs. Senior, the Senior Center is doing some field trips and things. But I don't have, with the summer program ending, which was very successful, we're kind of focused in on some of the sports and things right now more. As far as there's a, because we're meeting a week early the Planning Board is going to, meeting is going to be next week on the 11th. Also, want to remind people given that date the 11th. September 11th we're having a ceremony. The Town annual ceremony over at the memorial in Benson's Park at 6:30 p.m. next Wednesday. Please come out. Our B-Naturals will be singing and will be wreath laying and some remarks and it'll be a good ceremony to come out to as we remember Nine-Eleven. So, we urge people to come out for that. As far as, I just want to also publically have Mr., thank Mr. Michaud for coming in and stepping up for the next month and really appreciate you being here with us as we continue the Town Administrator selection process. We are going through that process, we are continuing in that process and we're hoping we can find a likely candidate. But we are working hard at that so, I want to make sure everyone understands that we are actively pursuing these processes. We're going to be interviewing a couple Town Planner candidates, we got a couple resumes in so we're going to be interviewing them on Friday. And so we're hoping that we can find a viable candidate there that we can bring forward through the process some more. Again, there's lots of, lots of moving parts happening right now. But, yes I hope everybody had a Labor Day weekend that was, that was nice and safe and it was certainly very good weather. Aside from that, I think we'll be seeing you in three weeks. And I guess I can't emphasize enough the voting. We understand that these particular elections people come out more probably than they would come out in March. But we urge you if you come out next week for the primary, and you come out in November, please put on your calendar to come out in March for the Town elections. These are what affect your taxes. And we'll be saying that a number of times as we move forward. Obviously these are important but the March election should be on your calendar as well. So we urge you to do that. Having said all that we'll see you at the polls and I will turn over to Jim Michaud.

10. Remarks by Acting Town Administrator: I really don't have any remarks beyond what the Board has already discussed for remarks. Glad to be here.

11. School Board Liaison Gary Gasdia: Alright, we'll keep it quick. So back to school, they had a four day week. Then they had another four day week. Next week they're going to have another four day week because of the election on the 10th. And, so what I will say though when you do vote at HMS, you can look at the nice beautiful floors that were voted on by the Town. They look absolutely fantastic, the kids haven't scuffed them up too much yet. So you can look at that. As always, we are hiring. So, we did a really good job relative to where we've been in the past few years with regards to teachers. We still needs special-ed teachers, we still need paras full time and part time and we still need lunch monitors. If you you're interested, go there. And then our next School Board meeting is having not one, but two public hearings all surrounding the farm. So I just want to make people aware of that. We've had a couple of presentations about some of the needs the farm has. A big one is that they need to replace the building that stores all the equipment. So, we've bought a lot of equipment over the years, you need to protect it. The first public hearing will be as you all know the Alvirne Trustees is unbelievably generous. They're going to donate \$250,000 towards the building. So we need a Public Hearing to accept that donation. And then the second public hearing is to withdraw, I believe it's a \$100,000 from the Capital Reserve Fund we have for the farm to cover the difference in that building but also to do some repairs on the farmhouse where we had a family that actually lives there and yet we don't really, we haven't taken care of it in a while. Things like windows and insulation and you know the basics of life need to be taken care of. We're having those two public hearings so please come out there and have your voice heard. And that's it.

12. Nonpublic Session

Motion by Selectman Morin at 9:07 p.m., seconded by Selectman Dumont 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. Roll call vote, carried 5-0.

Nonpublic Session was entered at 9:07 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 into public session at 9:55 p.m.

Motions made after nonpublic session:

1. Selectman Dumont made a motion, seconded by Selectman Roy, to accept Director of Community Media, Jim McIntosh's recommendation to hire Brenden Nault as a full-time Production Coordinator with a starting salary of \$25.21 per hour (Step 1). Motion carried, 5-0.
2. Selectman Morin made a motion, seconded by Selectman Roy to accept Production Coordinator Johnson's recommendation to retain on-call services of retiring Director of Community Media, Jim McIntosh, at a rate of \$45.00 per hour, as needed, effective November 1, 2024 until the end of the current fiscal year, as amended. Motion carried, 5-0.
3. Selectman Roy made a motion, seconded by Selectman Jakoby, to accept Fire Chief Tice's recommendation to hire Isaiah Whiteside for the position of Firefighter/EMT in the Fire Department at the contracted salary of \$22.00 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. Motion carried, 5-0.
4. Selectman Morin made a motion, seconded by Selectman Jakoby, to authorize the Fire Chief to enter into an MOU with the Professional Firefighters of Hudson Local #3154 which would allow Firefighter Gavyn Torres to remain on probationary status until either he satisfies Hudson Fire Department training and certification requirements and obtains his AEMT, or March 11, 2025, whichever comes sooner. Further stating, if Firefighter Torres does not obtain AEMT certification prior to March 11, 2025, he will be terminated and this termination will not be grievable, as recommended by the Fire Chief. Motion carried, 5-0.
5. Selectman Morin made a motion, which was not seconded, to move Fire Captain/AEMT Martin Conlon to Step 5 (\$102,051 annually) on the Fire Captain wage scale as outlined in Appendix B-2 of the Hudson Police, Fire, Town Supervisors Association Contract. There is no retro pay associated with this move and the employee will move to Step 6 upon the next anniversary date of their promotion, as recommended by the Fire Chief. Motion failed, 1-4.
6. Selectman Morin made a motion, which was not seconded, to move Fire Captain/AEMT Dennis Haerinck to Step 5 (\$102,051 annually) on the Fire Captain wage scale as outlined in Appendix B-2 of the Hudson Police, Fire, Town Supervisors Association Contract. There is no retro pay associated with this move and the employee will move to Step 6 upon the next anniversary date of their promotion, as recommended by the Fire Chief. Motion failed, 1-4.
7. Selectman Morin made a motion, which was not seconded, to move Fire Captain Training Officer Kyle Levesque Dennis Haerinck to Step 5 (\$106,133 annually) on the Fire Captain Paramedic wage scale as outlined in Appendix B-2 of the Hudson Police, Fire, Town Supervisors Association Contract. There is no retro pay associated with this move and the employee will move to Step 6 upon the next anniversary date of their promotion, as recommended by the Fire Chief. Motion failed, 1-4.

13. ADJOURNMENT

Motion to adjourn at 10:03 p.m. by Selectman Roy, seconded by Selectman Morin. Motion carried, 5-0.

Recorded by HCTV and transcribed by Lorrie Weissgarber, Executive Assistant.

Bob Guessferd, Chairman

Dillon Dumont, Vice-Chairman

Kara Roy, Selectman

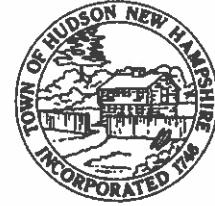
Heidi Jakoby, Selectman

Dave Morin, Selectman

DRAFT



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



*Agenda
9-24-24*

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

To: Board of Selectmen

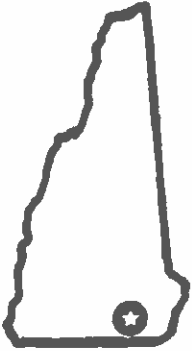
From: Jim Michaud, Acting Town Administrator

Date: September 10, 2024

Re: NHMA 2025-2026 Legislative Policy

Attached please find information from the New Hampshire Municipal Association (NHMA) regarding the 2025-2026 Legislative Policy Process. After recognizing Jim Michaud as the Town of Hudson's voting delegate at the September 3, 2024 Board of Selectman's meeting, the Board shall have discussion on policies to be voted on at the 2025-2026 NHMA Legislative Policy Conference on September 27, 2024.

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



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

Agenda
9-3-24



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 27, 2024
Re: NHMA 2025-2026 Legislative Policy

Attached please find information from the New Hampshire Municipal Association (NHMA) regarding the 2025-2026 Legislative Policy Process. As the voice of New Hampshire's cities and towns, the NHMA represents the municipalities' interests before the State Legislature and State agencies. In order to best represent the interests of the member municipalities, the NHMA will hold a policy conference in September where each town and city can vote a position on the various policy recommendations that have come forward through the three (3) legislative policy committees, General Administration and Governance, Finance and Revenue, and Infrastructure, Development and Land Use. In addition, two (2) member communities (Lebanon and Waterville Valley) submitted floor proposals for consideration.

I am requesting that the Board of Selectmen review the proposed policy recommendations in advance of the September meeting to determine if the Board would like to take a position on the proposals that have been submitted. I am also requesting that the Board of Selectmen designate Acting Town Administrator, Jim Michaud, as the Town's representative at the policy conference. The following motion is appropriate for the appointment:

Motion: To designate the Acting Town Administrator, James Michaud, as the Town of Hudson's voting delegate at the 2025-2026 NHMA Legislative Policy Conference on September 27, 2024.

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

Selectman Roy made a motion, seconded by Selectman Morin, to designate the Acting Town Administrator, James Michaud, as the Town of Hudson's voting delegate at the 2025-2026 NHMA Legislative Policy Conference on September 27, 2024. Motion carried, 5-0.



NH Municipal Association

Proposed Policies

2025-2026

General Administration and Governance

Local Authority and Efficiency

NHMA supports maintaining local government authority without infringement by the state, and supports measures that enable municipalities to exercise existing authority more efficiently and with greater discretion. NHMA also supports state-local partnership and coordination in addressing common issues.

NHMA supports:

- Legislation granting towns the same authority to adopt ordinances that cities have under RSA 47:17;
- The authority of municipalities to regulate or limit the use of firearms on municipal property, and to regulate the carrying of firearms by municipal employees while on duty;
- Legislation allowing a town, by vote of its legislative body, to authorize appointment of the town clerk or town clerk/tax collector by the governing body, or by the chief executive officer based on a town charter, with appropriate employment protections to preserve the statutory independence of the office;
- Legislation allowing municipalities to satisfy notice publication requirements through the use of electronic notification rather than newspaper publication, in addition to posting notice in public places;
- Legislation that is supportive of state collaboration with municipalities in addressing homelessness; and,
- Legislation that helps ensure the availability of an adequate public sector workforce.

NHMA opposes:

- Repealing or further limiting existing governmental immunity protections or liability caps, or otherwise expanding potential liability for cities and towns; and
- Legislation that detracts from existing local authority.

Right-to-Know Law

NHMA supports the purposes of the Right-to-Know Law: to ensure the greatest possible public access to the actions, discussions, and records of all public bodies, and to ensure government's accountability to the people. NHMA also supports measures to make the law clearer and make compliance with public access requirements easier and less burdensome for public officials and employees and less costly for taxpayers.

NHMA supports:

- The ability to recover reasonable labor costs and other costs for responding to voluminous or excessive or commercial record requests, protecting taxpayer dollars and potential privacy concerns of citizens;
- Exemptions from disclosure that are easy to administer and that provide appropriate protection for confidential and other sensitive information;
- The ability of municipalities to directly petition to the Right-to-Know Law Ombudsman;
- Legislation and funding that provide support for education about the Right-to-Know Law; and,
- Authority of municipalities to set the meeting locations, conditions, and modalities (including in-person, remote, or combined in-person/remote) for meetings of councils, boards, committees, and commissions.

Elections

NHMA believes that voting in state and local elections should be simple and convenient without risking election integrity or security, and that election processes should be efficient without imposing undue burdens on local officials.

NHMA supports:

- Establishment of an independent redistricting commission to draw election districts fairly and without regard to partisan advantage;
- Local autonomy over town and city elections;
- More frequent state review and approval of electronic ballot-counting devices;
- Registration and voting processes that are not unnecessarily complex or burdensome, either to election officials or to voters;
- The use of secure technology such as electronic poll books to make election processes more efficient;
- Greater flexibility in the processing and counting of absentee ballots; and,
- State assistance for the cost of accommodations for disabled voters in local elections.

Labor and Employment

NHMA recognizes the importance of municipal employees, the need for good working conditions, and the right of employees to organize if they choose. NHMA also believes municipal employers should be free to set reasonable terms and conditions of employment or negotiate the same with their employees or employee representatives, without undue state interference.

NHMA **supports** existing laws governing all public employment and public employee labor relations. NHMA **opposes** changes to legislation that would mandate greater burdens or liabilities on employers.

NHMA **opposes**:

- Legislation creating a mandatory “evergreen clause” for public employee collective bargaining agreements;
- Mandatory binding arbitration as a mechanism to resolve impasses in municipal employee collective bargaining;
- A right to strike for public employees;
- New mandated employee benefits, including any proposal to enhance retirement system benefits that may increase employer costs in future years;
- Unnecessary limits on municipalities’ discretion in making hiring decisions; and,
- Restrictions on municipalities’ ability to privatize or use contracted services.

Substance Use, Prevention & Response

NHMA **supports**:

- State funding and other legislation to address substance use disorders for the following efforts:
 - Prevention
 - Treatment
 - Recovery
 - Emergency response
 - Enforcement

NHMA **opposes**:

- Reductions in state funding for substance use disorder or recovery support programs;
- Legislation that makes it more difficult to address the substance use disorder problem in our communities.
- Legislation that authorizes the sale of cannabis unless the following requirements or conditions are included:
 - The processing, manufacture, refinement or sale of cannabis products in any municipality shall only be permitted after the legislative body of that municipality has adopted the provisions of enabling state legislation permitting such activities--“opt-in,” not “opt out.”
 - Legislation that legalizes the sale of cannabis must include provisions for adequate and sustained funding to municipalities to address the costs associated with legalization because municipalities will be the governmental entities that will have to directly deal with the impacts of legalization.
 - Any legislation allowing for establishments engaged in selling, distributing, growing, or storing cannabis or cannabis products shall include a requirement for a host community agreement with the municipality in which such an establishment is located, which may include provisions such as a community impact fee; a limit on the percentage of sales of total gross receipts that are related to cannabis sales; security

measures for premises; agreements to fund police details when necessary; for crowd or traffic control; and termination of business provisions.

Finance and Revenue

Property Taxes and Related Revenues

NHMA supports legislation that allows municipalities to manage property tax levies in a manner that stabilizes tax rates and ensures equity, fairness, and efficiency in the assessment and collection of property taxes.

NHMA supports:

- The continuing right of municipalities to use any recognized method of appraisal upheld by the New Hampshire judicial system;
- Legislation to ensure that:
 - o property taxes are assessed to the proper owner by requiring that all owner name changes be separately filed at the registry of deeds when such an owner change is not created by a transfer of the property, and
 - o all liens, whether of a private or institutional nature, be filed at the registry of deeds, and that all changes to the name of a recorded lienholder be similarly filed;
- A legislative commission to study assessment and collection of property taxes and/or municipal utility fees on manufactured housing on land of another and on transient-type properties;
- Legislation ensuring fairness and accuracy in property tax exemptions including ensuring that all household income and assets are taken into account;
- Legislation that prohibits the use of the income approach by a taxpayer in any appeal of assessed value if the taxpayer refuses to provide such information as requested by the municipality;
- A legislative commission to study reimbursement through payments in lieu of taxes (PILOTs) for municipal services provided to exempt charitable properties, including charitable non-profit housing projects;
- A study commission of local enabling legislation to allow for a uniform homestead exemption for resident owners on the principal place of residence.

NHMA opposes:

- Legislation that directly or indirectly increases property taxes, including but not limited to new or expanded mandatory exemptions or credits, or changes in the process for valuing, assessing, or taxing specific classes of properties;
- Legislation that undermines the basic goals of the current use program or reduces the 10-acre minimum size requirement for qualification for current use beyond those exceptions now allowed by the rules of the Current Use Board;
- Legislation that expands the definition of “charitable” in RSA 72:23-I unless the state reimburses municipalities for the commensurate loss of property tax base;
- An assessment methodology for big box stores that employs comparisons to “dark store” properties abandoned or encumbered with deed restrictions on subsequent use.

State Aid and Non-Property Tax Revenues

NHMA supports funding of state aid to municipalities, supports legislation authorizing local control over non-property tax revenue streams, and opposes legislation that reduces, suspends, or eliminates existing local taxes, fees, or state aid.

NHMA supports:

- Full restoration of revenue sharing under RSA 31-A;
- A state transportation policy that provides adequate and sustainable funding for state and municipal infrastructure and transportation systems and maintains at least the 12 percent share of state highway funds distributed to municipalities;
- Legislation authorizing the establishment of local option fees and providing for periodic adjustments to statutory fees to compensate for factors including, but not limited to, the effects of inflation, such as an increase in the maximum optional fee for transportation improvements;
- Legislation to ensure the collection of unpaid bills for ambulance and other emergency services;
- Reimbursement from the state for the cost of municipal services provided to state-owned properties;
- Legislation amending motor vehicle registration enforcement laws to ensure collection of all state and local registration fees owed by New Hampshire residents;
- Legislation amending RSA 36-A:5 II to allow trustees of trust funds to invest conservation funds instead of only the town treasurer, if voted by the legislative body;

NHMA opposes:

- Legislation that would repeal the dedicated fund created to share 30% of state meals and rooms tax revenue with municipalities along with any further reduction to the percentage shared, or any further reduction to the state meals and rooms tax.
- Diversion of state highway funds for state non-transportation network purposes.

New Hampshire Retirement System (NHRS)

NHMA supports the continuing existence of a retirement system for state, municipal, school, and county government employees that is secure, solvent, fiscally healthy, and financially sustainable, and that both employees and employers can rely on to provide retirement benefits for the foreseeable future.

NHMA supports:

- Restoration of up to 35% of the state's share of employer costs for police, teachers, and firefighters in the current defined benefit plan and any successor plan, with the goal being a 35% re-instatement of the state contribution;
- Inclusion of participation by municipal officials designated by NHMA on any legislative study committee or commission formed to research alternative retirement system benefits plans or designs; and,

- Performance of an actuarial analysis of any legislation proposing benefits changes or other plan changes that may affect employer contribution rates.

NHMA opposes:

- Legislation expanding benefits that increase current or future employer contribution costs;
- Legislation that assesses additional charges on employers beyond NHRS board-approved rate changes;
- Legislation that expands the eligibility of NHRS membership to positions not currently covered by the plan; and,
- Legislation further restricting a municipality's ability to employ NHRS retirees in part-time positions or the imposition of any fees or penalties associated with such employment.

Education Funding

NHMA supports a revenue structure for funding an adequate education to meet the state's responsibilities as defined by the constitution, statutes, and the common law with revenue sources that are predictable, stable, and sustainable.

NHMA supports:

- A revenue structure that is not disruptive to the long-term economic health of the state;
- A revenue structure that is efficient in its administration; and,
- A revenue structure that is fair to citizens.

NHMA opposes:

- Retroactive changes to the adequate education funding distribution formula after the notice of grant amounts has been provided to local governments;
- Education funding changes that would directly result in a reduction of the amount of municipal state aid and revenue sharing;
- Education funding changes that create a conflict in statute with any other taxing authority, tax statute, existing exemption or credit or create technical issues within the tax collection process.

Infrastructure, Development, and Land Use

Energy, Environment, and Sustainability

NHMA supports preservation and enhancement of municipal energy, climate, and sustainability planning for communities, protection of the natural environment, and implementation of clean and renewable energy, while recognizing the need for municipalities to manage their resources and the natural environment without undue cost.

NHMA supports:

- Legislation that broadens municipalities' ability to install and use renewable energy sources, including higher caps or elimination of caps on net energy metering;
- Legislation that provides financial and other assistance to municipalities for conservation techniques and installation and maintenance of renewable energy sources;
- Legislation that allows municipalities to adopt local environmental regulations that are no less stringent than those implemented by the state;
- Legislation that enables municipalities to enact measures that promote local energy and land use systems that are both economically and environmentally sustainable;
- Legislation that protects and preserves local natural resources and public infrastructure, builds community resilience, and fosters adaptation to climate change and mitigates its risks;
- Policies that support customer and community choice in energy supply and use competitive market-based mechanisms to promote innovation, cost effectiveness, and sustainability; and
- Legislation that provides state or federal assistance to municipalities to promote environmental justice and to mitigate environmental impacts faced by their residents, and to drive early local engagement in decision processes.

NHMA opposes:

- Legislation that overrides local determinations of appropriate energy sources and regulations.

Water Resources Protection, Control, and Management

NHMA supports measures enabling municipalities to protect, control, and efficiently and safely manage water infrastructure and its resources. NHMA believes the State should support its commitments to municipalities for water infrastructure programs and that any new mandates that impose additional costs on municipalities must be funded by the state or federal government.

NHMA supports:

- Legislation that provides state or federal investment in maintaining and improving ~~the state's~~ critical water infrastructure, including, but not limited to, dams, public drinking water systems, wastewater systems, stormwater systems, and surface and groundwater;
- Legislation that encourages regional and innovative solutions to drinking water, wastewater, stormwater, and surface and groundwater issues; and,

- Regulation of emerging contaminants at appropriate and feasibly achievable levels when supported by relevant scientific and technical standards that are broadly accepted by peer review and cost-benefit analyses, when coupled with appropriate state or federal funding.

NHMA opposes:

- Enactment of stricter drinking water, wastewater, stormwater, or surface water and groundwater regulations for municipalities unless any costs of compliance are funded by the state or federal government or responsible party.

Solid Waste Management

NHMA recognizes the need for efficient, economical, and environmentally sensitive mechanisms for solid waste management which allow municipalities to use the most appropriate disposal systems. NHMA believes any new mandates that impose additional costs on municipalities must be funded by the state or federal government.

NHMA supports:

- Programs that support municipal, regional, and state strategies to manage solid waste through reduction, reuse, recycling, resource recovery, composting, and other measures, while maintaining local control;
- State programs that address existing and emerging contaminants at no additional cost to municipalities; and,
- Fees or assessments on solid waste or recycling that are used to provide direct support or enhancement of local or regional solid waste, household hazardous waste, and recycling programs.

Housing

NHMA recognizes the need for diverse, affordable, and workforce housing in New Hampshire and the responsibility of each municipality to afford reasonable opportunities for the development of diverse, ~~and~~ affordable, and workforce housing. NHMA believes municipalities should have discretion in how to satisfy this responsibility and supports legislation that enables municipalities to find innovative ways to ensure an adequate supply of housing.

NHMA supports:

- Legislation that allows municipalities to require the inclusion of affordable and diverse housing opportunities as part of new housing developments;
- Financial and other incentives to municipalities to encourage development of diverse, ~~and~~ affordable, and workforce housing, including but not limited to municipal per unit grants;
- Financial and other incentives that assist homeowners in FEMA designed flood areas such as with the elevation of residential dwellings;
- Legislation that provides state funding to the regional planning commissions that helps municipalities in meeting their housing needs;
- Statewide efforts to provide housing for those experiencing homelessness or at risk of homelessness and for those recovering from substance use disorder, subject to reasonable municipal regulation;

- Policies that encourage documentation and financial traceability of cash and bartered rental transactions;
- Legislation and policies that encourage creative and flexible approaches to meeting housing needs of current and future demographics in different regions; and,
- Legislation which promotes a collaborative approach between the state, municipalities, and other key stakeholders to address the state's housing shortage.

NHMA opposes:

- Legislation and policies that ~~allow for or~~ encourage housing practices that exclude people from ~~and~~ or decrease the availability of quality, affordable housing; and,
- Legislation that erodes local control over land use decisions.

Land Use

NHMA supports the long-standing authority of municipalities to regulate land use matters with minimal interference from the state.

NHMA supports:

- Legislation enabling municipalities at their discretion to adopt more recent editions of national/international building and fire codes than the current state-adopted editions; and,
- Legislation that supports the adoption of more recent editions of the national/international building and fire codes after review and recommendation by the Building Code Review Board and/or the State Fire Control Board.
- Legislation and policies that take into consideration the value of conservation, natural resources, and open space.

NHMA opposes:

- Legislation that limits municipal control in implementing statewide priorities in zoning and land use regulation;
- New state mandates requiring municipalities to allow specific types of housing; and,
- All other statewide land use mandates.

Information Technology, Communications, and Cybersecurity

NHMA supports initiatives to make the most current information and communication technology accessible to New Hampshire communities, so long as local authority over land use regulation and safety issues is not compromised.

NHMA supports:

- Legislation that allows for the responsible, ethical and transparent use of Artificial Intelligence (AI) technologies by New Hampshire municipalities to enhance public services, improve operational efficiency, reduce costs, enhance security, manage risk and engage more effectively with the community.

- Legislation that increases the ability of municipalities, especially those in rural and remote areas, to facilitate and advance access to reliable broadband technology to the premises in their communities;
- Legislation that provides flexibility for municipalities in accessing poles and pole attachments, including legislation that directs the New Hampshire Public Utilities Commission to adopt the FCC rule on access to poles called “One-Touch-Make-Ready” in order to facilitate bringing high-speed fiber optic cable to service all New Hampshire communities, homes, and businesses by internet service providers (ISPs) in an expedient and cost-effective manner;
- Legislation that provides state and federal investment, including grants, for installation of high-speed fiber optic broadband technology to serve all New Hampshire communities, homes, and businesses;
- Legislation that requires or encourages and incentivizes providers to disclose information to local government relative to access and broadband connections provided in the municipality to help municipalities better understand and address the needs of their community; and,
- State investment in cybersecurity assistance to municipalities to protect data and infrastructure.

NHMA opposes:

- Legislation that would promote discrimination in the administration of government, the violation of privacy of the citizens we serve, or create or promote threats to public safety.
- Legislation that limits municipalities’ ability to prevent or regulate deployment of technologies that would interfere with the management of the right of way; and,
- Statewide mandates on cybersecurity practices unless any associated costs are funded by the state or federal government.

Transportation

NHMA supports state policies that ensure access for all users to convenient, efficient, reliable, cost effective, safe, and sustainable multi-modal transportation systems in New Hampshire.

NHMA supports:

- Appropriate funding for state and local modes of transportation, including but not limited aviation, transit, bicycle, and multi-modal facilities;
- Continued state and federal investment in public transportation systems and projects designed to support access to vital services, economic, and recreational opportunities within communities, link communities and regions, and reduce vehicle congestion on New Hampshire’s roads; and,
- Programs and funding sources that would appropriately recover and distribute the impact of vehicles used on local and state transportation infrastructure.

NHMA opposes:

- Any action or inaction by the State that results in the downshifting of maintenance responsibilities for transportation infrastructure (road, bridge, culvert, drainage) to municipalities.

Economic Development, Recovery, and Vitality

NHMA supports allowing municipalities to implement measures to foster economic development which allows for the preservation and creation of jobs and vitality within our communities.

NHMA supports:

- Legislation that allows for local adoption of more options and more flexibility to provide incentives for economic recovery and development; and,
- Expansion and more flexibility of state tax credit and exemption programs to foster economic recovery, development, and vitality.

NHMA opposes:

- Legislation that makes it more burdensome to implement economic recovery, development, and vitality measures.

NH Municipal Association

Proposed Principles

2025-2026

In addition to the established Legislative Policy positions adopted by the New Hampshire Municipal Association membership, the following principles should guide staff in setting priorities during any legislative biennium:

1. Identify and oppose mandates that violate Part 1, Article 28-a of the New Hampshire Constitution.
2. Work to maintain municipalities' share of state-level revenue sources (revenue sharing, meals and rooms tax, highway block grants, municipal bridge, state water and wastewater capital programs, and other state aid). Oppose proposals that reduce revenue unless there is a sustainable identified replacement source. Support efforts that make more sustainable sources for revenue.
3. Advocate to maintain and enhance existing local authority in all areas of local government.
4. Support legislation that provides greater authority to govern more effectively, efficiently, and flexibly at the local level, including local option legislation. If the legislature is considering adopting a program that is particularly controversial at the local level, support a requirement that a local legislative body vote is necessary before full implementation of the measure.
5. Support bills proposed by individual municipal members, except when they conflict with these principles or NHMA's Legislative Policies.
6. Oppose mandated state exemptions or credits from local property taxes without substantial benefits back to municipalities.
7. Advocate for municipal representation on state boards, commissions, and study committees that affect municipal government and have non-legislative members.
8. Work cooperatively with other groups and associations to support efforts to improve the delivery of services at the local level.
9. Support municipal efforts toward effective regional and state cooperation and delivery of municipal and state services.
10. Advocate for local options for economic development and vitality in partnership, including public-private partnerships, with regional and state economic development goals to encourage the overall economic health and social well-being of New Hampshire.
11. Encourage clarity and the elimination of ambiguity in statutory language, especially in areas of decision-making authority.
12. Support the rights of cities and towns to advocate, individually or collectively, for or against legislation and to join, hire, or establish organizations that do so on their behalf.

The legislative principles are not in order of weight or priority. They each carry their own independent value and should be viewed in that fashion when used to determine NHMA's position on a bill or policy.



**New Hampshire Municipal
Association
2025-2026 Legislative Policy Process**

Floor Policy Proposal

Submitted by (name) Wendi Rathgeber Date August 8, 2024 Town of
Waterville Valley Title of Person Submitting Policy Selectboard Member

Floor Policy Proposal approved by vote of the governing body on (date) August 7, 2024

To see if NHMA will SUPPORT/OPPOSE: Support the prevention of the disposal of municipal solid waste, or any other waste, generated outside of New Hampshire in New Hampshire landfills.

Furthermore, we request NHMA support in encouraging the state of New Hampshire to act expeditiously to plan for near and long term municipal solid waste disposal, as well as waste reduction initiatives.

Municipal interest to be accomplished by proposal:

Municipalities need to provide affordable disposal of property owners' municipal solid waste by removing competition for space in existing and potential future landfills. There is also a need to provide assurance to New Hampshire property owners that the removal of solid waste will be a service that can be expected in the future.

Explanation:

Many municipalities in New Hampshire rely on large regional landfills for the disposal of their property owners' trash. The disposal companies that operate in New Hampshire are allowed to accommodate waste from surrounding New England states and beyond (which, in turn, do NOT allow neighboring states' trash to be disposed of in their landfills). Competition for the limited waste disposal resource drives up costs for NH municipalities thereby increasing local taxes. Corporations that bring in other states' solid waste ought not profit at this endeavor at the expense of New Hampshire taxpayers.

A sheet like this should accompany each proposed floor policy and should record the date of the governing body vote approving the proposal. It should include a brief (one or two sentence) policy statement, a statement about the municipal interest served by the proposal, and an explanation which describes the nature of the problem or concern from a municipal perspective and discusses the proposed action which is being advocated to address the problem. Mail to 25 Triangle Park Drive, Concord, NH 03301; or email to governmentaffairs@nhmunicipal.org.



2024 NHMA Policy Conference
Floor Proposal
City of Lebanon

The City of Lebanon proposes that the language in bold italics be added to the 2025-2026 Legislative Policies section on Educating Funding.

Education Funding

NHMA supports a revenue structure for funding an adequate education to meet the state's responsibilities as defined by the constitution, statutes, and the common law with revenue sources that are predictable, stable, and sustainable.

NHMA supports:

- A revenue structure that is not disruptive to the long-term economic health of the state;
- A revenue structure that is efficient in its administration; and,
- A revenue structure that is fair to citizens.
- ***Recission of the tax cuts in the Interest & Dividends Tax, Business Profits Tax and the Business Enterprise Tax; and the revenue from the restored taxes to be added to the Education Trust Fund.***

NHMA opposes:

- Retroactive changes to the adequate education funding distribution formula after the notice of grant amounts has been provided to local governments;
- Education funding changes that would directly result in a reduction of the amount of municipal state aid and revenue sharing;
- Education funding changes that create a conflict in statute with any other taxing authority, tax statute, existing exemption or credit or create technical issues within the tax collection process.
- ***Reductions in state taxes that could be used to address the education funding issue in the state such as the Interest & Dividends Tax, Business Profits Tax and the Business Enterprise Tax.***



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



Tel: 603-886-6024 • Fax: 603-598-6481

To: Board of Selectmen
From: Jim Michaud
Date: September 5, 2024
Re: Employee Vacancies and Town Hall Status Update

The Board of Selectmen has named Steve Malizia as acting Town Administrator beginning Tuesday, October 1, 2024 until a new Town Administrator is hired.

Town Administrator search –

From 1st recruitment process, update from MRI, all previous candidates have been notified that the Town has not decided upon a new TA and has restarted the search.

Search 2.0 recruitment Update – MRI has reviewed a half dozen candidates as of last week, and they spoke to a potential applicant last week that has now applied. That one is the only viable candidate at this time, but it's still very early, as per MRI.

IT Director search –

From MRI, ads started being posted for the IT Director this week. No applicants yet, but they didn't expect any this soon anyways. MRI is looking at their database of previous recruitments for potential candidates.

Town Planner search –

The Town has been doing this search on its own. The two interviews scheduled for 9/6 did not occur as one of the candidates had accepted a position in a MA

community and the other candidate stated that they were going to be out of the country, and that person has not followed up since.

Inquiry made to MRI regarding any prior recent experience they have in recruiting planners, they indicated that they may place one every two years or so. MRI stated that planners are tough to recruit in as much as there are almost no “civilian” contemporary positions that would morph into a planner position well. The BOS may wish to entertain a similar recruitment contract with MRI for this one as the BOS did with the IT Director search process.

HR – Human Resources discussion

There are no backup documents for this item from the minutes of 9/3/24. The focus had been on the Assistant Town Administrator position, which was advertised, but then placed on hold due to Town Administrator search priority.

Town Hall Assessment Study –

Pending study from Northpoint Construction. The last discussion with them was that the Town was to get a draft deliverable of the report by the end of September 2024, and further discussions off of that document to occur in October budgets discussion.

Agenda
9-24-21



TOWN OF HUDSON

Board of Selectmen



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

PUBLIC NOTICE

Please take notice that in accordance with NH RSA 41:11-b the Town of Hudson Board of Selectmen shall hold a public hearing on September 24, 2024 at 7:00 PM in the Selectmen's Meeting Room at Town Hall, 12 School Street, Hudson, New Hampshire to consider amendments to § 317-34 of the Hudson Town Code. The hearing addresses truck, commercial vehicle and heavy vehicle limitations on Speare Road. Residents wishing to speak on the matter are invited to attend.

Town Administrator



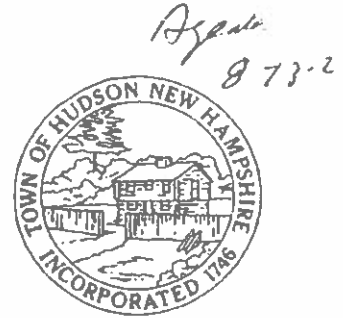
Tad K. Dionne
Chief of Police

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



RECEIVED

AUG 08 2024

TOWN OF HUDSON
SELECTMENS OFFICE

*Captain David A. Cayot
Special Investigations Bureau*

*Captain Steven McElhimev
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 13, 2024

Re: Town Code Chapter 317 Vehicles and Traffic

§ 317-13 F :It shall be unlawful for any person to operate any truck in any manner or at any time or on any day indicated on any of the streets or parts of streets described in Schedule VII (§ 317-34), when such truck is of a type indicated in § 317-34 and defined in this section or when such truck is larger or heavier than the maximum size or weight indicated in Schedule VII for that street or part of a street.

§ 317-34 Schedule VII: Truck, Commercial Vehicle and Heavy Vehicle Limitations: In accordance with the provisions of § 317-13F, trucks shall be restricted from the following streets and parts of streets in the manner and to the extent indicated (in the schedule VII list).

Schedule VII describes the list of streets that have limited or no access, which direction of the road at to which extent.

The Highway Safety Committee has recommended prohibiting Through Truck Traffic (defined as any commercial vehicle, 1 1/2 tons or heavier, other than those commercial vehicles which are engaged in making local deliveries or pickups on a restricted street or street that is directly connected to a restricted street) in both directions of travel and at all hours of every day from Kimball Hill Road to Bush Hill Road as described in § 317-34 **Schedule VII**. We are also requesting that Speare Road be added to § 317-34 **Schedule VII**, the schedule of listed streets with Truck, Commercial Vehicle, and Heavy vehicle Limitations.

We are further requesting that a sign prohibiting such through truck travel be installed at the entrances Speare Road by Kimball Hill Road and Speare Road by Bush Hill Road.

Motion:

To forward the above-listed change proposal of § 317-34 to a public hearing.



A NATIONALLY ACCREDITED LAW ENFORCEMENT AGENCY

Stop Signs at Hampshire Drive and Wentworth Drive

Brief History: Speare Road as one approaches Kimball Hill Road was altered decades ago to take an almost 90 degree turn on the final approach. Here, today, the road and right of way is narrow and the turn is sharp. Commercial Through Truck Traffic can make two way traffic precarious at this location.

Commercial Through Truck Traffic can utilize Lowell Road, Central Street, Route 111 and Kimball Hill Road at any hour of the day. Commercial Truck Through Traffic can also utilize Bush Hill and Wason Road during daytime hours. Speare Road is not vital for commerce because of this.

New History: The residents of 89 Speare Road have requested some traffic calming measures at the same location to limit recent traffic accidents here at the 90 degree bend.







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TOWN OF HUDSON

Board of Selectmen



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

PUBLIC NOTICE

Please take notice that in accordance with NH RSA 149-I, the Town of Hudson Board of Selectmen shall hold a public hearing on September 24, 2024 at 7:00 p.m. held in the Selectmen's Meeting Room at Town Hall, 12 School Street, Hudson, NH, to consider amendments to § 270 of the Hudson Town Code. The hearing will address the proposed sewer rate increases. Any Hudson, NH resident who wishes to speak on this matter is invited to attend.

Town Administrator

Agenda
8-27-24



TOWN OF HUDSON

Engineering Department



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

TO: Board of Selectmen

FROM: Elvis Dhima, P.E., Town Engineer
Lisa Labrie, Finance Director

DATE: August 16, 2024

RE: Proposed Sewer Rates Increase

RECEIVED

20 2024

TOWN OF HUDSON
SELECTMENS OFFICE

The Town of Hudson sewer flow rates and the meter rates have been the same for the past 27 years and 20 years, respectably. During this period, surplus sewer funds were used to offset the budget requirements and we have approximately enough funds to carry us through to the end of this fiscal year (June 2025). Also, during this period, Nashua treatment rates for our sewer have increased by approximately 35%.

Sewer rate adjustments are warranted based on the increased cost of treatment, limited fund balance in the surplus account, and the most recent financial audit. The Town sewer bill consists of a flat sewer meter charge and the usage, which is based on the water usage. We propose a 10% increase on the flat sewer meter rate and 10% increase on the unit price to take effect on January 1, 2025 and July 1, 2025.

The proposed changes are as follows for a single family home, as an example:

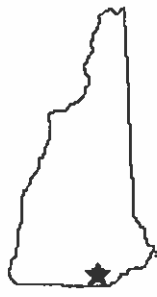
<u>Flow Rate</u>	<u>Present</u>	<u>January 2025</u>	<u>July 1, 2025</u>
	\$1.1905	\$1.3096	\$1.4405
<u>Meter Rate</u>	<u>Present</u>	<u>January 2025</u>	<u>July 1, 2025</u>
5/8"	\$23.00	\$25.30	\$27.83
<u>Quarterly Bill</u>	<u>Present</u>	<u>January 2025</u>	<u>July 1, 2025</u>
Single Family	\$50.00	\$55.00	\$60.50

The sewer rate increase will be applicable to all values on the attachment. The rate adjustment will provide the necessary adjustment we need to make so we can continue to provide a reliable and sustainable sewer utility infrastructure in Town.

Motion:

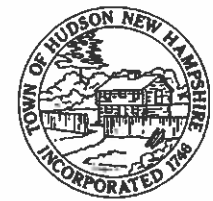
To schedule a public hearing on September 24, 2024 regarding the proposed rates.

Agenda
9.24.24



TOWN OF HUDSON


Engineering Department



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

RECEIVED

TO: Board of Selectmen

FROM: Elvis Dhima, P.E., Town Engineer
Lisa Labrie, Finance Director 

DATE: September 5, 2024

RE: Melendy Road Bridge over First Brook (114/083) – Transfer of Funds

SEP 12 2024

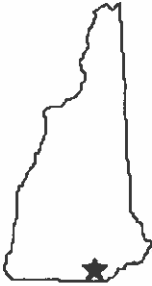
TOWN OF HUDSON
SELECTMENS OFFICE

We recently completed Lowell Road over First Brook bridge rehabilitation which we budget for \$492,400. We completed the project on time and under budget with an excess funds of 16,318.85 of bridge aid funds received by the state.

We have received all the approvals for Melendy Road bridge rehabilitation and we are getting ready to advertise for the construction phase this calendar year. The excess bridge aid funds of \$16,318.85 should be transferred to this project for use.

Motion:

To approve the transfer of excess funds of \$16,318.85 from Lowell Road Bridge Over First Brook to Melendy Road Bridge over First Brook (114/083) , Account #: 7212, as recommended by Town Engineer and Finance Director



TOWN OF HUDSON

Engineering Department

*Agenda
9-24-24*



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

RECEIVED

TO: Board of Selectmen
FROM: Elvis Dhima, P.E., Town Engineer
DATE: September 11, 2024
RE: Energy Efficiency and Conservation Block Grant (EECBG) Closure

SEP 11 2024

TOWN OF HUDSON
SELECTMENS OFFICE

In March 2023, we filed with the New Hampshire Department of Energy for the above grant in the amount of \$75,840. This grant was related to an equipment rebate for energy conservation projects, and was funded 100% by State funds. We utilized \$73,525.90 to complete the following:

- 41 window replacements the Town Hall
- Ceiling insulation for the entire Town Hall (6,300 sf)
- 75 LED light installation at Town Hall

After completing the work, in line with the grant requirements, we filed for reimbursement of \$73,525.90 and received the full amount requested from the Department of Energy. This concludes the grant process and no further action is required.

Dhima, Elvis

From: STARS PRODUCTION -- US Department of Energy <payments@hq.doe.gov>
Sent: Tuesday, September 10, 2024 8:02 PM
To: Dhima, Elvis
Subject: For Your Information: REMITTANCE ADVICE

EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.

To **TOWN OF HUDSON**
Sent **10-SEP-24 20:00:07**
ID **10527201**

FROM:
U.S. DEPARTMENT OF ENERGY
OAK RIDGE OPERATIONS

TO:
TOWN OF HUDSON
REBATE

A payment(s) as indicated below was made on the date of this notice. The deposit should be made to your account within 1 to 3 banking days.

The following payment has been remitted:

Payment Date: 11-SEP-2024
Total Payment Amount: 73,525.90

<u>Invoice Number</u>	<u>Destination</u>	<u>PO Number</u>	<u>Invoice Date</u>	<u>Amount Paid</u>
MISCEPRBT0000070- EECEQ00117		MISCEPRBT0000070	09-SEP-2024	73,525.90

IF YOU HAVE ANY QUESTIONS CONCERNING YOUR STATEMENT, CONTACT CUSTOMER SERVICE AT <https://vipers.doe.gov> OR CALL 1-888-251-3557 OR BY EMAIL payments@hq.doe.gov

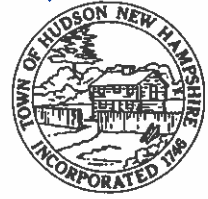
FOR OUR VENDORS WHO RECEIVED THIS NOTICE IN PAPER FORM, REMITTANCE NOTICES CAN BE E-MAILED TO YOU 1 DAY BEFORE PAYMENT IS MADE. CONTACT THE OAK RIDGE FINANCIAL SERVICE CENTER USING ONE OF THE ABOVE METHODS AND PROVIDE US YOUR E-MAIL ADDRESS.



TOWN OF HUDSON

Engineering Department

Agenda
9-24-24



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

TO: Board of Selectmen
FROM: Elvis Dhima, P.E., Town Engineer
DATE: September 11, 2024
RE: Water Utility Grant Acceptance – Marsh Road Booster Station

RECEIVED

SEP 11 2024

TOWN OF HUDSON
SELECTMENS OFFICE

We were made aware of a funding opportunity, at the last minute, regarding some state ARPA funds related to water infrastructure projects. We immediately submitted a request for assistance related to the ongoing Marsh Road booster station rehabilitation project, for the amount of \$109,350.

The Town of Hudson was selected to receive the full amount of this request and this will be managed by the New Hampshire Department of Environmental Services (NHDES). The acceptance process will require a public hearing and Board of Selectmen approval.

Motion:

To advertise a public notice related to this grant and schedule a public hearing for October 8, 2024 Board of Selectmen meeting.

Dhima, Elvis

From: Dhima, Elvis
Sent: Thursday, August 22, 2024 3:53 PM
To: 'Broderick, Thomas - GOFERR'
Subject: RE: Marsh Road Booster Station - Hudson NH

Sounds good and thank you Tom

E

Elvis Dhima, P.E.
Town Engineer

12 School Street
Hudson, NH 03051
Phone: (603) 886-6008



From: Broderick, Thomas - GOFERR <thomas.r.broderick-g@goferr.nh.gov>
Sent: Thursday, August 22, 2024 3:51 PM
To: Dhima, Elvis <edhima@hudsonnh.gov>
Subject: RE: Marsh Road Booster Station - Hudson NH

EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.

Thank you, Elvis. As we discussed on the phone, you may want to also explore whether DES has any funds available in its clean water program. I will have this reviewed as well for direct ARPA funds but given the amount of ARPA funds left and the high volume of requests, there is stiff competition.

From: Dhima, Elvis <edhima@hudsonnh.gov>
Sent: Thursday, August 22, 2024 1:22 PM
To: Broderick, Thomas - GOFERR <thomas.r.broderick-g@goferr.nh.gov>
Subject: FW: Marsh Road Booster Station - Hudson NH

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Tom

Town of Hudson is currently undertaking a water infrastructure project with a price tag of \$484,350.00

Our budget was \$375,000 and while this is underway we are requesting for any assistance that might be available regarding the additional funds, \$109,350, required for this project.

Please treat this email as request from the Town of Hudson regarding any financial assistance that could be available towards \$109,350. We could use the funds, if any, as a reimbursement as well.

Thank you

Elvis

Elvis Dhima, P.E.
Town Engineer

12 School Street
Hudson, NH 03051
Phone: (603) 886-6008



Town of Hudson
NEW HAMPSHIRE 03051



The State of New Hampshire
Department of Environmental Services

Robert R. Scott, Commissioner



September 16, 2024

Jim Michaud, Acting Town Administrator
Town of Hudson
12 School Street
Hudson, NH 03051
Via email: jmichaud@hudsonnh.gov

Subject: American Rescue Plan Act of 2021
Hudson Water Department; PWS# 1201010

Dear Mr. Malizia,

The purpose of this letter is to inform you that the Town of Hudson has been selected to receive American Rescue Plan Act of 2021 (ARPA) grant funds of up to \$109,350 for the Marsh Well Booster Station Project.

The next step is to obtain authority to accept the funds and submit a final application on or before October 4, 2024. Once the required documents are submitted the Town of Hudson will enter into a grant agreement, which must be approved by the Governor and Executive Council. Please note, ARPA funds must be expended by the deadline established in the grant agreement but no later than December 31, 2026, which is the deadline established in the US Department of the Treasury Interim Final Guidance.

If you have any questions, please contact me at (603) 271-4170 or by email at kim.c.kelliher@des.nh.gov.

Sincerely,

Kim Kelliher
Drinking Water Funding Program Manager
Drinking Water and Groundwater Bureau

ec: Johnna McKenna, NHDES
Mike Unger, NHDES

GRANT AGREEMENT

The State of New Hampshire and the Grantee hereby
Mutually agree as follows:
GENERAL PROVISIONS

1. Identification and Definitions.

1.1. State Agency Name Department of Environmental Services		1.2. State Agency Address 29 Hazen Drive, P.O. Box 95 Concord, NH 03302-0095	
1.3. Grantee Name Town of Hudson		1.4. Grantee Address 12 School Street, Hudson, NH 03051	
1.5 Grantee Phone # 603-886-6024	1.6. Account Number 03-44-44-440010-2476-072	1.7. Completion Date June 1, 2026	1.8. Grant Limitation \$109,350
1.9. Grant Officer for State Agency Kim Kelliher		1.10. State Agency Telephone Number 603-271-4170	
If Grantee is a municipality or village district: "By signing this form we certify that we have complied with any public meeting requirement for acceptance of this grant, including if applicable RSA 31:95-b."			
1.11. Grantee Signature 1		1.12. Name & Title of Grantee Signor 1	
Grantee Signature 2		Name & Title of Grantee Signor 2	
Grantee Signature 3		Name & Title of Grantee Signor 3	
1.13 State Agency Signature(s)		1.14. Name & Title of State Agency Signor(s) Robert R. Scott, Commissioner Department of Environmental Services	
1.15. Approval by Attorney General (Form, Substance and Execution) (if G & C approval required)			
By:		Assistant Attorney General, On: / /	
1.16. Approval by Governor and Council (if applicable)			
By:		On: / /	

2. SCOPE OF WORK: In exchange for grant funds provided by the State of New Hampshire, acting through the Agency identified in block 1.1 (hereinafter referred to as "the State"), the Grantee identified in block 1.3 (hereinafter referred to as "the Grantee"), shall perform that work identified and more particularly described in the scope of work attached hereto as EXHIBIT B (the scope of work being hereinafter referred to as "the Project").

3. AREA COVERED. Except as otherwise specifically provided for herein, the Grantee shall perform the Project in, and with respect to, the State of New Hampshire.

4. EFFECTIVE DATE: COMPLETION OF PROJECT.
4.1. This Agreement, and all obligations of the parties hereunder, shall become effective on the date on the date of approval of this Agreement by the Governor and Council of the State of New Hampshire if required (block 1.16), or upon signature by the State Agency as shown in block 1.14 ("the Effective Date")

4.2. Except as otherwise specifically provided herein, the Project, including all reports required by this Agreement, shall be completed in ITS entirety prior to the date in block 1.7 (hereinafter referred to as "the Completion Date").

5. GRANT AMOUNT: LIMITATION ON AMOUNT: VOUCHERS: PAYMENT.

5.1. The Grant Amount is identified and more particularly described in EXHIBIT C, attached hereto.

5.2. The manner of, and schedule of payment shall be as set forth in EXHIBIT C.

5.3. In accordance with the provisions set forth in EXHIBIT C, and in consideration of the satisfactory performance of the Project, as determined by the State, and as limited by subparagraph 5.5 of these general provisions, the State shall pay the Grantee the Grant Amount. The State shall withhold from the amount otherwise payable to the Grantee under this subparagraph 5.3 those sums required, or permitted, to be withheld pursuant to N.H. RSA 80:7 through 7-c.

5.4. The payment by the State of the Grant amount shall be the only, and the complete payment to the Grantee for all expenses, of whatever nature, incurred by the Grantee in the performance hereof, and shall be the only, and the complete, compensation to the Grantee for the Project. The State shall have no liabilities to the Grantee other than the Grant Amount.

5.5. Notwithstanding anything in this Agreement to the contrary, and notwithstanding unexpected circumstances, in no event shall the total of all payments authorized, or actually made, hereunder exceed the Grant limitation set forth in block 1.8 of these general provisions.

6. COMPLIANCE BY GRANTEE WITH LAWS AND REGULATIONS. In connection with the performance of the Project, the Grantee shall comply with all statutes, laws regulations, and orders of federal, state, county, or municipal authorities which shall impose any obligations or duty upon the Grantee, including the acquisition of any and all necessary permits and RSA 31-95-b.

7. RECORDS and ACCOUNTS.

7.1. Between the Effective Date and the date seven (7) years after the Completion Date, unless otherwise required by the grant terms or the Agency, the Grantee shall keep detailed accounts of all expenses incurred in connection with the Project, including, but not limited to, costs of administration, transportation, insurance, telephone calls, and clerical materials and services. Such accounts shall be supported by receipts, invoices, bills and other similar documents.

7.2. Between the Effective Date and the date seven (7) years after the Completion Date, unless otherwise required by the grant terms or the Agency pursuant to subparagraph 7.1, at any time during the Grantee's normal business hours, and as often as the State shall demand, the Grantee shall make available to the State all records pertaining to matters covered by this Agreement. The Grantee shall permit the State to audit, examine, and reproduce such records, and to make audits of all contracts, invoices, materials, payrolls, records of personnel, data (as that term is hereinafter defined), and other information relating to all matters covered by this Agreement. As used in this paragraph, "Grantee" includes all persons, natural or fictional, affiliated with, controlled by, or under common ownership with, the entity identified as the Grantee in block 1.3 of these provisions

8. PERSONNEL.

8.1. The Grantee shall, at its own expense, provide all personnel necessary to perform the Project. The Grantee warrants that all personnel engaged in the Project shall be qualified to perform such Project, and shall be properly licensed and authorized to perform such Project under all applicable laws.

8.2. The Grantee shall not hire, and it shall not permit any subcontractor, subgrantee, or other person, firm or corporation with whom it is engaged in a combined effort to perform the Project, to hire any person who has a contractual relationship with the State, or who is a State officer or employee, elected or appointed.

8.3. The Grant Officer shall be the representative of the State hereunder. In the event of any dispute hereunder, the interpretation of this Agreement by the Grant Officer, and his/her decision on any dispute, shall be final.

9. DATA: RETENTION OF DATA: ACCESS.

9.1. As used in this Agreement, the word "data" shall mean all information and things developed or obtained during the performance of, or acquired or developed by reason of, this Agreement, including, but not limited to, all studies, reports, files, formulae, surveys, maps, charts, sound recordings, video recordings, pictorial reproductions, drawings, analyses, graphic representations,

computer programs, computer printouts, notes, letters, memoranda, paper, and documents, all whether finished or unfinished.

9.2. Between the Effective Date and the Completion Date the Grantee shall grant to the State, or any person designated by it, unrestricted access to all data for examination, duplication, publication, translation, sale, disposal, or for any other purpose whatsoever

9.3. No data shall be subject to copyright in the United States or any other country by anyone other than the State.

9.4. On and after the Effective Date all data, and any property which has been received from the State or purchased with funds provided for that purpose under this Agreement, shall be the property of the State, and shall be returned to the State upon demand or upon termination of this Agreement for any reason, whichever shall first occur.

9.5. The State, and anyone it shall designate, shall have unrestricted authority to publish, disclose, distribute and otherwise use, in whole or in part, all data

10. CONDITIONAL NATURE OR AGREEMENT. Notwithstanding anything in this Agreement to the contrary, all obligations of the State hereunder, including, without limitation, the continuance of payments hereunder, are contingent upon the availability or continued appropriation of funds, and in no event shall the State be liable for any payments hereunder in excess of such available or appropriated funds. In the event of a reduction or termination of those funds, the State shall have the right to withhold payment until such funds become available, if ever, and shall have the right to terminate this Agreement immediately upon giving the Grantee notice of such termination.

11. EVENT OF DEFAULT: REMEDIES.

11.1. Any one or more of the following acts or omissions of the Grantee shall constitute an event of default hereunder (hereinafter referred to as "Events of Default")

11.1.1 Failure to perform the Project satisfactorily or on schedule; or

11.1.2 Failure to submit any report required hereunder; or

11.1.3 Failure to maintain, or permit access to, the records required hereunder; or

11.1.4 Failure to perform any of the other covenants and conditions of this Agreement.

11.2. Upon the occurrence of any Event of Default, the State may take any one, or more, or all, of the following actions:

11.2.1 Give the Grantee a written notice specifying the Event of Default and requiring it to be remedied within, in the absence of a greater or lesser specification of time, thirty (30) days from the date of the notice; and if the Event of Default is not timely remedied, terminate this Agreement, effective two (2) days after giving the Grantee notice of termination; and

11.2.2 Give the Grantee a written notice specifying the Event of Default and suspending all payments to be made under this Agreement and ordering that the portion of the Grant Amount which would otherwise accrue to the Grantee during the period from the date of such notice until such time as the State determines that the Grantee has cured the Event of Default shall never be paid to the Grantee; and

11.2.3 Set off against any other obligation the State may owe to the Grantee any damages the State suffers by reason of any Event of Default; and

11.2.4 Treat the agreement as breached and pursue any of its remedies at law or in equity, or both.

12. TERMINATION.

12.1. In the event of any early termination of this Agreement for any reason other than the completion of the Project, the Grantee shall deliver to the Grant Officer, not later than fifteen (15) days after the date of termination, a report (hereinafter referred to as the "Termination Report") describing in detail all Project Work performed, and the Grant Amount earned, to and including the date of termination.

12.2. In the event of Termination under paragraphs 10 or 12.4 of these general provisions, the approval of such a Termination Report by the State shall entitle the Grantee to receive that portion of the Grant amount earned to and including the date of termination.

12.3. In the event of Termination under paragraphs 10 or 12.4 of these general provisions, the approval of such a Termination Report by the State shall in no event relieve the Grantee from any and all liability for damages sustained or incurred by the State as a result of the Grantee's breach of its obligations hereunder.

12.4. Notwithstanding anything in this Agreement to the contrary, either the State or, except where notice default has been given to the Grantee hereunder, the Grantee, may terminate this Agreement without cause upon thirty (30) days written notice.

13. CONFLICT OF INTEREST. No officer, member of employee of the Grantee, and no representative, officer or employee of the State of New Hampshire or of the governing body of the locality or localities in which the Project is to be performed, who exercises any functions or responsibilities in the review or

Grantee Initials _____

Date _____

- approval of the undertaking or carrying out of such Project, shall participate in any decision relating to this Agreement which affects his or her personal interest or the interest of any corporation, partnership, or association in which he or she is directly or indirectly interested, nor shall he or she have any personal or pecuniary interest, direct or indirect, in this Agreement or the proceeds thereof.
14. **GRANTEE'S RELATION TO THE STATE** In the performance of this Agreement the Grantee, its employees, and any subcontractor or subgrantee of the Grantee are in all respects independent contractors, and are neither agents nor employees of the State. Neither the Grantee nor any of its officers, employees, agents, members, subcontractors or subgrantees, shall have authority to bind the State nor are they entitled to any of the benefits, workmen's compensation or emoluments provided by the State to its employees.
15. **ASSIGNMENT AND SUBCONTRACTS** The Grantee shall not assign, or otherwise transfer any interest in this Agreement without the prior written consent of the State. None of the Project Work shall be subcontracted or subgranted by the Grantee other than as set forth in Exhibit B without the prior written consent of the State.
16. **INDEMNIFICATION** The Grantee shall defend, indemnify and hold harmless the State, its officers and employees, from and against any and all losses suffered by the State, its officers and employees, and any and all claims, liabilities or penalties asserted against the State, its officers and employees, by or on behalf of any person, on account of, based on, resulting from, arising out of (or which may be claimed to arise out of) the acts or omissions of the Grantee or subcontractor, or subgrantee or other agent of the Grantee. Notwithstanding the foregoing, nothing herein contained shall be deemed to constitute a waiver of the sovereign immunity of the State, which immunity is hereby reserved to the State. This covenant shall survive the termination of this agreement.
17. **INSURANCE**
- 17.1 The Grantee shall, at its own expense, obtain and maintain in force, or shall require any subcontractor, subgrantee or assignee performing Project work to obtain and maintain in force, both for the benefit of the State, the following insurance:
- 17.1.1 Statutory workers' compensation and employees liability insurance for all employees engaged in the performance of the Project, and
- 17.1.2 General liability insurance against all claims of bodily injuries, death or property damage, in amounts not less than \$1,000,000 per occurrence and \$2,000,000 aggregate for bodily injury or death any one incident, and \$500,000 for property damage in any one incident; and
- 17.2 The policies described in subparagraph 17.1 of this paragraph shall be the standard form employed in the State of New Hampshire, issued by underwriters acceptable to the State, and authorized to do business in the State of New Hampshire. Grantee shall furnish to the State, certificates of insurance for all renewal(s) of insurance required under this Agreement no later than ten (10) days prior to the expiration date of each insurance policy.
18. **WAIVER OF BREACH** No failure by the State to enforce any provisions hereof after any Event of Default shall be deemed a waiver of its rights with regard to that Event, or any subsequent Event. No express waiver of any Event of Default shall be deemed a waiver of any provisions hereof. No such failure of waiver shall be deemed a waiver of the right of the State to enforce each and all of the provisions hereof upon any further or other default on the part of the Grantee.
19. **NOTICE** Any notice by a party hereto to the other party shall be deemed to have been duly delivered or given at the time of mailing by certified mail, postage prepaid, in a United States Post Office addressed to the parties at the addresses first above given.
20. **AMENDMENT** This Agreement may be amended, waived or discharged only by an instrument in writing signed by the parties hereto and only after approval of such amendment, waiver or discharge by the Governor and Council of the State of New Hampshire, if required or by the signing State Agency.
21. **CONSTRUCTION OF AGREEMENT AND TERMS** This Agreement shall be construed in accordance with the law of the State of New Hampshire, and is binding upon and inures to the benefit of the parties and their respective successors and assignees. The captions and contents of the "subject" blank are used only as a matter of convenience, and are not to be considered a part of this Agreement or to be used in determining the intent of the parties hereto.
22. **THIRD PARTIES** The parties hereto do not intend to benefit any third parties and this Agreement shall not be construed to confer any such benefit.
23. **ENTIRE AGREEMENT** This Agreement, which may be executed in a number of counterparts, each of which shall be deemed an original, constitutes the entire agreement and understanding between the parties, and supersedes all prior agreements and understandings relating hereto.
24. **SPECIAL PROVISIONS** The additional or modifying provisions set forth in Exhibit A hereto are incorporated as part of this agreement.

EXHIBIT A
SPECIAL PROVISIONS

I. NEW HAMPSHIRE STATE AND LOCAL FISCAL RECOVERY FUNDS FEDERAL REQUIREMENTS

This Agreement is funded under a grant to the State of New Hampshire (State) and subsequently through the Governor’s Office for Emergency Relief and Recovery (GOFERR) and New Hampshire Department of Environmental Services (NHDES) as approved by the Governor and Executive Council from the federal government through the Department of Treasury (Treasury) through the American Rescue Plan Act of 2021 (ARPA), with the source of funds being the State and Local Fiscal Recovery Funds (SLFRF) identified under the Catalog of Federal Domestic Assistance (CFDA) number #21.027. The Federal Award Identification Number (FAIN) for this award is SLFRP0145. This grant award is a subaward of SLFRF funds and any and all compliance requirements, as updated by Treasury, for use of SLFRF funds are applicable to the Subrecipient, without further notice. Treasury requirements are published and updated at <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-state-local-and-tribal-governments/state-and-local-fiscal-recovery-funds>.

FEDERAL FUNDING ACCOUNTABILITY and TRANSPARENCY ACT (FFATA). The Subrecipient shall comply with the terms of the FFATA by providing NHDES with their Unique Entity Identifier (Unique Entity ID), and all applicable Executive Compensation Data information as required under the FFATA. A Unique Entity ID may be obtained by visiting <https://www.sam.gov>.

SAM REGISTRATION: The Subrecipient must have an active registration with the System for Award Management (SAM) (<https://www.sam.gov>).

GENERALLY ACCEPTED ACCOUNTING PROCEDURES: The Subrecipient, if a governmental entity, shall maintain project accounts in accordance with the Generally Accepted Accounting Principles (GAAP), including standards relating to the reporting of infrastructure assets as issued by the Governmental Accounting Standards Board (GASB). The full text of Governmental Accounting Reporting Standards is available through the GASB website at: <http://www.gasb.org>

RECORDKEEPING REQUIREMENTS: The Subrecipient must maintain records and financial documents for five years after all funds have been expended or returned to the State and/or Treasury. Treasury may request transfer of records of long-term value at the end of such period. Wherever practicable, such records should be collected, transmitted, and stored in open and machine-readable formats.

Subrecipient must agree to provide or make available such records to the State and Treasury upon request, and to the Government Accountability Office (“GAO”), Treasury’s Office of Inspector General (“OIG”), and their authorized representative in order to conduct audits or other investigations.

Grantee Initials _____
Date _____

SINGLE AUDIT REQUIREMENTS: Recipients and subrecipients that expend more than \$750,000 in Federal awards during their fiscal year will be subject to an audit under the Single Audit Act and its implementing regulation at 2 CFR Part 200, Subpart F regarding audit requirements. Recipients and subrecipients may also refer to the Office of Management and Budget (OMB) Compliance Supplements for audits of federal funds and related guidance and the Federal Audit Clearinghouse to see examples and single audit submissions.

CIVIL RIGHTS COMPLIANCE: The sub-grantee, contractor, subcontractor, successor, transferee, and assignee shall comply, and shall include in every contract or agreement funded with these funds this same requirement to comply, with Title VI of the Civil Rights Act of 1964, which prohibits recipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.), as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this contract (or agreement). Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S.C. § 2000d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, and herein incorporated by reference and made a part of this contract or agreement.

In order to carry out its enforcement responsibilities under Title VI of the Civil Rights Act, NHDES may collect and review information from subrecipients to ascertain their compliance with the applicable requirements before and after providing financial assistance. Treasury's implementing regulations, 31 CFR part 22, and the Department of Justice (DOJ) regulations, Coordination of Non-discrimination in Federally Assisted Programs, 28 CFR part 42, provide for the collection of data and information from recipients and subrecipients (see 28 CFR 42.406).

PERIOD OF PERFORMANCE: All funds are subject to statutory requirements that they must be used for costs incurred by the recipient during the period that begins on March 3, 2021, and ends on December 31, 2024, and that award funds for the financial obligations incurred by December 31, 2024 must be expended by December 31, 2026.

GRANTS FOR RESEARCH AND DEVELOPMENT: This award is not a grant for research and development as defined in 2 CFR.200.1.

PROCUREMENT, SUSPENSION AND DEBARMENT: Recipients are responsible for ensuring that any procurement using SLFRF funds, or payments under procurement contracts using such funds are consistent with the procurement standards set forth in the Uniform Guidance at 2 CFR 200.317 through 2 CFR 200.327, as applicable. The Uniform Guidance establishes in 2 CFR 200.319 that all procurement transactions for property or services must be conducted in a manner providing full and open competition, consistent with standards outlined in 2 CFR 200.320, which allows for non-competitive procurements only in circumstances where at least one of the conditions below is true: the item is below the micro-purchase threshold; the item is only available from a single source; the public exigency or

Grantee Initials _____
Date _____

emergency will not permit a delay from publicizing a competitive solicitation; or after solicitation of a number of sources, competition is determined inadequate. Subrecipients must have and use documented procurement procedures that are consistent with the standards outlined in 2 CFR 200.317 through 2 CFR 200.320.

Subrecipient shall fully comply with Subpart C of 2 C.F.R. Part 180 entitled, "Responsibilities of Participants Regarding Transactions Doing Business With Other Persons," as implemented and supplemented by 2 C.F.R. Part 1532. subrecipient is responsible for ensuring that any lower tier covered transaction, as described in Subpart B of 2 C.F.R. Part 180, entitled "Covered Transactions," and 2 C.F.R. § 1532.220, includes a term or condition requiring compliance with 2 C.F.R. Part 180, Subpart C. subrecipient is responsible for further requiring the inclusion of a similar term and condition in any subsequent lower tier covered transactions. subrecipient acknowledges that failing to disclose the information required under 2 C.F.R. § 180.335 to NHDES may result in the delay or negation of this assistance agreement, or pursuance of administrative remedies, including suspension and debarment. Subrecipients may access the System for Award Management (SAM) exclusion list at <https://sam.gov/SAM/> to determine whether an entity or individual is presently excluded or disqualified.

By entering into this agreement, the subrecipient certifies that the subrecipient is not debarred or suspended. Furthermore, the subrecipient certifies that no part of this contract will be subcontracted to a debarred or suspended person or firm.

DOMESTIC PREFERENCES FOR PROCUREMENTS (2 C.F.R. § 200.322) As appropriate and to the extent consistent with law, to the greatest extent practicable, there is a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products). The requirements of this section must be included in all subawards including all contracts and purchase orders for work or products under this award.

For purposes of this section:

- (1) "Produced in the United States" means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.
- (2) "Manufactured products" means items and construction materials composed in whole or in part of non-ferrous metals such as aluminum; plastics and polymer-based products such as polyvinyl chloride pipe; aggregates such as concrete; glass, including optical fiber; and lumber.

Grantee Initials _____
Date _____

PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT:

As required by 2 CFR 200.216, subrecipients, are prohibited from obligating or expending loan or grant funds to procure or obtain; extend or renew a contract to procure or obtain; or enter into a contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that use covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. As described in Public Law 115-232, section 889, covered telecommunications equipment is telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities). Recipients, Subrecipients, and borrowers also may not use federal funds to purchase:

- a. For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).
- b. Telecommunications or video surveillance services provided by such entities or using such equipment.
- c. Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

Consistent with 2 CFR 200.471, costs incurred for telecommunications and video surveillance services or equipment such as phones, internet, video surveillance, and cloud servers are allowable except for the following circumstances:

- a. Obligating or expending funds for covered telecommunications and video surveillance services or equipment or services as described in 2 CFR 200.216 to:
 - (1) Procure or obtain, extend or renew a contract to procure or obtain;
 - (2) Enter into a contract (or extend or renew a contract) to procure; or
 - (3) Obtain the equipment, services, or systems. Certain prohibited equipment, systems, or services, including equipment, systems, or services produced or provided by entities identified in section 889, are recorded in the System for Award Management exclusion list which can be found at <https://www.sam.gov/SAM/pages/public/index.jsf>

REPORTING REQUIREMENTS: For all projects listed under the Water and Sewer Expenditure Categories (see Table below), detailed project-level information is required.

Grantee Initials _____
Date _____

5: Infrastructure	
5.1	Clean Water: Centralized Wastewater Treatment
5.2	Clean Water: Centralized Wastewater Collection and Conveyance
5.3	Clean Water: Decentralized Wastewater
5.4	Clean Water: Combined Sewer Overflows
5.5	Clean Water: Other Sewer Infrastructure
5.6	Clean Water: Stormwater
5.7	Clean Water: Energy Conservation
5.8	Clean Water: Water Conservation
5.9	Clean Water: Nonpoint Source
5.10	Drinking water: Treatment
5.11	Drinking water: Transmission & Distribution
5.12	Drinking water: Transmission & Distribution: Lead Remediation
5.13	Drinking water: Source
5.14	Drinking water: Storage
5.15	Drinking water: Other water infrastructure

Definitions for water and sewer Expenditure Categories can be found in the EPA's handbooks. For "clean water" expenditure category definitions, please see: <https://www.epa.gov/sites/production/files/2018-03/documents/cwdefinitions.pdf>. For "drinking water" expenditure category definitions, please see: <https://www.epa.gov/dwsrf/drinking-water-state-revolving-fund-national-information-management-system-reports>.

All Clean Water and Drinking Water infrastructure projects:

- Projected/actual construction start date (month/year)
- Projected/actual initiation of operations date (month/year)
- Location (for broadband, geospatial location data)

For water and sewer projects:

- National Pollutant Discharge Elimination System (NPDES) Permit Number (if applicable; for projects aligned with the Clean Water State Revolving Fund)
- Public Water System (PWS) ID number (if applicable; for projects aligned with the Drinking Water State Revolving Fund)

II. FEDERAL REQUIREMENTS APPLICABLE TO ARPA INFRASTRUCTURE PROJECTS OVER \$10M

For projects over \$10 million (based on expected total cost) a recipient shall provide a certification that, for the relevant project, all laborers and mechanics employed by contractors and subcontractors in the performance of such project are paid wages at rates not less than those prevailing, as determined by the U.S. Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code (commonly known as the "Davis-Bacon Act"), for the corresponding classes of laborers and mechanics employed on projects of a character similar to the contract work in the civil subdivision of the State (or the District of Columbia) in which the work is to be performed. All contracts

Grantee initials _____

Date _____

and subcontracts for the construction of treatment works shall insert in full in any contract the standard Davis-Bacon contract clause as specified by 29 CFR §5.5(a).

III. OTHER SPECIAL PROVISIONS

- A. In addition to the above special provisions, the following provisions as required by federal regulations apply to this Agreement:
1. **Financial management.** The Contractor shall comply with 2 CFR part 200 Subpart D and the specific standards regarding financial reporting, accounting records, internal control, budget control, allowable cost, source documentation, and cash management outlined therein.
 2. **Allowable and indirect costs.** All costs charged to this Agreement shall be eligible, necessary, and reasonable for performing the tasks outlined in the approved project scope of services. The costs, including match, shall be incurred during the period of performance of the project, and shall be allowable, meaning that the costs must conform to specific federal requirements detailed in 2 CFR part 200 Subpart E. The Grantee's indirect cost rate is ____, or if Grantee does not have an established indirect cost rate, indirect costs shall not exceed 10%. The Grantee may elect not to charge indirect costs.
 3. **Property Management.** The Contractor shall comply with the property management and procedures detailed in 2 CFR Part 200 Subpart D.
 4. **Restrictions on Lobbying.** The Contractor shall comply with the terms of 15 CFR part 28 and 2 CFR Part 200 Subpart E which prohibit the use of federal Contract funds to influence (or attempt to influence) a federal employee, and requires the submission of Standard Form LLL ("Disclosure of Lobbying Activities") if *nonfederal* funds have been used to influence (or attempt to influence) a federal employee.
 5. **Drug-Free Workplace.** The Contractor shall comply with the terms of 2 CFR part 1329 which require that as a condition of the Agreement, certification that they maintain a drug-free workplace. By signing and submitting the Agreement, the Contractor certifies that he or she will not engage in the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance in conducting any activity associated with the Agreement.
 6. **Protection for Whistleblowers.** The Contractor shall comply with the terms of 41 U.S.C. §471 regarding Whistleblower protections. As described in 41 USC §471 "an employee of a contractor, subcontractor, grantee, or subgrantee or personal services contractor may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in paragraph (2) information that the employee reasonably believes is evidence of

Grantee Initials _____
Date _____

gross mismanagement of a Federal contract or grant, a gross waste of Federal funds, an abuse of authority relating to a Federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a Federal contract (including the competition for or negotiation of a contract) or grant.”

Grantee Initials _____

Date _____

EXHIBIT B
SCOPE OF SERVICES

The Town of Hudson will use the American Rescue Plan Act (ARPA) grant funds to finalize construction of a new water booster pump station to replace the existing Marsh Road station. Phase 3 will incorporate final mechanical installation, SCADA integration, and demo of the existing vault.

As a requirement of this grant funding, the Town of Hudson is required to develop and adhere to an asset maintenance and renewal plan for the funded improvements and provide documentation supporting compliance with this requirement.

EXHIBIT C
METHOD OF PAYMENT

The NHDES shall pay to the Grantee the total reimbursable program costs for eligible drinking water improvements costs not to exceed the Grant Limitation of \$109,350 in accordance with the following requirements:

Disbursement requests for program costs shall be made no more than once per calendar month by the Grantee using the appropriate Disbursement form as supplied by the NHDES, which shall be completed and signed by the Grantee. The disbursement form shall be accompanied by proper supporting documentation based upon direct costs. The Grantee will maintain adequate documentation to substantiate all Program related costs. All work shall be performed to the satisfaction of the NHDES before payment is made.

The funding for eligible drinking water improvement costs is an ARPA grant of \$109,350. Each disbursement request will be paid 100% of eligible expenses as ARPA grant funds not to exceed \$109,350. Eligible project costs incurred prior to Governor and Council approval are eligible for reimbursement retroactively to March 3, 2021.

Changes to the Scope of Services require NHDES approval in advance and a grant agreement subject to approval by the Governor and Council. All work must be completed prior to the completion date (section 1.7) in this Grant Agreement to be eligible for reimbursement.

Grantee Initials _____
Date _____



TOWN OF HUDSON

Engineering Department

Agenda
9-24-24



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-886-6009

RECEIVED

SEP 10 2024
TOWN OF HUDSON
SELECTMENS OFFICE

TO: Board of Selectmen
FROM: Elvis Dhima, P.E., Town Engineer
DATE: September 10, 2024
RE: NH State Parks Land & Water Conservation Fund Request Grant

The New Hampshire Department of State Parks has funds available which can be utilized for a Robinson Pond recreational boat launch and swimming beach area. In addition, these two projects will provide credit to the Town towards our MS4 permitting requirements, which are due in 2026.

Currently, the Conservation Commission is spearheading the efforts for the design and permitting of the projects. The grant ceiling is up to one million dollars, with a 50% cost match from the Town, which will require Town approval in March 2025. The funds will be used for the construction phase of the boat launch and swimming beach area, while supporting our MS4 permit obligations.

At this time, the Robinson Pond boat lunch area is open to the public, while the beach area is restricted to residents only. The grant application is due this November and the grant has a higher probability of approval if it is combined as one project and both areas are open to the public. Since the beach area is currently only open to Hudson residents, an ordinance change is required to open it to everyone. This change of restriction would make us eligible for the necessary funds for the much needed improvements now and in the future.

On August 13, 2024 we received confirmation that our projects have met the minimum requirements and we can move forward with the grant application.

Below are two motions for your consideration:

First Motion:

To pursue the grant application for the improvements for the boat lunch and the beach area, as recommended by the Conservation Commission and to schedule two public hearings, at least 10 but not more than 21 days apart, regarding the removal of the beach area restriction.

Second Motion:

To pursue the grant application for the improvements for the boat lunch only.

Dhima, Elvis

From: Gegas, Vasilios (Bill) <vasilios.n.gegas@dncr.nh.gov>
Sent: Friday, September 6, 2024 3:19 PM
To: Gegas, Vasilios (Bill)
Subject: LWCF Grant Round 35 Application Portal

Importance: High

EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.

Hello, everyone.

The AmpliFund application portal for LWCF Grant Round 35 is now available.

- <https://www.gotomygrants.com/Public/Opportunities/Details/85026d32-b0d3-4c67-b053-76ec5efa167d>

You will need to register an account with AmpliFund. One primary account should be created for each applicant (applicant=municipality/district). The primary account holder can then add other authorized users. Please see the following applicant training video for instruction on how to register and apply. You will note that this was created during a previous grant round, and that only one funding opportunity is available, but the process remains the same.

- <https://share.vidyard.com/watch/B8RbU9lvxiGE7jhr9P1QoI?>

Please let me know if you have any questions or difficulties registering.

As a reminder the application workshop will be held on 9/12/2024 as noted in the previous email below.

Thank you and good luck!

Bill Gegas
LWCF Grants Coordinator
Bureau of Community Recreation
Division of Parks & Recreation
N.H. Department of Natural and Cultural Resources
172 Pembroke Road
Concord, NH 03301-5767
tel: 603-271-3035
vasilios.n.gegas@dncr.nh.gov
nhstateparks.org
dncr.nh.gov

From: Gegas, Vasilios (Bill) <vasilios.n.gegas@dncr.nh.gov>
Sent: Wednesday, September 4, 2024 3:17 PM
To: Gegas, Vasilios (Bill) <vasilios.n.gegas@dncr.nh.gov>
Subject: LWCF Grant Round 35 Application Workshop/Webinar

Greetings everyone,

The registration link for the LWCF Grant Round 35 Application Workshop Webinar is now available.

<https://events.gcc.teams.microsoft.com/event/41e38c7e-06ac-4bde-9625-42070e83b867@992deae9-1c4c-42c8-a310-5088af55ba74>

Feel free to share with your other application/project managers.

A link to the AmpliFund funding opportunity and online application platform for GR-35 will be provided shortly.

Please let me know if you have any questions or have any difficulty registering.

Bill Gegas
LWCF Grants Coordinator
Bureau of Community Recreation
Division of Parks & Recreation
N.H. Department of Natural and Cultural Resources
172 Pembroke Road
Concord, NH 03301-5767
tel: 603-271-3035
vasilios.n.gegas@dncr.nh.gov
nhstateparks.org
dncr.nh.gov

From: Gegas, Vasilios (Bill)
Sent: Tuesday, August 13, 2024 3:55 PM
To: Gegas, Vasilios (Bill) <vasilios.n.gegas@dncr.nh.gov>
Cc: Gegas, Vasilios (Bill) <vasilios.n.gegas@dncr.nh.gov>
Subject: LWCF Grant Round 35 Intent Reviews/Inspections Complete

Greetings,

Your intent-to-apply to Grant Round 35 of the Land and Water Conservation Fund, Local Assistance Program has been reviewed and a pre-application inspection of the project site has been completed.

We are pleased to inform you that your project has met the minimum requirements for program eligibility. You will be receiving an invitation to apply shortly, after some updates are made to the online application platform. Within the application you will receive further instructions, web-forms, and the process timeline.

Save the following date/time for a mandatory application workshop webinar: **9am-noon, Thursday, September 12, 2024**. The focus will be on technical requirements for narratives and attachments. At least one official representative from your city or town must register and participate. Invited applicants that do not participate will be automatically disqualified and deferred to subsequent grant rounds. Webinar registration information and link will be provided shortly.

Receiving an invitation to apply does not imply that a determination has been made by this office regarding the degree to which your final application will be sufficiently complete for review and scoring. If essential elements are missing at the time of submittal (*application deadline date to be determined*) your application will be rejected from Grant Round 35 and returned to you for possible re-submittal under subsequent grant rounds.

Please remember that for projects to be considered viable under this grant round elements of the pre-planning and design phases should already be in-progress if not completed including but not limited to concept plans and/or final plans, public comments, deed and title research, property boundary determination/affirmation, environmental reviews, environmental permitting, historic resource reviews, project timelines, and costs estimates. You should also remember that pre-application planning, engineering, and architectural costs are eligible to be included within your application budget.

New for Grant Round 35 a certificate of authority will be required for all applications, attesting that the governing board or council formally resolved for the designated project manager to submit the application on behalf of the municipality.

Thank you for your patience through this process. Please confirm that you have received this message.

If you have any questions in the meantime, please let me know.

Sincerely

Bill Gegas
LWCF Grants Coordinator
Bureau of Community Recreation
Division of Parks & Recreation
N.H. Department of Natural and Cultural Resources
172 Pembroke Road
Concord, NH 03301-5767
tel: 603-271-3035
vasilios.n.gegas@dncr.nh.gov
nhstateparks.org
dncr.nh.gov



TOWN OF HUDSON MODERATOR



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

September 18, 2024

To: Hudson Board of Selectmen

Ladies and Gentlemen,

Attached are the statistics for the September 10, 2024 State Primary. There were 3995 ballots cast, a 23.7% voter turnout. There were 2543 Republican ballots cast and 1452 Democratic ballots cast. Our Ballot Clerks processed an average of 344 voters per hour overall with 150 per hour at Memorial School and 141 per hour at Alvirne High School. Also, 212 absentee votes were processed over 4 hours at Memorial.

The Supervisors of the Checklist staff, registered only 74 new voters as well as 46 name and address changes. I believe that the lower number of new registrations was due to the active registration of new voters by the Staff in the Clerk's Office when people come in to register their cars.

There were no parking issues at either location due to the small turnout.

Since this was the first time we used Memorial School for Ward 1 voting, there were some confusion on the part of the voting public. We will be reviewing the layout and make adjustments for the November election. Principal Bowen and his staff were very accommodating as we transitioned to the new location.

I must commend the hard working staff for their efforts. We could not have an efficient election without them.

I want to thank the GFWC Hudson Women's Club for providing dinner for the workers at the both locations and tabulating the write-ins.

The staff of the DPW efficiently set up and took down both polling places, especially at Alvirne where they came back at the end of the night so the cafeteria could be reset for the next school day. The staff at Alvirne were also very helpful.

Over all, the Primary went smoothly with a few problems.

Please let me know if you have any questions,

Paul Inderbitzen
Moderator



TOWN OF HUDSON MODERATOR



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

SEPTEMBER 10, 2024 STATE PRIMARY ELECTION STATISTICS

Number of Voters per Hour

POLL PADS CHECK-INS					
TIME	Ward 1	Absentee		Ward 2	TOTAL
		W1	W2		
7-8	103			107	210
8-9	113			96	209
9-10	153		39	140	332
10-11	191	56	49	167	463
11-12	169	65	1	179	414
12-1	143		2	141	286
1-2	138			140	278
2-3	128			135	263
3-4	161			139	300
4-5	194			162	356
5-6	212			202	414
6-7	166			155	321
7-8	84			65	149
Total	1956	121	91	1830	3998
Ave/Hr	150	53		141	344



TOWN OF HUDSON MODERATOR



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

TOWN OF HUDSON VOTER PARTICIPATION AT STATE ELECTIONS

Election	Date	Ballots Cast		Absentee		Voting Day Registrations	Total Checklist	% Turn-out
State/Presidential Election	Nov. 2024							
State Primary	Sept. 2024	R - 2543 D - 1452	3995	R-99 D-113	212	74	16,835	23.7
Presidential Primary	Jan. 2024	R 5789 D 1568	7357	373		392	16,679	44.1
State General Election	Nov. 2022	10,396		845		610	16,482	62.9
State Primary	Sept. 2022	R 2505 D 1047	3552	R 93 D 83	176	103	15,838	22.4
State/Presidential Election	Nov. 2020	14,719		5198		1142	20,911	70.4
State Primary	Sept. 2020	R – 2618 D – 1810	4428	R-385 D-894	1279	98	19,236	23.0
Presidential Primary	Feb. 2020	R – 2979 D - 4260	7239	299		464	19,052	40.0
State General Election	Nov. 2018	9453		510		601	18,820	50.2
State Primary	Sept. 2018	R – 1531 D – 1286 L - 31	2848	101		90	18,145	15.7
State/Presidential Election	Nov. 2016	13,535		1076		1221	18,558	72.9
State Primary	Sept. 2016	R- 1801 D- 780	2581	82		32	16,920	15.3
Presidential Primary	Feb. 2016	R -5300 D - 3560	8860	335		725	16,946	52.3
State General Election	Nov. 2014	8344		322		304	16,129	51.7
State Primary	Sept. 2014	R – 2005 D - 517	2522	78		81	15,813	15.9

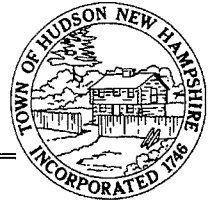
State/Presidential Election	Nov. 2012		12,412	794	1370	15,974	77.7
State Primary	Sept. 2012	R - 1585 D - 871	2456	53	42	14,159	17.3
President Primary	Jan. 2012	R - 4304 D - 768	5027	136	352	14,013	35.9
State General Election	Nov. 2010		7246	267	251	16,599	43.7
State Primary	Sept. 2010	R - 2052 D - 662	2714	57	70	16,327	16.6
State/Presidential Election	Nov. 2008		12,417	802	1246	16,405	75.7
State Primary	Sept. 2008	R - 1005 D - 549	1554	26	31	14,585	10.7
Presidential Primary	Jan. 2008	R - 4177 D - 4399	8576	227	1012	14,979	57.3



TOWN OF HUDSON

FIRE DEPARTMENT

39 FERRY STREET, HUDSON, NEW HAMPSHIRE 03051



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

Scott J. Tice
Chief of Department

TO: Bob Guessferd
Chairman, Board of Selectmen

FR: Scott Tice 
Fire Chief

DT: September 19, 2024

RE: September 24, 2024 BOS Public Agenda – Tick-Borne Illness Prevention Initiative

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

We have a local resident, Sylvia Wilkinson who has volunteered to provide the Town with informational materials and tick removal items at several locations in Hudson. The purpose of this project is to reduce tick-borne illnesses by raising awareness of the risk and to provide the tick removal tools that people can use if they experience a tick bite. The material is produced by a non-profit organization called TickFreeNH.org in cooperation with the NH Department of Health and Human Services. Sylvia will provide all the materials and labor to post this material, and she will occasionally check to ensure the material is restocked.

The locations to post this material will be Benson Park, Town Hall, the boat launches at Otternic Pond and Robinson Pond, and the kiosks at the town forest on Kimball Hill Road and at the town conservation land on Pelham Road.

Should the Board grant permission to initiate this project, the following motion would be appropriate:

Motion:

“To authorize Hudson Resident Sylvia Wilkinson to post tick-borne illness prevention materials at Benson Park, Town Hall, the boat launches at Otternic Pond and Robinson Pond, and the kiosks at the town forest on Kimball Hill Road and at the town conservation land on Pelham Road”, as recommended by the Fire Chief.

*Agenda
9-24-24*

Town of Hudson

Revenues and Expenditures

Through August 31, 2024

Town of Hudson, NH
Appropriations and Revenue Summary
Month Ending: As of August 31, 2024

State #	Dept #	Department	Budget FY 2025	Prior Year Encumbered	Budget and PY Adjustmts	Available Appropriation	Expended To Date	Encumbered	Balance Available	% Expended
01	General Fund									
4199	5020	Trustees of Trust Funds	3,057	0	0	3,057	871	0	2,186	28%
4195	5025	Cemetery Trustees	5,050	0	0	5,050	1	0	5,049	0%
4140	5030	Town Clerk/Tax Collector	464,716	0	0	464,716	82,301	6,986	375,430	19%
4140	5031	Town Clerk	136,406	0	0	136,406	3,562	1,894	130,950	4%
4140	5041	Moderator	104,670	0	0	104,670	4,000	0	100,670	4%
4140	5042	Supervisors of The Checklist	6,286	0	0	6,286	1	192	6,094	3%
4199	5050	Town Treasurer	8,074	0	0	8,074	1,346	0	6,728	17%
4199	5055	Sustainability Committee	1,300	0	0	1,300	0	187	1,113	14%
4520	5063	Benson Park Committee	1,100	0	0	1,100	0	0	1,100	0%
4199	5070	Municipal Budget Committee	800	0	0	800	0	370	430	46%
4140	5077	IT - Town Officers	4,250	0	0	4,250	797	218	3,235	24%
4199	5080	Ethics Committee	100	0	0	100	0	0	100	0%
		Town Officers	735,809	0	0	735,809	92,878	9,846	633,085	14%
4130	5110	Board of Selectmen/Administrator	608,553	47,948	0	656,501	(17,488)	51,174	622,814	5%
4194	5115	Oakwood	2,275	0	0	2,275	198	0	2,077	9%
4194	5120	Town Hall Operations	108,823	0	0	108,823	16,950	396	91,477	16%
4442	5151	Town Poor	65,000	0	0	65,000	3,303	0	61,697	5%
4130	5177	IT - Town Administration	800	0	0	800	215	121	464	42%
		Administration	785,451	47,948	0	833,399	3,177	51,691	778,530	7%
4153	5200	Legal	120,000	0	0	120,000	16,231	46,987	56,783	53%
4150	5310	Finance Administration	211,603	0	0	211,603	47,097	22,060	142,446	33%
4150	5320	Accounting	356,230	0	0	356,230	56,259	636	299,336	16%
4150	5377	IT - Finance	2,945	0	0	2,945	107	0	2,838	4%
		Finance	570,778	0	0	570,778	103,463	22,696	444,619	22%
4150	5330	Information Technology	863,097	0	0	863,097	210,790	17,763	634,544	26%
		Information Technology	863,097	0	0	863,097	210,790	17,763	634,544	26%
4152	5410	Assessing Department	486,926	37,059	0	523,985	59,508	39,123	425,354	19%
4152	5477	IT- Assessing	12,612	0	0	12,612	161	0	12,451	1%
		Assessing	499,538	37,059	0	536,597	59,669	39,123	437,805	18%
4312	5515	Public Works Facility	61,728	0	0	61,728	8,515	9,338	43,875	29%
4312	5551	Public Works Administration	335,036	0	3,903	338,939	54,691	596	283,653	16%
4312	5552	Streets	3,713,909	203,729	122,091	4,039,729	402,625	1,625,864	2,011,241	50%
4312	5553	Equipment Maintenance	490,436	0	7,924	498,360	104,763	28,324	365,274	27%
4312	5554	Drainage	768,541	0	16,666	785,207	174,091	11,850	599,266	24%
4522	5556	Parks Division	249,893	0	3,576	253,469	49,254	22,067	182,148	28%
4312	5577	IT - Public Works	5,040	0	0	5,040	1,131	1,297	2,612	48%
		Public Works	5,624,583	203,729	154,160	5,982,472	795,069	1,699,335	3,488,069	42%

Town of Hudson, NH
Appropriations and Revenue Summary
Month Ending: As of August 31, 2024

State #	Dept #	Department	Budget FY 2025	Prior Year Encumbered	Budget and PY Adjustmts	Available Appropriation	Expended To Date	Encumbered	Balance Available	% Expended
4191	5277	IT - LUD	6,580	0	0	6,580	1,900	2,952	1,728	74%
4191	5571	LUD - Planning	383,443	0	0	383,443	59,745	13,009	310,689	19%
4191	5572	LUD - Planning Board	6,350	0	0	6,350	0	0	6,350	0%
4191	5581	LUD - Zoning	237,249	0	0	237,249	39,935	2,671	194,643	18%
4191	5583	LUD - Zoning Board of Adj	16,500	0	0	16,500	566	13,788	2,147	87%
4311	5585	LUD - Engineering	478,577	2,915	0	481,492	68,792	57,401	355,299	26%
		Land Use	1,128,699	2,915	0	1,131,614	170,937	89,819	870,857	23%
4210	5610	Police Administration	400,959	0	0	400,959	46,144	13,682	341,133	15%
4210	5615	Police Facility Operations	336,128	0	0	336,128	53,255	3,204	279,669	17%
4210	5620	Police Communications	878,331	0	0	878,331	164,408	1,175	712,748	19%
4210	5630	Police Patrol	7,909,169	7,699	0	7,916,868	1,191,901	53,220	6,671,747	16%
4210	5640	Investigations	15,226	0	0	15,226	988	2,200	12,039	21%
4414	5650	Animal Control	160,627	0	0	160,627	25,698	1,000	133,929	17%
4210	5660	Information Services	202,009	0	0	202,009	30,685	0	171,324	15%
4210	5671	Support Services	100,023	14,556	(362)	114,217	27,535	20,658	66,024	42%
4210	5672	Crossing Guards	70,703	0	0	70,703	0	0	70,703	0%
4210	5673	Prosecutor	397,783	0	0	397,783	63,644	2,068	332,071	17%
4210	5674	Debt Service	504,930	0	0	504,930	389,215	0	115,715	77%
4210	5677	IT - Police	96,431	0	0	96,431	62,537	5,187	28,707	70%
		Police	11,072,319	22,255	(362)	11,094,211	2,056,010	102,394	8,935,808	19%
4220	5710	Fire Administration	858,585	1,974	14,251	874,810	124,803	41,491	708,517	19%
4220	5715	Fire Facilities	154,562	14,312	0	168,874	41,172	8,038	119,664	29%
4220	5720	Fire Communications	388,528	21,600	11,509	421,637	65,980	26,165	329,491	22%
4220	5730	Fire Suppression	6,497,820	81,184	383,130	6,962,134	1,376,626	231,540	5,353,969	23%
4220	5740	Fire Inspectional Services	549,255	0	0	549,255	91,552	5,832	451,871	18%
4220	5765	Fire Alarm	3,000	0	0	3,000	0	100	2,900	3%
4220	5770	Emergency Management	87,196	0	0	87,196	82,941	0	4,255	95%
4220	5777	IT - Fire	48,339	0	0	48,339	24,430	20,016	3,893	92%
		Fire	8,587,285	119,070	408,890	9,115,245	1,807,505	333,181	6,974,559	23%
4520	5810	Recreation Administration	205,888	0	0	205,888	31,830	45	174,013	15%
4520	5814	Recreation Facilities	69,879	0	0	69,879	9,972	215	59,692	15%
4520	5821	Supervised Play	153,386	0	0	153,386	97,402	1,983	54,001	65%
4520	5824	Ballfields	11,742	0	0	11,742	2,670	0	9,072	23%
4520	5825	Tennis	1,500	0	0	1,500	0	0	1,500	0%
4520	5826	Lacrosse	7,746	0	0	7,746	0	0	7,746	0%
4520	5831	Basketball	50,659	0	0	50,659	130	570	49,960	1%
4520	5834	Soccer	13,986	0	0	13,986	74	3,902	10,010	28%
4520	5835	Senior Activities Operations	65,453	0	0	65,453	10,376	4,044	51,033	22%
4520	5836	Teen Dances	1,200	0	0	1,200	0	0	1,200	0%
4520	5839	Community Activities	8,600	0	0	8,600	0	0	8,600	0%
4520	5877	IT - Recreation	8,000	0	0	8,000	161	0	7,839	2%
		Recreation	598,039	0	0	598,039	152,615	10,759	434,665	27%

Town of Hudson, NH
Appropriations and Revenue Summary
Month Ending: As of August 31, 2024

State #	Dept #	Department	Budget FY 2025	Prior Year Encumbered	Budget and PY Adjutmts	Available Appropriation	Expended To Date	Encumbered	Balance Available	% Expended
4196	5910	Insurance	644,198	0	0	644,198	640,113	0	4,085	99%
4199	5920	Community Grants	108,491	0	0	108,491	94,656	0	13,835	87%
4583	5930	Patriotic Purposes	7,100	0	0	7,100	0	0	7,100	0%
4199	5940	Other Expenses	149,169	0	(14,850)	134,319	3,924	0	130,395	3%
4220	5960	Hydrant Rental	276,971	0	0	276,971	23,081	0	253,890	8%
4321	5970	Solid Waste Contract	2,398,989	0	0	2,398,989	228,300	2,172,799	(2,109)	100%
		Non-Departmental	3,584,918	0	(14,850)	3,570,068	990,074	2,172,799	407,195	89%
General Fund Appropriation Subtotal			34,170,516	432,975	547,838	35,151,330	6,458,419	4,596,392	24,096,518	31.4%
Warrant Articles										
4194	6013	Generator Replace/Repair	10,000	0	0	10,000	10,000	0	0	100%
4901	6015	Widening Lowell Rd from Wason	0	53,536	0	53,536	15,470	38,066	740,121	100%
4901	6032	Development of Benson Property	10,000	0	0	10,000	10,000	0	0	100%
4152	6040	Future Prop Revaluation CRF	25,000	0	0	25,000	25,000	0	0	100%
4220	6053	Fire Captain Training Officer	164,891	0	(164,891)	0	0	0	0	0%
4220	6055	Fire Apparatus CRF	50,000	0	0	50,000	50,000	0	0	100%
4220	6057	Fire Apparatus Refub & Repr CRF	100,000	0	0	100,000	100,000	0	0	100%
4220	6059	Fire Fighters Union Contract	230,106	0	(230,106)	0	0	0	0	0%
4130	6062	Public Works Union Contract	54,160	0	(54,160)	0	0	0	0	0%
4220	6072	Fire Equipment CRF	25,000	0	0	25,000	25,000	0	0	100%
4210	6073	Estab Police Safety Equipment CF	105,000	0	0	105,000	105,000	0	0	100%
4326	6095	Vaccon Truck Cap Rsrv Fund	15,000	0	0	15,000	15,000	0	0	100%
4909	6099	Town Wide Paving	100,000	0	(100,000)	0	0	0	0	0%
4909	6211	Bridge Repair State	0	157,900	0	157,900	180,559	2,551	(25,210)	116%
4909	6212	Taylor Falls & Veteran Bridge Ref	0	0	0	0	0	0	0	0%
4909	6212-500	Taylor Falls/Veteran Brdg (State)	0	0	0	0	0	0	0	0%
4909	6214	Melendy Rd Bridge Rehab	100,000	0	0	100,000	0	0	100,000	0%
0000	6434	Operating Transfer to Library	0	0	0	0	274,220	0	(274,220)	0%
0000	6436	Operating Transfer to Cons Co	0	0	0	0	0	0	0	0%
General Fund Warrant Articles			989,157	211,436	(549,157)	651,436	810,249	40,617	540,691	131%
General Fund Total Budget			35,159,673	644,411	(1,319)	35,802,766	7,268,668	4,637,009	24,637,209	33%
02	Sewer Fund									
4326	5561	Sewer Billing & Collection	184,184	0	0	184,184	74,393	15,165	94,626	49%
4326	5562	Sewer Operation & Maintenance	1,332,522	186,637	36,107	1,555,266	282,900	116,640	1,155,726	26%
4326	5564	Sewer Capital Projects	910,000	126,848	0	1,036,848	71,209	115,372	850,267	18%
4326	6013	Generator Replace/Repair CRF	10,000	0	0	10,000	10,000	0	0	0%
4312	6062	Public Works Union Contract	36,107	0	(36,107)	0	0	0	0	0%
4326	6085	Drainage CRF	100,000	0	0	100,000	100,000	0	0	0%
4326	6095	Vaccon Truck Cap Rsrv Fund	15,000	0	0	15,000	15,000	0	0	0%
Sewer Fund			2,587,813	313,485	0	2,901,298	553,502	247,178	2,100,619	28%

Town of Hudson, NH
 Appropriations and Revenue Summary
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State #	Dept #	Department	Budget FY 2025	Prior Year Encumbered	Budget and PY Adjustmts	Available Appropriation	Expended To Date	Encumbered	Balance Available	% Expended
03	Water Fund									
4332	5591	Water - Administration	324,598	900	(100)	325,398	116,332	38,268	170,798	48%
4332	5592	Water - Ops & Maintenance	1,644,803	274,292	0	1,919,095	209,830	1,233,985	475,279	75%
4335	5593	Water - Supply	1,306,108	29,536	0	1,335,644	84,527	448,842	802,275	40%
4721	5594	Water - Debt Service	1,096,156	0	0	1,096,156	45,578	0	1,050,578	4%
4194	6013	Generator Replace/Repair CRF	10,000	0	0	10,000	10,000	0	0	0%
		Water Fund	4,381,665	304,727	(100)	4,686,292	466,266	1,721,096	2,498,930	47%
04	5060	Library	1,304,179	13,924	0	1,318,103	219,811	16,783	1,081,508	18%
06	5586	Conservation Commission	52,753	162,329	0	215,082	26,422	137,279	51,381	76%
			1,356,932	176,253	0	1,533,185	246,233	154,062	1,132,889	26%
Total General, Sewer, Water Funds			43,486,083	1,438,877	(1,419)	44,923,541	8,534,669	6,759,345	30,369,648	34%
			<u>Budgeted Revenue</u>		<u>Supplemental Budget</u>	<u>Adjusted Revenue</u>	<u>Revenues</u>	<u>Use of Fund Balance</u>	<u>Balance</u>	
		General Fund Revenue	12,096,832	0	0	12,096,832	1,705,452	0	10,391,380	14%
		Sewer Fund Revenue	2,451,706	0	0	2,451,706	316,103	0	2,135,603	13%
		Water Fund Revenue	4,381,665	0	0	4,381,665	816,621	0	3,565,044	19%
Total General, Sewer, Water Funds Revenue			18,930,203	0	0	18,930,203	2,838,176	0	16,092,027	15%
Other Funds										
State #	Dept #	Department	FY 2025	Encumbered	PY Adjustmts	Appropriation	Expended To Date	Encumbered	Available	Expended
14	5630	Police Forfeiture Fund	0	12,937	0	12,937	0	33,437	(20,500)	100%
35	5845	Senior Activities Revolving Fund	0	0	0	0	32,154	0	(32,154)	0%
45	5045	Community TV Revolving Fund	0	0	0	0	63,829	1,721	(65,550)	100%
50	5750	EMS Revolving Fund	453,517	20,520	0	474,037	16,302	220,440	237,295	50%
		Other Funds	453,517	33,457	0	486,974	112,285	255,598	119,091	76%
			<u>Budgeted Revenue</u>		<u>Supplemental Budget</u>	<u>Adjusted Revenue</u>	<u>Revenues</u>	<u>Use of Fund Balance</u>	<u>Balance</u>	
		Sr. Revolving Fund	0		0	0	30,994		(30,994)	0%
		Community TV Revolving Fund	0		0	0	87,452		(87,452)	0%
		EMS Revolving Fund	0		0	0	33,694		(33,694)	0%
Total Expenditures All Funds			43,939,600	1,472,334	(1,419)	45,410,515	8,646,954	7,014,943	30,488,739	34%

Revenue Report
Month End Revenue
Town of Hudson, NH
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Account Number		Est Rev	MTD Rev	YTD Rev	Balance	%Coll
General Fund						
01-0000-4913-000-000	Transfer from Land Use Change Fund	0.00	0.00	0.00	0.00	0.000
01-0000-4914-000-000	Library Revenue	2,261.00	0.00	0.00	2,261.00	0.000
01-3110-4100-000-000	General Property Taxes	0.00	0.00	0.00	0.00	0.000
01-3110-4101-000-000	Overlay	0.00	0.00	0.00	0.00	0.000
01-3185-4120-000-000	Yield Taxes and Interest	8,000.00	5.50	5.50	7,994.50	0.069
01-3186-4115-000-000	In Lieu of Taxes	12,816.00	0.00	0.00	12,816.00	0.000
01-3189-4121-000-000	Excavation Activity Tax	5,000.00	0.00	0.00	5,000.00	0.000
01-3189-4127-000-000	Boat Tax	8,000.00	557.20	1,409.60	6,590.40	17.620
01-3190-4203-000-000	Charges on Property Taxes	5,000.00	107.66	255.99	4,744.01	5.120
01-3190-4204-000-000	Interest on Property Taxes	160,000.00	3,775.07	6,690.75	153,309.25	4.182
01-3220-4201-000-000	Motor Vehicle Permits	6,000,000.00	512,398.50	1,077,940.50	4,922,059.50	17.966
01-3230-4216-000-000	Certificate of Occupancy Permit	15,000.00	1,900.00	3,000.00	12,000.00	20.000
01-3230-4218-000-000	Building Permits	400,000.00	22,147.96	38,919.03	361,080.97	9.730
01-3230-4381-000-000	Septic Inspection Fees	6,000.00	600.00	1,200.00	4,800.00	20.000
01-3290-4209-000-000	Excavation Permits	5,000.00	75.00	75.00	4,925.00	1.500
01-3290-4214-000-000	Driveway Permits	2,000.00	100.00	350.00	1,650.00	17.500
01-3290-4217-000-000	Health Permits	0.00	0.00	100.00	-100.00	0.000
01-3290-4221-000-000	Pistol Permits	2,500.00	50.00	70.00	2,430.00	2.800
01-3290-4233-000-000	Oil Bumer/Kerosene Permits	0.00	0.00	0.00	0.00	0.000
01-3290-4238-000-000	Police Alarm Permit	2,800.00	0.00	15.00	2,785.00	0.536
01-3290-4239-000-000	Fire - Place of Assembly	2,000.00	80.00	190.00	1,810.00	9.500
01-3290-4254-000-000	Fire Alarm Permits	1,500.00	66.00	236.00	1,264.00	15.733
01-3290-4312-000-000	Zoning Application Fees	3,000.00	459.88	694.00	2,306.00	23.133
01-3290-4313-000-000	Planning Board Fees	120,000.00	395.66	1,403.26	118,596.74	1.169
01-3290-4315-000-000	Sewer Service Permit	3,000.00	0.00	0.00	3,000.00	0.000
01-3290-4321-000-000	UCC Filings	7,000.00	0.00	1,440.00	5,560.00	20.571
01-3290-4322-000-000	Vital Statistics	10,000.00	1,358.00	3,368.00	6,632.00	33.680
01-3290-4323-000-000	Police Fines, Court	0.00	0.00	0.00	0.00	0.000
01-3290-4325-000-000	Animal Control Fines/Fees	10,000.00	3,552.50	3,935.00	6,065.00	39.350
01-3290-4326-000-000	Notary Fees	100.00	0.00	0.00	100.00	0.000

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Revenue Report
Month End Revenue
Town of Hudson, NH
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Account Number		Est Rev	MTD Rev	YTD Rev	Balance	%Coll
01-3290-4327-000-000	Parking Violation Fees	1,000.00	20.00	20.00	980.00	2.000
01-3290-4328-000-000	Street Acceptance/Opening Fee	0.00	0.00	0.00	0.00	0.000
01-3290-4334-000-000	Construction Inspection Fee	20,000.00	3,640.00	8,680.00	11,320.00	43.400
01-3290-4335-000-000	Animal Boarding Fees	1,100.00	0.00	0.00	1,100.00	0.000
01-3290-4343-000-000	Copy Fees and Sale of Books	1,500.00	64.00	74.25	1,425.75	4.950
01-3290-4347-000-000	Bad Check Fees	2,500.00	75.00	333.69	2,166.31	13.348
01-3290-4356-000-000	Police False Alarm Fines	10,000.00	150.00	500.00	9,500.00	5.000
01-3290-4421-000-000	Marriage Licenses	2,000.00	598.00	1,398.00	602.00	69.900
01-3290-4422-000-000	Hawker/Peddler License	1,000.00	30.00	230.00	770.00	23.000
01-3290-4427-000-000	Articles of Agreement	0.00	0.00	0.00	0.00	0.000
01-3290-4428-000-000	Pole Licenses	0.00	0.00	0.00	0.00	0.000
01-3290-4430-000-000	Scrap Metal License	0.00	0.00	0.00	0.00	0.000
01-3290-4450-000-000	Animal Control Licenses	18,000.00	1,077.00	2,574.00	15,426.00	14.300
01-3290-4451-000-000	Drain Layers License	1,000.00	0.00	0.00	1,000.00	0.000
01-3351-4840-000-000	Shared Revenue - Municipal Aid	0.00	0.00	0.00	0.00	0.000
01-3352-4841-000-000	Shared Revenue - Meals and Rental Tax Distribution	1,793,865.00	0.00	0.00	1,793,865.00	0.000
01-3353-4610-000-000	Shared Revenue - Highway Block Grant	549,000.00	0.00	169,084.59	379,915.41	30.799
01-3359-4656-000-000	Grants - Police	26,000.00	8,723.29	9,845.95	16,154.05	37.869
01-3359-4657-000-000	Grants - Fire	0.00	0.00	15,315.62	-15,315.62	0.000
01-3359-4659-000-000	Grants - Other	10,000.00	0.00	0.00	10,000.00	0.000
01-3359-4660-000-000	Grants - Pandemic	0.00	0.00	0.00	0.00	0.000
01-3379-4300-000-000	Sewer Utility Admin Fee	44,000.00	0.00	44,000.00	0.00	100.000
01-3379-4301-000-000	Water Utility Admin Fee	66,000.00	0.00	66,000.00	0.00	100.000
01-3401-4324-000-000	Police Record Fees	7,000.00	705.00	1,245.00	5,755.00	17.786
01-3401-4342-000-000	Sale of Checklists	500.00	0.00	514.50	-14.50	102.900
01-3401-4708-000-000	Welfare Reimbursement	1,000.00	0.00	0.00	1,000.00	0.000
01-3401-4716-000-000	Cash Over/Short	0.00	0.00	0.00	0.00	0.000
01-3401-4720-000-000	Police Outside Detail	200,000.00	3,719.65	22,203.11	177,796.89	11.102
01-3401-4721-000-000	Police Outside Detail - Cruiser	0.00	2,330.00	5,015.00	-5,015.00	0.000
01-3401-4729-000-000	Contracted Services - Litchfield	30,000.00	0.00	0.00	30,000.00	0.000
01-3401-4730-000-000	Ambulance Billings	400,000.00	0.00	36,800.99	363,199.01	9.200

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Revenue Report
Month End Revenue
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Account Number		Est Rev	MTD Rev	YTD Rev	Balance	%Coll
01-3401-4731-000-000	Charges on Ambulance Receivables	0.00	0.00	-3,106.77	3,106.77	0.000
01-3401-4732-000-000	Fire Incident Reports	500.00	15.00	90.00	410.00	18.000
01-3401-4745-000-000	Cable Franchise Fees	77,000.00	21,841.46	21,841.46	55,158.54	28.366
01-3401-4746-000-000	Police Testing and Application Fees	0.00	0.00	0.00	0.00	0.000
01-3401-4748-000-000	Insurance Reimbursement	90,000.00	16,979.11	16,979.11	73,020.89	18.866
01-3401-4756-000-000	Misc Rev - Police	500.00	25.00	25.00	475.00	5.000
01-3401-4757-000-000	Misc Rev - Fire	500.00	0.00	0.00	500.00	0.000
01-3401-4758-000-000	Misc Rev - Recreation	0.00	0.00	0.00	0.00	0.000
01-3401-4759-000-000	Misc Rev - Other	10,000.00	2,855.15	2,855.15	7,144.85	28.552
01-3401-4761-000-000	Rec Rev - Basketball	45,000.00	0.00	0.00	45,000.00	0.000
01-3401-4762-000-000	Rec Rev - Supervised Play	165,000.00	11,750.00	54,437.00	110,563.00	32.992
01-3401-4763-000-000	Rec Rev - Flag Football	3,000.00	0.00	0.00	3,000.00	0.000
01-3401-4764-000-000	Rec Rev - Soccer	36,500.00	-310.00	5,595.00	30,905.00	15.329
01-3401-4765-000-000	Rec Rev - Tennis	1,500.00	240.00	370.00	1,130.00	24.667
01-3401-4766-000-000	Rec Rev - Teen Dances	4,400.00	0.00	0.00	4,400.00	0.000
01-3401-4767-000-000	Rec Rev - Adult Softball	15,490.00	250.00	700.00	14,790.00	4.519
01-3401-4768-000-000	Rec Rev - Lacrosse	6,000.00	0.00	0.00	6,000.00	0.000
01-3401-4769-000-000	Rec Rev - Community Activities	12,000.00	0.00	0.00	12,000.00	0.000
01-3501-4704-000-000	Sale of Town Property	55,000.00	3,535.35	3,535.35	51,464.65	6.428
01-3502-4702-000-000	Bank Charges	-10,000.00	-347.80	-1,444.37	-8,555.63	14.444
01-3502-4703-000-000	Interest on Investments	300,000.00	47,142.46	78,202.58	221,797.42	26.068
01-3503-4373-000-000	Rents of Town Property	3,000.00	0.00	0.00	3,000.00	0.000
01-3508-4556-000-000	Donations - Police	0.00	0.00	0.00	0.00	0.000
01-3508-4557-000-000	Donations - Fire	0.00	0.00	0.00	0.00	0.000
01-3508-4558-000-000	Donations - Recreation	0.00	0.00	0.00	0.00	0.000
01-3508-4559-000-000	Donations - Other	0.00	0.00	0.00	0.00	0.000
01-3914-4996-000-000	Voted from Surplus	205,000.00	0.00	0.00	205,000.00	0.000
01-3915-4922-000-000	From Capital Reserve Fund	0.00	0.00	0.00	0.00	0.000
01-3934-4998-000-000	Proceeds from Bonds	0.00	0.00	0.00	0.00	0.000
01-3939-4999-000-000	Use of Fund Balance	1,100,000.00	0.00	0.00	1,100,000.00	0.000
01-4324-4330-000-000	Extra Dump Passes	0.00	240.00	240.00	-240.00	0.000

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Account Number		Est Rev	MTD Rev	YTD Rev	Balance	%Coll
Totals	General Fund	12,096,832.00	672,976.60	1,705,451.84	10,391,380.16	14.098

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Account Number		Est Rev	MTD Rev	YTD Rev	Balance	%Coll
Sewer Fund						
02-3190-4180-000-000	Interest on Sewer Utility	14,000.00	57.88	3,376.41	10,623.59	24.117
02-3190-4181-000-000	Sewer Betterment Interest	728.00	0.00	0.00	728.00	0.000
02-3401-4716-000-000	Cash Over/Short	0.00	0.00	0.00	0.00	0.000
02-3401-4759-000-000	Misc Rev - Other	0.00	238.86	238.86	-238.86	0.000
02-3403-4780-000-000	Sewer Base Charges	577,000.00	0.00	142,655.02	434,344.98	24.724
02-3403-4781-000-000	Sewer Consumption Charges	573,717.00	0.00	142,861.87	430,855.13	24.901
02-3409-4783-000-000	Sewer Capital Assessment Other Chg	50.00	0.00	0.00	50.00	0.000
02-3500-4773-000-000	Otarnic Pond Betterment Assessment	24,911.00	0.00	0.00	24,911.00	0.000
02-3500-4782-000-000	Sewer Capital Assessment	75,000.00	23,280.00	27,160.00	47,840.00	36.213
02-3502-4702-000-000	Bank Charges	-3,700.00	0.00	-188.82	-3,511.18	5.103
02-3508-4561-000-000	Donations - Sewer	0.00	0.00	0.00	0.00	0.000
02-3509-4786-000-000	Sewer - Other Income/(Expenses)	0.00	0.00	0.00	0.00	0.000
02-3915-4922-000-000	From Capital Reserve Fund	910,000.00	0.00	0.00	910,000.00	0.000
02-3939-4999-000-000	Use of Fund Balance	255,000.00	0.00	0.00	255,000.00	0.000
02-4915-4915-000-000	To Capital Reserve Fund - Sewer	25,000.00	0.00	0.00	25,000.00	0.000
Totals	Sewer Fund	2,451,706.00	23,576.74	316,103.34	2,135,602.66	12.893

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Account Number		Est Rev	MTD Rev	YTD Rev	Balance	%Coll
Water Fund						
03-3190-4794-000-000	Interest on Delinquent Accounts	10,000.00	421.92	779.84	9,220.16	7.798
03-3290-4394-000-000	Backflow Testing Fees	36,000.00	1,330.00	4,465.00	31,535.00	12.403
03-3290-4395-000-000	Water Hookup Fee	234,000.00	1,485.00	2,805.00	231,195.00	1.199
03-3290-4396-000-000	Water Service Fees	12,000.00	1,175.00	2,208.36	9,791.64	18.403
03-3290-4397-000-000	Shutoff/Reconnect Fee	3,500.00	375.00	625.00	2,875.00	17.857
03-3359-4659-000-000	Grants - Other	0.00	0.00	0.00	0.00	0.000
03-3401-4716-000-000	Cash Over/Short	0.00	0.00	0.00	0.00	0.000
03-3401-4748-000-000	Insurance Reimbursement	0.00	0.00	0.00	0.00	0.000
03-3401-4759-000-000	Misc Rev - Other	0.00	1,206.69	1,206.69	-1,206.69	0.000
03-3402-4390-000-000	Rental Fee - Private Hydrant	65,500.00	6,676.18	15,215.48	50,284.52	23.230
03-3402-4391-000-000	Rental Fee - Public Hydrant	78,000.00	6,496.20	12,992.40	65,007.60	16.657
03-3402-4392-000-000	Public Fire Protection	224,000.00	21,259.78	46,222.16	177,777.84	20.635
03-3402-4790-000-000	Water Base Charges	970,200.00	83,620.22	167,672.01	802,527.99	17.282
03-3402-4791-000-000	Water Usage Charges	2,165,965.00	286,458.99	504,194.12	1,661,770.88	23.278
03-3402-4792-000-000	Fire Access Charges	215,000.00	16,584.67	33,169.34	181,830.66	15.428
03-3402-4799-000-000	Water Sales to Pennichuck	25,000.00	0.00	0.00	25,000.00	0.000
03-3502-4702-000-000	Bank Charges	-2,500.00	-548.19	-1,122.39	-1,377.61	44.896
03-3502-4703-000-000	Interest on Investments	0.00	12,850.98	25,662.88	-25,662.88	0.000
03-3509-4793-000-000	Other Income - Water	10,000.00	275.00	525.00	9,475.00	5.250
03-3915-4922-000-000	From Capital Reserve Fund	60,000.00	0.00	0.00	60,000.00	0.000
03-3939-4999-000-000	Use of Fund Balance	265,000.00	0.00	0.00	265,000.00	0.000
03-4915-4915-000-000	To Capital Reserve Funds	10,000.00	0.00	0.00	10,000.00	0.000
Totals	Water Fund	4,381,665.00	439,667.44	816,620.89	3,565,044.11	18.637

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Account Number		Est Rev	MTD Rev	YTD Rev	Balance	%Coll
Sr Activities Revolving Fund						
35-3401-4735-000-000	Misc Rev - Senior Activities	0.00	124.00	2,603.00	-2,603.00	0.000
35-3401-4736-000-000	Membership Fees	0.00	1,160.00	5,650.00	-5,650.00	0.000
35-3401-4737-000-000	Senior Rev - Field Trips	0.00	7,802.00	22,740.80	-22,740.80	0.000
Totals	Sr Activities Revolving Fund	0.00	9,086.00	30,993.80	-30,993.80	0.000

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Account Number		Est Rev	MTD Rev	YTD Rev	Balance	%Coll
Community TV Revolving Fund						
45-3401-4745-000-000	Cable Franchise Fees	0.00	87,365.86	87,365.86	-87,365.86	0.000
45-4199-4759-000-000	Misc Rev - Other	0.00	86.39	86.39	-86.39	0.000
Totals	Community TV Revolving Fund	0.00	87,452.25	87,452.25	-87,452.25	0.000

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Account Number		Est Rev	MTD Rev	YTD Rev	Balance	%Coll
EMS Revolving Fund						
50-0000-4729-000-000	EMS - Contracted Services	0.00	0.00	0.00	0.00	0.000
50-0000-4730-000-000	EMS - 50% Ambulance Billings	0.00	0.00	36,800.99	-36,800.99	0.000
50-0000-4731-000-000	EMS - 50% Charges on Amb Billings	0.00	0.00	-3,106.76	3,106.76	0.000
Totals	EMS Revolving Fund	0.00	0.00	33,694.23	-33,694.23	0.000

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Account Number	Est Rev	MTD Rev	YTD Rev	Balance	%Coll
Grand Total	18,930,203.00	1,232,759.03	2,990,316.35	15,939,886.65	15.797

**TOWN OF HUDSON
GENERAL FUND INTEREST BY MONTH
FISCAL YEARS 2020, 2021, 2022, 2023, 2024, 2025**

	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>1st half Fiscal Year</u>	<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>2nd half Fiscal Year</u>	<u>Actual Fiscal Year Total</u>	<u>Budget Fiscal Year Total</u>
FY2020	\$0	\$42,580	\$39,013	\$33,695	\$24,052	\$13,649	\$152,989	\$6,066	\$35,128	\$32,541	\$8,141	\$5,937	\$4,893	\$92,705	\$245,694	\$361,000
vs. Budget	0.0%	11.8%	22.6%	31.9%	38.6%	42.4%	42.4%	44.1%	53.8%	62.8%	65.1%	66.7%	68.1%	25.7%	vs. Budget	68.1%
FY2021	\$0	\$0	\$12,143	\$0	\$0	\$3,909	\$16,052	\$0	\$611	\$210	\$204	\$198	\$142	\$1,365	\$17,417	\$261,000
vs. Budget	0.0%	0.0%	3.4%	3.4%	3.4%	4.4%	6.2%	4.4%	4.6%	4.7%	4.7%	4.8%	4.8%	0.5%	vs. Budget	6.7%
FY2022	\$147	\$147	\$195	\$350	\$175	\$102	\$1,115	\$96	\$86	\$388	\$1,460	\$2,602	\$3,060	\$7,691	\$8,806	\$20,000
vs. Budget	0.1%	0.1%	0.1%	0.2%	0.3%	0.3%	5.6%	0.3%	0.4%	0.5%	0.9%	1.6%	2.4%	38.5%	vs. Budget	44.0%
FY2023	\$3,546	\$4,916	\$4,878	\$7,048	\$8,684	\$4,055	\$33,127	\$3,578	\$3,302	\$27,860	\$36,767	\$39,973	\$41,799	\$153,279	\$186,406	\$25,000
vs. Budget	3.0%	2.3%	3.7%	5.6%	8.1%	9.2%	132.5%	10.2%	11.1%	18.8%	29.0%	40.1%	51.6%	613.1%	vs. Budget	745.6%
FY2024	\$69,731	\$67,900	\$54,979	\$53,812	\$22,245	\$17,611	\$286,278	\$40,270	\$67,127	\$70,648	\$56,737	\$33,496	\$32,162	\$300,440	\$586,718	\$25,000
vs. Budget	58.1%	38.1%	53.4%	68.3%	74.4%	79.3%	1145.1%	90.5%	109.1%	128.6%	144.3%	153.6%	162.5%	1201.8%	vs. Budget	2346.9%
FY2025	\$31,060	\$47,142	\$0	\$0	\$0	\$0	\$78,202	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,202	\$300,000
vs. Budget	25.9%	21.7%	21.7%	21.7%	21.7%	21.7%	26.1%	21.7%	21.7%	21.7%	21.7%	21.7%	21.7%	0.0%	vs. Budget	26.1%

**TOWN OF HUDSON
AUTOMOBILE REGISTRATION BY MONTH
FISCAL YEARS 2020, 2021, 2022, 2023, 2024, 2025**

	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>1st half Fiscal Year</u>	<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>2nd half Fiscal Year</u>	<u>Actual Fiscal Year Total</u>	<u>Budget Fiscal Year Total</u>
FY2020	\$437,974	\$485,183	\$410,994	\$530,162	\$446,610	\$470,237	\$2,781,159	\$638,551	\$515,784	\$416,309	\$331,136	\$452,398	\$745,339	\$3,099,517	\$5,880,676	\$5,420,000
vs. Budget	8.1%	17.0%	24.6%	34.4%	42.6%	51.3%	51.3%	63.1%	72.6%	80.3%	86.4%	94.7%	108.5%	57.2%	vs. Budget	108.5%
FY2021	\$516,858	\$430,094	\$461,725	\$494,524	\$440,822	\$489,084	\$2,833,107	\$542,186	\$502,930	\$627,048	\$523,883	\$518,796	\$571,111	\$3,285,954	\$6,119,061	\$5,420,000
vs. Budget	9.5%	17.5%	26.0%	35.1%	43.2%	52.3%	52.3%	62.3%	71.6%	83.1%	92.8%	92.4%	93.6%	60.6%	vs. Budget	112.9%
FY2022	\$433,575	\$488,988	\$450,479	\$504,693	\$429,947	\$435,191	\$2,742,872	\$536,311	\$513,594	\$552,932	\$539,268	\$528,792	\$551,548	\$3,222,445	\$5,965,316	\$5,420,000
vs. Budget	8.0%	17.0%	25.3%	34.6%	42.6%	50.6%	50.6%	60.5%	70.0%	80.2%	91.8%	91.7%	92.4%	59.5%	vs. Budget	110.1%
FY2023	\$462,768	\$505,396	\$453,460	\$563,076	\$441,048	\$474,930	\$2,900,677	\$538,783	\$474,370	\$555,183	\$582,626	\$543,124	\$586,057	\$3,280,142	\$6,180,819	\$5,500,000
vs. Budget	8.4%	17.9%	26.2%	36.6%	44.8%	53.5%	52.7%	63.5%	72.2%	82.5%	92.0%	92.0%	94.1%	59.6%	vs. Budget	112.4%
FY2024	\$415,289	\$608,209	\$485,953	\$620,595	\$453,948	\$436,072	\$3,020,064	\$565,455	\$478,453	\$553,050	\$677,480	\$561,085	\$563,258	\$3,398,781	\$6,418,845	\$5,600,000
vs. Budget	7.4%	18.9%	27.8%	39.3%	47.7%	55.7%	53.9%	66.2%	75.0%	85.2%	94.2%	94.2%	95.7%	60.7%	vs. Budget	114.6%
FY2025	\$565,542	\$512,399					\$1,077,941							\$0	\$1,077,941	\$6,000,000
vs. Budget	9.4%	19.9%	19.9%	19.9%	19.9%	19.9%	18.0%	19.9%	19.9%	19.9%	52.3%	52.3%	52.3%	0.0%	vs. Budget	18.0%