

February 29, 2016

PRESENT: Rick Griffin, Chairman
Rusty Bridle, Vice-Chairman
Phil Bean, Selectman
Jim Waddell, Selectman
Frederick Welch, Town Manager
Jamie Sullivan, Assistant Town Manager
Mark Gearreald, Town Attorney

ABSENT: Mary-Louise Woolsey, Selectmen

I. SALUTE TO THE FLAG

II. Public Hearings

1. RSA 41:14-a hearing on question of accepting a drainage easement at 167 North Shore Road

Attorney Gearreald: there was an existing pipe in the location of a home that was going to be built and the homeowner offered to move this pipe so that it could be located and have a new pipe. Although a pipe was there before, it was found not to be backed up by a recorded easement, this relocated pipe has the advantage of not only being a new pipe, but also being located in an easement to be granted to the Town and recorded. It crosses over two lots 167 North Shore Road and 6 Lancaster Street.

2. RSA 41:41-a hearing on the question of accepting a drainage and turn-around easements at 88 Leavitt Road

Attorney Gearreald: this involves a property at 88 Leavitt Road, which had a planning board approval; the initial plan in 1953 and originally designed having Leavitt Road stretching to Winnacunnet Road; that segment of the road was never built. There were little spur roads leading to adjacent properties, which were never used; the one next to 88 Leavitt Road was voted by Town meeting to be discontinued and was deeded to Lot 88. There was an existing drain line that ran through the spur road, now that the spur was discontinued and added to Lot 88 there has been a subdivision proposed and accepted by the planning board. So there will eventually be the possibility of a small house on what was the spur portion. The problem with that is there is nowhere for the Town vehicles to turn around; a portion what was to be the spur has been paved and been used as a turnaround. As part of the subdivision the owner of #88 has arranged to deed to the Town an easement to allow a turnaround 20'x30', to be paved and maintained by the Town and can be used by the public. This is an arrangement was worked out by the Town Manager, along with input from the Public Works and Fire Department. A third easement beside the original drain easement and this turnaround easement is a drainpipe sort of veered into the property of 88 Leavitt Road though it was never confirmed by any deed; there is a diagonal shaped easement for that existing drain line to allow the Town to maintain.

Attorney Gearreald: this is the first of two public hearings, which will be followed by a third meeting for the vote to acceptance, spaced at specified intervals.

The Public Hearings were closed at 7:09PM.

III. Public Comment Period (13:35)

Jerry Znoj, 16 Presidential Circle: I would rather have a pipe run over land and up along the highway and across to Tide Mill Road instead of getting under the water. The sewer line maintenance had \$130,000 per year put in the budget for DPW and the total over the last 5 years was \$650,000 of which \$535,202 has been unspent; we need to spend this money. I wanted to cut this line item from the budget, but I was voted out of even a discussion. Let us train our people to use the cameras so we do not have to pay outside people; need a plan, need to be proactive.

Clay Demarco: here today on behalf of all members of the Hampton Police Association and thank the Board for the unanimous support of the proposed contract and thank you for understanding that it is mutually beneficial to everyone. We are making a health care concession; we are also willing to do comp time, we think it is a very fair increase in wage.

Tim Hamlin: we appreciate the Town is willing to negotiate in a fair manner; we feel the agreement is the best for us as an association and for the taxpayers; we are here to ask support for Articles 14 and 15.

IV. Announcements and Community Calendar (19:28)

Town Manager Welch: Mary-Louise is in Exeter Hospital and had two major surgeries on Saturday, one for a broken wrist and another for a broken ankle/foot and she is currently recovering; very painful; she will be going to rehab and she has started the healing process.

Selectman Waddell: wishes Mary-Louise a speedy recovery; March 8 is voting day in Town and hopefully everybody reads the warrant articles to make their decisions.

Selectman Bridle: I saw Mary-Louise last Friday to wish her well; Mr. Silberdick's yellow sheet came out today and I would hope that people would take a look at all the warrant articles and not just look at one yellow sheet put out by a small interest group of people; be smart, be educated voters.

Selectman Bean: great to see Hampton's finest come in and speak with the community; Mr. Sullivan has done an extraordinary job in taking over the negotiations; our prayers with the Woolsey family.

Chairman Griffin: I wish Mrs. Woolsey a quick recovery.

V. Consent Agenda

1. 2016 Veteran's Tax Credit- Requalification: Allard VET \$500 6/6; Bobloas VET \$500 208/42; Bousquin VET Spouse \$500 218/10/83; Brennan VET \$50 138/1/30; Buddenhagen VET \$500 72/23; Campbell VET \$500 14/5; Conroy VET \$500 41/22; Corcoran VET \$500 128/3/11; Crow VET \$500 222/26; Lyons VET Spouse \$500 245/8/106; Maxfield VET Spouse\$500 170/RCL/36; White VET \$500 134/69/4
2. New Spouse from existing Veteran: MacDonald VET Spouse \$500 146/31
3. Existing Vet with New Total Disability: Allen, VERT Total Disability \$1900 206/19
4. Existing Veteran with new Trust: Quinlan VET \$500 256/13/4

5. New Veteran Credit: England VET \$500 8/24
6. New Blind Exemption: Allard BLIND \$25,000 6/6
7. Half at the Hamptons, Use of Ashworth Parking Lot March 6, 2016

Selectman Bridle MOTIONED to MOVE the Consent Agenda SECONDED by Selectman Waddell.

VOTE: 4-0-0

VI. Appointments (22:47)

1. Scott Bogle Rockingham Planning Commission & NH DOT & Gene McCarthy, Highway Engineer
 - a. US Route 1 and NH Route 101 Interchange Realignment and Transit Center Intermodal Project Presentation.

Mr. Bogle: the bulk of the work in the study was done in 2013, but we wanted to do some further traffic modelling related to the interchange and refine an estimate. In the past month we have gone back, updated a couple of elements of the project, and wanted feedback from the Selectmen and others regarding the Town's level of interest in moving forward to submit to the NH DOT for funding.

Project Background – US Route 1 Corridor Study (2009); Hampton Beach Master Plan (2001); RPC Long Range Transportation Plan (2012).

Project Purpose – To provide the Town of Hampton, the NHDOT and potential transit service providers with public input, design concepts and cost estimates to guide transportation and land use decisions related to the Route 1/Route 101 interchange.

Project Scope – environmental site assessment of interchange parcel; concept design options for interchange realignment; concept designs options for transit facility; transit service potential – intercity, regional, and local.

Public Input – Advisory Committee: Town of Hampton, Hampton Beach Area Commission; Coastal Economic Development Commission; Hampton Chamber of Commerce; NHDOT, NHDRED/State Parks; Transit Providers (COAST, C&J, Flight Line), NH Seacoast Greenway; Two Public Meetings: #1 Info Gathering, #2 Present Concepts.

Environmental Site Assessment – RPC Brownfields program (EPA funded); Eligible based on railroad, substation, landfill; Phase I Site Assessment; Phase I Site Assessment: confirmed soil contamination at dumpsite; dismissed contamination related to railroad; dismissed contamination related to substation.

Transit Feasibility Element: expanded I-95 intercity bus service to Boston; regional COAST service to Portsmouth; local shuttle connection to Hampton Beach; park & ride usage estimates; cost estimates – capital and operating.

Existing Intercity Service in I95 corridor: C&J; 32 daily routes to S. Station/Logan – 1:30am-11:30pm; Dover-Portsmouth-Newburyport-Local-Boston; Regional Intermodal Centers: Portsmouth – 1210 parking spaces; Newburyport – 650 parking spaces.

Potential New Services I95 Corridor: I-95 Boston-Bound Commuter Bus: M-F, 8 round Trips/Day; 6-7 buses; estimated gross cost \$1.4M/year, estimated farebox recovery \$970,000

after 3 years; estimated ridership growing from 212 trips/day at initiation to 443 trips/day in year 6; census commute data and MBTA capture rates

Potential New Services Regional Public Transportation: COAST alternative A – US1 Seabrook-Portsmouth; M-F, 6 round trips/day, 2-hour headways 6am-6pm; estimate cost with one bus \$319,000: COAST alternative B – NH101 Commuter Service; M-F, one round trip/day; Epping-Exeter-Hampton-PNSY/Pease; estimated cost with one bus \$89,000

Potential New Services Beach Shuttle: Ridership & Cost Estimates: service 7 days/week, 8am-8pm, July 1 to Labor Day; connect Beach, transit center (Town center, North Beach); two buses; 270 one way trips/day; \$1.00 one-way fare; gross cost approximately \$105,000/summer, with net after farebox of - \$87,000 summer.

Transit Center Capacity Need: demand as function of transit demand; Boston commuter service; COAST commuter service; Beach shuttle use; general carpool use; yields estimated need to 218 parking spaces at initiation, growing to 329 spaces by year six.

Mr. McCarthy – Engineering Concepts.

US 1/NH 101 Interchange: existing interchange: split US 1 (up to 900'); short weaving; intersections too close; convoluted access to Route 101; poor intersection sight distance; inactive rail corridor; the weaves are inadequate; available space; environmentally sensitive areas surround interchange.

Interchange Alternative A: existing SB becomes US Rte. 1; existing NB becomes Rte. 101 access road; single diamond interchange; two roundabouts or signals; no new bridges.

Interchange Alternative B: existing SB becomes local road; existing NB becomes US Rte. 1; single diamond interchange; two single lane roundabouts; no new bridges.

Interchange Alternative C: same as Alternative B; hybrid roundabouts or signals, new bridge is required.

Transit Center – Option 1: access to rail corridor; aerial utilities through parking; wetland impacts; impacts old dump site; within projected coastal inundation; maximum parking.

Transit Center – Option 1A: access to rail corridor; avoids impacts of Option 1; fewer parking spaces.

Transit Center – Option 2: pedestrian access to downtown; utilize both segments of Route 1.

Transit Center Building Concept 1: please see plan. Transit Center Building Concept 2: please see plan.

Conceptual Cost Estimates: Interchange Alternatives: Alternative A = \$4.4M; Alternative B = \$3.4M; Alternative C = \$6.3M. Transit Center Options: Option 1 = \$2.7M to \$3.6M; Option 1A = \$3.7M to \$4.6M; Option 2 = \$2.2M to \$3.1M. Notes: approximate total project costs; no improvements on Route 101; no mitigation costs; no hazardous materials costs; no utility relocation costs; no right of way costs.

When we took to the public, there was a very clear preference for Interchange Alternative A, also the Transit Center Option 1A. The idea of having a separate Route 1 and the access to Route 101 off this other road really appealed to the public that showed up to the meeting. They

definitely preferred this location to the transit center; they did not want the power lines going through the parking lot.

Potential Funding Sources: NH ten year plan process for interchange; surface transportation block grant program; national highway performance program; CMAQ for transit center and transit service pilots; farebox revenue; FTA section 5307 funds for ongoing transit operations; public/private partnership for Beach shuttle; other non-USDOT match (municipal, PNSY); parking fees – would need to be part of broader fee structure on all State park and ride facilities.

Summary Implementation Steps: update listing on RPC long range plan (RPC & Town); submit for NHDOT 10 year plan (Town & RPC); inclusion in other plans (Beach Master Plan, CEDS) (Town); monitor regional park and ride capacity planning (RPC); refine Beach shuttle proposal (Chamber, HBAC, Village District); refine commuter service proposals (NHDOT, RPC, Carriers, PNSY); CMAQ grant application (NHDOT, RPC, Town).

Town Manager Welch: it is a big proposal; I still have a problem with the alignment of the intersection due to the traffic impact and increase; the intermodal transportation center is something this Town needs drastically, as there are none in this area; not in favor of using one barrel; truckers are using our portion of Route 1 to avoid the tolls, more toll booths are needed at Rt. 107, and Portsmouth.

Selectman Waddell: I agree with much of what Fred has said; keeping trucks out of the middle of Town; how much increased traffic would you have if you put the intermodal center there; how would it work having the bus center and the Beach shuttle there, the parking would be over subscribed. Mr. Bogle: you would tend to see your highest Beach parking on the weekend.

Selectman Waddell: it is a good start, but needs to have a lot more thought going into it.

Selectman Bridle: parking for employees going to Beach is a great idea, having the shuttle to the Beach; am concerned by the parking being overused with the Bus transportation and the Beach parking, so do not know if it is big enough.

Selectman Bean: the project that you are talking about is really two projects; it is about a State Roads, Route 1 and 101, the State needs to fix it with their own money. The State takes a couple of million dollars out of 03842 every year with their revenue platforms and you need to reinvest in that; our businesses need to be involved; most employees at the Beach ride bikes; I support you fixing your roads with your own money.

Mr. Bogle: neither of us are with the State Department of Transportation, I am with the RPC, and MR. McCarthy is an consultant; there is no suggestion that the Town would be involved in funding interchange realignment, a transit center or intercity bus service; no municipalities in the State participate in those; if a Beach shuttle service were initiated, the Beach village district showed interest in providing that. There is no suggestion that employees be driving shuttle service; by having very low cost parking at a transit center.

Selectman Bean: In your study, it said there really is not a parking crisis at the Beach; within five minutes, there is ample parking.

Chairman Griffin: the dump that is there, where did that originate from? Mr. Bogle: in speaking with Fred Rice, in the 1980s he had recollection of it being active when he was a child. Option 1A avoids the dump site.

Chairman Griffin: that is more than the 1980s; in the 12 years I have been on this Board, this has been a topic of conversation throughout the years. Things could change regarding these proposals; I think this is something we need to think about.

Comments from the Public.

John Nyhan: from HBAC and Experience Hampton, the idea of an intermodal center is a no brainer; C & J having third location; not engineer so not sure the routes we should take; there are businesses at the Beach and Downtown, that would like to see a shuttle over to the Beach; there is one business that hires 300 employees during the summer and nowhere to put them; I think we should continue to look at reasonable ways to move to the next step of the process; not local or state, but federal funding.

Bob Preston, HBAC and Experience Hampton: I think if we can keep the southbound section four lanes; I like option 1A; have a tunnel under 101 so you can connect the two parcels in case you need additional parking.

Chairman Griffin: it has come to everyone's attention that there is enough parking down at the Beach now, but that would change if any of the lots down there were developed.

John Tinios: wants to talk about all the surrounding Towns, where they commute and where they recreate; not just a Beach issue; very much in favor of intermodal; compete with other hospitality options around the area; the traffic gets heavier every year; really have to think about public transportation; plus safety aspects of getting people off the Beach quickly; this is an important step.

Chairman Griffin: maybe something like this could be used, where people could go shopping out in Epping; Hampton has the most elder population in State.

Barbara Kravitz: wants to emphasize safety issue; financing structure will take many forms and phases, we need to take some steps; updating for the Feds is due now. Mr. Bogle stated that he sent an update last month. Wants to know whether this Board is still enthusiastically in support with proceeding with the investigation.

Jerry Znoj: it strikes me as a beehive, I love the idea of intermodal transportation, but you want to have a coastal feature, you want to have a north/south feature; I think we would be immediately oversubscribed with respect to parking; question the location.

Sunny Kravitz, St. Cyr Drive: we just spent \$300,000 repaving Exeter Road, this would make trucks come off 101 and take Exeter Road, which would mean we would have to repave again in 5 years.

Selectman Waddell MOTIONED in support of the continue examination of this project SECONDED by Selectman Bridle.

VOTE: 4-0-0

2. Chris Jacobs, DPW Director & Jennifer Hale, DPW Deputy Director (1:40:00)
 - a. Departmental Update

Director Jacobs: solid waste refuse was up 3½%; recycling saw a 2 ½% increase; wastewater treatment plant was down by 8%; 3.2% increase in tons of sludge; we have spent over 10% of our vehicle budget so far.

b. Church Street Sewer Force Main Update

Director Jacobs: we have come up with four options for the pipe replacement:

Option 1 is to trek out into marsh, using floatable pads, to dig down 6'-8' to see where the sewer main is and see what the cause of the of the leak is and repair it - \$180,000.

Option 2 is to burst the Asbestos Cement line to crack it; that pipe is what we are currently using; and sleeve another pipe through it, problem with that is that we will not have a line to send the sewage.

Option 3 is drill a new line underneath the marsh, possibly two, which would cost \$4.1M.

Option 4 to go down Route 101, which would be \$3.1 M, would be a dual force main, two pipes in the same trench, and six manholes.

Additional options: Offload wastewater and put in an 8,000-gallon trailer, except for a handful of days in August that pump station handles over 1,000,000 gallons of effluent a day; it would take about between 140-160 tractor-trailer rigs to off load that amount of water a day. If they only charged us \$200 per haul, it would cost \$855,000 just for that one month.

My recommendation would be to proceed with Option 1 and maybe we will get lucky and the break will be defined and have easy access. Concurrent with that repair, I would like to start selecting a contractor/engineering firm and move forward with Option 4, going down Route 101.

Selectman Waddell: If we go with Option 1 are we sure, it is in only one place. Director Jacobs: no. Selectman Waddell: I agree with the need to go over the land. Ms. Hale: the majority of the \$180,000 is the difficulty to get there.

Selectman Waddell: if we do Option 4, we still would need to do Option 1. Director Jacobs: we have to spend the \$180,000 and go in to see if we can get this repaired. Ms. Hale: the understanding is that it is a temporary repair, and allows us to proceed with Option 4. Selectman Waddell: we absolutely need this for the summer.

Ms. Hale: the alternative is we go forward with the \$180,000 and we get there and sections of pipe are missing/corroded, we can take a temporary pipe and lay it down Route 101 at a cost that is \$361,000 and every month thereafter \$103,000 to rent it and get you through the summer. Another temporary option that we are still vetting is about \$225,000 taking the pipe and see if we can get permission to go across the marsh, which would be temporary.

Selectman Bridle: Obviously, we cannot get by on that cement pipe; we need to get something temporary to get through the summer.

Selectman Bean: you really do not have any options; infrastructure is ancient; going to have to replace pipes and not want to go under the ocean again; this was not addressed when the pump station was redone, but should have been; hold a special Town meeting for the Bond to come up highway.

Director Jacobs: suggestion was made if it is possible to add the Route 1 line into the Bond as would cost \$850,000; we should anticipate that this would use all Church Street parking lot as a laydown area; have the people to lease spaces on Island Path or in the Church Street lot on the other side of the road.

Chairman Griffin: what do you mean which parking lot? Director Jacobs: the lot around the pump station itself and then there is the narrower section of lot, I would need all of that.

Town Manager Welch: the Board needs to reach a consensus on which way you want to go; what I am hearing is we need to put in a temporary line; authorize a special Town meeting to ask for an appropriation to put the final line down Route 101 and to fix the line that is failing on Route 1. Ms. Hale: temporary repair.

Town Manager Welch: no temporary line; we have a pipe that is 4000' long, it has a hole in it maybe; no way to look at entire pipe. Director Jacobs: we would not make that decision to do the \$361,000 bypass pumping or piping until we complete the \$180,000 repair and know that there is no way that it is going to last

Chairman Griffin: so what we are looking for tonight is a consensus on the \$180,000 repair. Selectman Bridle: hopefully repair it knowing we want to continue to work towards Option 4, include the Route 1 line with it, and have a special Town meeting for both.

Town Manager Welch: that is where we start; if you do this, you are literally stripping the sewer department's budget. Chairman Griffin: we need to wait to see the results.

Selectman Waddell: this is the only viable option we have. Director Jacobs: yes. Selectman Waddell: how long will this take. Ms. Hale: over a three-week period; looking to start mid-March.

Selectman Bridle MOTIONED to spend the \$180,000 to repair the pipe SECONDED by Selectman Waddell.

VOTE: 4-0-0

c. Residuals Waste Disposal Agreement

Chairman Griffin: you will do your report another time. Director Jacobs: yes and I anticipate being back here several more Monday's in a row to keep you updated and keep the public updated.

VII. Review of Warrant Articles (2:06:40)

1. Collective Bargaining Articles – Jamie Sullivan, Assistant Town Manager

Mr. Sullivan: Articles 12, 13, 14, 15 & 16 are CBA's; Articles 12 & 13 deal with the fire department, they are one year contracts and are 1.75% we ask the public to support these. The next three are the police department and teamsters contracts; they deal with three-year contracts. I will group Articles 14, 15 & 16 together and that is the savings that the public can see long term. In global terms, it is vital for the Town to understand if they do not pass these contracts, those negotiations; the issues with the Cadillac Tax will put the Town at risk for greater costs than the contracts. It is vital to put the full facts out, the Cadillac Tax protection is vital, and it was disingenuous for that single interest group not to put out all the facts.

Selectman Bean: they did a great job in negotiations; the union stepped up to address the Cadillac Tax and they took the threat away from the bargaining process and for the taxpayer. There are integrity issues with the people in the taxpayer's association/yellow sheet and how Board members in elected positions voted in favor of issues, but the yellow sheet says something to the contrary. Mr. Sullivan: this Board voted unanimously in favor of the contracts and the Budget Committee voted in a very strong majority in support of all the contracts as well.

Chairman Griffin: I would like to say about the yellow sheet; we see from reading the newspaper that many of the people are the people who have been voted out of office and when they stopped fighting their battles here, they are now taking another shot at the apple; many of them having done it when they were on the Board, one person who lives on the ocean, they actively send mailings out to people who have ocean front property, soliciting money to pay for their efforts, not all residents live at the ocean and pay over 20,000 in taxes, all residents have an equal vote.

Attorney Gearreald: regarding the three multi-year contracts, these units had already given the Town value in terms of paying a higher percentage of medical insurance, which is an extra value that the Town is receiving as we speak and is another indication of why these contracts are being passed. I would like to echo the positive words that are said about the Assistant Town Manager who has done an outstanding job; and was not self-serving in anyway, the negotiations were very thorough and very important work was done.

Selectman Waddell: it was a negotiation that the unions had given up some insurance stuff prior to this, and our main concern was to protect ourselves against that Cadillac insurance; it was a negotiated compromise. Mr. Sullivan: we believe the employees deserve these raises and they are fair; we think they are fair to the taxpayers

Selectman Bridle: excellent negotiations, you did a wonderful job, good team; excellent employees and I want to retain them; both fair and equitable to our employees and to this Town.

Chairman Griffin: I would like to say for Mrs. Woolsey that she was supportive of them and also supportive of the school; yet those are things the yellow sheet does not support, but yet they support her, do not understand where the yellow sheet is coming from.

2. Bond Article

Town Manager Welch: there is a bond article for \$2,000,000 for the wastewater treatment plant; back a few years ago we received an order from the EPA and they insisted that we do certain things; this bond article is partly the results of that and we had negotiated some things out of the order they had given us. One of the things that we needed to do was take care of changing the Septage receiving station we have; one of our biggest enemy is grit, we need to remove that and this plant will do that. The aeration system, we cannot operate it if we have a power outage, that would draw us down one class below our minimum requirements, and that has to change, we have a generator, but it is not capable of running this huge aeration system. We also need to fix the piping system; we have a pit, which is a dangerous containment area, which we need to replace and put the remote controls in it. The system will accommodate a wash down system for our equipment because it is enclosed and we will finally be in compliance. This bond will take care of a number of problems and it is going to take care of an obligation we have with the State government. It has already been certified as being eligible for SRF funding, which means the State will pay 20% of the total cost that is a big benefit for the taxpayers in this Town.

Selectman Waddell: these are thing that need to be done.

Selectman Bridle: it need to be done; we need to work on our infrastructure.

3. Remaining Warrant Articles

Attorney Gearreald: Article 24, in the past we have had to rely upon the State's figures, but the States figures severely under values the value of those utilities; we do not tax them fairly; we are shorting ourselves badly on those, they need to be taxed fairly and need to be appraised.

Selectman Bridle: if people want further information on all the articles, the Town reports are now available, come in and pick one up; or you can go on the Town's website. There is also a private website www.intheknowhampton.org it gives both sides, does not tell you how to vote, just tells you the pros and cons.

Chairman Griffin: Mrs. Woolsey also voted for Article 24; the yellow sheet goes against personalities that are on this Board.

Selectman Bean: Article 24 should be a yes vote, to give a fair tax representation of all properties.

VIII. Town Manager's Report (2:30:20)

1. If you are considering a Property Tax Abatement, the Application must be filed by March 1, 2016 in the Tax Assessor's Office
2. Individual registered voters who will not be available to vote in person should contact the Town Clerks Office regarding the procedures for obtaining an absentee ballot for the March 8, 2016 election.
3. Given last week's presentation by the DPW on grease in the municipal sewer system please refrain from dumping grease down your drains and water closets to avoid unnecessary sewer clogs that could back up into homes and businesses.
4. Please remove your trash and recycling carts from in the roadway and on the sidewalks after your trash and recycling has been picked up.

Town Manager Welch: about the reevaluation; before coming to Hampton, I worked in Seabrook; we had sat down with Nextera to value the plant and they had just purchased the plant for \$1,000,000,000,000 and they insisted that we value it for \$400,000,000; we assessed it for almost \$900,000,000. The reason we do not use the State's tax values is that the State did tax it for \$400,000,000 for the school tax and guess who the taxpayers were who picked up the difference; the taxpayers in the State; they picked up the difference of over \$400,000,000 that Nextera did not pay in taxes; you cannot do that, it is not viable.

IX. Old Business (2:32:43)

Chairman Griffin: where are we voting on March 8, 2016? Town Manager Welch: the voting at WHS, Alumni Drive and the polls open at 7AM and close at 8PM.

Chairman Griffin: the Selectmen at the polls; I can do 4PM on; Selectman Bridle will do 7AM; Selectman Waddell will be there around 10AM.

X. New Business (2:34:40)

1. Consideration of Board position on Aquarian billing petition to PUC

Attorney Gearreald: as you heard it a lot more than just going from quarterly to monthly; it involves going from billing in advanced to bill in arrears; talks about moving the Town's bill for public fire from June to January of the next year; shortage in working capital that they would like to defer to the next rate case. I would suggest that the presentation raised more questions than it answered. What Aquarion has requested is that PUC act on their petition first

by granting it and then opening it to a hearing if anyone wants to raise any questions about it. I would recommend to this Board that you authorize me to file with the PUC a request that they conduct the public hearing first and not after the fact, that they allow the public to come and speak. In addition, the Office of Consumer Advocate has moved to become involved in the case. There has been some discovery requests made by the PUC staff, but not nearly all the questions that were raised last week. I think we should indicate to the PUC that the Board opposes the monthly billing petition, because we would not receive the billing for the second half year until January next year. This would mean we would have raised \$250,000 in the tax rate setting process that in fact would not be needed; they did not take into account the municipalities needs. I would recommend that we bring to the PUC's attention that their Operations Manager Mr. McMorrان could not explain the cost it would entail in going forward from quarterly billing in advance to monthly billing in arrears. They were unable to indicate when their next rate case would be, and tell us how much and what the affect would be.

Selectman Waddell: I agree.

Selectman Waddell MOTIONED to authorize Attorney Gearreald to request the PUC conduct a public hearing in advance of on acting Aquarion's petition and bring to the PUC Attention the shortcomings of this change over. SECONDED by Selectman Bridle.

VOTE: 4-0-0

2. ERZ Application to DRED (2:40:53)

Town Manager Welch: the ERZ program allows corporations to apply for special consideration in returning taxes to the company for building, expanding and hiring new employees. We have one company in Town interested in this as they are closing down their MA and bring their other employees here, increase productivity, product they produce and the amount of income coming into the State. The State is willing to share some of the taxes they normally get by reducing their tax rate to this company; there is no cost to the Town; we only have to authorize, the State takes care of everything else.

Selectman Waddell MOTIONED to APPROVE the ERZ Application to DRED SECONDED by Selectman Bridle.

VOTE: 4-0-0

Vote to go into a non-public session under RSA 91-A:3,II,c reputation to discuss a matter pertaining to some litigation activity. Roll call vote was unanimous.

XI. Closing Comments (2:43:00)

Selectman Waddell: do not forget to vote

Selectman Bridle: I was saddened today that the new walkway downtown was tagged with spray paint; hope if somebody knows who did that they would come forward.

XII. Adjournment

Selectman Waddell MOTIONED to adjourn the public meeting at 09:40 PM SECONDED by Selectman Bean.

VOTE: 4-0-0

Chairman